



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

**Tuesday, May 19, 2015 – 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 9183 (RZ 14-657378)**  
(File Ref. No. 12-8060-20-009183; RZ 14-657378) (REDMS No. 4382240)

### PH-8

**See Page PH-8 for full report**

**Location:** 2080/2100 No. 4 Road

**Applicant:** Peter Harrison

**Purpose:** To rezone the subject property from “Single Detached (RS1/D)” to “Single Detached (RS2/B)”, to permit the property to be subdivided into two (2) single-family residential lots fronting No. 4 Road.

**First Reading:** April 13, 2015

**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 9183.



2. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9201 (RZ 14-677417)**

(File Ref. No. 12-8060-20-009201; RZ 14-677417) (REDMS No. 4527353)

**PH-25**

**See Page PH-25 for full report**

**Location:** 4760/4780 Fortune Avenue

**Applicant:** 1015553 B.C. Ltd.

**Purpose:** To rezone the subject property from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, to permit subdivision into two (2) lots with driveway access to/from Fortune Avenue.

**First Reading:** April 27, 2015

**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 9201.



3. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9233**

(File Ref. No. 12-8060-20-009233) (REDMS No. 4531312)

**PH-41**

**See Page PH-41 for full report**

**Applicant:** City of Richmond

**Page**

**Purpose:** To amend the “Coach Houses (RCH, RCH1)” zone for compact lots along arterial roads with rear lane access, to:

- enhance opportunities for pedestrian circulation and landscaping between the rear lane and the coach house building;
- enhance site planning as it relates to side yard setbacks for the coach house building, and to the permitted vehicle parking arrangement; and
- to clarify the existing regulations associated with the first storey roof height of the coach house building.

**First Reading:** April 27, 2015

**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 9233.

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2. Adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9233.

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4. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9234 (RZ 13-644767)**

(File Ref. No. 12-8060-20-009234; RZ 13-644767) (REDMS No. 4536458)

**PH-65**

**See Page PH-65 for full report**

**Location:** 7751 Heather Street

**Applicant:** Matthew Cheng Architect Inc.

**Purpose:** To rezone the subject property from “Single Detached (RS1/F)” to “High Density Townhouses (RTH2)”, to permit development of five (5) townhouses with vehicle access to Turnill Street.

**First Reading:** April 13, 2015

**Page**

**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 9234.

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5. **RICHMOND ZONING BYLAW 8500, AMENDMENT Bylaw 9235 (ZT 15-694251)**

(File Ref. No. 12-8060-20-009235; ZT 15-694251) (REDMS No. 4537641)

**PH-88**

**See Page PH-88 for full report**

**Location:** 3531 Bayview Street

**Applicant:** Penta Builder's Group

**Purpose:** Zoning text amendment to add "animal grooming" as a permitted use within the "Commercial Mixed Use (ZMU22) - Steveston Commercial" zone.

**First Reading:** April 27, 2015

**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 9235.

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2. Adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9235.

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**Page**

6. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9240 (RZ 14-669511)**

(File Ref. No. 12-8060-20-009240; RZ 14-669511) (REDMS No. 4340284)

**PH-98**

**See Page PH-98 for full report**

**Location:** 9560 Alexandra Road

**Applicant:** Yamamoto Architecture Ltd.

**Purpose:** To rezone the subject property from “Single-Detached (RS1/F)” to “Town Housing (ZT67) – Alexandra Neighbourhood (West Cambie)”, to permit the development of 20 three-storey townhouse units with site access from Alexandra Road.

**First Reading:** April 27, 2015

**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 9240.



7. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9241 (RZ 10-516067)**

(File Ref. No. 12-8060-20-009241; RZ 10-516067) (REDMS No. 4408991)

**PH-122**

**See Page PH-122 for full report**

**Location:** 6731, 6751 Eckersley Road and 6740 Cooney Road

**Applicant:** Andrew Cheung Architects Inc.

**Purpose:** To create the “Mid Rise Apartment & Townhouse (ZLR26) – Brighthouse Village (City Centre)” zone and to rezone the subject properties from “Single Detached (RS1/E)” to “Mid Rise Apartment and Townhouse (ZLR26) – Brighthouse Village (City Centre)”, to permit development of approximately 41 apartment units and eight (8) townhouse units above a partially submerged parking structure accessed from Eckersley Road; and

**Page**

To amend Section 5.15.1 (Affordable Housing) of Richmond Zoning Bylaw No. 8500 to include the “Mid Rise Apartment and Townhouse (ZLR26) – Brighthouse Village (City Centre)” zone and a density bonusing cash in lieu sum in accordance with the Affordable Housing Strategy.

**First Reading:** April 27, 2015

**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 9241.



8. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9242 (RZ 14-673732)**

(File Ref. No. 12-8060-20-009242; RZ 14-673732) (REDMS No. 4497990)

**PH-162**

**See Page PH-162 for full report**

**Location:** 8491 Williams Road

**Applicant:** Casa Mia Projects Ltd.

**Purpose:** To rezone the subject property from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, to permit development of four (4) townhouse units with vehicle accesses from 8391 Williams Road and 8531 Williams Road.

**First Reading:** April 27, 2015

**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 9242.



**Page**

9. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9244 (RZ 14-665401)**

(File Ref. No. 12-8060-20-009244; RZ 14-665401) (REDMS No. 4547543)

**PH-180**

See Page **PH-180** for full report

**Location:** 9840 Seaton Court

**Applicant:** Sukinder Mangat

**Purpose:** To rezone the subject property from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, to permit the property to be subdivided to create two (2) lots with vehicle access to/from a rear lane.

**First Reading:** April 27, 2015

**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 9244.

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**ADJOURNMENT**

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# City of Richmond

## Report to Committee Planning and Development Department

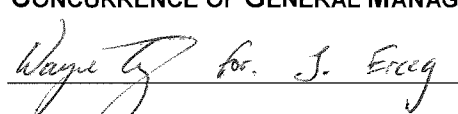
**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development  
**Date:** March 10, 2015  
**File:** RZ 14-657378  
**Re:** Application by Peter Harrison for Rezoning at 2080/2100 No.4 Road from Single Detached (RS1/D) to Single Detached (RS2/B)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9183, for the rezoning of 2080/2100 No.4 Road from "Single Detached (RS1/D)" to "Single Detached (RS2/B)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

AY:blg  
Att.

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

## **Staff Report**

### **Origin**

Peter Harrison has applied to the City of Richmond for permission to rezone the property at 2080/2100 No. 4 Road from “Single Detached (RS1/D)” zone to “Single Detached (RS2/B)” zone to permit the property to be subdivided into two (2) lots fronting No. 4 Road. A duplex which currently exists on the lot will be demolished. A location map and aerial photograph of the subject site is included in Attachment 1. A preliminary subdivision plan is provided in Attachment 2.

### **Findings of Fact**

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

### **Surrounding Development**

The subject site is located in the Tait Sub-Area of the Bridgeport Planning Area. Existing development immediately surrounding the subject site is as follows:

- To the north, east and south, are single-family residential lots zoned “Single Detached (RS1/D)”.
- To the west, directly across No. 4 Road, is a BC Hydro substation situated on an industrial lot zoned “Industrial Storage (IS)” and “Light Industrial (IL)”.

### **Related Policies & Studies**

#### 2041 Official Community Plan (OCP) and Bridgeport Area Plan

The 2041 Official Community Plan (OCP) designation of the subject site is “Neighbourhood Residential (NRES)” and the Bridgeport Area Plan designation of the subject site is “Residential (Single Family)”. The proposed single-family development complies with the OCP and Area Plan land use designations.

#### Single-Family Lot Size Policy 5448

The subject site is located within the area bounded by Single-Family Lot Size Policy 5448, which was adopted by Council on September 16, 1991, and subsequently amended on February 20, 2012 (see Attachment 4).

In accordance with Section 2.3.7 of Richmond Zoning Bylaw No. 8500, the provisions of the lot size policy do not apply to the subject proposal, as a legal non-conforming duplex is currently situated on the subject site and the intent of the proposed redevelopment is to subdivide the property into two (2) single-detached lots. This proposal is consistent with the single-family form and character of the Tait neighbourhood.

The lot size policy stipulates that rezoning along No. 4 Road shall be limited to the “Single Detached (RS2/C)” zone, or the “Single Detached (RS2/B)” zone where lane or internal road access is provided. The intent of the “Single Detached (RS2/C)” zone is to provide for on-site vehicle manoeuvring on Arterial Roads. As No. 4 Road is not designated as an Arterial Road in this location, there is no need to secure an additional building setback to facilitate on-site vehicle manoeuvring.

#### Flood Management

The proposed redevelopment must meet the minimum requirements of Richmond Flood Plain Designation and Protection Bylaw No. 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

#### Aircraft Noise Sensitive Development (ANSD) Policy

The subject site is located within Area 2 (High Aircraft Noise Area) of the Aircraft Noise Sensitive Development (ANSD) Policy. The Policy permits rezoning from one (1) Single-Family Housing District (R1) Subdivision Area to another Subdivision Area (A-H, J-K) on single-family residential lots within Area 2, subject to compliance with applicable policies. The proposed redevelopment complies with the ANSD Policy. Registration of an Aircraft Noise Sensitive Use Covenant on Title will be required prior to final adoption of the rezoning bylaw to address aircraft noise mitigation and public awareness.

#### Ministry of Transportation and Infrastructure (MOTI) Referral

The subject proposal was referred to the British Columbia Ministry of Transportation and Infrastructure (MOTI), as the subject site is located within 800 m of a controlled access highway. Preliminary approval of the proposed rezoning for a period of one (1) year was granted on October 20, 2014 pursuant to Section 52(3)(a) of the Transportation Act. Prior to final adoption of the rezoning bylaw, the applicant must obtain final approval from the Ministry of Transportation and Infrastructure.

#### **Public Consultation**

The rezoning information sign has been installed on the subject property. Staff have not been notified of any concerns expressed by the public regarding the proposed redevelopment.

#### **Analysis**

##### Site Servicing and Vehicle Access

There are no servicing concerns with the proposed rezoning.

Vehicle access to both proposed lots is to be from No. 4 Road. Additional driveway access associated with the proposed redevelopment may be supported along No. 4 Road at this location. The existing driveway will be closed and the dimensions of new driveways are to be limited to four (4) m at the west property line. Proposed driveway and walkway locations must not conflict

with the existing power and street light pole along the property frontage, and must be located at least one (1) m away from new water meter boxes.

### Trees and Landscaping

A Certified Arborist's Report and Tree Retention Plan was submitted by the applicant. The Report identifies one (1) Cedar hedge on-site proposed for removal, one (1) bylaw-sized Cedar tree on-site proposed for retention, and four (4) bylaw-sized Cedar trees on neighbouring property to be retained. The on-site Cedar hedge and Cedar tree are located along the subject property frontage and are jointly owned by the City and the subject property owners. A copy of the proposed Tree Retention Plan is included in Attachment 5.

Parks Department staff have reviewed the Arborist's Report and concur with the Arborist's recommendation that the Cedar hedge should be removed, as it will conflict with the proposed location of the new driveways.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted an on-site visual tree assessment, and concurs with the Arborist's recommendations as follows:

- One (1) bylaw-sized Cedar tree (Tag# 2) located along the subject property frontage is to be retained and protected at a minimum of 3.5 m out from the base of the tree.
- Four (4) bylaw-sized Cedar trees (Tag#'s 3, 4, 5 and 6) located on neighbouring property are to be retained and protected at a minimum of 2.5 m from the property line.

Tree protection fencing is to be installed around Tree Tag#'s 2-6 to City standard and in accordance with the City's Bulletin Tree-03 prior to demolition of existing buildings, and must remain in place until all construction and landscaping works are completed on-site. To ensure the protection of Tree Tag#'s 2-6, the applicant is required to complete the following:

- Submit a Tree Survival Security in the amount of \$1,000 for the Cedar tree to be retained on-site.
- Enter into a contract between the applicant and a Certified Arborist for the supervision of works conducted within close proximity to the tree protection zones of the trees to be retained. Pending the survival of the trees, the Tree Survival Security will not be released until a post-construction impact assessment report is submitted and reviewed to the satisfaction of City Staff.

Consistent with Council Policy 5032 – Tree Planting, the applicant has agreed to plant four (4) new trees on-site (two [2] on each proposed subdivided lot). To ensure that the new 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.

### 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.

**Note:** Should the applicant change their mind about the Affordable Housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft<sup>2</sup> of total building area of the single detached dwellings to be constructed (i.e., \$5,283).

### Subdivision Stage

At Subdivision stage, the applicant is required to enter into a Servicing Agreement with the City for works including, but not limited to engineering servicing and frontage upgrades as outlined in Attachment 6.

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

None.

### **Conclusion**

The rezoning application to permit the subdivision of the subject site into two (2) smaller lots zoned "Single Detached (RS2/B)" is consistent with applicable policies and land use designations outlined within the Official Community Plan (OCP), and with Richmond Zoning Bylaw No. 8500.

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



On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9183 be introduced and given first reading.

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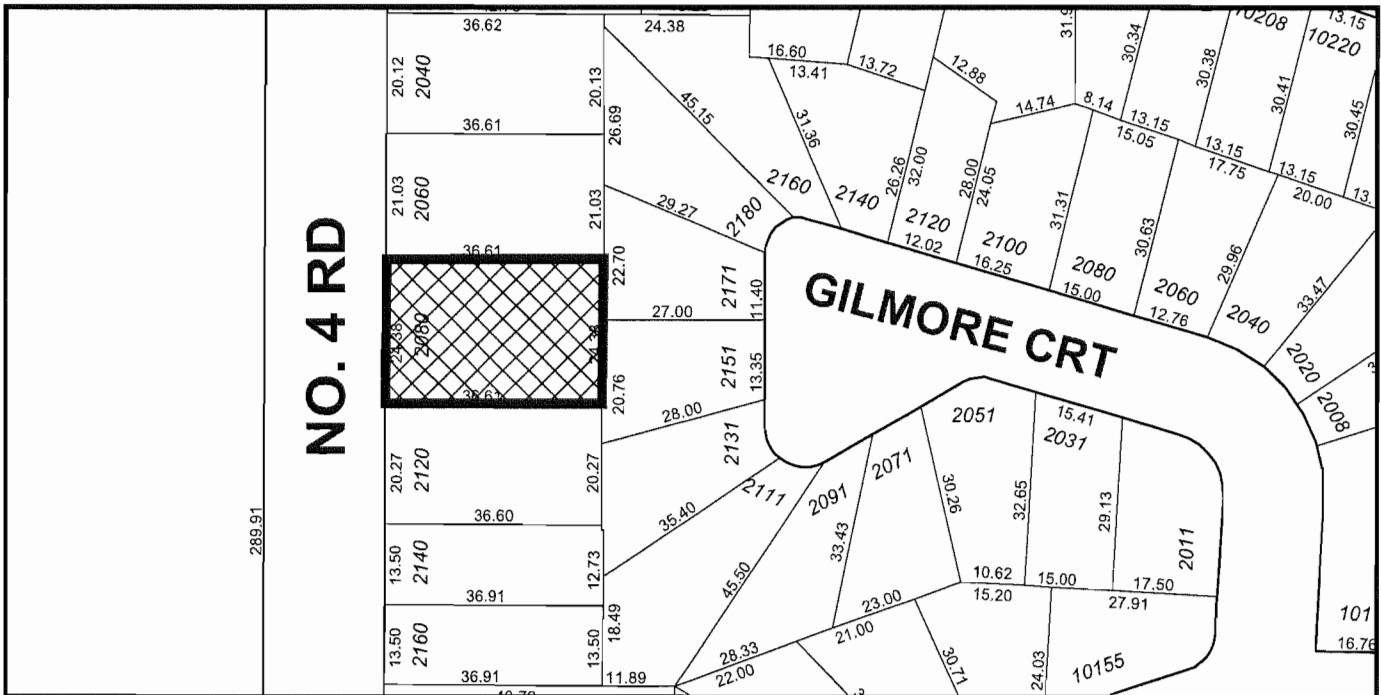
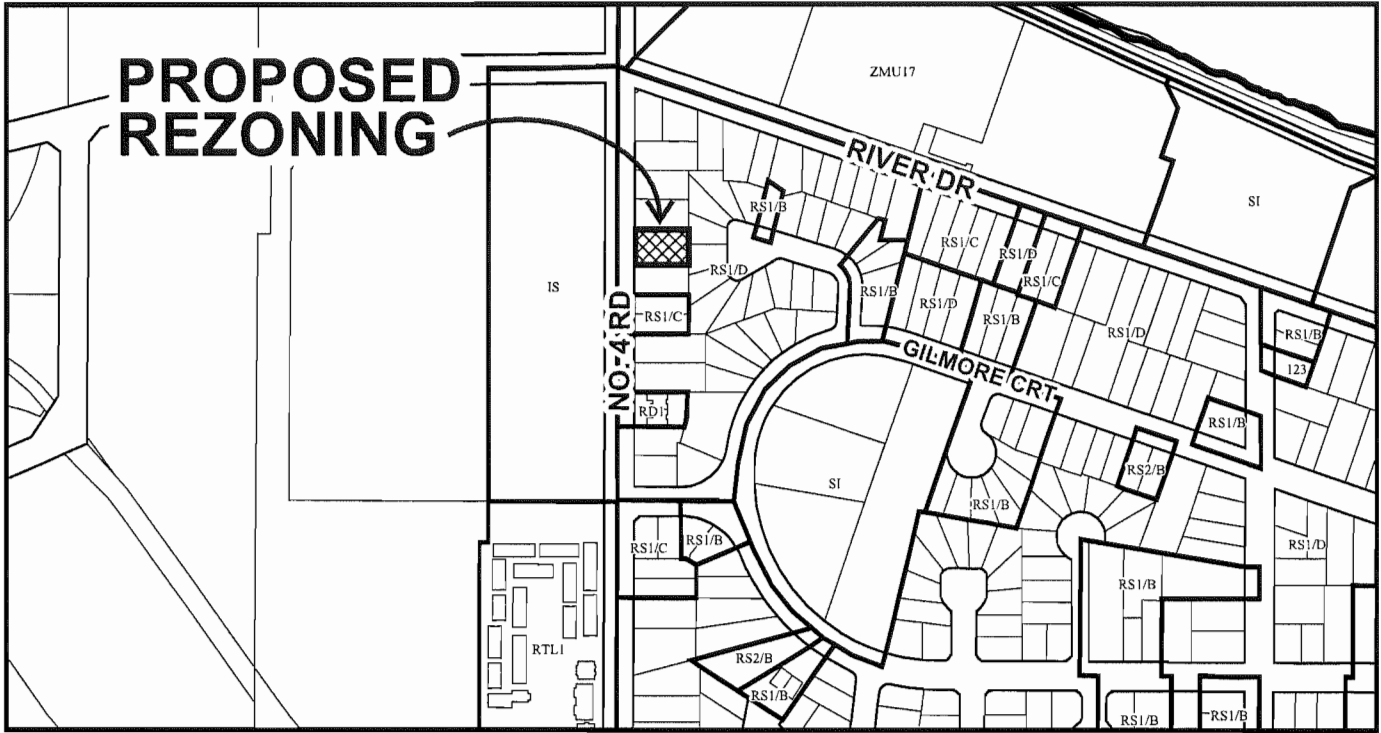
Andrew Yu  
Planning Technician (Temp)  
(604-204-8518)

AY:blg

Attachment 1: Location Map and Aerial Photograph  
Attachment 2: Preliminary Subdivision Plan  
Attachment 3: Development Application Data Sheet  
Attachment 4: Single-Family Lot Size Policy 5448  
Attachment 5: Proposed Tree Retention Plan  
Attachment 6: Rezoning Considerations



City of  
Richmond



RZ 14-657378

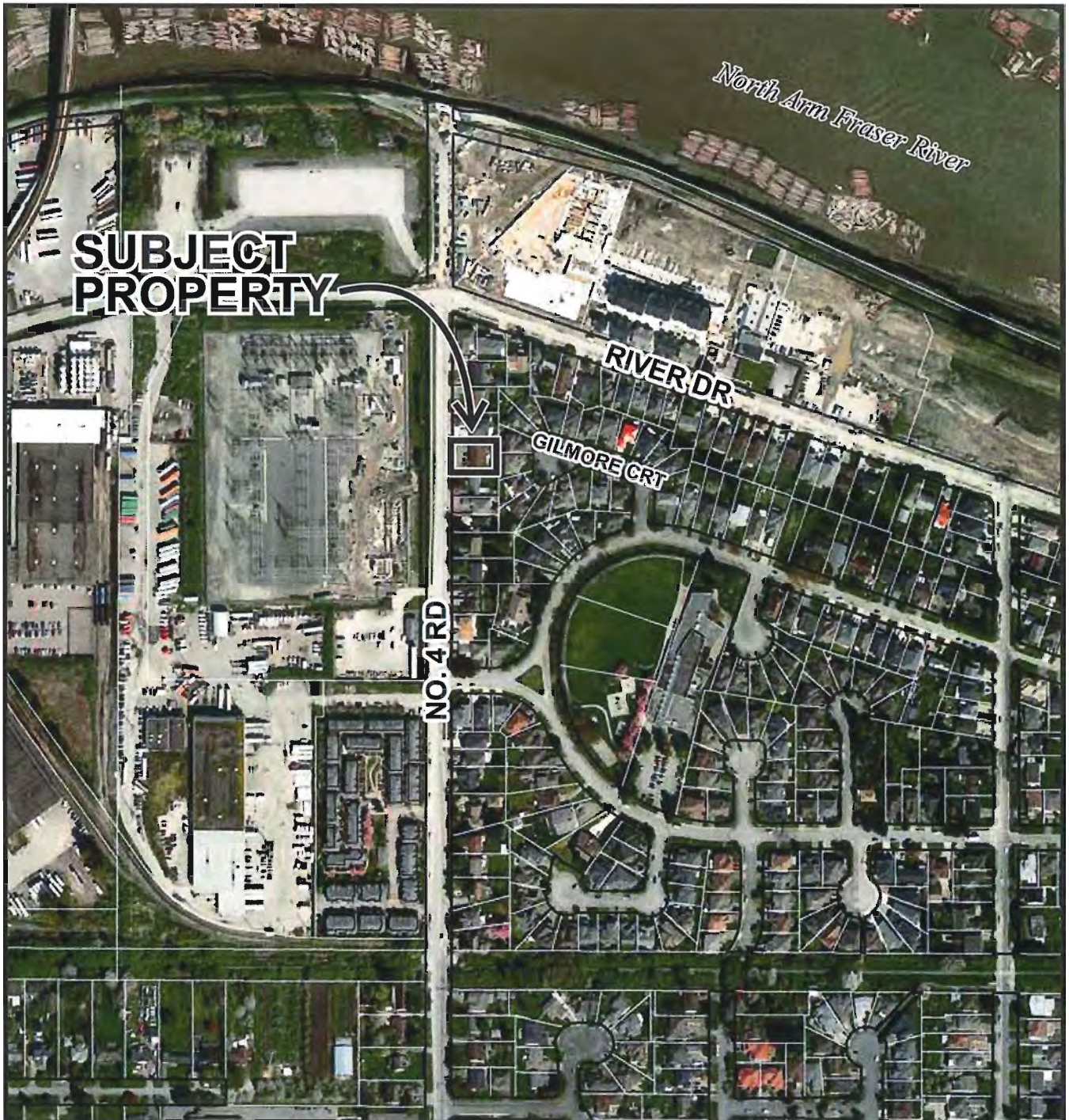
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Revision Date:

Note: Dimensions are in METRES



City of  
Richmond



RZ 14-657378

Original Date: 03/05/14

Revision Date:

Note: Dimensions are in METRES







**RZ 14-657378**

**Attachment 3**

Address: 2080/2100 No.4 Road

Applicant: Peter Harrison

Planning Area(s): Bridgeport (Tait Sub-Area)

	Existing	Proposed
<b>Owners:</b>	Peter Harrison/Anthony Harrison	TBD
<b>Site Size (m<sup>2</sup>):</b>	892.3 m <sup>2</sup>	446.2 m <sup>2</sup> (proposed north lot) 446.2 m <sup>2</sup> (proposed south lot)
<b>Land Uses:</b>	Legal Non-Conforming Duplex	Single-family residential
<b>OCP Designation:</b>	Neighbourhood Residential	Complies
<b>Area Plan Designation:</b>	Residential (Single-family)	Complies
<b>702 Policy Designation:</b>	Lot Size Policy 5448	Not applicable
<b>Zoning:</b>	Single Detached (RS1/D)	Single Detached (RS2/B)
<b>Number of Lots:</b>	1	2
<b>Aircraft Noise Sensitive Development (ANSI) Policy:</b>	Area 2 (High Aircraft Noise Area)	Complies

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, non-porous surfaces:	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping with live plant material:	Min. 25%	Min. 25%	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Interior Side Yards (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	Max. 2½ storeys	Max. 2½ storeys	none
Lot Size (m <sup>2</sup> ):	Min. 360 m <sup>2</sup>	446.2 m <sup>2</sup> (proposed north lot) 446.2 m <sup>2</sup> (proposed south lot)	none
Lot Width (m):	Min. 12 m	12.2 m (proposed north lot) 12.2 m (proposed south lot)	none
Lot Depth (m):	Min. 24 m	36.6 m (proposed north lot) 36.6 m (proposed south lot)	none
Lot Frontage (m):	Min. 6 m	12.2 m (proposed north lot) 12.2 m (proposed south lot)	none

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



# City of Richmond

# Policy Manual

Page 1 of 2

Adopted by Council: September 16, 1991

**POLICY 5448**

Amended By Council: February 20, 2012

File Ref: 4045-00

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

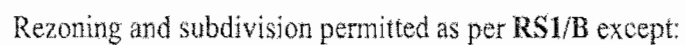
**POLICY 5448:**

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

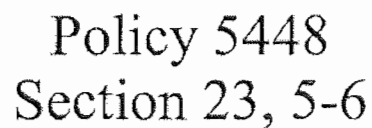
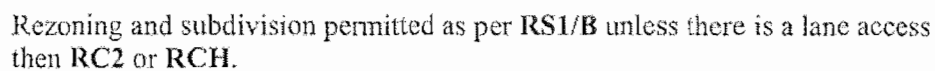
That properties within the area bounded by Bridgeport Road on the south, River Drive on the north, Shell Road on the east and No. 4 Road on the west, in a portion of Section 23-5-6, be permitted to rezone and subdivide in accordance with the provisions of Single Detached (RS1/B) in Zoning and Development Bylaw 8500, with the following provisions:

- (a) Properties along Bridgeport Road (between McKessock Avenue and Shell Road) and along Shell Road will be restricted to Single Detached (RS1/D) unless there is lane or internal road access in which case Single Detached (RS1/B) will be permitted;
- (b) Properties along Bridgeport Road between No. 4 Road and McKessock Avenue will be restricted to Single Detached (RS1/D) unless there is lane access in which case Compact Single Detached (RC2) and Coach Houses (RCH) will be permitted;
- (c) Properties along No. 4 Road and River Drive will be restricted to Single Detached (RS1/C) unless there is lane or internal road access in which case Single Detached (RS1/B) will be permitted;

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

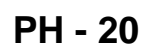
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1. River Drive: **RS1/C** unless there is a lane or internal road access, then **RS1/B**.
2. Shell Road: **RS1/D** unless there is a lane or internal road access, then **RS1/B**.
3. No. 4 Road: **RS1/C** unless there is a lane or internal road access then **RS1/B**.
4. Bridgeport Road: **RS1/D** unless there is a lane or internal road access then **RS1/B**.



Adopted Date: 09/16/91

Amended Date: 02/20/12







# City of Richmond

## Rezoning Considerations

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

**Address:** 2080/2100 No.4 Road

**File No.:** RZ 14-657378

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9183, the developer is required to complete the following:**

1. Provincial Ministry of Transportation & Infrastructure Approval.
2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
3. Submission of a Tree Survival Security to the City in the amount of \$1,000 for the one (1) Cedar tree (Tag# 2) located along the subject property frontage to be retained.
4. Submission of a Landscaping Security to the City in the amount of \$2,000 (\$500/tree) for the four (4) trees to be planted and maintained on the subject property (two [2] on each subdivided lot) at a minimum size of 3.5 m tall conifer or 6 cm deciduous caliper.
5. Registration of an aircraft noise sensitive use covenant on title.
6. Registration of a flood indemnity covenant on title.
7. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on 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. \$5,283) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

**At Demolition Permit\* Stage, the developer must complete the following requirements:**

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

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

1. Enter into a Servicing Agreement\* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to the following:

*Water Works:*

- Using the OCP Model, there is 322 L/s of water available at a 20 psi residual at the No. 4 Road frontage. Based on the proposed development, the site requires a minimum fire flow of 95 L/s. Once the applicant has confirmed the building design at Building Permit stage, the applicant must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) to confirm that there is adequate available flow.
- Disconnect the existing 20 mm diameter water connection and cap the tie-in at the main. Install two (2) new 25 mm diameter connections complete with meter boxes at the property line to service the two (2) new lots. Meter boxes must be placed on grass boulevard outside of private fence at minimum one (1) m away from paved driveways and walkways. Details to be finalized in the Servicing Agreement Designs.

*Storm Sewer Works:*

- Relocate or replace the existing ICs located at the northwest and southwest corners out of the private property subject to the ICs' condition and location of the proposed driveways, and install a new 100 mm diameter storm service connection to each storm ICs for servicing the two (2) subdivided lots. Details to be finalized in the Servicing Agreement Designs.
- Install a new IC as lawn drain at the common property line between the proposed driveways if required. Details to be finalized in the Servicing Agreement Designs.
- Boulevard must be graded towards the ICs to prevent storm water from ponding on the boulevard, road, driveways and walkways.

*Sanitary Sewer Works:*

- Remove the existing sanitary IC and cut and cap the existing lead pipe at the main. Install a new 450 mm diameter Type II IC complete with two (2) 100 mm diameter connections for servicing the two (2) new lots at the common property line. Details to be finalized in the Servicing Agreement Designs.
- The required sanitary sewer works outlined above must be completed prior to the issuance of a Building Permit to prevent the developer's building foundation work from jeopardizing the City forces' ability to access the rear yard with heavy equipment.

*Frontage Improvements:*

- Developer is required to construct curb, gutter, a 1.5 m-wide sidewalk and a grass/treed boulevard along the entire development frontage. The boulevard is to be placed within the remaining width between the new sidewalk and the curb. Details to be finalized in the Servicing Agreement Designs.
- The existing driveway is to be closed and the dimensions of new driveways are to be limited to four (4) m at the west property line. Proposed driveway and walkway locations must not conflict with the existing power and street light pole along the property frontage, and must be located at least one (1) m away from new water meter boxes.

*General Items:*

- Additional legal agreements, as determined via the subject development's Servicing Agreement(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.

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

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

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Signed

---

Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9183 (RZ 14-657378)  
2080/2100 No. 4 Road**

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

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

P.I.D. 004-268-334

Lot 308 Except: Part Subdivided by Plan 81711, Section 23 Block 5 North Range 6 West  
New Westminster District Plan 41897

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9183"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND  
INFRASTRUCTURE APPROVAL

ADOPTED

APR 13 2015



\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee Planning and Development Department

**To:** Planning Committee

**Date:** April 12, 2015

**From:** Wayne Craig  
Director of Development

**File:** RZ 14-677417

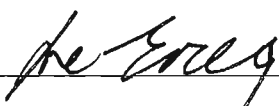
**Re:** Application by 1015553 B.C. Ltd. for Rezoning at 4760/4780 Fortune Avenue from Single Detached (RS1/E) to Single Detached (RS2/B)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9201, for the rezoning of 4760/4780 Fortune Avenue from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

AY: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

1015553 B.C. Ltd. has applied to the City of Richmond to rezone the property at 4760/4780 Fortune Avenue from “Single Detached (RS1/E)” zone to “Single Detached (RS2/B)” zone to permit subdivision into two (2) lots. An existing duplex situated on the lot will be demolished. A map and aerial photograph showing the location of the subject site is provided in Attachment 1. A preliminary subdivision plan is included in Attachment 2.

### Findings of Fact

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

### Surrounding Development

The subject site is located in the Steveston Planning Area. Existing development immediately surrounding the property is as follows:

- To the north, directly across Fortune Avenue, is a duplex zoned “Two-Unit Dwellings (RD1)”.
- To the south and east, are single-family residential lots zoned “Single Detached (RS1/E)”.
- To the west, are single-family residential lots under Land Use Contract 113.

### Related Policies & Studies

#### 2041 Official Community Plan (OCP) & Steveston Area Plan

The Official Community Plan (OCP) designation of the subject site is “Neighbourhood Residential (NRES)”. The Steveston Area Plan designation of the subject site is “Single-Family”. The proposed single-family development complies with the OCP and Steveston Area Plan land use designations. The proposed rezoning and subdivision is also consistent with Section 2.3 of the Richmond Zoning Bylaw, regarding the subdivision of a lot occupied by a legal duplex into no more than two single detached housing lots.

#### Flood Management

The proposed redevelopment must meet the requirements of Richmond Flood Plain Designation and Protection Bylaw No. 8204. A flood indemnity covenant must be registered on Title of the subject property prior to final adoption of the rezoning bylaw.

**Public Consultation**

The rezoning information sign has been installed on the subject site. In response, one (1) neighbourhood resident of the property immediately west of the existing walkway expressed concerns to Staff regarding on-site tree preservation, notification process, potential issues with rodents and vermin from the demolition of the existing dwelling, and the design of the proposed new dwellings.

Staff met with the resident to discuss these matters and advised the resident that his property falls within the statutory notification area required for the Public Hearing and will be notified by mail of the Public Hearing date. Building Approvals Division does not have any specific requirements for pest control associated with the demolition of the existing structure. The developer has agreed to undertake a period of rodent control prior to the demolition of the structure.

The resident was concerned with two trees along the east edge of the walkway that are identified for removal (one multi-stemmed holly and one locust tree), based on the conflict with the proposed building envelope. The developer's arborist has assessed these two trees and while relatively healthy, the trees are identified for removal based on the building envelope. The developer will provide on-site planting and cash-in-lieu as compensation for their removal. The City's tree bylaw staff have reviewed and agree with the findings of the arborist's report.

The design of the houses and finish materials have not been determined at this time. Any structures built must conform to the siting, setbacks, height, and other regulations of the Richmond Zoning Bylaw No. 8500, which will be confirmed and secured through the Building Permit process.

**Analysis**Public Pedestrian Walkway

A north-south public pedestrian walkway linking Fortune Avenue and Hermitage Drive is located adjacent to the subject site along the west property line. The chain link fencing and gate to the walkway must remain intact and unobstructed throughout all future demolition and construction activities associated with the proposed redevelopment, so as not to interfere with public access. The walkway surface and landscaping are currently serviceable, but the developer has agreed to contribute \$5,000 towards upgrades to north and south entrances to the walkway.

Site Servicing and Vehicle Access

There are no site servicing concerns with the proposed rezoning.

Vehicle driveway access to both proposed lots is to be from Fortune Avenue. At Subdivision stage, the developer will be required to pay servicing costs to reinstate the curb and gutter, sidewalk and boulevard along the property frontages.

Trees and Landscaping

A Certified Arborist's Report and Tree Retention Plan have been submitted by the applicant. The Report identifies the following:

- 14 bylaw-sized trees located on-site proposed for removal.
- Four (4) bylaw-sized trees located on-site proposed for retention.
- Four (4) bylaw-sized trees located on neighbouring property proposed for retention.
- Three (3) trees located on City property proposed for removal.
- Two (2) trees located on City property proposed for retention.

A copy of the proposed Tree Retention Plan is provided in Attachment 4.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted an on-site Visual Tree Assessment, and concurs with the Arborist's recommendations as follows:

- 14 trees located on-site (Tag#'s 4-9, 14, 18-19, 21-23 and 25-26) are in conflict with the proposed building envelope, have been previously topped, or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions. As a result, these trees are not good candidates for retention and should be replaced.
- Four (4) Birch trees located on-site (Tag#'s 10-13) are to be retained and protected.
- Four (4) trees located on neighbouring property (Tag#'s 15-17 and 20) are to be retained and protected.

Parks Department Staff have reviewed the Arborist's Report and concurs with the Arborist's recommendations as follows:

- Three (3) trees on City property - two (2) Cedar trees (Tag#'s 3 and 27) and one (1) Cypress tree (Tag# 2) near the frontage of the subject site should be removed, as they will be in direct conflict with proposed driveway construction to serve the subdivided lots.
- Two (2) trees (Tag#'s 1 and 24) located on City property are to be retained and protected.

Tree protection fencing is to be installed to City standard and in accordance with the City's Bulletin Tree-03 around the drip-lines of all trees to be retained (Tag#'s 1, 10-13, 15-17, 20 and 24). All tree protection fencing must be installed prior to demolition of existing buildings, and must remain in place until all construction and landscaping activities are completed on-site. To ensure the protection of the trees to be retained, the applicant must complete the following prior to final adoption of the rezoning bylaw:

- Submit a Tree Survival Security in the amount of \$6,000 for the four (4) trees located on-site and the two (2) trees located on City property to be retained. After construction and landscaping works on-site are completed, a landscaping inspection will be conducted to verify tree survival and 50% of the security will be released. The remaining 50% of the security will be released one (1) year after the initial landscaping inspection if the trees have survived.



- Enter into a Contract between the applicant and a Certified Arborist for the supervision of works conducted in close proximity to the Tree Protection Zones of all trees to be retained.

Prior to final adoption of the rezoning bylaw, the applicant will be required to provide compensation in the amount of \$1,950 (\$650/tree) to the City Tree Compensation Fund for the three (3) trees located on City property to be removed.

Under the 2:1 tree replacement guideline ratio in the OCP, the applicant is required to provide 28 replacement trees. In recognition of the efforts to be taken by the applicant to retain the six (6) trees located on-site and on City property, as well as the space limitations for re-planting after the subdivision, Staff recommends that the applicant be required to plant a total of eight (8) replacement trees on-site (four [4] on each subdivided lot). To ensure that the eight (8) replacement trees are planted and maintained on-site, the applicant is required to submit a Landscaping Security in the amount of \$4,000 (\$500/tree). Suitable tree replacement species include the *Stewartia* (*Stewartia Pseudocamellia*), Dik's Weeping Cypress (*Chamaecyparis Lawsoniana 'Dik's Weeping'*) and the Serbian Spruce (*Picea Omorika*), at a minimum size of 3.5 m tall conifer or 6 cm deciduous caliper.

In recognition of the tree preservation efforts made by the applicant to retain a total 7 trees both on-site and on City property, proposed replacement trees (4 per lot) and the voluntary contribution of \$5,000 towards upgrades to the adjacent public walkway, staff recommends that the applicant be required to provide a cash-in-lieu payment of \$6,500 for trees not replaced on site.

#### 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 contribution of \$1.00 per buildable square foot of the single-detached dwellings (i.e., \$5,480) to the City's Affordable Housing Reserve Fund in-lieu of providing a legal secondary suite in a dwelling on one (1) of the two (2) lots proposed at the subject site. The cash-in-lieu contribution must be submitted prior to final adoption of the rezoning bylaw.

#### Subdivision Stage

At Subdivision stage, the applicant is required to pay servicing costs for the completion of engineering servicing and frontage upgrades outlined in Attachment 5 via Work Order.

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

None.

### Conclusion

This rezoning application to permit the subdivision of an existing property into two (2) smaller lots zoned "Single Detached (RS2/B)" is consistent with the applicable policies and land use designations outlined within the Official Community Plan (OCP) and the Steveston Area Plan.

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

On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9201 be introduced and given first reading.

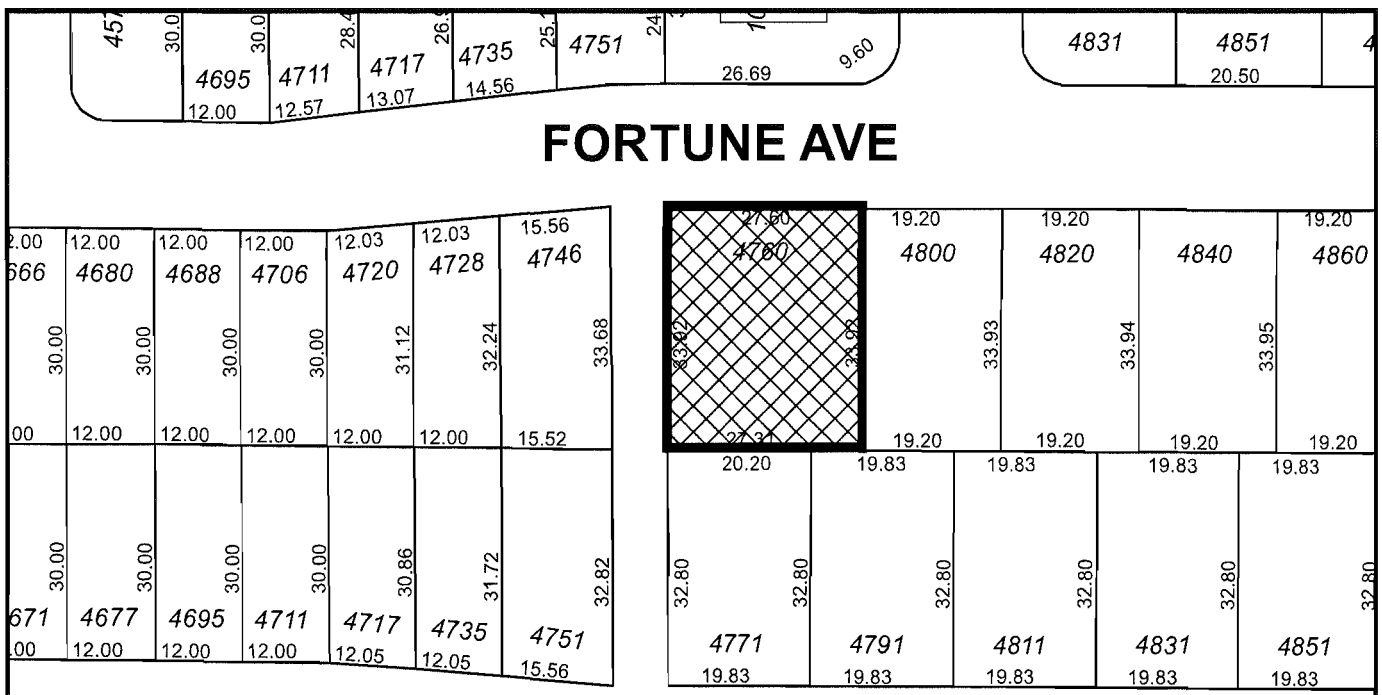
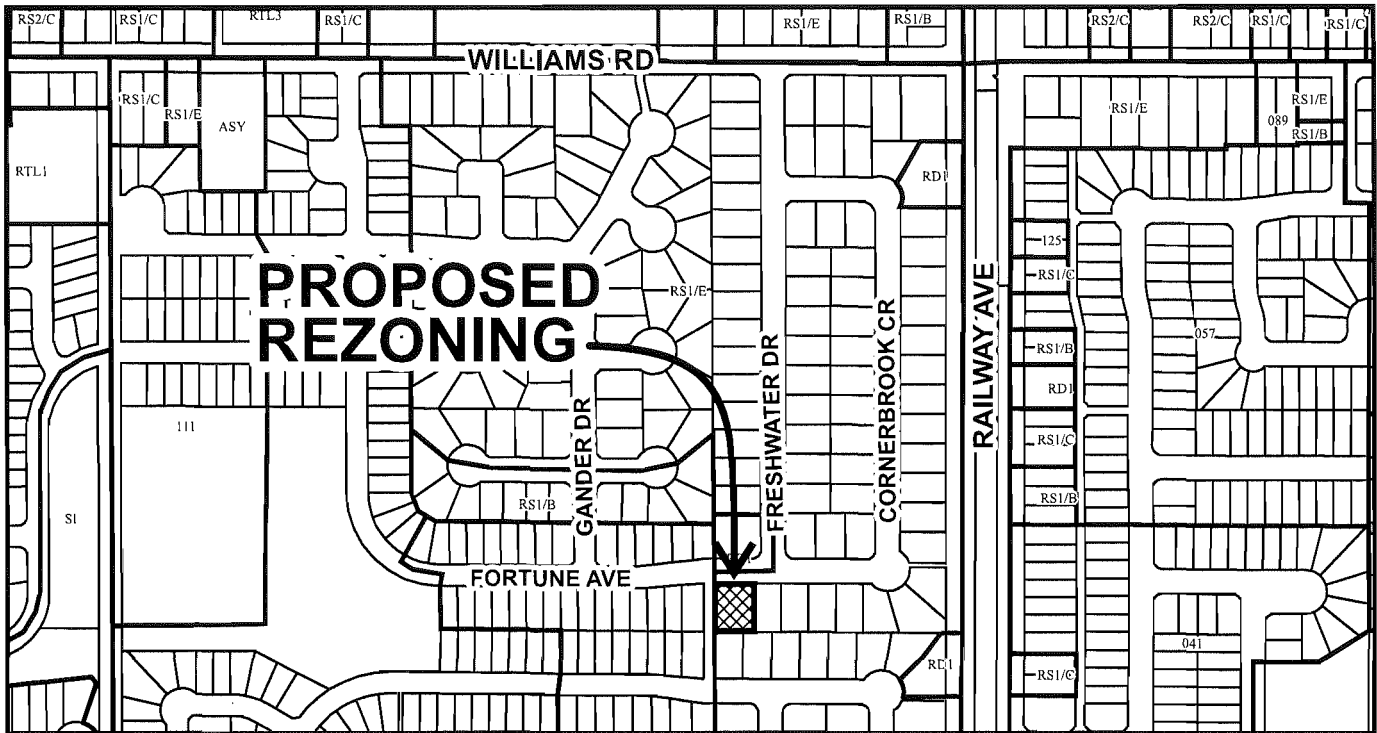
  
dr. Andrew Yu  
Planning Technician (Temp)  
(604-204-8518)

AY:blg

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



# City of Richmond



## RZ 14-677417

Original Date: 11/28/14

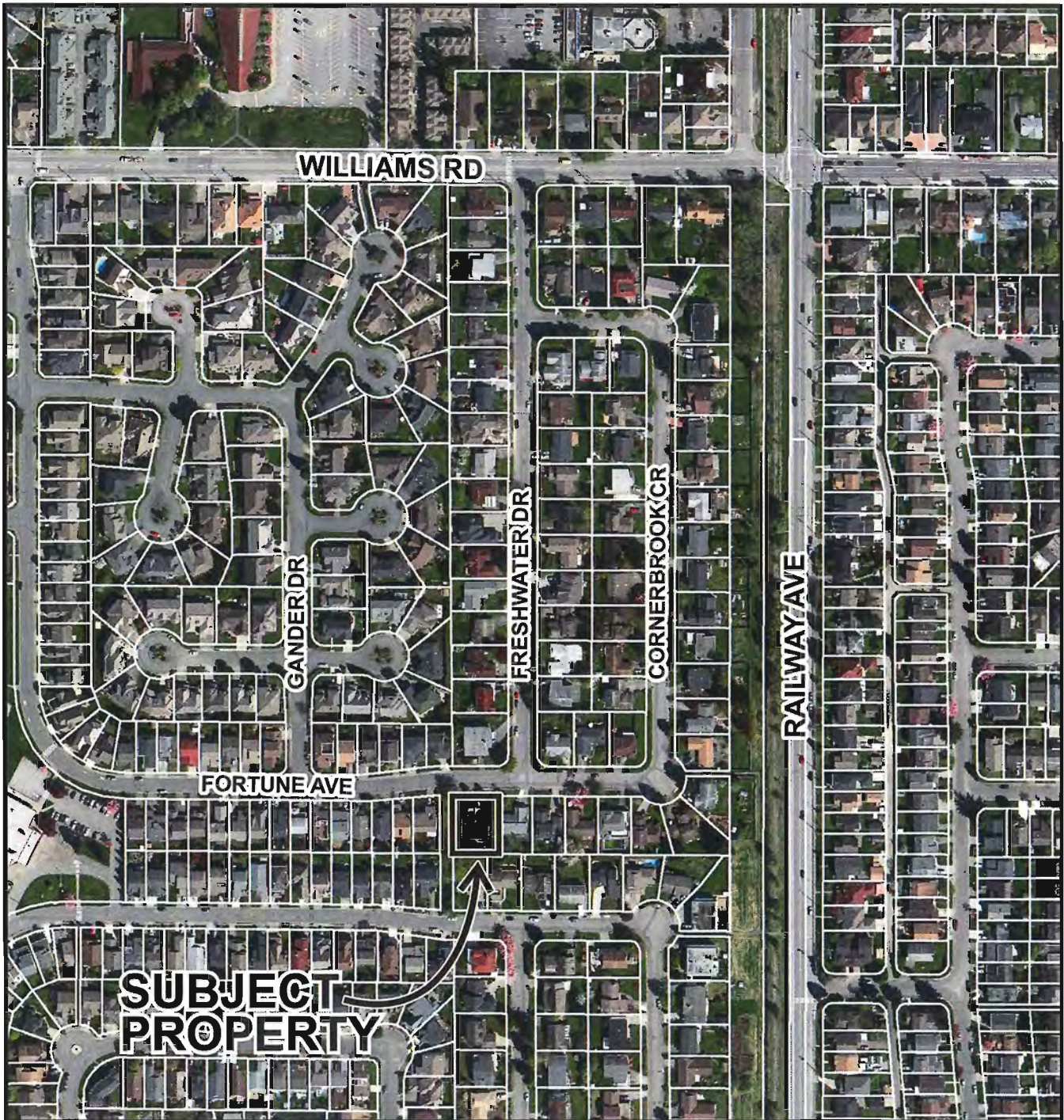
Revision Date:

Note: Dimensions are in METRES





City of  
Richmond



RZ 14-677417

Original Date: 11/28/14

Revision Date

Note: Dimensions are in METRES



# TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 192 SECTION 35 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN 43194

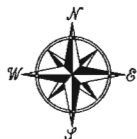
#4760 FORTUNE AVENUE,  
RICHMOND, B.C.  
P.I.D. 004-212-606

*NOTE:*  
*PRELIMINARY*

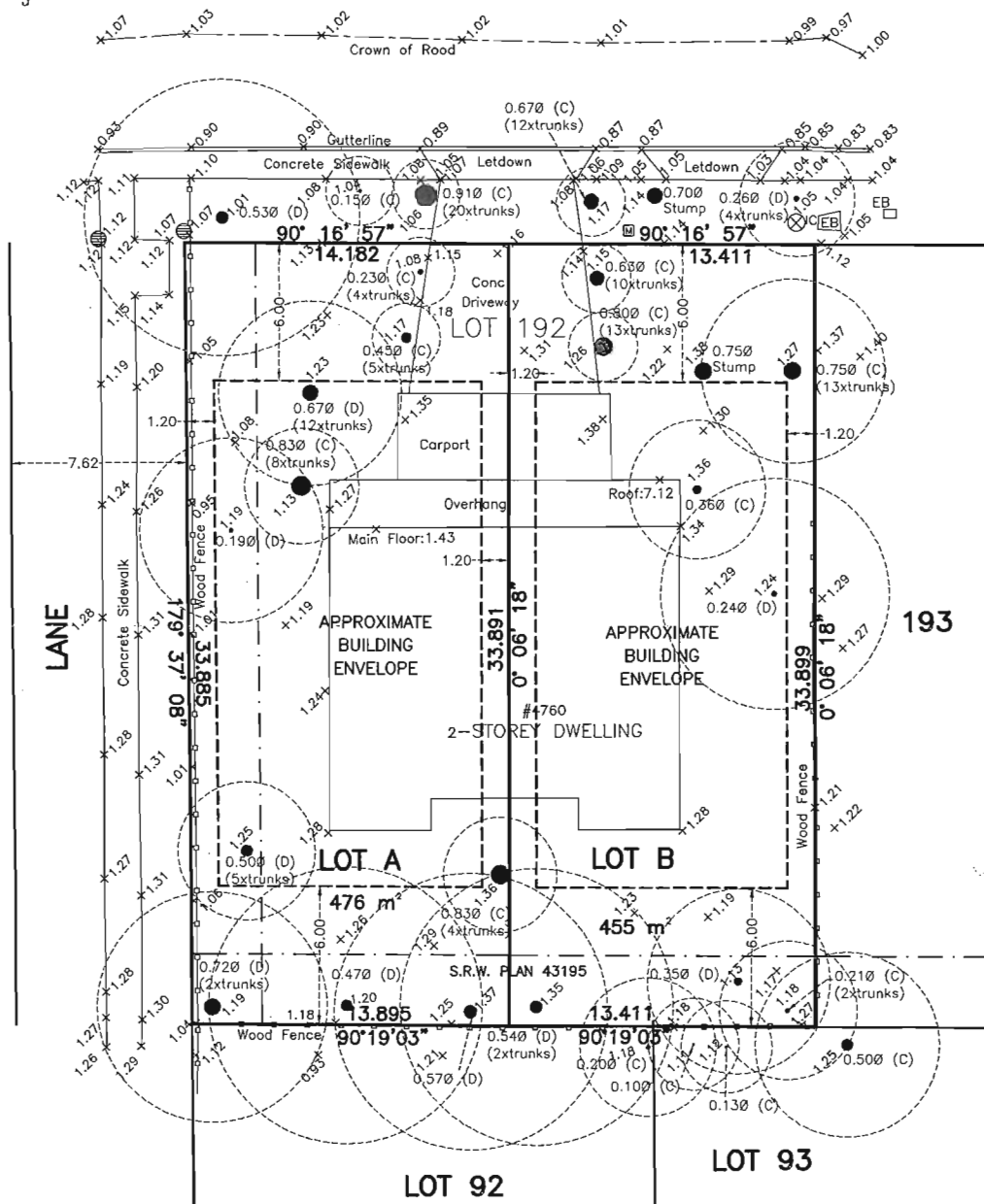
SCALE: 1:200

0 5 10 15

ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED



FORTUNE AVENUE



© copyright

J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 5751  
FB-263 P45-52  
Drawn By: TH

## LEGEND:

- EB denotes electrical box
- ⊙ denotes round catch basin
- ⊗ denotes inspection chamber
- ⊠ denotes water meter
- (C) denotes coniferous
- (D) denotes deciduous

## NOTE:

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

## CERTIFIED CORRECT:

LOT DIMENSION ACCORDING TO  
FIELD SURVEY

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

OCTOBER 7th, 2014

DWG No. 5751-TOP0

PH - 33



**RZ 14-677417**

**Attachment 3**

Address: 4760/4780 Fortune Avenue

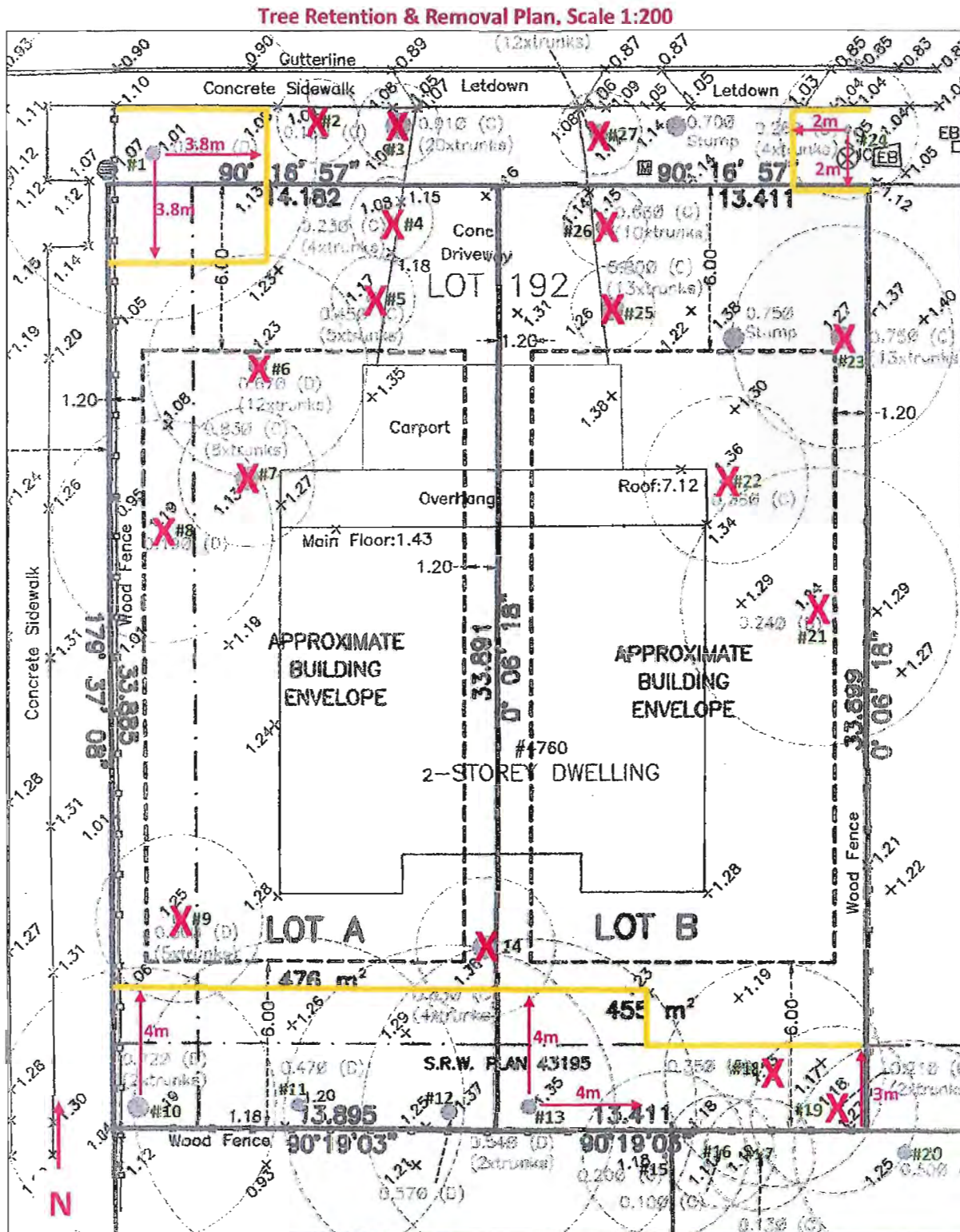
Applicant: 1015553 B.C. Ltd.

Planning Area(s): Steveston

	Existing	Proposed
<b>Owner:</b>	Natalia Bendo	TBD
<b>Site Size (m<sup>2</sup>):</b>	931 m <sup>2</sup>	Proposed west lot: 476 m <sup>2</sup> Proposed east lot: 455 m <sup>2</sup>
<b>Land Uses:</b>	Legal non-conforming duplex	Single-family residential
<b>OCP Designation:</b>	Neighbourhood Residential	Complies
<b>Area Plan Designation:</b>	Single-Family	Complies
<b>Zoning:</b>	Single Detached (RS1/E)	Single Detached (RS2/B)
<b>Number of Lots:</b>	One (1)	Two (2)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Coverage – Building, structures, non-porous surfaces:	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping with live plant material:	Min. 25%	Min. 25%	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Interior Side Yards (m):	Min. 1.2 m	Min. 1.2 m	none
Height:	Max. 2½ storeys	Max. 2½ storeys	none
Lot Size (m <sup>2</sup> ):	Min. 360 m <sup>2</sup>	Proposed west lot: 476 m <sup>2</sup> Proposed east lot: 455 m <sup>2</sup>	none
Lot Width (m):	Min. 12 m	Proposed west lot: 14.0 m Proposed east lot: 13.4 m	none
Lot Depth (m):	Min. 24 m	Proposed west lot: 33.9 m Proposed east lot: 33.9 m	none
Lot Frontage (m):	Min. 6 m	Proposed west lot: 14.2 m Proposed east lot: 13.4 m	none

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



NOTE: PROPOSED

TREE #	TREE SPECIES (Botanical name)	DBH (cm)	SPREAD radius (m) est.
1	Birch ( <i>Betula sp.</i> )	61cm	5.6m
2	Cypress ( <i>Chamaecyparis sp.</i> )	15cm	1.6m
3	Cedar ( <i>Thuja occidentalis sp.</i> )	34cm	1.4m
4	Cedar ( <i>Thuja occidentalis sp.</i> )	29cm	1.2m
5	Cedar ( <i>Thuja occidentalis sp.</i> )	30	1.2m
6	Mountain ash ( <i>Sorbus sp.</i> )	44cm	3.8m
7	Cedar ( <i>Thuja occidentalis sp.</i> )	68cm	2.2m
8	Locust ( <i>Robinia pseudoacacia</i> )	21cm	3.8m
9	Holly ( <i>Ilex sp.</i> )	52cm	2.8m
10	Birch ( <i>Betula sp.</i> )	99cm	4.8m
11	Birch ( <i>Betula sp.</i> )	45cm	5.6m
12	Birch ( <i>Birch sp.</i> )	70cm	6m
13	Birch ( <i>Birch sp.</i> )	63 cm	5.8m
14	Western red Cedar ( <i>Thuja plicata</i> )	79cm	2.2m
15	Yew ( <i>Taxus sp.</i> )	20cm	3m
16	Western red Cedar ( <i>Thuja plicata</i> )	10cm	2.2m
17	Western red Cedar ( <i>Thuja plicata</i> )	13cm	2.2m
18	Mulberry ( <i>Morus sp.</i> )	26cm	4m
19	Cedar ( <i>Thuja occidentalis sp.</i> )	26cm	2.8m
20	Western red Cedar ( <i>Thuja plicata</i> )	50cm	5.6m
21	Mulberry ( <i>Morus sp.</i> )	31cm	4.8m
22	Cedar ( <i>Thuja plicata</i> )	41cm	3m
23	Cedar ( <i>Thuja sp.</i> )	75cm	3.8m
24	Japanese maple ( <i>Acer palmatum sp.</i> )	32cm	2.8m
25	Cedar ( <i>Thuja occidentalis sp.</i> )	32cm	1.2m
26	Cedar ( <i>Thuja occidentalis sp.</i> )	41cm	1.2m
27	Cedar ( <i>Thuja occidentalis sp.</i> )	31 cm	1.6m





## Rezoning Considerations

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

**Address:** 4760/4780 Fortune Avenue

**File No.:** RZ 14-677417

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9201, the developer is required to complete the following:**

1. City acceptance of the developer's offer to voluntarily contribute \$1,950 to the City's Tree Compensation Fund for the planting of replacement trees within the City, for the three (3) trees located on City property (Tag#'s 2, 3 and 27) to be removed.
2. City acceptance of the developer's offer to voluntarily contribute \$6,500 to the City's Tree Compensation Fund for the planting of replacement trees within the City, for the required replacement trees that cannot be accommodated on-site.
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Submission of a Landscaping Security in the amount of \$4,000 (\$500/tree) to ensure that eight (8) replacement trees (four [4] on each subdivided lot) are planted and maintained on-site. The trees must be a minimum size of 3.5 m tall conifer or 6 cm deciduous caliper.
5. Submission of a Tree Survival Security to the City in the amount of \$6,000 for the six (6) trees located on-site and on City property (Tag#'s 1, 10-13 and 24) to be retained. After construction and landscaping works on-site are completed, a landscaping inspection will be conducted to verify tree survival and 50% of the security will be released. The remaining 50% of the security will be released one (1) year after the initial landscaping inspection if the trees have survived.
6. Registration of a flood indemnity covenant on title.
7. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$5,480) to the City's Affordable Housing Reserve Fund.
8. The City's acceptance of the applicant's voluntary contribution of \$5,000 towards upgrades to the walkway adjacent to the west property line of the site.

**At Demolition Permit\* Stage, the developer must complete the following requirements:**

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

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

1. Pay Servicing Costs for the design and construction of engineering infrastructure and frontage improvements via Work Order. Works include, but may not be limited to the following:

*Water Works:*

- Using the OCP Model, there is 195.7 L/s of water available at a 20 psi residual at the Intersection of Freshwater Drive and Fortune Avenue. Based on the proposed development, the site requires a minimum fire flow of 95 L/s.
- The Developer is required to submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for on-site fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.

- At the Developer's cost, the City is to cut and cap the existing water service connection at the watermain along the Fortune Avenue frontage and install two (2) new water service connections complete with meters and meter boxes along the Fortune Avenue frontage.

*Storm Sewer Works:*

- At the Developer's cost, the City is to cut and cap the existing service connection at the northwest corner of the development site and install a new storm service complete with IC and dual service connections at the adjoining property line of the newly subdivided lots along the Fortune Avenue frontage.

*Sanitary Sewer Works:*

- At the Developer's cost, the City is to cut and cap the existing sanitary service to 4760 Fortune Avenue located at the southeast corner of the development site and install a new sanitary service complete with IC and dual service connections at the adjoining property line of the newly subdivided lots along the existing service Right-of-Way (south).

*Frontage Improvements:*

- Vehicle access for the proposed dwellings will be required. The Developer is required to restore the curb and gutter, sidewalk and boulevard along the property frontages.
- The Developer is required to:
  - Coordinate with BC Hydro, Telus and other private communication service providers.
  - To underground proposed Hydro service lines when relocating/modifying any existing power poles and/or guy wires within the property frontages.
  - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).

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

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

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Signed

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Date



# City of Richmond

## Bylaw 9201

### Richmond Zoning Bylaw 8500 Amendment Bylaw 9201 (RZ 14-677417) 4760/4780 Fortune Avenue

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

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

P.I.D. 004-212-606

Lot 192 Section 35 Block 4 North Range 7 West New Westminster District Plan 43194

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9201"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

APR 27 2015



\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee

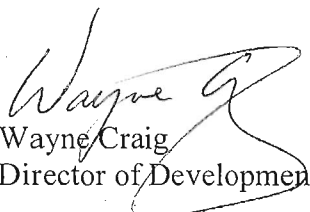
**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development

**Date:** March 13, 2015  
**File:** 08-4430-01/2015-Vol 01

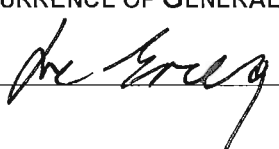


**Re:** Proposed Revisions to the "Coach Houses (RCH, RCH1)" Zone Used Along Arterial Roads

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9233 to amend the "Coach Houses (RCH, RCH1)" zone, be introduced and given first reading.

  
Wayne Craig  
Director of Development

CL:blg  
Att.

REPORT CONCURRENCE		
<b>ROUTED TO:</b>  Transportation Building Approvals	<b>CONCURRENCE</b>  <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<b>CONCURRENCE OF GENERAL MANAGER</b>  
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b>  	<b>APPROVED BY CAO</b>  

## **Staff Report**

### **Origin**

On March 18, 2013, City Council adopted the “Coach Houses (RCH1)” sub-zone for new rezoning applications along arterial roads for lots with rear lane access. The intent of the new sub-zone was to:

- Improve site planning, landscaping, and private outdoor space on lots containing coach houses; and
- Address concerns expressed by City Council about the design of coach houses with respect to their box-like appearance, building height, massing, and footprint, and issues of adjacency (e.g. overlook, screening).

At the time the RCH1 sub-zone was adopted, Council also passed a resolution that City staff review the experience of the RCH1 sub-zone in one year’s time, or, when some coach houses are built under the sub-zone, and report back to Planning Committee.

The purpose of this report is to report back to the Planning Committee on the coach houses that have been built along arterial roads since 2013, and to propose subsequent amendments to the “Coach Houses (RCH, RCH1)” zone. The proposed amendments are intended to respond to the construction of these coach houses and to ensure that the initial intent of the sub-zone is met.

### **Findings of Fact**

On December 9, 2013, City Council approved the first rezoning application to the “Coach Houses (RCH1)” sub-zone at 10591 No. 1 Road, to permit the property to be subdivided to create two (2) compact lots, each with a principal single-detached dwelling and a coach house above a detached garage, with access to a rear lane. Photos of the coach houses, as viewed from the rear lane, are included in Attachment 1.

### **Analysis**

During the review process for the coach houses at 10591 No. 1 Road, staff and the applicant encountered a number of challenges with meeting the intent of the RCH1 sub-zone. Specifically:

- The narrow width of the lots (9 m) and the requirement for a total of three (3) side-by-side vehicle parking spaces to be provided on-site, resulted in a building with limited facade articulation.
- The compact width of the proposed lots made it difficult to incorporate soft landscaping between the coach houses, the side lot lines, and the rear lane in accordance with the RCH1 sub-zone, while meeting other requirements of the zone (e.g. parking, and maximizing private open space between the coach house and the main dwelling).

### Proposed Amendments to the “Coach Houses (RCH, RCH1)” Zone

Based on the challenges encountered with the first coach houses built under the RCH1 sub-zone, staff propose minor amendments to the “Coach Houses (RCH, RCH1)” zone. The amendments provide for improved facade articulation of the coach house building, enhanced appearance of the rear lane through greater soft landscaping, less shadowing on neighbouring lots, and the ability to meet the parking and rear yard requirements of the zone.

#### *Facade Articulation of the Coach House Building*

Currently, the minimum side yard setback requirement to the building containing the coach house in the RCH1 sub-zone is 0.6 m. To improve facade articulation on all sides of the coach house building on narrow lots (i.e., only those lots between 9 m to 11.5 m wide), the proposed bylaw amendments require varied side yard setbacks, as follows:

- a minimum 0.6 m side yard setback to the coach house building on the ground floor and a minimum 1.2 m side yard setback to the coach house building for the 2<sup>nd</sup> floor on one side of the lot; and
- a minimum 1.8 m side yard setback to the coach house building on the other side of the lot.

#### *Enhanced Lane Appearance & Less Shadowing*

The proposed 1.8 m minimum side yard setback on one side of the lot also ensures that there is adequate space to incorporate a wider soft landscaping strip between the coach house entry, the side lot lines, and the rear lane while maximizing the depth of the private outdoor space required between the main dwelling and coach house building on the lot.

In addition, bylaw amendments are also proposed to require the coach house building on lots with an east-west orientation to be located towards the south of the subject site to reduce shadowing onto the adjacent properties to the north.

#### *Parking Requirements*

Currently, the Zoning Bylaw requires two (2) on-site vehicle parking spaces for a single detached dwelling and one (1) space for a coach house on sites zoned “Coach Houses (RCH, RCH1)”. To enable the site planning and landscaping improvements described above (on narrow lots only 9 m-11.5 m wide), a tandem parking arrangement is permitted for the two (2) required parking spaces for residents of the single detached dwelling. The FAR exemption for garage areas on these narrow lots has also been increased from 50 m<sup>2</sup> to 58 m<sup>2</sup> in recognition of the additional garage area needed to accommodate the tandem arrangement.

#### *Additional Minor Enhancements*

Additional minor zoning enhancements are also proposed at this time, with respect to:

- Clarifying the 1<sup>st</sup> storey roof height requirements of the coach house building; and
- Requiring defined pedestrian access to the coach house entry from the rear lane.

A summary of the specific amendments proposed to the “Coach Houses (RCH, RCH1)” zone is included in Attachment 2.

### Alternatives Options

Staff considered one alternative option to respond to the challenges encountered with the experience of the first coach houses built at 10591 No. 1 Road. Specifically, to simply increase the minimum lot width required for new lots created under the RCH1 zone from 9 m wide to 11.5 m wide.

Many of the remaining undeveloped lots along arterial roads with rear lane access are approximately 20 m wide. Subdivision of such lots would result in new lots that are only approximately 10 m wide. Since the resulting lot widths after subdivision would be less than 11.5 m, this option would effectively limit the opportunity to further develop coach houses on arterial roads.

Since coach houses provide the opportunity for rental housing in the City, and can also serve as mortgage-helpers for home owners, staff prefer to encourage this form of housing rather than to limit it. It is for this reason that staff does not recommend this alternative option.

### Consultation with Single-family Home Builders

A meeting was held on March 12, 2015, at which staff consulted with some of Richmond's single-family developers and homebuilders about the proposed amendments to the "Coach Houses (RCH, RCH1)" zone. Staff presented display boards that outlined the objectives behind the proposed amendments and that illustrated three (3) resulting design options that could be achieved on a compact lot. Specifically, this includes a coach house building containing:

- a) an enclosed three-car garage (Design option 1);
- b) a carport/garage combination (Design option 2); or
- c) an enclosed side-by-side two-car garage, plus one (1) exterior tandem parking space (Design option 3).

The display material and design options that were presented at the meeting are included in Attachment 3.

The feedback from the developers and homebuilders about the proposed amendments was generally positive. The attendees appreciated that the proposed zoning provides some flexibility for site planning on narrow lots, as seen in the design options presented. Staff also learned the following from the group: concerns about potential owner/tenant parking conflicts resulting from a tandem parking arrangement; suggestions to increase the floor area exemption for parking spaces on narrow lots to take into account the resulting options for the coach house building design; and a suggestion to lower on-site parking requirements in cases where street parking is allowed on arterial roads.

The specific nature of the feedback from the group, along with staff response to each point is summarized in Attachment 4.



### **Public Input**

An opportunity for members of the public to comment on the proposed amendments will be provided through the regular statutory notification process for the Public Hearing. Specifically, the notice of Public Hearing will be placed in the local newspaper (10 days prior), which describes the ways that members of the public can express their comments or concerns to City Council.

### **Financial Impact**

None.

### **Conclusion**

In response to the Council's recommendation that City staff report back to Planning Committee on new coach houses built along arterial roads since 2013, staff propose minor amendments to the "Coach House (RCH, RCH1)" zone to enhance the design of coach houses on narrow lots.

The proposed amendments have been discussed with some of Richmond's single-family developers and homebuilders, and the feedback was generally positive.

Staff recommended that Zoning Bylaw 8500, Amendment Bylaw 9233 be introduced and given first reading.



Cynthia Lussier  
Planning Technician- Design  
(604-276-4108)

CL:blg

Att. 1: Photos of Coach Houses built at 10591 & 10575 No. 1 Road

Att. 2: Summary of Proposed Changes to the "Coach Houses (RCH, RCH1)" Zone

Att. 3: Display Boards Presented to Single-Family Home Builders on March 12, 2015

Att. 4: Summary of Feedback from Consultation with Single-Family Home Builders

## Attachment 1

Photos of Coach Houses built at 10591 & 10575 No. 1 Road

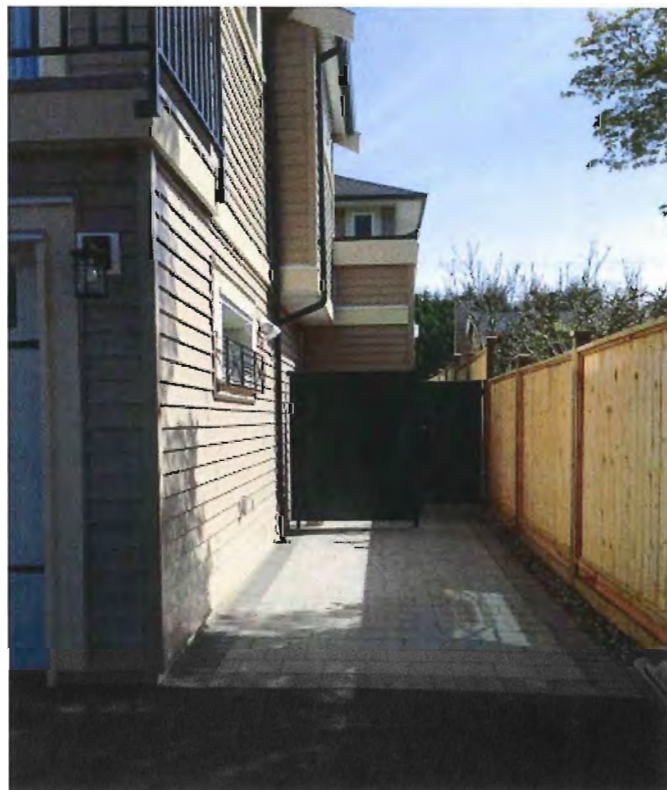
10575 and 10591 No. 1 Road - View of coach houses from the rear lane







Blank facades on one side of the coach houses



Surface parking for the coach house



Extent of soft landscaping along the rear lane

## Summary of proposed changes to the “Coach Houses (RCH, RCH1)” zone

Zoning Section		Existing	Proposed Amendments
8.3.4	Permitted Density  (with respect to parking exemptions)	New	<p>For the purpose of this zone only, on interior lots between 9 m &amp; 11.5 m wide:</p> <ul style="list-style-type: none"> <li>The ground floor area within the garage or carport of the coach house building (used only for required vehicle parking spaces) is not included in the calculation of the maximum floor area ratio subject to a maximum of 58 m<sup>2</sup>.</li> <li>A carport is defined as a roofed structure open on two or more sides, that is part of the coach house building, and that is used to shelter the required vehicle parking spaces.</li> </ul>
8.3.6	Yards & Setbacks  (with respect to the coach house building)	<ul style="list-style-type: none"> <li>Lot width less than 10 m: 0.6 m interior side yard</li> <li>Lot width greater than 10m: 1.2 m interior side yard</li> </ul>	<p>For lot widths between 9 m &amp; 11.5 m:</p> <p><u>One side</u></p> <ul style="list-style-type: none"> <li>0.6 m interior side yard (ground floor)</li> <li>1.2 m interior side yard (2<sup>nd</sup> floor)</li> </ul> <p><u>Opposite side</u></p> <ul style="list-style-type: none"> <li>1.8 m interior side yard</li> </ul>
			<p>For lot widths greater than 11.5 m:</p> <p><u>One side</u></p> <ul style="list-style-type: none"> <li>1.2 m interior side yard</li> </ul> <p><u>Opposite side</u></p> <ul style="list-style-type: none"> <li>1.8 m interior side yard</li> </ul> <p>Note: bay windows and hutches in a coach house may project for a distance of 0.6 m into the side yard.</p>
		New	For interior lots with an east-west orientation, the coach house building must only be located closest to the southern interior side lot line, to reduce shadowing on the adjacent lot to the north.
8.3.7	Permitted Heights  (with respect to the coach house building)	<ul style="list-style-type: none"> <li>First storey roof of coach house building facing the main dwelling 3.7 m - 4 m above grade</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> <li>Clarification of wording only</li> </ul>

Zoning Section		Existing	Proposed Amendments
8.3.9	Landscaping & Screening	<ul style="list-style-type: none"> <li>Soft landscaping between coach house and lane (including trees)</li> <li>High quality screening between surface parking and adjacent property</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> <li>Clarification of wording only</li> </ul>
	(with respect to the area between the coach house and the lane)	New	<ul style="list-style-type: none"> <li>A 0.9 m wide permeable pathway from the lane to the coach house entry is required</li> </ul>
8.3.10	On-Site Parking	<ul style="list-style-type: none"> <li>a coach house may not be located above more than a maximum of 2 parking spaces for the main dwelling in the detached garage</li> <li>the required parking space and driveway for a coach house must be unenclosed/uncovered and must be made of permeable material</li> </ul>	<ul style="list-style-type: none"> <li>No change for lot widths greater than 11.5 m</li> <li>Lot width between 9 m &amp; 11.5 m: <ul style="list-style-type: none"> <li>tandem arrangement for the required 2 parking spaces for the main dwelling; with the required parking space for the coach house provided to one side</li> <li>a coach house may not be located above more than a maximum of 2 side-by-side parking spaces in the detached garage</li> </ul> </li> </ul>

## Attachment 3

Display Boards Presented to Single-Family Home Builders on March 12, 2015



# Background

## 2013

- Council adopted the “Coach Houses (RCH1)” zone for new rezoning applications along arterial roads on March 18th 2013, which was intended to address concerns about the design of coach houses in the City.
- Council adopted a resolution that staff report back on the outcome of the new RCH1 zone after some new coach houses had been built.



## 2014

- The first coach house was built on a compact lot on No. 1 Road under the new RCH1 zone. Staff identified minor issues with respect to meeting the intent of the new RCH1 zone.

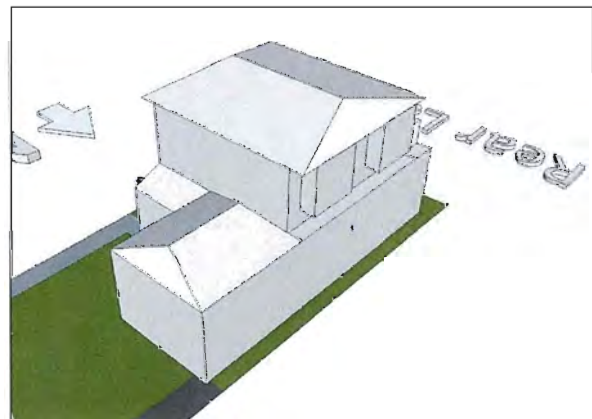
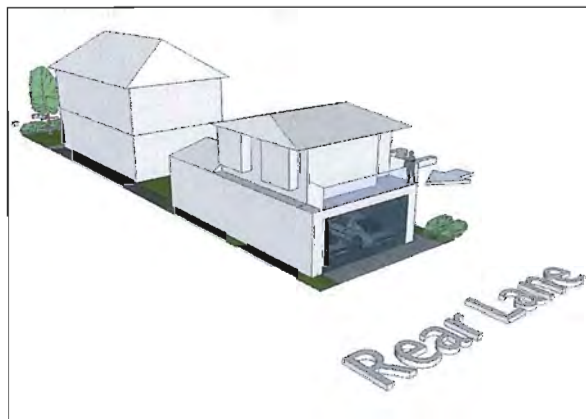
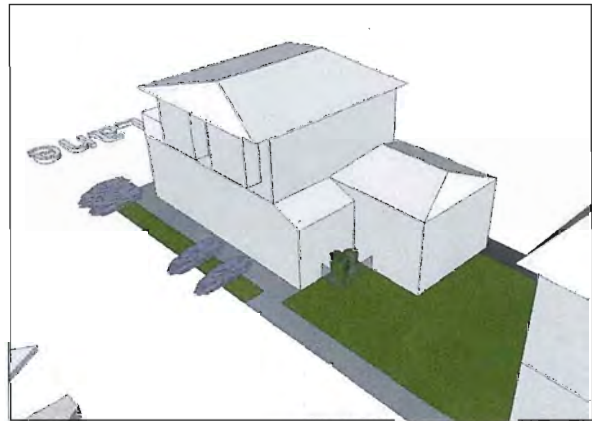
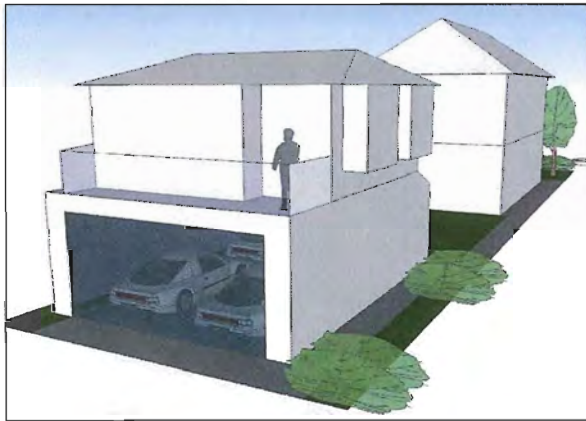
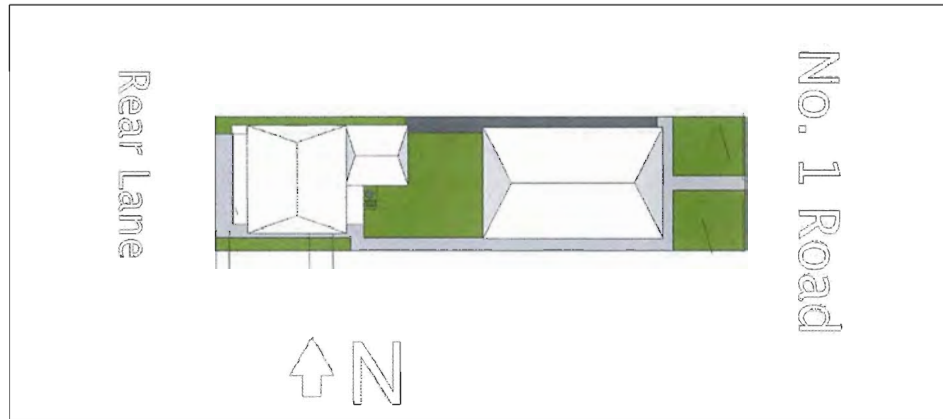
## Objectives of the proposed amendments

- To respond to City Council’s referral to report back on new coach houses built under the RCH1 zone.
- To address minor issues associated with the existing RCH1 zone as it applies to compact lots; not to overhaul the zone entirely. Specifically:
  - To enable side wall facade articulation on both sides of the coach house.
  - To enable sufficient soft landscaping to be incorporated on-site along the rear lane (in accordance with the RCH1 zoning) while maximizing the available outdoor space between the coach house and main dwelling.

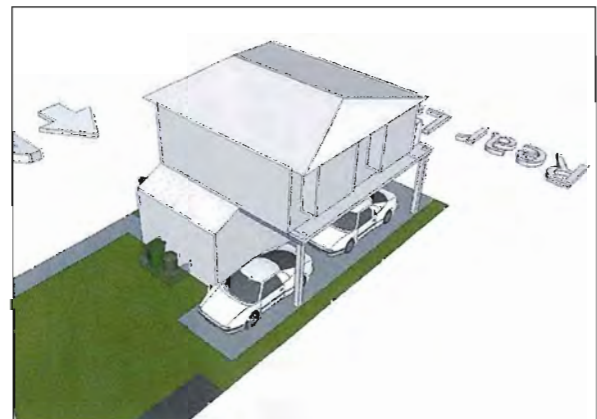
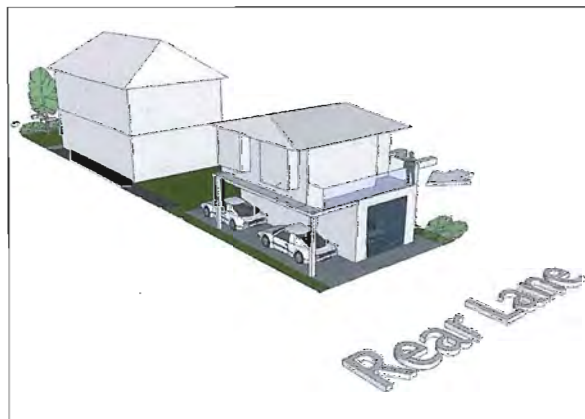
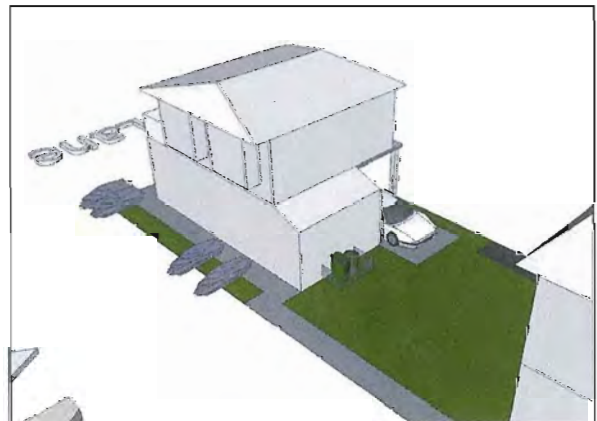
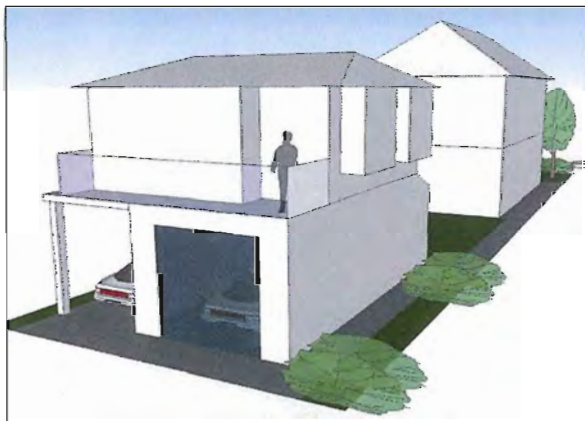
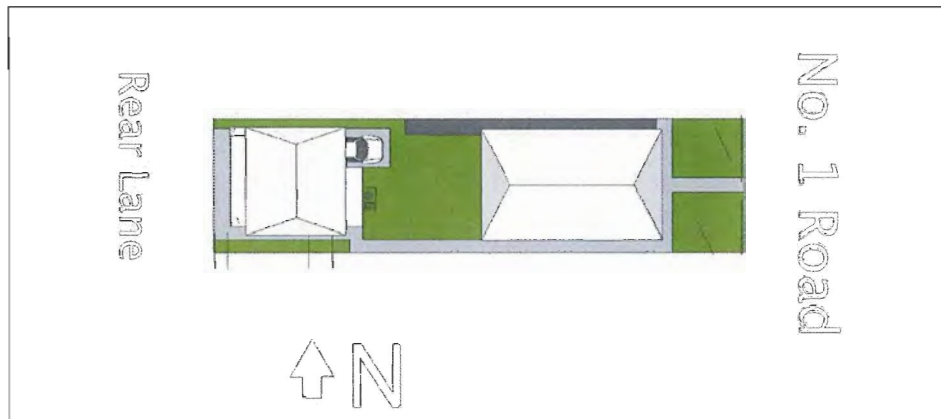
# Proposed Amendments to the “Coach Houses (RCH1)” Zone

Zoning Section		Existing RCH1 zone	Proposed amendments to RCH1 zone
6	Yards & Setbacks *  (with respect to the coach house building)	<ul style="list-style-type: none"> <li>Lot width less than 10 m: 0.6 m interior side yard</li> <li>Lot width greater than 10 m: 1.2 m interior side yard</li> </ul>	For lot widths between 9 m & 11.5 m: <u>One side</u> <ul style="list-style-type: none"> <li>0.6 m interior side yard (ground floor)</li> <li>1.2 m interior side yard (2<sup>nd</sup> floor)</li> </ul> <u>Other side</u> <ul style="list-style-type: none"> <li>1.8 m interior side yard</li> </ul>
			For lot widths greater than 11.5 m: <u>One side</u> <ul style="list-style-type: none"> <li>1.2 m interior side yard</li> </ul> <u>Other side</u> <ul style="list-style-type: none"> <li>1.8 m interior side yard</li> </ul>
7	Permitted Heights  (with respect to the coach house building)	<ul style="list-style-type: none"> <li>First storey roof of coach house building facing the main dwelling 3.7 m - 4 m above grade</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> <li>Clarification of wording only</li> </ul>
9	Landscaping & Screening  (with respect to the area between the coach house and the lane)	<ul style="list-style-type: none"> <li>Soft landscaping between coach house and lane (including trees)</li> <li>High quality screening between surface parking and adjacent property</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> <li>Clarification of wording only</li> </ul>
		New	<ul style="list-style-type: none"> <li>A 0.9 m permeable pathway from the lane to the coach house entry is required</li> </ul>
10	On-Site Parking	<ul style="list-style-type: none"> <li>a coach house may not be located above more than a maximum of 2 parking spaces for the main dwelling in the detached garage</li> <li>the required parking space and driveway a coach house must be unenclosed/ uncovered and must be made of permeable material</li> </ul>	<ul style="list-style-type: none"> <li>No change for lot widths greater than 11.5 m</li> <li>Lot width between 9 m &amp; 11.5 m:               <ul style="list-style-type: none"> <li>tandem arrangement for the required 2 parking spaces for the main dwelling; with the required parking space for the coach house provided to one side</li> <li>a coach house may not be located above more than a maximum of 2 side-by-side parking spaces in the detached garage</li> </ul> </li> </ul>

# Design Option 1

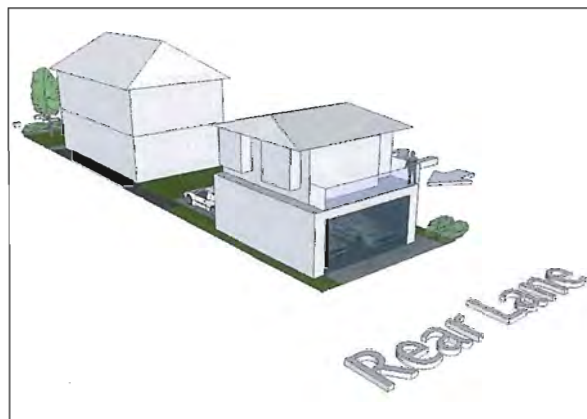
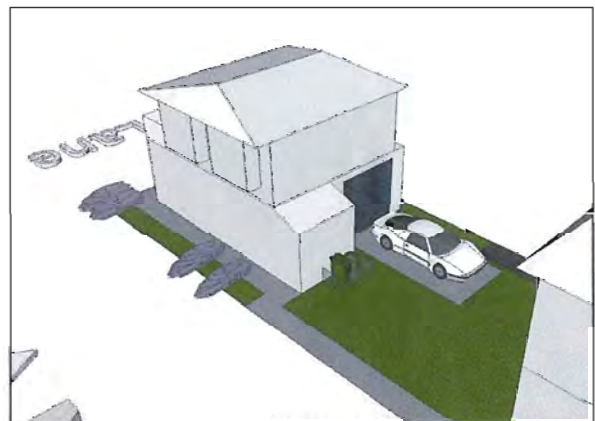
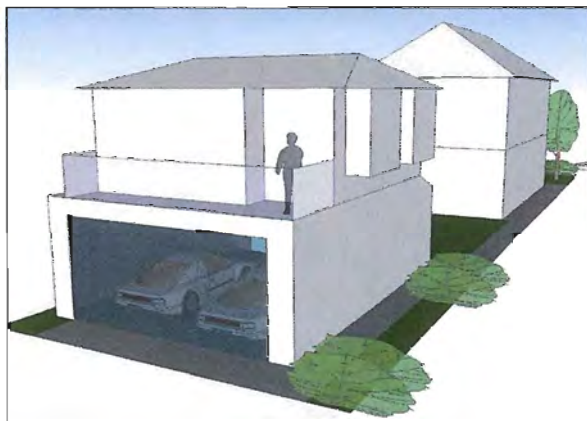
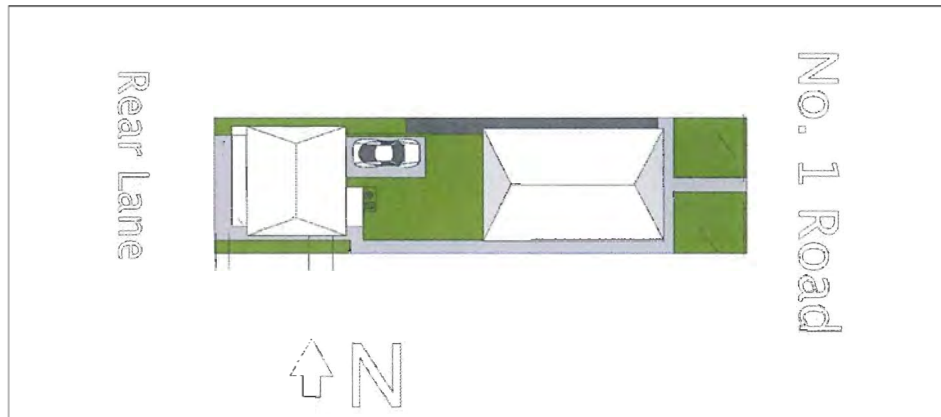


# Design Option 2





# Design Option 3



### Summary of feedback from consultation with single-family home builders

Attendee feedback	Staff response
Design Options 1 and 2 are more practical than Design Option 3.	The proposed bylaw amendments provide flexibility so that site planning for coach houses on compact lots along arterial roads can be determined by the context and individual developer and owner preferences.
The amended zoning should be clear about which side of a lot to locate the narrower 0.6 m side yard setback to the coach house, versus the wider 1.8 m side yard.	The proposed bylaw amendments specifies a location for the coach house only on lots with an east-west orientation, in order to reduce shadowing on adjacent lots to the north (i.e., the 0.6 m setback should be from the south lot line, with the larger 1.8 m setback provided to the north lot line).
The focus for enhancing soft landscaping on-site should be in the rear yard between the main dwelling and coach house, rather than in side yards and between the coach house and the rear lane.	Staff has not considered this in more detail as part of this exercise as it is viewed as a step backwards from City Council's initial design objectives that formed the basis for the creation of the RCH1 sub-zone in 2013 (i.e. to incorporate soft landscaping along the lane and side yards to enhance the appearance of the lane).
Site planning may be enhanced if there were lower requirements for on-site parking in cases where parking is allowed on the arterial road.	As on-street parking is strictly regulated along arterial roads, the parking associated with coach house development in this context must be provided on-site.
There may be potential owner/tenant parking conflicts and lane congestion from the proposed tandem parking arrangement.	The tandem parking arrangement enables the initial design intent of the RCH1 sub-zone to be achieved without having to increase the lot width requirements. The proposed zoning bylaw amendments require that the two (2) vehicle parking spaces that can be provided in a tandem arrangement are those for use by the residents of the main dwelling, thereby limiting potential owner/tenant parking conflicts.



Attendee feedback	Staff response
Thought should be given to considering a higher floor area exemption for enclosed parking within the garage or carport of the coach house building to account for the 3-car parking arrangement.	This has been considered and the proposed bylaw amendment provides for a maximum enclosed or covered parking exemption of 58 m <sup>2</sup> on lots between 9 m and 11.5 m wide for this sub-zone only (an increase from the standard exemption of 50 m <sup>2</sup> ).
Thought should be given to considering a site plan that allows for three (3) enclosed or covered parking spaces in a side-by-side arrangement in the coach house building on a lot greater than 11.5 m wide.	The current zone restricts the garage to providing a maximum of two (2) side-by-side vehicle parking spaces for the main dwelling, and requires an outdoor surface parking space for the coach house. Staff does not recommend the garage to contain three (3) side-by-side vehicle parking spaces as this would not enhance the appearance of the rear lane, as was one of City Council's initial design objectives at the time that the RCH1 sub-zone was created in 2013.
Thought should be given to exploring the regulations governing the design of laneway housing in the City of Vancouver; some of which could be employed to enhance the coach house zone used along arterial roads in Richmond.	While staff acknowledge the benefits of exploring what other cities are doing to encourage infill development, there are aspects that are unique to Richmond that prevent some options from being considered. For example, the design of laneway housing in Vancouver cannot be used here in Richmond because there are parking restrictions on arterial roads, thereby requiring all resident parking needs associated with coach house development to be achieved on-site. Also, the width and sizes of lots used for laneway housing in Vancouver are greater than lots in Richmond that are designated for coach houses along arterial roads.



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9233  
[To amend the "Coach Houses (RCH, RCH1)" zone for arterial roads]**

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

1. Richmond Zoning Bylaw 8500, Section 8.3 entitled "Coach Houses (RCH, RCH1)", is amended by:

(a) inserting the following subsection 8.3.4.7 after subsection 8.3.4.6:

- "7. Notwithstanding section 4.2.2 of this bylaw, in the RCH1 zone only, where the **lot width** is between 9.0 m and 11.5 m:
- a) a maximum of 58 m<sup>2</sup> of **enclosed parking** within a **garage** located on-site, or **parking spaces** within an unenclosed carport located on-site, is not included in the calculation of the maximum **floor area ratio**, provided that such **enclosed parking** or **parking spaces** are not used for **habitable space**; and
  - b) for the purposes of this subsection 8.3.4.7, a carport means a roofed **structure**, open on two or more sides, that is attached to the **accessory building** containing the **coach house** and that is used by the occupants of the **lot** to shelter the required **vehicle parking spaces**."

(b) repealing section 8.3.6 in its entirety and replacing it with the following:

**"8.3.6 Yards & Setbacks**

1. The minimum **front yard** is 6.0 m, except that **accessory buildings, coach houses, carports, garages and parking spaces** must be **setback** a minimum of 15.0 m.
2. The minimum **interior side yard** in the RCH zone is:
  - a) 1.2 m for a **principal building**;
  - b) 0.6 m for an **accessory building** containing a detached **coach house**.
3. The minimum **interior side yard** for a **principal building** in the RCH1 zone is 1.2 m.

4. On an **interior lot** in the RCH1 zone, where the **lot width** is between 9.0 m and 11.5 m:
  - a) the minimum **setback** for an **accessory building** containing a **coach house** to one **side lot line** is 0.6 m for the ground floor and 1.2 m for the upper floor; and
  - b) the minimum **setback** for an **accessory building** containing a **coach house** to the opposite and opposing **side lot line** is 1.8 m;
5. On an **interior lot** in the RCH1 zone, where the **lot width** is greater than 11.5 m:
  - a) the minimum **setback** for an **accessory building** containing a **coach house** to one **side lot line** is 1.2 m; and
  - b) the minimum **setback** for an **accessory building** containing a **coach house** to the opposite and opposing **side lot line** is 1.8 m.
6. In addition to subsections 8.3.6.4 and 8.3.6.5, an **accessory building** containing a **coach house** on an **interior lot** with an east-west orientation shall be located closest to the southern interior **side lot line**, to reduce shadowing on the **adjacent lot** to the north.
7. In the RCH1 zone only, **bay windows** and **hutches** which form part of the **coach house** may project for a distance of 0.6 m into the **side yard**.
8. The minimum **exterior side yard** is 3.0 m.
9. The minimum **rear yard** is 6.0 m for the **single detached housing**, except for a **corner lot** where the **exterior side yard** is 6.0 m, in which case the **rear yard** is reduced to 1.2 m.
10. A detached **accessory building** other than a detached **coach house**, of more than 10.0 m<sup>2</sup> in the RCH zone may be located in the **rear yard** but no closer than 3.0 m to a **lot line abutting** a public road or 1.2 m to any other **lot line**.
11. A **coach house** in the RCH1 zone shall be located within 1.2 m and 10.0 m of the **rear lot line**.
12. The minimum **building separation space** between the principal **single detached housing** unit and the **accessory building** containing:
  - a) a **coach house** in the RCH zone is 3.0 m; and
  - b) a **coach house** in the RCH1 zone is 4.5 m.
13. Only one wall of the **coach house** may be attached to the **single detached housing** in the RCH zone.

14. **Coach houses and accessory buildings** are not permitted in the **front yard**.
  15. Waste and recycling bins for a **coach house** in the RCH1 **zone** shall be located within a **screened structure** that is **setback** a minimum of 1.5 m from the **rear lot line**.
  16. **Building** elements in a **coach house** in the RCH1 **zone** that promote sustainability objectives such as solar panels, solar hot water heating systems and rainwater collection systems may project 0.6 m into the **side yard** and **rear yard**.
  17. An unenclosed and uncovered **balcony** of a detached **coach house** in the RCH1 **zone**, located so as to face the **lane** on a mid block **lot** and the **lane** or side street on a **corner lot**, may project 0.6 m into the **rear yard**.”
- (c) repealing subsections 8.3.7.7 and 8.3.7.8 and replacing them with the following subsections 8.3.7.7 and 8.3.7.8:
- “7. In addition to the requirements in subsection 8.3.7.6, in the RCH1 **zone**, where the **lot width** is between 9.0 m and 11.5 m:
- a) any portion of the ground floor of an **accessory building** used for parking provided in a **tandem arrangement** that extends beyond the footprint of the second **storey** of a **coach house** shall be no higher than 4.0 m above the highest elevation of the crown of the abutting **lane**; and
  - b) the roof over the portion of the ground floor of an **accessory building** used for parking provided in a **tandem arrangement** must have a minimum pitch of 4:12 and be a gable end roof design.
8. In the RCH1 **zone**:
- a) the first **storey** of an **accessory building** containing a **coach house** facing the **single detached housing** shall have a sloping skirt roof, and the maximum **height** of the **eave** of the sloping skirt roof shall be 3.7 m above grade;
  - b) the maximum **height** to the top of the sloping skirt roof of the first **storey** of an **accessory building** containing a **coach house** facing the **single detached housing** shall be 4.0 m above grade; and
  - c) for the purpose of this subsection 8.3.7.8 only, grade means the finished ground elevation around the **accessory building** containing the **coach house**.”

(d) repealing subsections 8.3.9.5 and 8.3.9.6 and replacing them with the following subsections 8.3.9.5 and 8.3.9.6:

“5. The **rear yard** between a **coach house** and the **lane** in the RCH1 **zone**, including the **building** entry to the **coach house**, must incorporate:

- a) the planting of appropriate trees (e.g. small species or fastigate/columnar) and other attractive soft **landscaping**, but not low ground cover, so as to enhance the visual appearance of the **lane**; and
- b) high quality permeable materials where there is a driveway to **parking spaces** and where the **lane** has curb and gutter.

6. In the RCH1 **zone**, a high quality **screen** shall be located between the **lane** and any surface **parking spaces** parallel to the **lane**, and along the **lot line** adjacent to any surface **parking spaces** if abutting a neighbouring **lot**. Where the space is constrained, a narrow area sufficient for the growth of plant material shall be provided at the base of the **screen**.”

(e) repealing subsection 8.3.9.9 and replacing it with the following subsection 8.3.9.9:

“9. In the RCH1 **zone**, a minimum 0.9 m wide, unobstructed, permeable pathway must be provided:

- a) clearly leading from the **road** to the **coach house** entry; and
- b) clearly leading from the **lane** to the **coach house** entry.”

(f) repealing subsection 8.3.10.3 and replacing it with the following subsection 8.3.10.3:

“3. In the RCH1 **zone**, where the **lot width** is between 9.0 m and 11.5 m:

- a) the required on-site **parking spaces** for the **single detached housing** may be provided in a **tandem arrangement**, with the required on-site **parking space** for the **coach house** located to one side; and
- b) a **coach house** may not be located above more than 2 side-by-side **parking spaces** in the detached **garage** or carport, as defined in subsection 8.3.4.7 (b).”

(g) inserting the following subsection 8.3.10.4 after subsection 8.3.10.3:

“4. In the RCH1 **zone**, where the **lot width** is greater than 11.5 m:

- a) a **coach house** may not be located above more than 2 **parking spaces** in the detached **garage** for the **single detached housing**; and
- b) the required **parking space** and driveway for a **coach house** must be unenclosed or uncovered and must be made of porous surfaces such as permeable pavers, gravel, grasscrete or impermeable wheel paths surrounded by ground-cover planting.”

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9233**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

APR 27 2015

CITY OF RICHMOND
APPROVED by <i>B/C</i>
APPROVED by Director or Solicitor <i>ul</i>

\_\_\_\_\_  
MAYOR

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





# City of Richmond

## Report to Committee Planning and Development Department

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

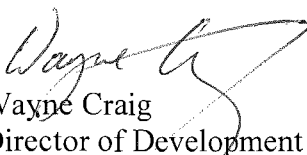
**Date:** March 17, 2015

**File:** RZ 13-644767

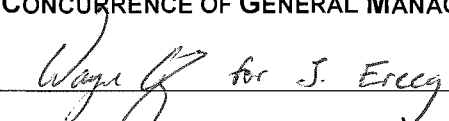
**Re:** Application by Matthew Cheng Architect Inc. for Rezoning at 7751 Heather Street from Single Detached (RS1/F) to High Density Townhouses (RTH2)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9234, for the rezoning of 7751 Heather Street from "Single Detached (RS1/F)" to "High Density Townhouses (RTH2)", 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**

Matthew Cheng Architect Inc. has applied to the City of Richmond for permission to rezone 7751 Heather Street from the “Single Detached (RS1/F)” zone to the “High Density Townhouses (RTH2)” zone, to permit the development of five (5) townhouses (Attachment 1). A topographic survey of the subject site is included in Attachment 2.

### **Findings of Fact**

A Development Application Data Sheet providing a comparison of the development proposal with the Zoning Bylaw requirements is included in Attachment 3.

### **Surrounding Development**

Existing development immediately surrounding the subject site is as follows:

- To the north, across Turnill Street, is a two-storey to three-storey townhouse complex on a lot zoned “Town Housing (ZT48) – Trites Area (Steveston) and South McLennan (City Centre)”.
- To the south, east and west are three-storey townhouses on lots zoned “Town Housing (ZT51) – South McLennan Sub-Area (City Centre)”.

### **Related Policies & Studies**

#### Official Community Plan (OCP) & City Centre Area Plan (McLennan South Sub-Area Plan)

The 2041 OCP Land Use Map designation for the subject site is “Neighbourhood Residential”. This land use designation allows single-family, two-family, and townhouses. The proposed development is consistent with these land use designations.

Furthermore, the subject site is within “Neighbourhood Character Area A” of the McLennan South Sub-Area Plan (Attachment 4), which specifies a maximum of three-storey townhouses over parking as the housing type and form that is encouraged in the area. The future Development Permit application review process associated with this proposal will ensure that the architectural form and character of the townhouses is consistent with the design guidelines for Character Area A.

#### Flood Protection

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw No. 8204. Registration of a flood indemnity covenant on title is required prior to final adoption of the rezoning bylaw.

### Townhouse Energy Efficiency and Renewable Energy Policy

The applicant has committed to achieving an EnerGuide Rating System (ERS) score of 82 and providing pre-ducting for solar hot water heating for the proposed development. Prior to rezoning bylaw adoption, a restrictive covenant specifying that all units are to be built and maintained to ERS 82 or higher, and that all units are to be solar hot water-ready, is required to be registered on title. As part of the Development Permit application review process, the applicant is also required to retain a Certified Energy Advisor (CEA) to complete an evaluation report to confirm the details of the construction requirements needed to achieve the rating.

### **Public Input**

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

### **Analysis**

#### OCP Compliance

The proposed townhouse development is consistent with the objectives of the McLennan South Sub-Area Plan and the “Neighbourhood Residential” land use designation.

#### *High Density Townhouses (RTH2) – Project Density*

The subject site is located within “Neighbourhood Character Area A” of the McLennan South Sub-Area Plan. While the base density permitted for the subject site is 0.75 FAR, the Area Plan provides allowances for density bonusing in order to achieve community amenities and affordable housing. The density of townhouse developments within the “Neighbourhood Character Area A” in the McLennan South Sub-Area ranges from 0.55 FAR to 0.93 FAR. The proposed rezoning to “High Density Townhouses (RTH2)” would allow a maximum density of 0.80 FAR. This density is in keeping with the density range of other projects in the area.

Staff support the proposed density of 0.80 FAR at the subject site on the following basis:

- The Area Plan, adopted in 2006, supports the use of density bonusing to provide for affordable housing. The City’s Affordable Housing Strategy approved by Council in 2007 predicates the use of density bonusing to achieve the objectives for the Affordable Housing Strategy. Consistent with the Affordable Housing Strategy requirements for townhouse developments, the applicant has agreed to provide a voluntary cash contribution in the amount of \$14,344 (\$2.00 per buildable square foot) to the City’s Affordable Housing Reserve Fund. Density bonus provisions envisioned by the Affordable Housing Strategy and the Area Plan have been incorporated into the standard townhouse zones, such as the proposed “High Density Townhouses (RTH2)” zone;
- The Area Plan supports the use of density bonusing to promote the development of accessible housing, and the proposal will be enhanced at the Development Permit application review stage to incorporate convertible housing and aging-in-place features.

- The applicant is undertaking frontage improvements along both Heather Street and Turnill Street as part of the proposed development (as described on page 2 of Attachment 7).
- The applicant is proposing to protect, relocate and plant street trees in the City boulevard on both Heather Street and Turnill Street (as described further below).

#### Project Description & Preliminary Concept Plans

This proposal is to develop five (5) townhouse units on a residual lot of 849 m<sup>2</sup> in area, located on the southwest corner of Heather Street and Turnill Street in the McLennan South planning area.

Site planning is constrained by the small site size. The proposed layout consists of: a three-storey building containing three (3) units fronting Heather Street to the east of a proposed north-south drive aisle that bisects the site; and a three-storey duplex building to the west of the drive aisle.

The main pedestrian unit entries for the east building are proposed to front onto Heather Street, while the pedestrian unit entries for the west building are proposed to front the drive aisle. Ground floor garages are arranged along the north-south internal drive aisle.

A single vehicle access point to the site is proposed from Turnill Street.

A preliminary site plan, landscape plan and architectural elevation plans are contained in Attachment 5.

#### Site Servicing and Off-Site Improvements

Prior to rezoning, the applicant is required to provide a 4 m x 4 m corner cut road dedication at the northeast corner of the subject site.

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

- Pay Development Cost Charges (City & GVS&DD), School Site Acquisition Charge, and Address Assignment Fees; and
- Complete the servicing/boulevard improvements described on page 2 of Attachment 7, the cost of which are to be paid through a City work order.

Frontage improvements associated with this development proposal involve (but are not limited to) boulevard and sidewalk treatments to match the existing corner landing area treatment at the northwest corner of Heather and Turnill Streets, including the provision of a street tree in the Heather Street frontage.

#### Access, Circulation & Parking

Vehicle access to the subject site is proposed from Turnill Street through a north-south drive aisle.

Pedestrian pathways accessing the main unit entries for the east building are provided from Heather Street, while the north-south vehicle drive aisle is proposed to serve as the pedestrian

access to the main unit entries for the west building. The portion of the drive aisle that is immediately adjacent to the public sidewalk along Turnill Street is proposed to be treated with decorative permeable pavers to highlight the dual use of the access point.

A total of seven (7) resident vehicle parking spaces are proposed (1.4 spaces per unit), with the spaces located in the garages of each unit. The three (3) units in the east building are proposed to each contain one (1) vehicle parking space, while the two (2) units in the west building are proposed to each contain two (2) vehicle parking spaces in a tandem arrangement. Prior to rezoning approval, a restrictive covenant preventing the conversion of tandem parking area into storage or habitable space is required to be registered on Title.

One (1) visitor parking space is proposed in the southwest corner of the site, and is accessible from the drive aisle.

A total of ten (10) resident bicycle parking spaces (Class 1) are proposed, with the spaces located in the garages of each unit. A bicycle rack for two (2) visitor bicycle parking spaces (Class 2) is proposed in the southwest corner of the site.

#### Variances Requested

This application complies with the zoning bylaw, with the exception of the variance noted below.

The applicant requests to vary Richmond Zoning Bylaw 8500 to:

- Reduce the minimum exterior side yard from 4.5 m to 2.6 m in the northwest portion of the site only, to allow the portion of the building containing the garbage and recycling enclosure to project into the required side yard. *(Staff is supportive of this variance request as it enables garbage and recycling collection to occur close to the street, and the manner in which the garbage and recycling area is incorporated into the building is preferable to locating a separate structure entirely within the exterior side yard. The architectural treatment of the garbage and recycling enclosure will be enhanced at the Development Permit application review stage).*

#### Trees & Landscaping

A Certified Arborist's Report was submitted by the applicant, which identifies on and off-site tree species, assesses their structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses a total of one (1) tree on-site, six (6) trees on the adjacent property at 7833 Heather Street, and five (5) trees on City-owned property in the boulevard along Turnill Street and Heather Street.

The City's Tree Preservation Coordinator and the City's Parks Department Arborist have reviewed the Arborist's Report, conducted visual tree assessment, and provide the following comments:

- Tree # 1 on the subject site (Laurel) should be removed, as it is in very poor condition with visible cavities at historical pruning cuts.
- The six (6) trees at 7833 Heather Street are to be protected in accordance with the Arborist's recommendations.

- Trees G, H, and K located in the boulevard on City-owned property are to be protected in accordance with the Arborist's recommendations, and Trees I and J are to be relocated within the boulevard on Turnill Street no closer than 2 m to the proposed driveway crossing to the subject site.

The Tree Management Plan is shown in Attachment 6.

To ensure protection of off-site trees and trees to be relocated (i.e., at 7833 Heather Street, and on city-owned property), the applicant must submit the following items prior to rezoning approval:

- A contract with a Certified Arborist for supervision of all works proposed in close proximity to tree protection zones. The contract must include: the scope of work to be done, any protection measures required to ensure tree protection (e.g. root pruning during excavation and installation), as well as a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
- A contract with a qualified tree relocation company.
- A survival security in the amount of \$6,500 for Trees G, H, I, J, K on City-owned property [three (3) to be retained; two (2) to be relocated].

Tree protection fencing must be installed to City standard around all off-site trees to be protected, in accordance with the 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 is completed.

Based on the 2:1 tree replacement ratio in the OCP, a minimum of two (2) replacement trees are required to be planted and maintained on-site. The preliminary Landscape Plan proposes a mix of 13 deciduous and coniferous trees, as well as a variety of ground covers, grasses, perennials, and shrubs. At the Development Permit application stage, the Landscape Plan will be finalized and a Letter of Credit submitted by the applicant prior to Permit issuance. The Letter of Credit must be based on 100% of the cost estimate for the works provided by the Landscape Architect (including hard and soft landscape costs, fencing, installation, and contingency).

#### Outdoor Amenity Space

The applicant is proposing on-site outdoor amenity space consistent with the guideline for townhouse projects in the OCP (i.e., 6 m<sup>2</sup> per unit, for a total of 30 m<sup>2</sup>). The amenity space is proposed to be located at the northeast corner of the site to benefit from the existing adjacent public open spaces (i.e., pedestrian sidewalks, grass boulevards, and trees along all frontages at the intersection of Heather and Turnill Streets). The outdoor amenity space has been mainly designed as a passive area for future residents' enjoyment, while also facilitating children's play (i.e., the preliminary landscape concept illustrates vertical and horizontal balancing logs, and flat boulders. Final details of landscaping on-site, including the amenity space and play equipment will be determined as part of the Development Permit application review process).

### Indoor Amenity Space

Consistent with the OCP and Council Policy 5041, the applicant will be proposing a contribution in the amount of \$5,000 (\$1,000/unit) to the Recreation Facility Reserve Fund at the Development Permit application stage in-lieu of providing on-site indoor amenity space.

### Affordable Housing Strategy

Consistent with the City's Affordable Housing Strategy, the applicant proposes to submit a cash-in-lieu contribution to the Affordable Housing Reserve Fund in the amount of \$2.00 per buildable square foot prior to rezoning (i.e., \$14,344).

### Public Art

The Public Art Program Policy does not apply to residential development projects containing less than 10 units.

### Rezoning Considerations

The list of rezoning considerations is included in Attachment 7, which has been agreed to by the applicant (signed concurrence on file).

### **Design Review and Future Development Permit Application Considerations**

A Development Permit application is required for the subject proposal to ensure consistency with the design guidelines for townhouses contained in the OCP and the McLennan South Sub-Area Plan, and with the existing neighbourhood context.

Further refinements to site planning, landscaping, and architectural character will be made as part of the Development Permit application review process, including:

- Providing more defined private open space for individual units in the west building.
- Relocating visitor bicycle parking closer to the site entry.
- Examining opportunities to locate unit entries for the west building towards Turnill Street to provide a more pedestrian-oriented streetscape on both frontages.
- Modification to the garbage and recycling enclosure to further incorporate it into the west building and relocate the entry door to face the drive-aisle so as to provide an improved streetscape elevation along Turnill Street.
- Refining proposed fenestration and architectural elevations through the use of treatments that better promote recognition of individual storeys to reduce the apparent height of the proposed buildings (e.g., using colour and materials to give buildings a distinct top, middle, and base).
- Providing for accessibility and aging-in-place features to be incorporated into unit design.



- Reviewing the applicant's design response to the principles of Crime Prevention Through Environmental Design (CPTED).

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

**Financial Impact**

None.

**Conclusion**

This development proposal is to rezone 7751 Heather Street from the "Single Detached (RS1/F)" zone to the "High Density Townhouses (RTH2)" zone, to permit the development of five (5) townhouses.

The proposal is consistent with the land use designations contained within the OCP and City Centre Area Plan (McLennan South Sub-Area), and the preliminary concept plans attached are generally consistent with the Development Permit guidelines for townhouses contained in the OCP. Further design review and analysis will be undertaken as part of the Development Permit application.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9234 be introduced and given first reading.



Cynthia Lussier  
Planning Technician – Design  
(604-276-4106)

CL:blg

Attachment 1: Location Map/Aerial Photo

Attachment 2: Site Survey

Attachment 3: Development Application Data Sheet

Attachment 4: McLennan South Sub-Area Plan Land Use Map & Character Area Map

Attachment 5: Conceptual Development Plans

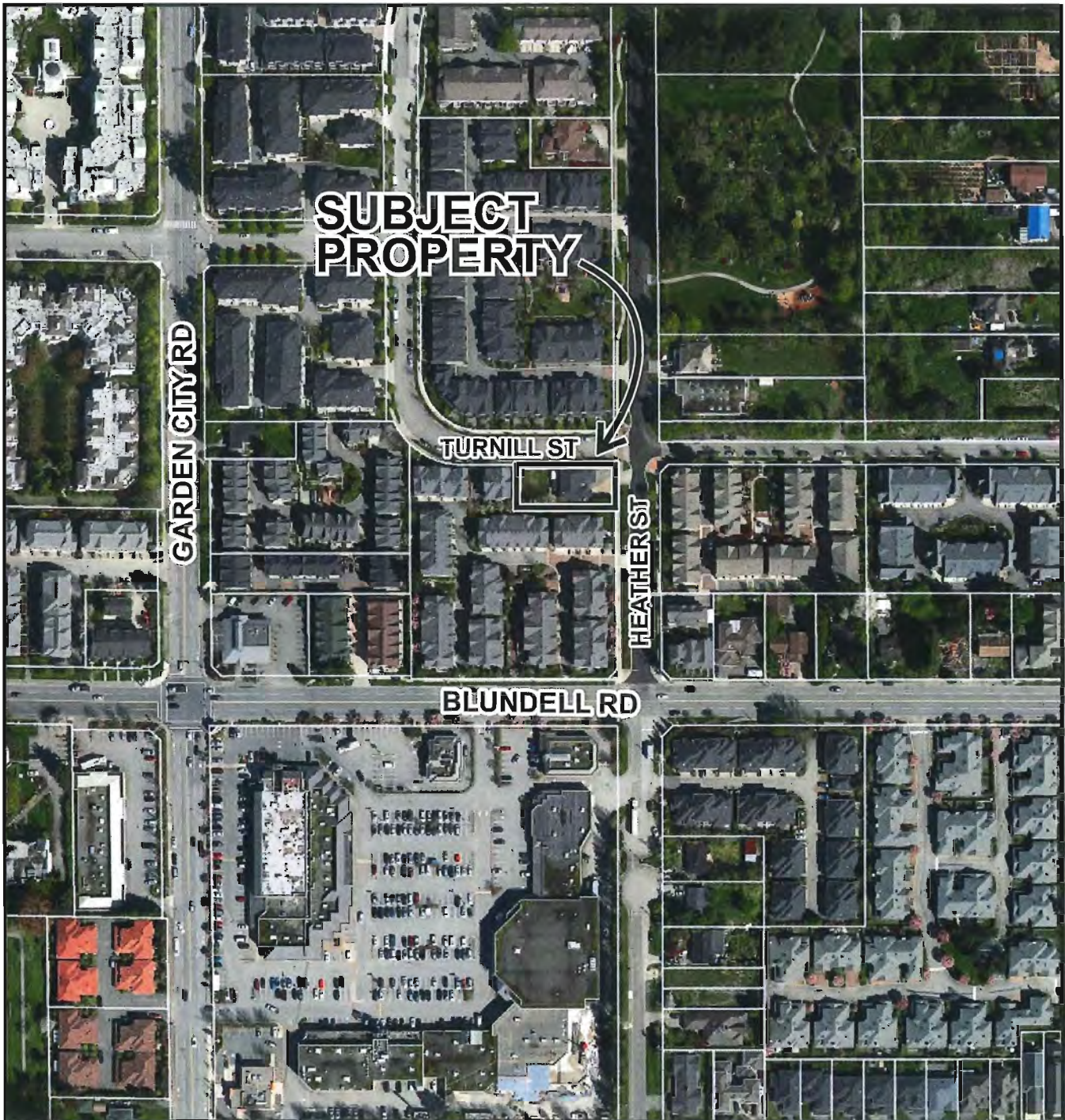
Attachment 6: Tree Management Plan

Attachment 7: Rezoning Considerations





City of  
Richmond



RZ 13-644767

Original Date: 03/05/15

Revision Date

Note: Dimensions are in METRES

**TOPOGRAPHIC SURVEY OF LOT 2 SECTION 15 BLOCK 4 NORTH  
RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 78290**

#7751 HEATHER STREET,  
RICHMOND, B.C.  
P.L.D. 011-492-040



SCALE: 1:200

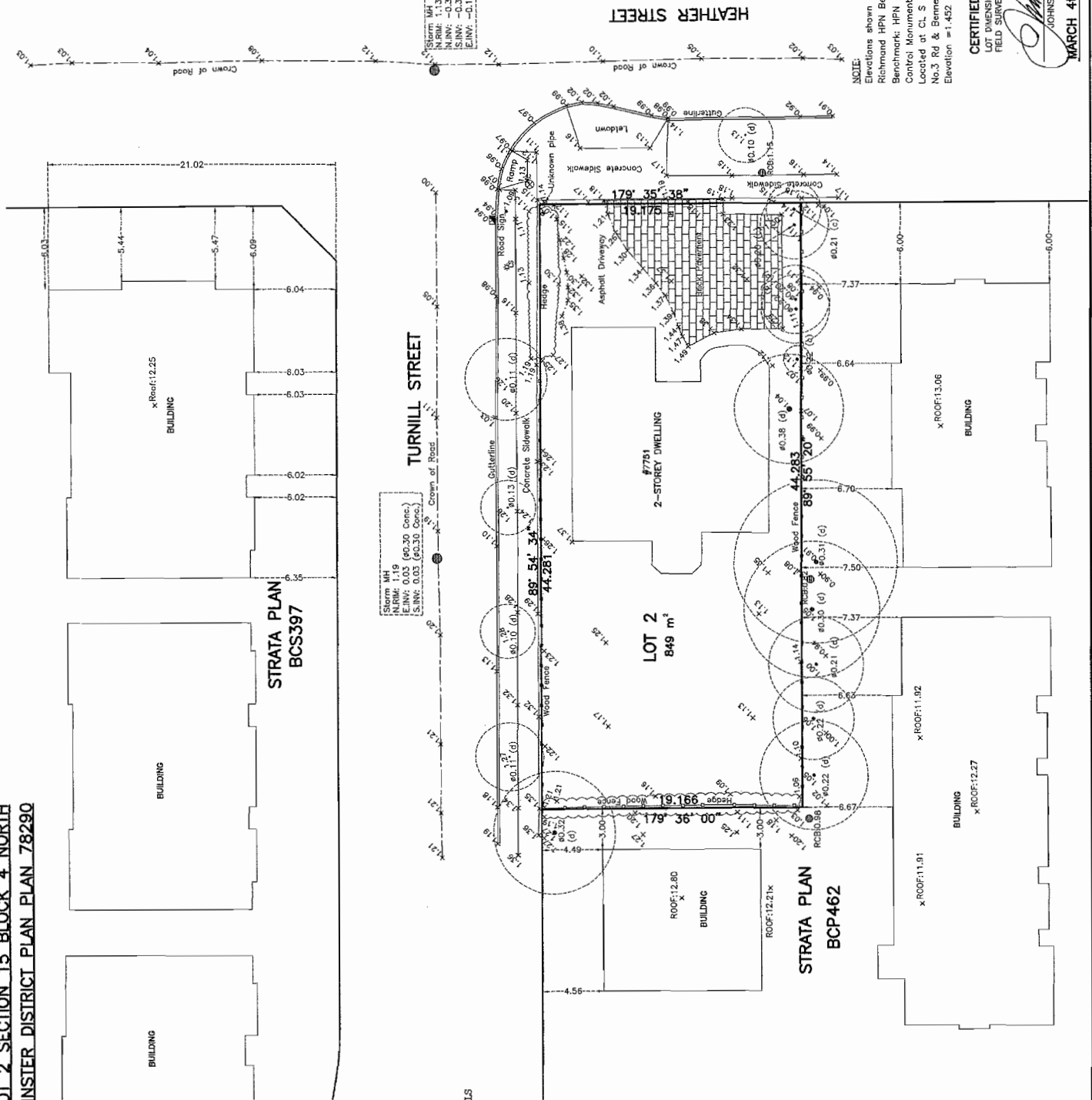


ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED

- LEGEND:**
- (c) denotes coniferous
  - (d) denotes deciduous
  - PP denotes power pole
  - ⊙ denotes manhole
  - CS denotes catch basin
  - ⊗ denotes inspection chamber
  - ⊠ denotes water meter
  - LS denotes lamp standard

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J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8533 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 5091  
FB-216 P140-144  
Drawn By: TH

**DWG No. 5091-TOPO**



**NOTE:**  
Elevations shown are based on City of  
Richmond HPN Benchmark network.  
Benchmark: HPN #202,  
Control Monument 7714623  
Located at CL S bound L turn lane @  
No.3 Rd & Bennett Rd  
Elevation = 1.452 metres

**CERTIFIED CORRECT:**  
LOT DIMENSION ACCORDING TO  
FIELD SURVEY.

*[Signature]*  
JOHNSON C. TAM, B.C.L.S.  
MARCH 4th, 2013



**RZ 13-644767**

**Attachment 3**

Address: 7751 Heather Street

Applicant: Matthew Cheng Architect Inc.

Planning Area(s): City Centre (McLennan South)

	<b>Existing</b>	<b>Proposed</b>
<b>Owner:</b>	Han Liu	To be determined
<b>Site Size (m<sup>2</sup>):</b>	848.93 m <sup>2</sup>	832.85 m <sup>2</sup> after road dedication
<b>Land Uses:</b>	Single detached dwelling	Five (5) townhouse units
<b>OCP Designation:</b>	Neighbourhood Residential	No change
<b>Area Plan Designation (CCAP – McLennan South):</b>	Residential, townhouse up to 3 storeys over 1 parking level, triplex, duplex, single-family 0.75 base FAR	No change
<b>Zoning:</b>	Single Detached (RS1/F)	High Density Townhouses (RTH2)
<b>Number of Units:</b>	1	5
<b>Other Designations:</b>	McLennan South Sub-Area Plan Neighbourhood Character Area A: 3 storey townhouse over parking	No change

	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Floor Area Ratio:	Max. 0.80	Max. 0.80	none permitted
Lot Coverage – Building:	Max. 45%	37%	none
Lot Coverage – Buildings, Structures, and non-porous surfaces:	Max. 70%	59.8%	none
Lot Coverage – Landscaping with live plant material:	Min. 20%	29%	
Subdivision Provisions/Lot Size (min. dimensions):	40 m width 30 m depth 1,800 m <sup>2</sup> area	832.85 m <sup>2</sup> after road dedication (note: no new lots are being created through subdivision; the minimum lot dimensions do not apply to this residual lot)	none

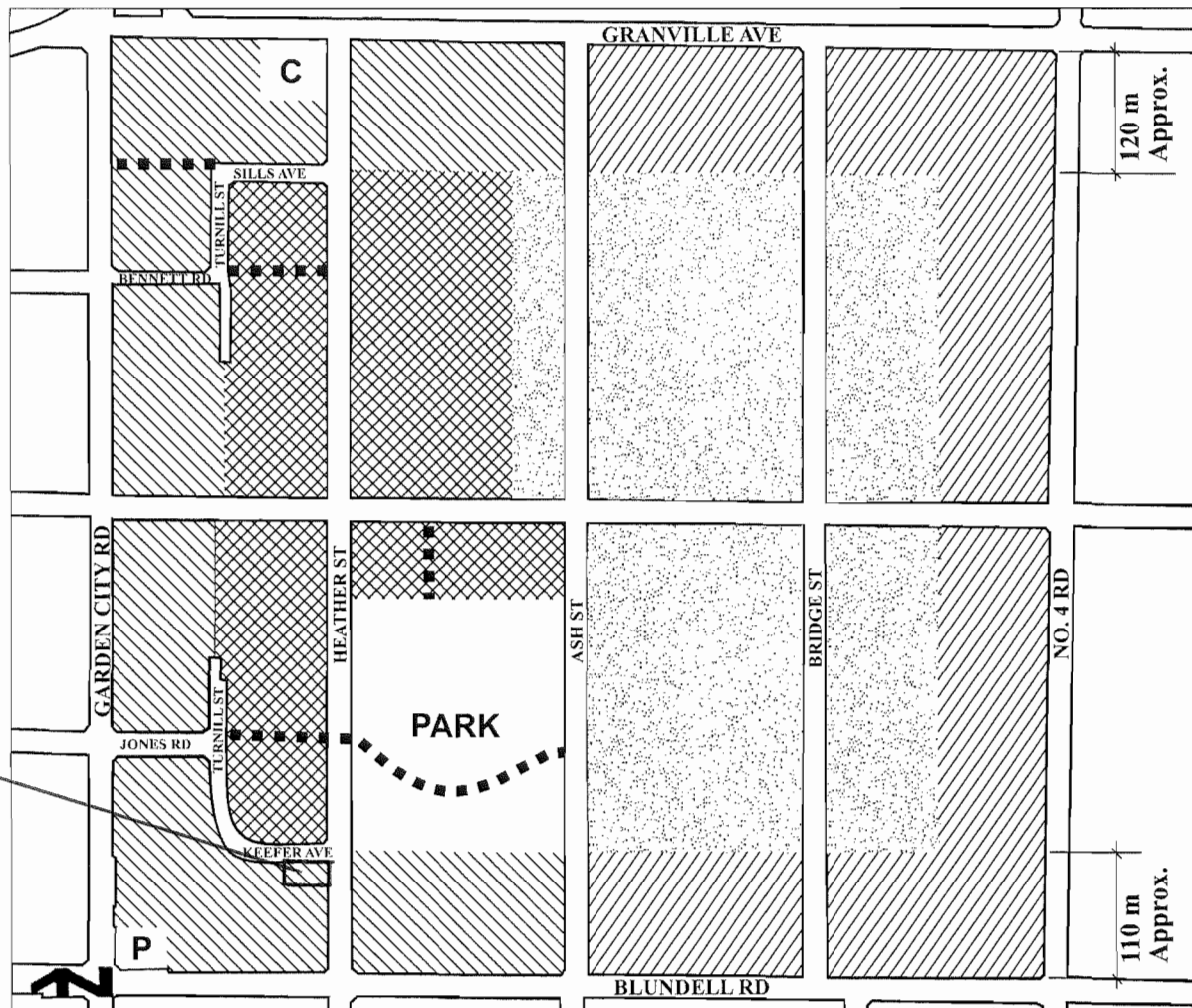



	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Setback – Front Yard & Exterior Side Yard (m):	Min. 4.5 m	5.7 m & 4.6 m	To reduce the exterior side yard from 4.5 m to 2.6 m to allow the portion of the building containing the garbage & recycling enclosure to project into the required yard
Setback – Interior Side & Rear Yards (m):	Min. 2.0 m	Min. 2.0 m	none
Height (m):	12.0 m	Max. 12 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	7 (R) and 1 (V) per unit	7 (R) and 1 (V) per unit	none
Off-street Parking Spaces – Total:	8	8	none
Amenity Space – Indoor:	Min. 50 m <sup>2</sup>	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 30 m <sup>2</sup>	60 m <sup>2</sup>	none


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


City of Richmond


## Land Use Map

Bylaw 7892  
2005/04/18

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

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

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

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

- Large-sized lots (e.g. 18 m/59 ft. min. frontage and 550 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

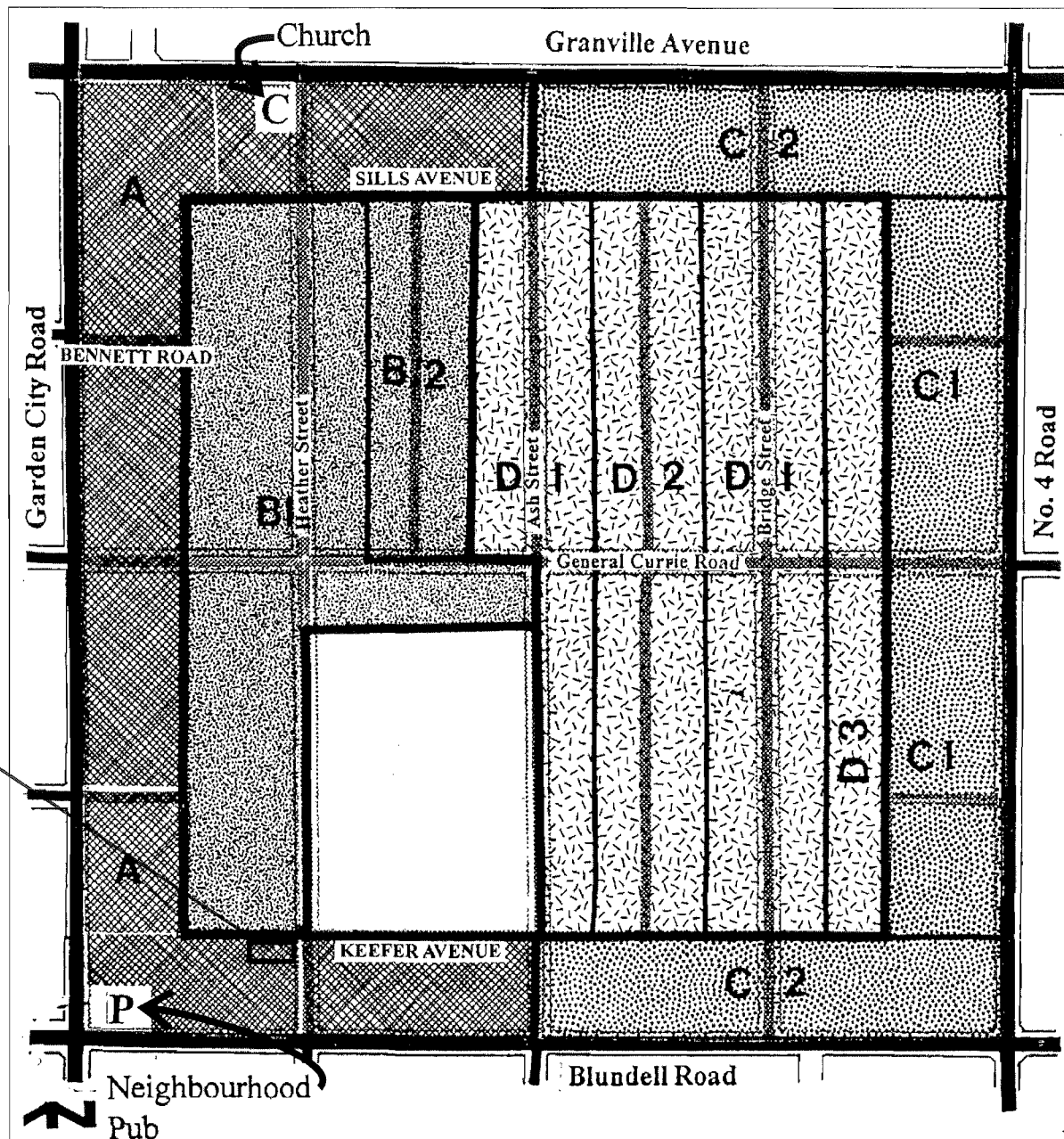
**C** Church



**P** Neighbourhood Pub



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



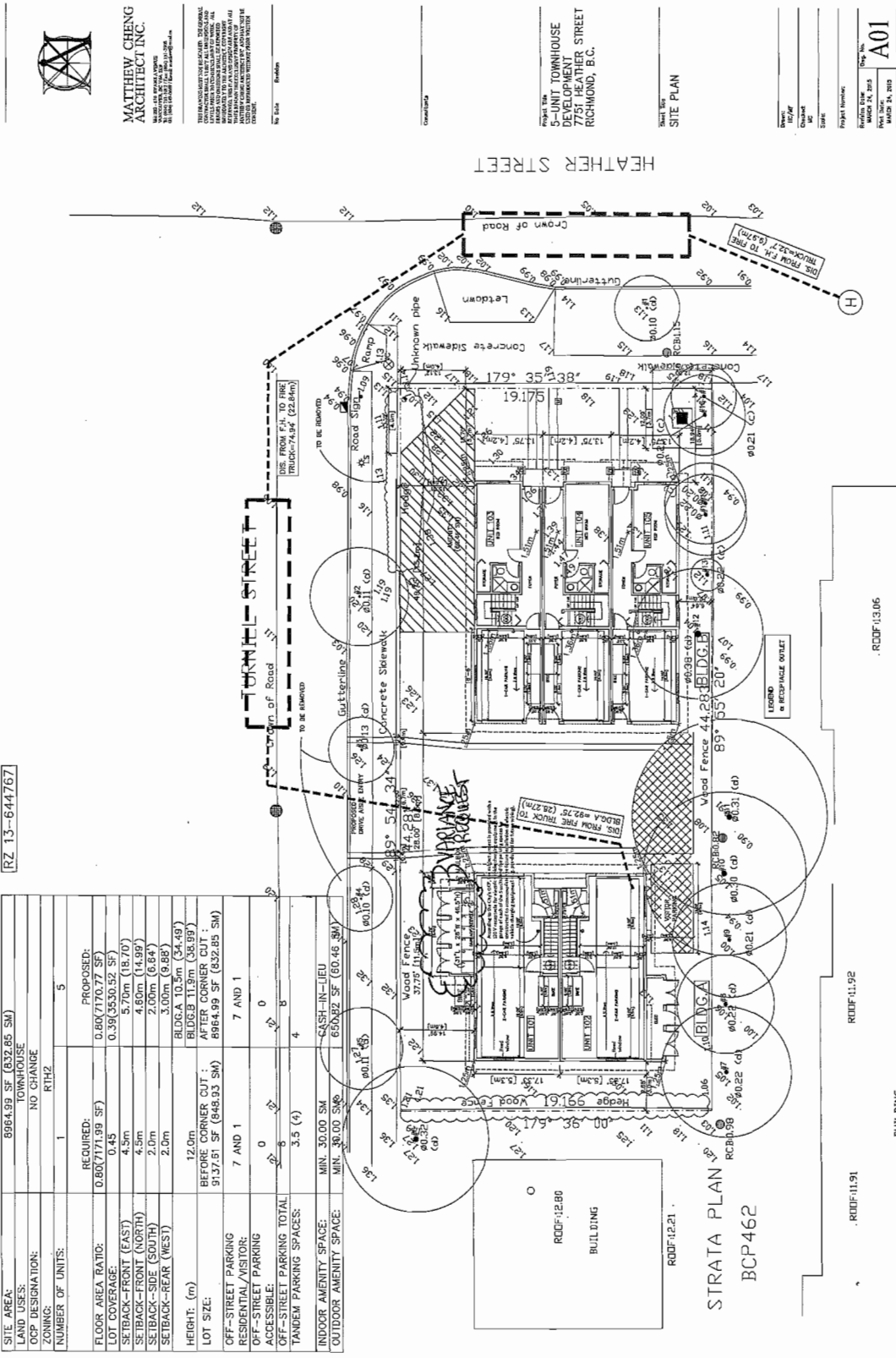
## Character Area Key Map



-  **Area A**  
3 storey Townhouse  
over parking
-  **Areas B1, B2**  
Townhouse – 2 ½ storeys  
typical (3 storeys maximum)

-  **Areas C1, C2**  
Clusters of Predominantly  
Single-Family, Duplex,  
Triplex Units
-  **Areas D1, D2, D3**  
Single-Family

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



RZ 13-644767



MATTHEW CHENG  
ARCHITECT INC.

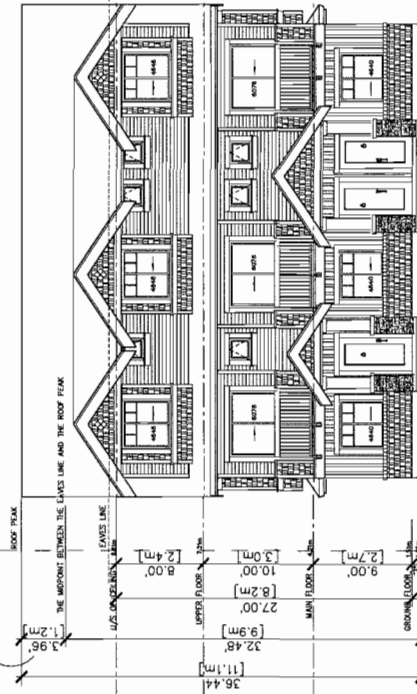
1000 WEST 10TH AVENUE, SUITE 200  
VANCOUVER, BC V6H 1A6  
TEL: (604) 681-1111 FAX: (604) 681-1112  
WWW.MATTHEWCHENGARCHITECT.COM

THIS DOCUMENT IS THE PROPERTY OF MATTHEW CHENG ARCHITECT INC. AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF MATTHEW CHENG ARCHITECT INC.

No Date Revision

Consultant

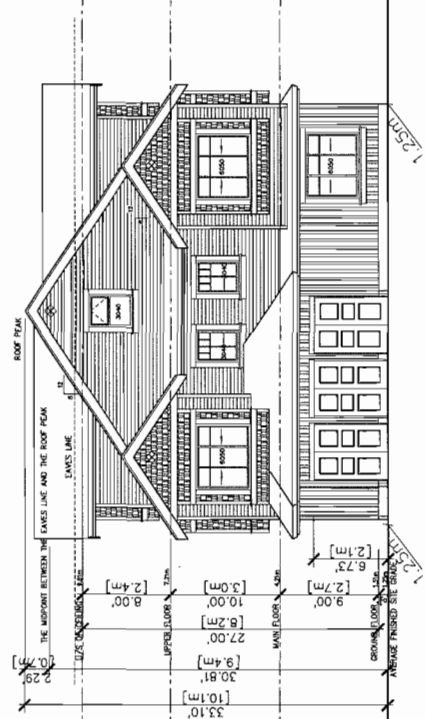
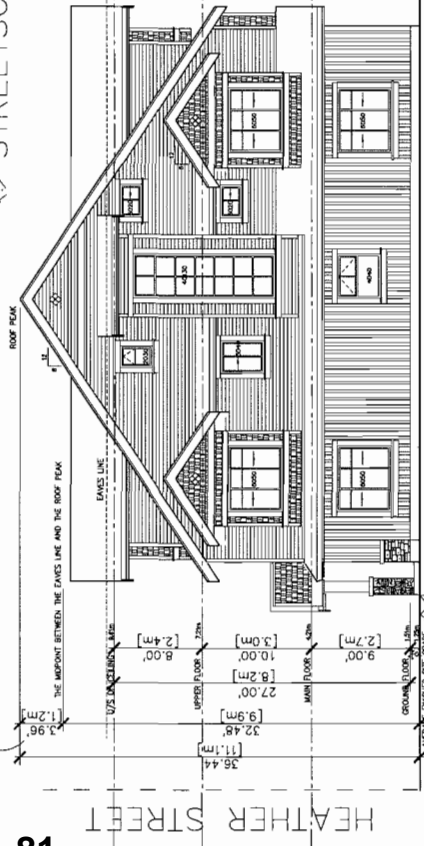
The midpoint of the eaves line to the roof peak is no greater than 1.5 m



The midpoint of the eaves line to the roof peak is no greater than 1.5 m

PH - 81

STREETSCAPE ALONG HEATHER STREET



STREETSCAPE ALONG TURNMILL STREET

Project Title  
5-UNIT TOWNHOUSE  
DEVELOPMENT  
7751 HEATHER STREET  
RICHMOND, B.C.

Sheet Title  
STREETSCAPES

Author  
MCH/JP  
Checked  
MC  
Scale

Project Number  
Scale Date  
March 24, 2013  
Print Date  
March 24, 2013

A3.1

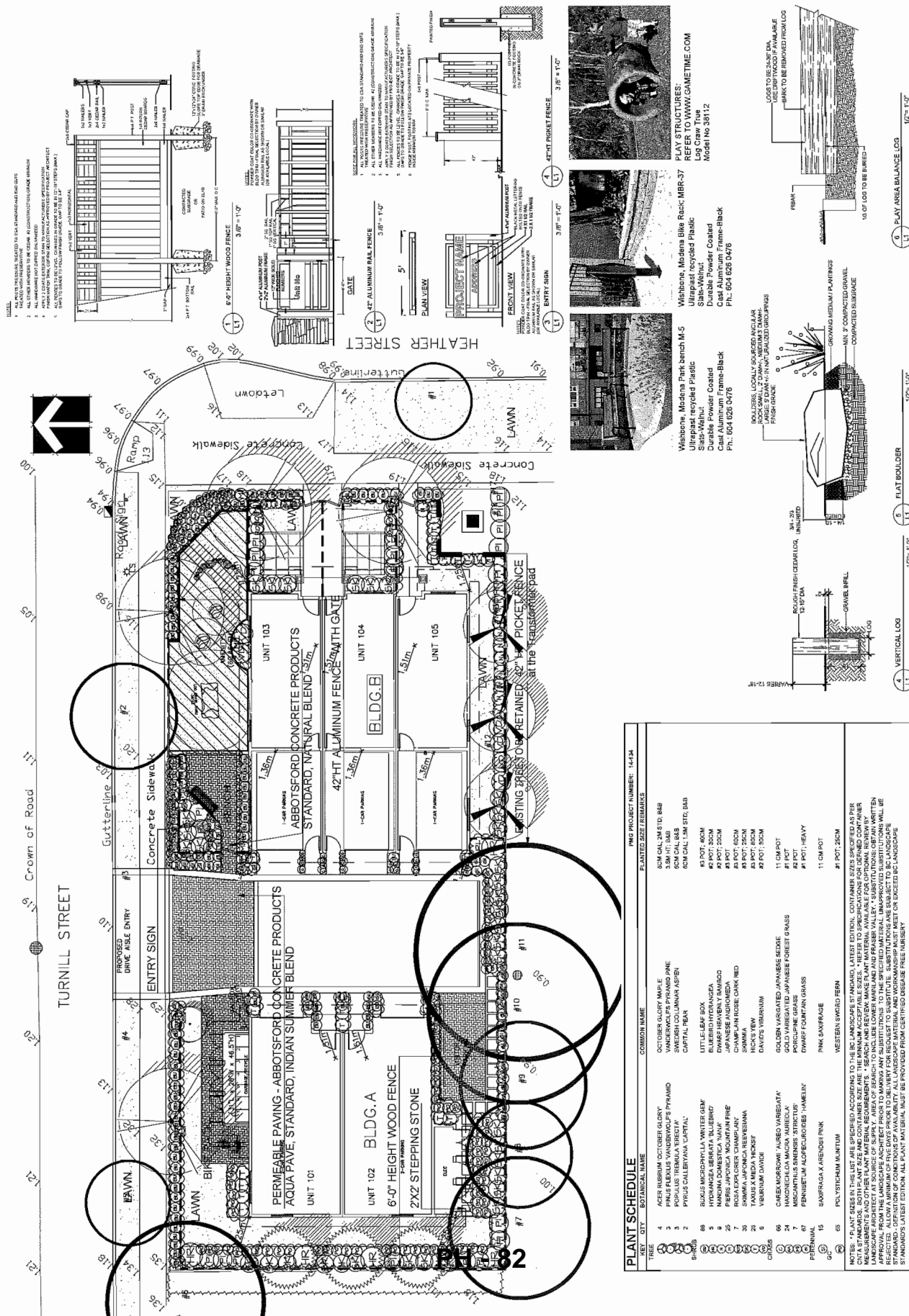
REVISION DESCRIPTION	
NO.	DATE
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PROJECT:  
5-UNIT TOWNHOUSE

7751 HEATHER STREET  
RICHMOND

LANDSCAPE  
PLAN

DATE: March 12, 2015  
SCALE:  
DRAWN: DD  
DESIGN: DD  
CHECK: PCM

[illegible]







**City of  
Richmond**

## **Rezoning Considerations**

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

**Address:** 7751 Heather Street

**File No.:** RZ 13-644767

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9234, the following must be completed:**

1. 4 m x 4 m corner cut road dedication at the northeast corner of the subject site.
2. Submission of a Contract entered into between the applicant and a Certified Arborist to supervise:
  - a) any works conducted in close proximity to the tree protection zone of the off-site trees to be retained [i.e., Trees G, H, K on City-owned property, and the six (6) trees at 7833 Heather Street]; and
  - b) relocation and protection of Trees I and J on City-owned property.

The Contract should include the scope of work to be undertaken, any protection measures required to ensure tree protection (e.g. root pruning during excavation and installation), and a provision for the Arborist to submit a post-construction assessment report to the City for review.
3. Submission of a Contract entered into between the applicant and a qualified tree relocation company.
4. Submission of a Tree Survival Security to the City in the amount of \$6,500 for Trees G, H, I, J, K on City-owned property [three (3) to be retained; two (2) to be relocated].
5. City acceptance of the developer's voluntary contribution of \$2.00 per buildable square foot (e.g. \$14,344) to the City's Affordable Housing Reserve Fund.
6. Registration of a flood indemnity covenant on Title.
7. Registration of a legal agreement on Title prohibiting the conversion of the tandem parking area into habitable space.
8. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.
9. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.

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

- Submit a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (EnerGuide 82 or better), in compliance with the City's Official Community Plan.

**Prior to Development Permit\* issuance, the applicant is required to:**

- Submit a contribution in the amount of \$5,000 (\$1,000/unit) to the Recreation Facility Reserve Fund in-lieu of providing on-site indoor amenity space.

**Prior to Building Permit\* issuance, the following must be completed:**

- Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. 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.

- Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- Completion of servicing works and boulevard improvements to be done at the developer's sole cost via City Work Order. The works and improvements are to include, but are not limited to:

#### *Frontage Improvements*

- Realignment of the existing curb ramp at the corner of Turnill Street and Heather Street, and provision of a second curb ramp to accommodate north/south and east/west wheelchair access across Turnill Street and Heather Street respectively. Boulevard and sidewalk treatments are to match the corner landing area treatment at the northwest corner of the intersection of Turnill and Heather Streets.
- Closing the existing driveway crossing on Heather Street in front of the subject site, and installing curb, gutter, sidewalk, one (1) street tree, and a grass boulevard in its place. Boulevard and sidewalk treatments for the frontage along Heather Street are to match the west side of Heather Street, north of Turnill Street (including provision of a street tree).
- Installing the proposed driveway crossing on Turnill Street in accordance with the City's design standards (e.g., 6.7 m driveway width at the property line, with 0.9 m flares at the curb and 45° offsets to meet the existing grade of sidewalk/boulevard).

#### *Storm Sewer Works*

- Provision of a new storm service connection with the appropriate size inspection chamber from the existing 675 mm diameter storm sewer at Heather Street.

#### *Water Works*

- Using the OCP Model, there is 316 L/s available at 20 psi residual at the hydrant at Heather Street, north of Turnill Street and 360 L/s available at 20 psi residual at the hydrant at Heather Street, south of Turnill Street. Based on your proposed rezoning, your site requires a minimum fire flow of 220 L/s. 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 or ISO to confirm that there is adequate available flow.
- Provision of a new water service connection from the existing 200 mm diameter watermain at the Heather Street frontage.

#### *Sanitary Sewer Works*

- Provision of a new sanitary service connection with the appropriate size inspection chamber from the existing 200 mm diameter sanitary main at the Heather Street frontage.

#### *General Items*

- The developer is to provide right-of-ways to accommodate City utilities, such as water meter and inspection chambers (if applicable).
- The developer is to provide private utility companies right-of-ways to accommodate their above ground equipment (i.e., above ground private utility transformers, kiosks, etc. shall be designed to minimize the impact on public space) and future under-grounding of overhead lines (if applicable).
- Remove an existing utility support pole at the corner of Heather Street and Turnill Street.
- It is recommended that the developer contact the private utility companies to learn of their requirements.
- 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.
- If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
- Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and



associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

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

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

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

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

(signed original on file)

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Signed

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Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9234 (RZ 13-644767)  
7751 Heather Street**

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. 011-492-040

Lot 2 Section 15 Block 4 North Range 6 West New Westminster District Plan 78290

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9234"**.

FIRST READING

APR 13 2015

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee Planning and Development Department

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

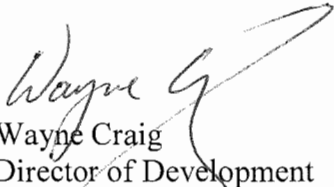
**Date:** March 25, 2015

**File:** ZT 15-694251

**Re:** Application by Penta Builder's Group for a Zoning Text Amendment to the  
"Commercial Mixed Use (ZMU22) - Steveston Commercial" Zone

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9235, to amend the "Commercial Mixed Use (ZMU22) - Steveston Commercial" zone by adding "animal grooming" as a permitted use, be introduced and given first reading.

  
Wayne Craig  
Director of Development

AY:blg  
Att.

### REPORT CONCURRENCE

#### CONCURRENCE OF GENERAL MANAGER



## Staff Report

### Origin

Penta Builder's Group has applied to the City of Richmond for a Zoning Text Amendment to add "animal grooming" as a permitted use within the "Commercial Mixed Use (ZMU22) - Steveston Commercial" zone. The zone applies to the subject property at 3531 Bayview Street. A map showing the location of the subject property is provided in Attachment 1.

### Findings of Fact

On July 8, 2013, Council approved the rezoning (RZ 12-615239), Development Permit (DP 12-623994) and Heritage Alteration Permit (HA 12-624406) for the development of a two-storey mixed-use commercial/residential building on the subject site. The site specific "Commercial Mixed Use (ZMU22) - Steveston Commercial" zone was created and applied to the subject site as part of the rezoning process. The building will consist of six (6) ground-oriented commercial units and six (6) residential units over a partially in-ground parking structure. A Building Permit (BP 13-636238) was issued for the proposed development on August 16, 2013, and the building is nearing completion and occupancy.

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

### Surrounding Development

The subject property is located in Steveston Village at the corner of Bayview Street and 3<sup>rd</sup> Avenue. Existing development immediately surrounding the site is as follows:

- To the north and east, are commercial buildings zoned "Steveston Commercial (CS2)".
- To the south, across Bayview Street, is a vacant remediated lot zoned "Light Industrial (IL)".
- To the west, across 3<sup>rd</sup> Avenue, is the Gulf of Georgia Cannery National Historic Site, situated on a lot zoned "Light Industrial (IL)".

### Background

"Animal grooming" is not currently listed in the "Commercial Mixed Use (ZMU22) - Steveston Commercial" zone as a permitted use. The applicant has advised staff of a potential tenant wishing to lease a commercial unit in the proposed development (specifically Unit# 105) to operate an animal grooming business (see Attachment 3).

### Related Policies & Studies

#### 2041 Official Community Plan (OCP) and Steveston Area Plan

The Official Community Plan (OCP) designates the subject site as "Neighbourhood Service Centre" which permits a range of retail and service uses to address the needs of area residents.

The Steveston Area Plan designates the subject site as “Heritage Mixed Use (Commercial-Industrial with Residential & Office Above)” which permits commercial uses at grade with residential uses above grade in the same building. The proposed Zoning Text Amendment to permit one (1) additional commercial use on the subject site complies with the OCP and Steveston Area Plan land use designations.

#### Steveston Village Conservation Strategy

The Steveston Village Conservation Strategy was adopted by Council in 2009, and consists of a range of policies and guidelines for heritage conservation in Steveston Village. In compliance with the Strategy, a Heritage Alteration Permit for the proposed development was obtained at Development Permit stage to ensure that the building design meets the applicable guidelines for new development in the Village. The proposed Zoning Text Amendment is not expected to impact the exterior building design as approved by Council through the Development Permit and Heritage Alteration Permit processes.

#### **Public Consultation**

Information signage describing the proposed Zoning Text Amendment has been installed on the subject site. Staff have not been notified of any concerns expressed by the public regarding the proposal.

#### **Analysis**

##### Off-Street Parking Requirements

The development proposal, as approved at Building Permit stage, provides a total of 30 on-site parking spaces; 11 spaces for residential use, 17 spaces for commercial use and two (2) shared residential visitor/commercial spaces. The proposed off-street parking exceeds the minimum parking requirements outlined within Richmond Zoning Bylaw 8500 and would not be impacted by the proposed Zoning Text Amendment.

##### Text Amendment to the “Commercial Mixed Use (ZMU22) - Steveston Commercial” Zone.

The present “Commercial Mixed Use (ZMU22) – Steveston Commercial” zone lists the following range of permitted uses:

- Child care
- Education
- Education, Commercial
- Government Service
- Health Service, Minor
- Industrial, General
- Manufacturing, Custom Indoor
- Office
- Parking, Non-accessory
- Recreation, Indoor

- Restaurant
- Retail, Convenience
- Retail, General
- Service, Business Support
- Service, Financial
- Service, Household Repair
- Service, Personal
- Studio
- Veterinary Service

Staff support the proposed text amendment to the ZMU22 zone on the following basis:

- The purpose of the ZMU22 zone is to provide for “commercial, residential and industrial uses in the Steveston Village”. The addition of “animal grooming” as a permitted use to the ZMU22 zone would be consistent with the purpose of the zone and other commercial uses currently permitted in the zone.
- An animal grooming business at the subject site would be complimentary to surrounding commercial retail and service uses in Steveston Village.
- “Animal grooming” is a permitted use on properties immediately surrounding the subject site zoned “Steveston Commercial (CS2)” and “Light Industrial (IL)”.
- The proposed text amendment would have no impact on the exterior form, character or design of the proposed building as approved by Council through the Development Permit and Heritage Alteration Permit processes.
- The proposed text amendment would have no impact on the approved on-site parking conditions.

**Financial Impact or Economic Impact**

None.

### **Conclusion**

The proposed Zoning Text Amendment to add “animal grooming” as a permitted use in the “Commercial Mixed Use (ZMU22) - Steveston Commercial” zone is consistent with the purpose of the zone, and complies with the land use designations outlined within the Official Community Plan (OCP) and the Steveston Area Plan.

On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9235 be introduced and given first reading.



Andrew Yu  
Planning Technician (Temp)  
(604-204-8518)

Attachment 1: Location Map

Attachment 2: Development Application Data Sheet

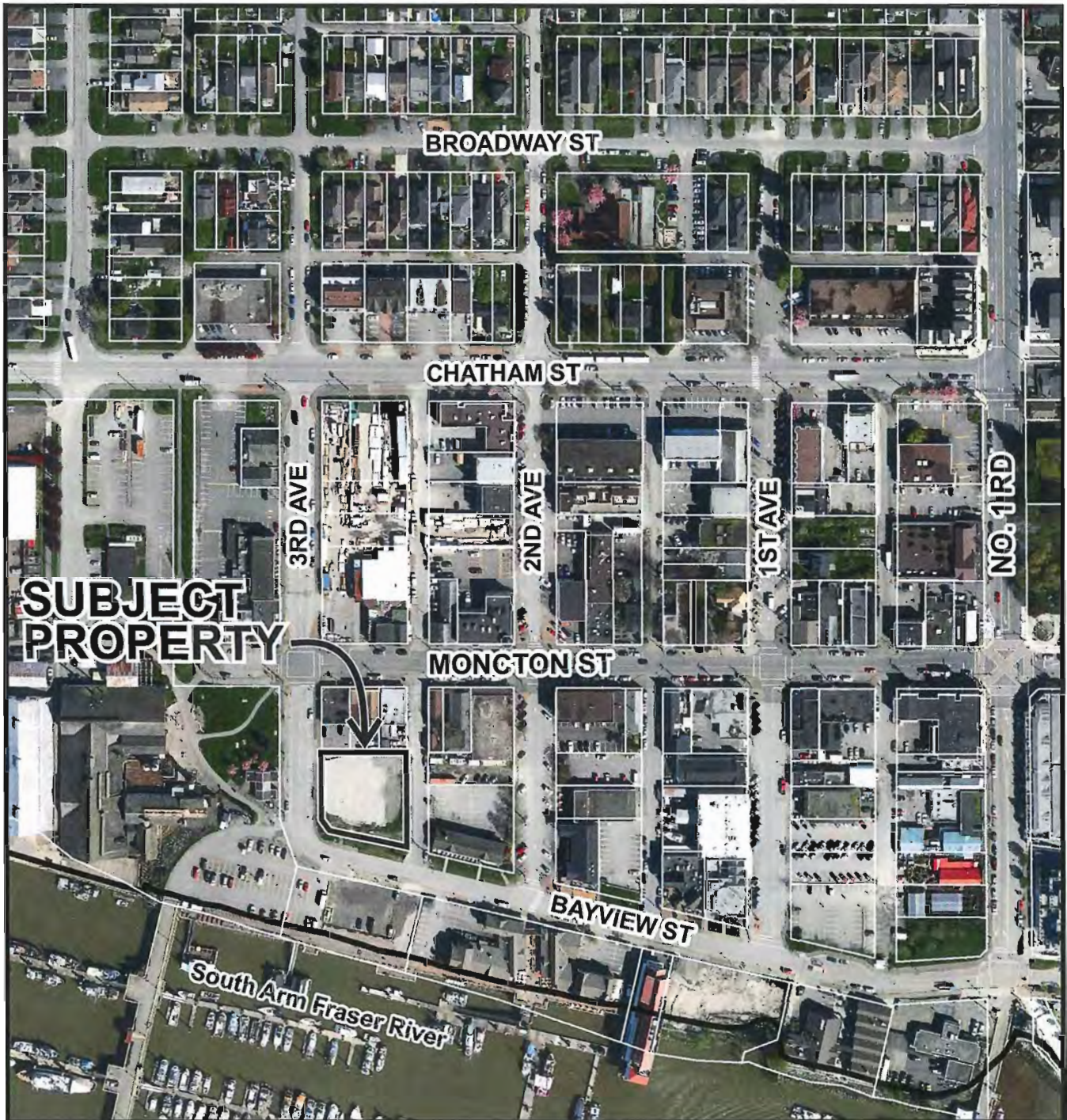
Attachment 3: Proposed Building Level 1 Floor Plan (approved for BP 13-636238)







City of  
Richmond



ZT 15-694251

Original Date: 03/19/15

Revision Date:

Note: Dimensions are in METRES



**ZT 15-694251**

**Attachment 2**

Address: 3531 Bayview Street

Applicant: Penta Builder's Group

Planning Area(s): Steveston

	Existing	Proposed
<b>Owner:</b>	Penta Bayview Holdings Ltd.	TBD
<b>Site Size (m<sup>2</sup>):</b>	1,611.1 m <sup>2</sup>	No change
<b>Land Uses:</b>	Mixed use (commercial at grade, residential above)	No change
<b>OCP Designation:</b>	Neighbourhood Service Centre	Complies
<b>Steveston Area Plan Designation:</b>	Heritage Mixed Use (Commercial-Industrial with Residential & Office Above)	Complies
<b>Zoning:</b>	Commercial Mixed Use (ZMU22) - Steveston Commercial	Add "animal grooming" as a permitted use
<b>Other Designations:</b>	Steveston Village Conservation Strategy	No Impact

	Bylaw Requirement	Previously Approved (under BP 13-636238)	Proposed
Floor Area Ratio:	Max. 1.2	1.18	No change
Lot Coverage – Building:	Max. 70%	67%	No change
Setback – North (m):	Min. 1.5 m	1.6 m	No change
Setback – South (m):	Min. 5.6 m	5.6 m	No change
Height (m):	Max. 15.0 m GSC	15.0 m GSC	No change
Off-street Parking Spaces –  Residential (R):	9 spaces (R) 2 spaces (V) – shared with commercial (C)	11 spaces (R) 2 spaces (V) – shared with commercial (C)	No change
Residential Visitor (V) / Commercial (C):	18 spaces (C)	17 spaces (C)	
Off-street Parking Spaces – Total:	29	30	No change
Amenity Space – Indoor:	cash-in-lieu	cash-in-lieu	No change



NOTES:  
 1. ALL DIMENSIONS ARE IN FEET AND INCHES (FRACTIONS).  
 2. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.  
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**cotter**  
 ARCHITECTS

BAYVIEW  
 RESIDENTIAL COMMERCIAL  
 MIXED USE DEVELOPMENT  
 3501 Bayview Street, Richmond, BC  
 13-63623-10  
 Penita Bayview Holdings Ltd.

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LEVEL 1 FLOOR PLAN

A-112



1 LEVEL 1  
 118' x 110'



Richmond Zoning Bylaw 8500  
Amendment Bylaw 9235 (ZT 15-694251)  
3531 Bayview Street

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

1. Richmond Zoning Bylaw 8500 is amended by:
  - a) Inserting in Section 20.22.2 Permitted Uses:
    - “animal grooming”
2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9235**”.

FIRST READING

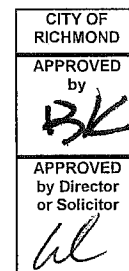
PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

APR 27 2015



\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee Planning and Development Department

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

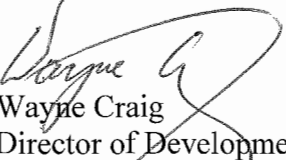
**Date:** April 14, 2015

**File:** RZ 14-669511

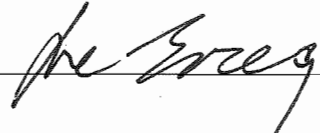
**Re:** Application by Yamamoto Architecture Inc. for Rezoning at 9560 Alexandra Road from "Single Detached (RS1/F)" to "Town Housing (ZT67) - Alexandra Neighbourhood (West Cambie)"

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9240, for the rezoning of 9560 Alexandra Road from "'Single Detached (RS1/F)" " to "Town Housing (ZT67) - Alexandra Neighbourhood (West Cambie)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

WC:dcb

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

## Staff Report

### Origin

Yamamoto Architecture Inc. has applied to rezone 9560 Alexandra Road from “Single-Detached (RS1/F)” to “Town Housing (ZT67) – Alexandra Neighbourhood (West Cambie)” in order to construct 20 three storey townhouse units.

A location map and an aerial photo are provided in Attachment 1. A proposed site plan and preliminary landscape plan are provided in Attachment 2.

### Findings of Fact

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

### Surrounding Development

To the North: Properties immediately north of the subject site (i.e. 9491 to 9591 Alexandra Road) are part of a rezoning application (RZ 12-598506) by 0731649 BC Ltd. which proposes to develop 280 units in a 4 storey wood frame apartment building. The application seeks to rezone the site from “Single Detached (RS1/F)” and “Two-Unit Dwellings (RD1)” to a Site Specific Zone. This application is currently in being reviewed by staff.

To the East: Six lots (9580, 9600, 9620, 9626, 9660 and 9680 Alexandra Road) under an application for Rezoning (13-649999) from “Single Detached (RS1/F)” and “Two-Unit Dwellings (RD1)” to “Town Housing (ZT67) – Alexandra Neighbourhood (West Cambie)” in order to develop approximately 96 three storey townhomes on the assembled site. This application was granted third reading at the July 21, 2014 Public Hearing.

To the South: Alderbridge Way and the Garden City lands to the south of that. The 55 hectare (136.5 acres) Garden City lands are zoned “Agriculture (AG1)”.

To the West: To the immediate west, 9540 Alexandra Road is currently zoned “Single Detached (RS1/F)”. This property is designated as Park under the Alexandra Neighbourhood Land Use Plan but is currently privately owned. Immediately to the west of 9540 Alexandra Road is a narrow park strip (zoned “School and Institutional Use (SI)”) owned by the City.

### Related Policies & Studies

#### Official Community Plan - West Cambie Area Plan

The site is designated “Neighbourhood Residential” in the Official Community Plan (OCP) and townhouses in the West Cambie Area Plan with a maximum density of 0.65 FAR with potential density bonus to a maximum of 0.75 FAR with the provision of built affordable housing. The proposal is consistent with this designation at 0.65 FAR and provides a cash contribution to the affordable housing fund. The West Cambie Area Plan is shown in Attachment 4.



Aircraft Noise Policy

The subject property is located within Area 2 of the Aircraft Noise Sensitive Development (ANSND) Policy Areas, which allows all aircraft noise sensitive land uses except new single family. The proposed townhouse development conforms to this policy. The Rezoning Considerations include provisions for the registration of a restrictive covenant related to aircraft noise.

Flood Management

The proposed development will meet the flood proofing requirements of the Flood Plain Designation and Protection Bylaw No. 8104. Registration of a flood indemnity covenant on title is required prior to final adoption of the Rezoning Bylaw.

Energy Efficiency

This project will be required to achieve an Ener-Guide rating of 82 or better and to pre-duct for solar hot water heating. Registration of legal agreements on title ensuring these requirements will be addressed prior to Bylaw adoption is included in the Rezoning Considerations.

**Public Consultation**

Development information signage has been installed on the subject site. No telephone or written enquiries have been received to time of writing.

**Analysis**Preliminary Architectural and Landscape Plans

The intent of the rezoning application is to allow development of a 20 unit townhouse development arranged in four buildings. The townhouse units are proposed to be 3 storeys high and each unit will have 3 bedrooms providing the ability to accommodate families. The site will include a 133.78 m<sup>2</sup> (1,440 ft<sup>2</sup>) outdoor amenity space with play equipment and landscaping.

Conceptual development plans are provided in Attachment 2.

Site Servicing and Vehicle Access

No significant concerns have been identified through the technical review. Key elements of the required off-site works will include replacement of the watermain along the site's frontage, upgrading of sanitary and storm sewers in the vicinity of the site, undergrounding of private utilities, road improvements along Alexandra Road and walkway upgrades along Alderbridge Way. These elements will be addressed through a forth coming Servicing Agreement to be executed prior to final adoption of the Rezoning Bylaw.

Registration of a covenant to ensure that only emergency vehicles can access the site from Alderbridge Way is required prior to final adoption of the Rezoning Bylaw. Removable bollards or an equivalent barrier system will be required at the emergency access through the forth coming Development Permit. Registration of a Statutory Right of Way (SRW) is also required to ensure that emergency vehicles will have access through the site and the ability to connect to the neighbouring property if necessary. Registration on title of this SRW is required prior to final adoption of the Rezoning Bylaw.

To facilitate an uninterrupted 20 m (19.7 ft) wide greenway at the northern end of the property, a Statutory Right of Way (SRW) has been secured over the adjacent property (9580-9680 Alexandra Road) to provide access to the subject property. Way finding signage has also been secured to facilitate locating the future dwellings on the subject site.

A road dedication is required to accommodate the installation of a new 3.3 m (10.8 ft) wide public sidewalk with pedestrian scale lighting and a 1.5 m (4.9 ft) wide treed boulevard along Alderbridge Way between the subject property's eastern property boundary and May Drive. New pedestrian lighting will also be required along this same area.

#### West Cambie – Alexandra Amenity Contributions

The site is subject to the “West Cambie-Alexandra Interim Amenity Guidelines Policy 5044” for voluntary developer contributions toward affordable housing, community and engineering planning costs, child care and City beautification for new developments in the Alexandra area.

The contributions for community and engineering planning costs (estimated at \$1,968.49), child care (estimated at \$16,872.77) and City beautification (estimated at \$16,872.77) will be finalized and collected at the prior to final adoption of the Rezoning. The City beautification contribution may be reduced from the rate established by Policy 5044 as a result of frontage improvements identified and bonded for through the Servicing Agreement that extend beyond the site's immediate frontage. These contributions are included in the Rezoning Considerations to be addressed prior to Bylaw adoption.

#### Parking

The preliminary site plan indicates that 40 regular parking spaces and 4 visitor parking spaces will be provided meeting the Zoning Bylaw requirements for a project of this size. The site plan also indicates that 24 (55%) of the 44 parking spaces will be in a tandem configuration as is permitted under the proposed ZT67 Zoning. Registration of a legal agreement on title is required prior to final adoption of the Rezoning Bylaw ensuring that the tandem stalls will not be used for habitable space and that each set of two tandem parking spaces shall be assigned for use by only one unit.

#### Affordable Housing

The proponent has opted to build to a maximum density of 0.65 FAR and provide a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund. The estimated Affordable Housing contribution for this project is approximately \$143,418.50 based on the plan submission. This contribution is included in the Rezoning Considerations to be addressed prior to Rezoning adoption.

#### Greenway Preservation

The proposal includes a 533.26 m<sup>2</sup> (5,740 ft<sup>2</sup>) treed greenway across the northern portion of the property that will be combined with adjacent greenways eventually running between Alderbridge Way and the interior of the Alexandra Neighbourhood. The greenway link is a key component previously identified in the Alexandra Neighbourhood Land Use Plan (Attachment 4).

A Statutory Right of Way is required to be registered on title prior to Bylaw adoption to preserve this 20 m (65.6 ft) wide greenway corridor. This area will be enhanced with native trees and shrubs. Parks staff will coordinate the greenway plan, vegetation selections, drainage and pedestrian linkages through the Servicing Agreements for the subject site and the adjacent development to the east (Am-Pri Developments 2012 Ltd at 9580-9680 Alexandra Road).

#### Tree Assessment Report

A Tree Retention Assessment report prepared by Arbortech Consulting (report dated July 21, 2014) indicates that 5 trees are located within the proposed greenway and recommends that these be retained. The report also identifies 20 bylaw sized trees not within the greenway. An additional 3 trees are located on a neighbouring property in proximity to the site.

The Arborist report recommends the removal the 20 bylaw sized trees. Both the consulting Arborist and the City's Tree Preservation Coordinator agree that the trees are in poor condition with structural defects, dying or are unsuitable for retention due to conflicts with the proposed site preparation and/or the proposed construction. Protection fencing will be required for the 3 off-site trees located on a neighbouring property.

A preliminary landscape plan has been included in the Rezoning submission. This plan will be refined through the Development Permit review. Forty four replacement trees are currently proposed for the 20 trees proposed to be removed exceeding the Official Community Plan requirements of 2 for 1 replacement. Submission of a tree security of \$40,000 and a letter agreeing not to remove any trees or understory vegetation within the existing Environmentally Sensitive Area until the Development Permit has been issued are included in the Rezoning Considerations to be addressed prior to Bylaw adoption.

The Rezoning Considerations include requirements that:

- No trees or understory vegetation is to be removed from the Environmentally Sensitive Area (ESA) until the Development Permit has been issued;
- Submission of a contract with a Qualified Environmental Professional to monitor removal and proper disposal of invasive species to prevent their spread;
- A requirement for a Qualified Environmental Professional (QEP) to undertake a pre-clearing bird nest survey and submit a summary of the findings and recommendations to the City prior to Building Permit issuance; and
- Submission of a contract with a certified Arborist for supervision of any works within the tree protection zone of any retained trees on-site including those within the greenway.

#### Environmentally Sensitive Area

Detailed environmental assessments of the subject site were undertaken by Stantec Consulting Ltd. (Biologist report dated August 23, 2013) as part of their review of a larger area involving six adjacent properties (9560 through 9680 Alexandra Road). This inventory has been refined and updated with a second assessment report (report dated March 24, 2015) by Stantec. Their assessment classifies the site into five different areas as shown on the map and accompanying table in Figure 1 below. Much of the north half of the subject site (polygon 5) has been altered by human activities and consequently has a lower environmental value. Slightly higher habitat value exists in the mixed forest area (two areas identified as polygon 4) but a higher presence of

invasive vegetation and the low habitat connectivity have resulted in an overall “low” environmental ranking in the assessment.

The majority of the southern half (polygons 1-3) of the subject site is characterized as Birch shrubland, and graminoid or shrub/graminoid meadows (grass and shrub meadows). While some vegetation diversity is evident, habitat connectivity is low and there is evidence of some invasive species in each area. Overall, the assessment rates these three areas as “low-moderate” or “low” in terms of their environmental habitat value

Invasive species noted in different areas of the site include Himalayan blackberry, Reed canarygrass, creeping buttercup, horse chestnut, English oak and European birch. Japanese knotweed has been observed on adjacent sites and may also be present on the subject site but was not noted in any significant quantities.

**Figure 1: Environmental Ranking Summary Map and Table**



Polygon Number	Community Type	Vegetation Diversity and Health	Wildlife Habitat Connectivity	Invasive Species Presence	Overall Rank
Polygon 1	Birch Shrubland	Moderate	Low	Low	Low-Moderate
Polygon 2	Graminoid Meadow	Low	Low	Low	Low
Polygon 3	Shrub/ Graminoid Meadow (grasses & Shrubs)	Moderate	Low	High	Low
Polygon 4	Mixed Forest	Moderate	Low	Moderate	Low
Polygon 5	Anthropogenic	Low	Low	High	Low

From: Stantec Consulting Ltd. Environmental Site Assessment For 9560 Alexandra Road, March 24, 2015.

#### Anticipated Environmental Compensation Package

Based on the findings of both the Environmental Assessment and the Arborist's report, the conceptual development plans for the site have incorporated a proposed compensation / enhancement plan that includes the following:

- The provision of a 20 m (65.6 ft) wide corridor running east-west across the frontage of the subject site that will merge with a similar greenway provision across the frontage of 9580 and 9600 Alexandra Road. This area will be enhanced with native trees and shrubs. Parks staff will coordinate the greenway plan, vegetation selections, drainage and pedestrian linkages through the Servicing Agreements for the subject site and the adjacent development to the east (Am-Pri Developments 2012 Ltd at 9580-9680 Alexandra Road).
- Provision of a minimum 4.0 m (13.12 ft) wide strip of native trees and shrubs within the 6 m (19.7 ft) wide setback at the southern end of the property adjacent to Alderbridge Way. Provision will be made to accommodate an emergency vehicle access only to the site.
- Infill tree planting will be sought along the centre median for a portion of Alderbridge Way with the intent of providing a year round visual screen to the subject site when viewed from the south. The applicant will work with Parks staff on an appropriate planting plan for the median through the Servicing Agreement.

A detailed landscape plan and an overall ESA balance sheet for the subject site will be developed and assessed through the Development Permit review. Based on the Arborist's report and the two Biologist's report of the existing vegetation on the site, staff's assessment is that the overall quality of the habitat will be significantly improved as a result of the proposed enhancements.

Public Art

The applicant has submitted a Public Art Plan checklist and is working with the Public Art Planner to address the City's Public Art Program Policy 8703. A voluntary contribution of \$22,215.81 to the City's public art fund is included in the Rezoning Considerations to be addressed prior to Bylaw adoption.

Development Permit Issues

Site plan and design elements that will be further defined through the Development Permit review include:

- Confirmation of the site plan in relation to the Zoning Schedule "Town Housing (ZT67) – Alexandra Neighbourhood (West Cambie)" requirements, detailing of building massing and design, provision of parking, loading, pedestrian access, amenity areas, surface permeability, incorporation of play areas;
- Details on the proposed ESA compensation/enhancement and submission of an acceptable long term maintenance plan;
- Registration of legal agreements for the protection and maintenance of the ESA vegetation areas;
- Submission of an Ener-Guide 82 assessment based on the building design;
- Resolving on-site garbage collection and ensuring that appropriate vehicle movement allowances are provided;
- Inclusion of the emergency vehicle access in the site plan;
- Incorporation of appropriate Aircraft Noise Mitigation measures in the building plans;
- Addressing accessibility features within the units;
- Addressing drainage concerns adjacent to the Alexandra Road greenway;
- Submission of preliminary plans for planting and drainage measures to be incorporated within the 20 m wide greenway to be reviewed through the Development Permit application; and
- Confirmation of the sustainability and aging in place measures will be built into the units.

**Financial Impact or Economic Impact**

No operating budget impacts are anticipated from the development project.

**Conclusion**

Staff recommend support for the Rezoning of 9560 Alexandra Road from "'Single Detached (RS1/F)" " to "Town Housing (ZT67) - Alexandra Neighbourhood (West Cambie)" as the development proposal is consistent with the intent of the Alexandra Neighbourhood Land Use Plan and the conceptual development plans are sufficient to allow greater design detail to be prepared. On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9240 be introduced and given first reading.



David Brownlee

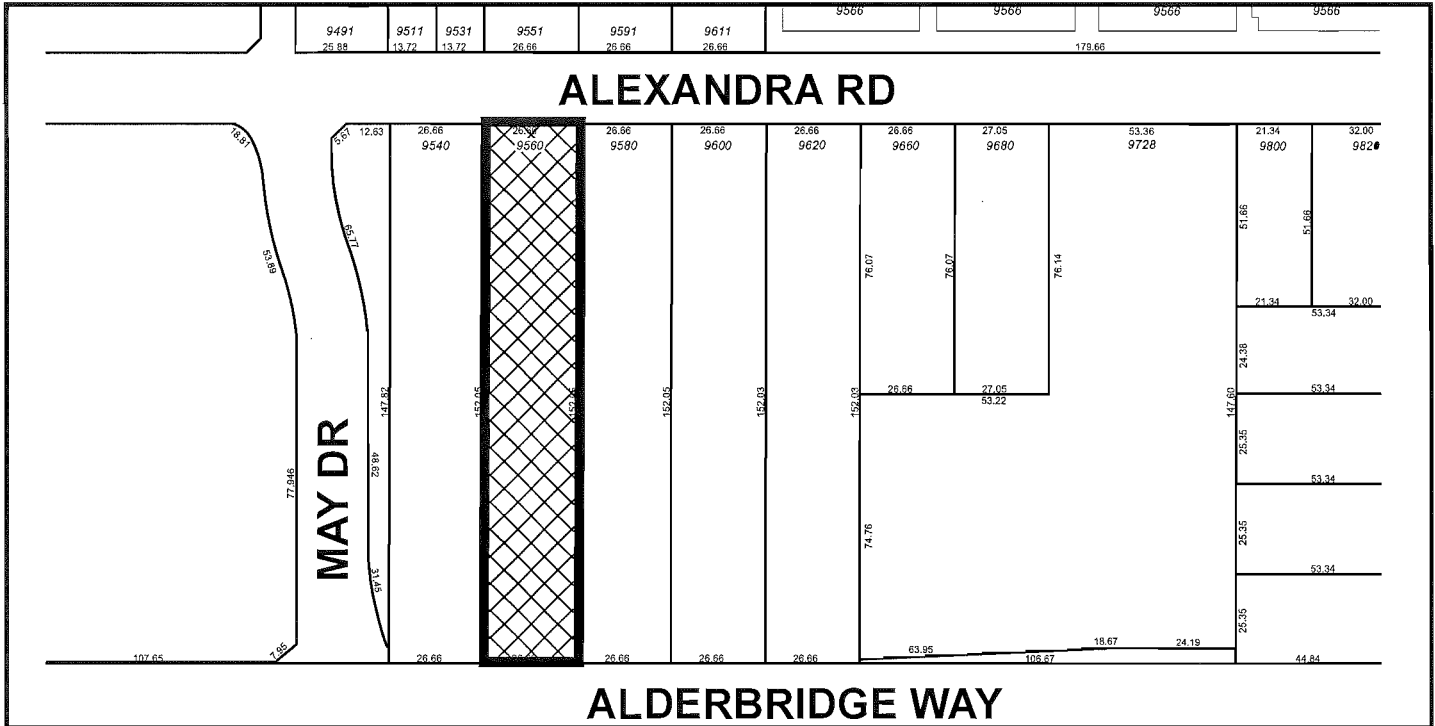
Planner 2

DCB:cas

- Attachment 1: Location Map and Aerial Image
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Alexandra Neighbourhood Land Use Plan
- Attachment 5: Rezoning Considerations Concurrence.



City of  
Richmond



RZ 14-669511

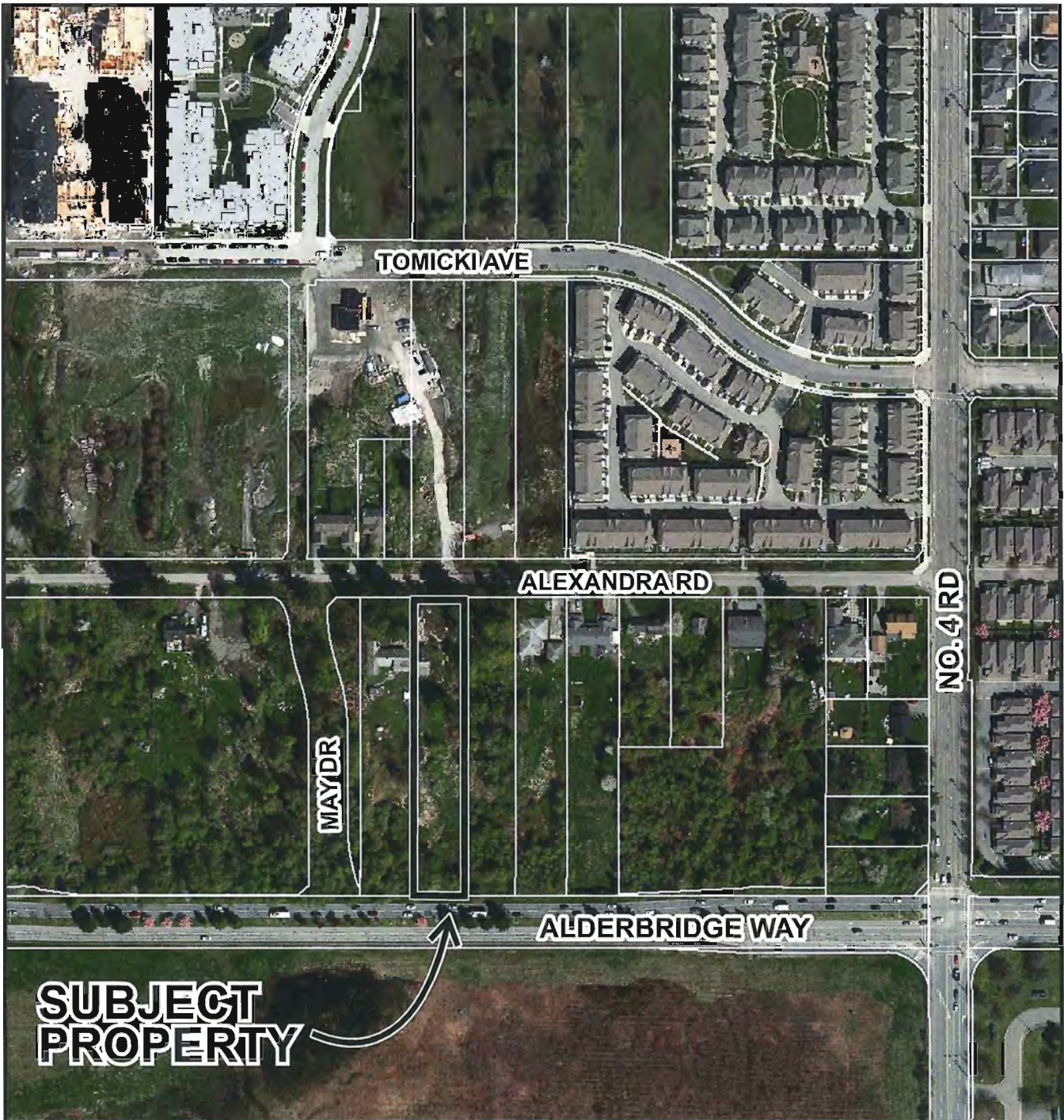
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Revision Date: 04/14/15

Note: Dimensions are in METRES



City of  
Richmond

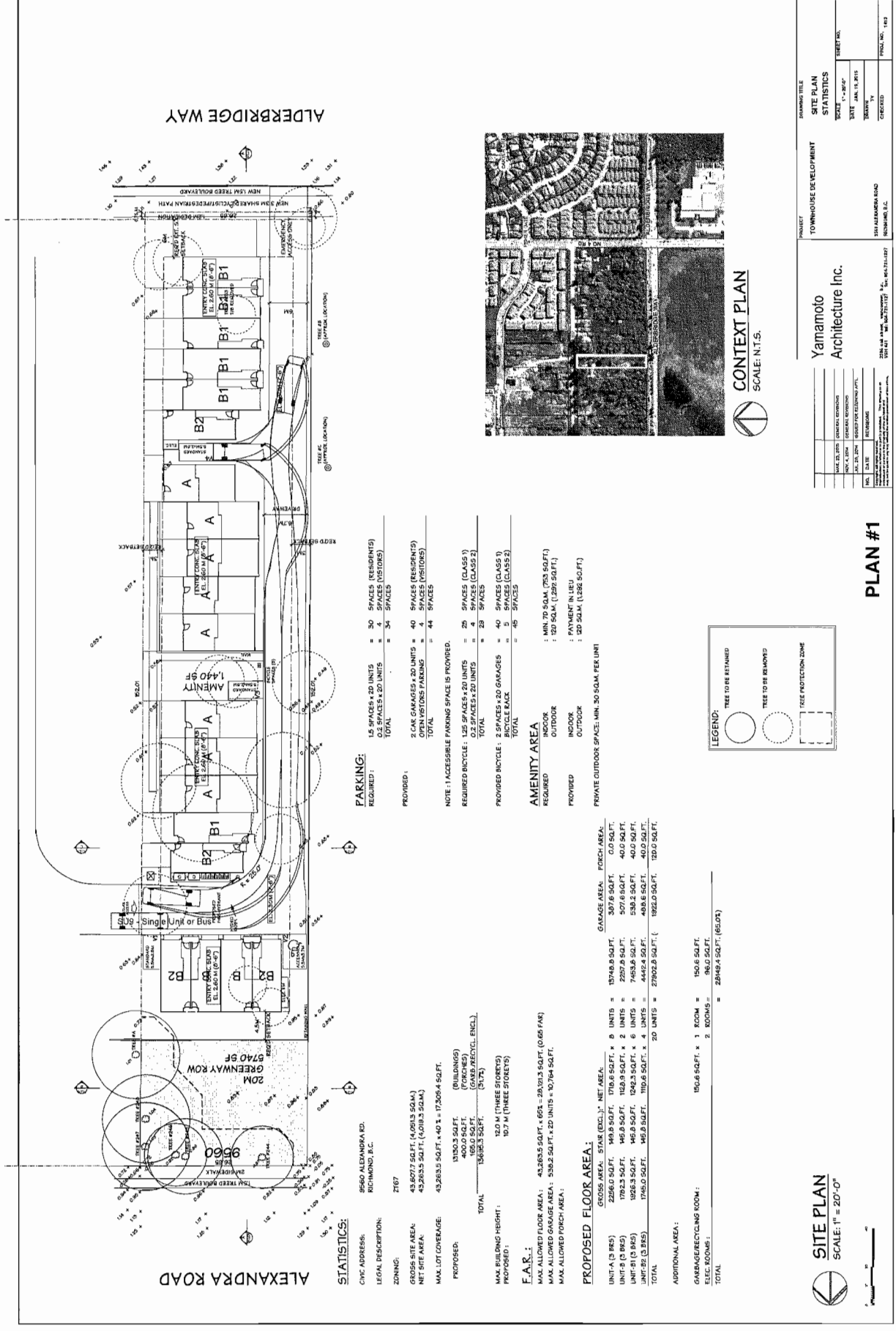


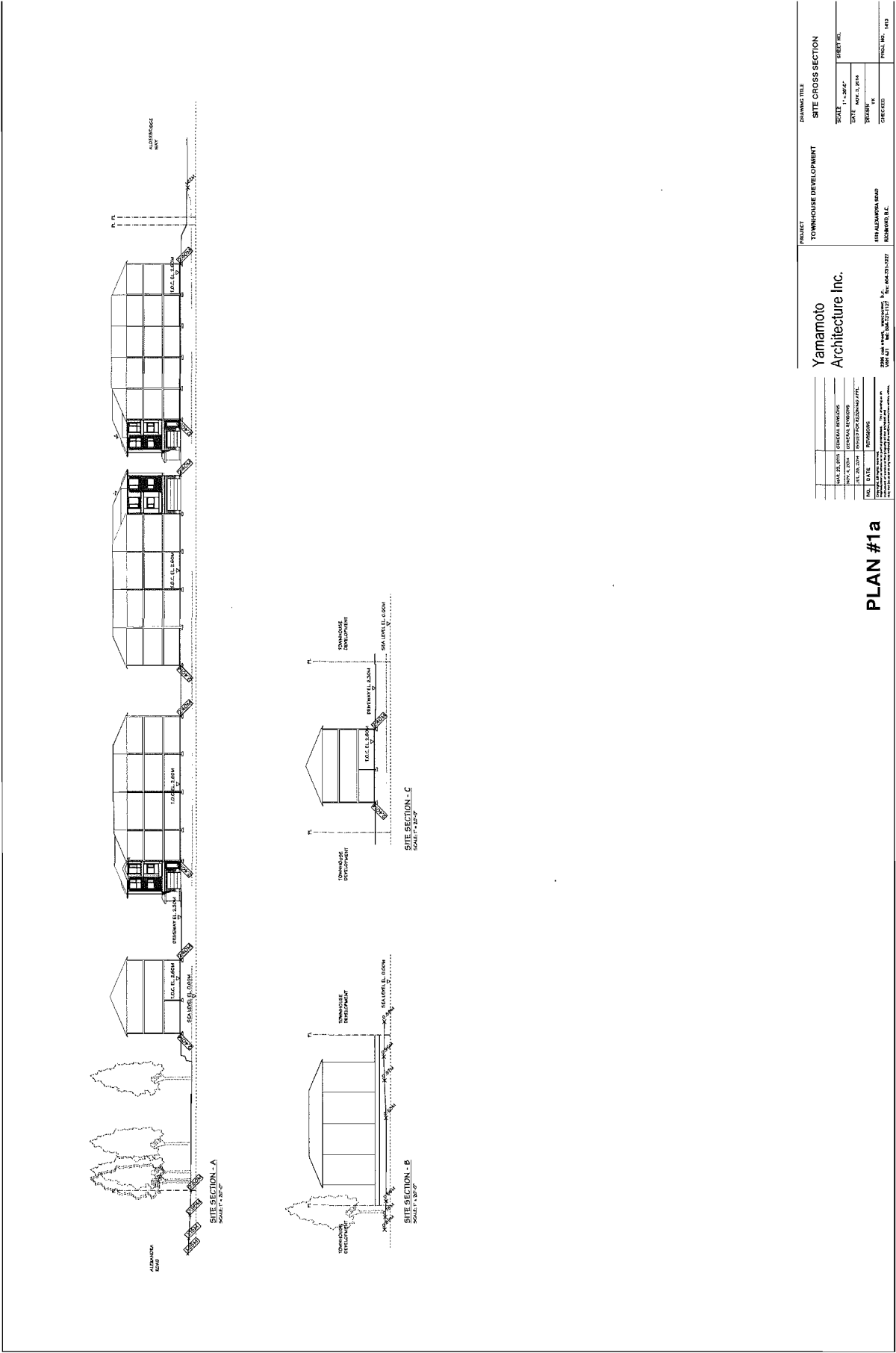
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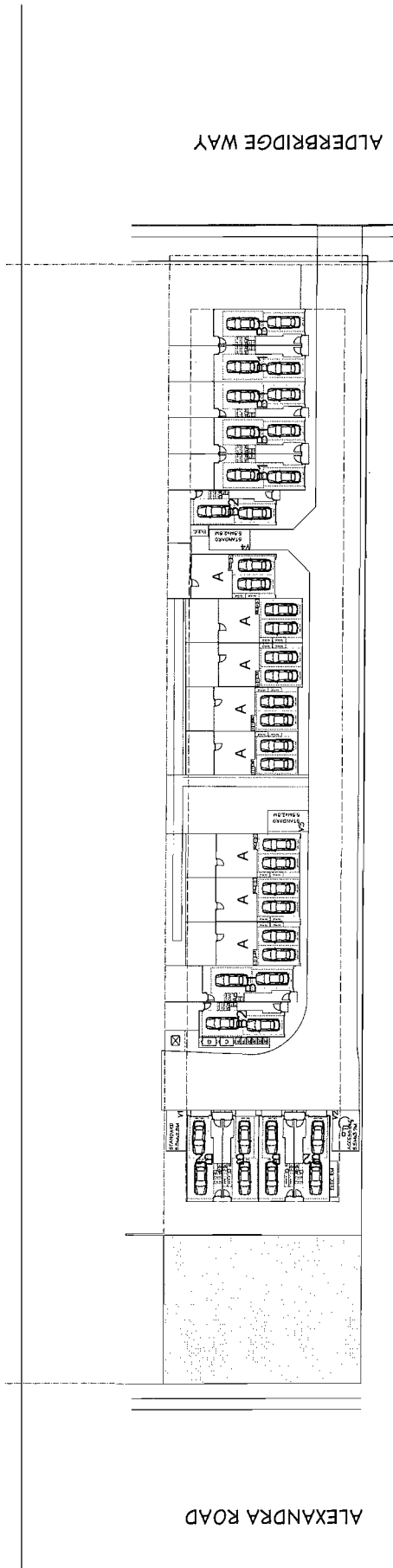
Original Date: 08/27/14

Revision Date: 04/14/15

Note: Dimensions are in METRES







**PARKING:**

1.5 SPACES x 20 UNITS	=	30	SPACES (RESIDENTS)
0.2 SPACES x 20 UNITS	=	4	SPACES (VISITORS)
<b>TOTAL</b>	<b>=</b>	<b>34</b>	<b>SPACES</b>

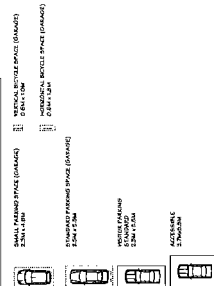
2 CAR GARAGES x 20 UNITS	=	40	SPACES (RESIDENTS)
0.2 SPACES x 20 UNITS	=	4	SPACES (VISITORS)
<b>TOTAL</b>	<b>=</b>	<b>44</b>	<b>SPACES</b>

REQUIRED BICYCLE : 1.25 SPACES x 20 UNITS	=	25	SPACES (CLASS 1)
0.2 SPACES x 20 UNITS	=	4	SPACES (CLASS 2)
<b>TOTAL</b>	<b>=</b>	<b>29</b>	<b>SPACES</b>

PROVIDED BICYCLE : 2 SPACES x 20 GARAGES	=	40	SPACES (CLASS 1)
BICYCLE RACK	=	5	SPACES (CLASS 2)
<b>TOTAL</b>	<b>=</b>	<b>45</b>	<b>SPACES</b>

NOTE: 1 ACCESSIBLE PARKING SPACE IS PROVIDED.

AS PER THE STATE OF REQUIREMENT FOR ELECTRIC VEHICLES:  
A minimum of six (6) parking spaces to be provided with a 120V AC power outlet and a 20-amp dedicated circuit for electric vehicle charging. The minimum size of parking space to be constructed to accommodate electric vehicle charging shall be 10' x 20'.

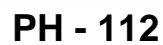


**PARKING PLAN**  
SCALE: 1" = 20'-0"

PROJECT		DRAWING TITLE	
TOWNHOUSE DEVELOPMENT		PARKING PLAN	
Yamamoto Architecture Inc.		SCALE: 1" = 20'-0"	SHEET NO.
1000 W. 10th St., Suite 100, Portland, OR 97204		DATE: 01.15.2024	DATE: 01.15.2024
1000 W. 10th St., Suite 100, Portland, OR 97204		DESIGNED BY	CHECKED
1000 W. 10th St., Suite 100, Portland, OR 97204		PROJECT NO.	1410

**PLAN #2**







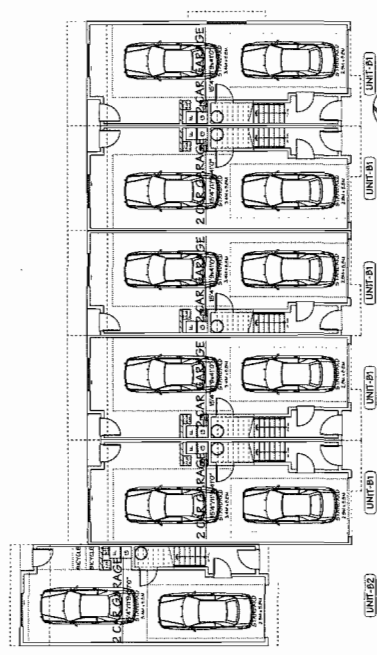
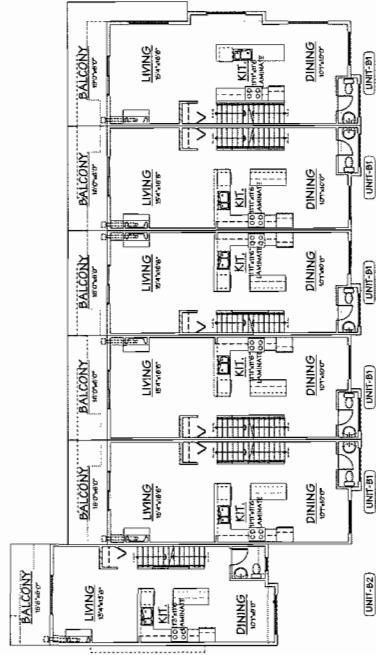
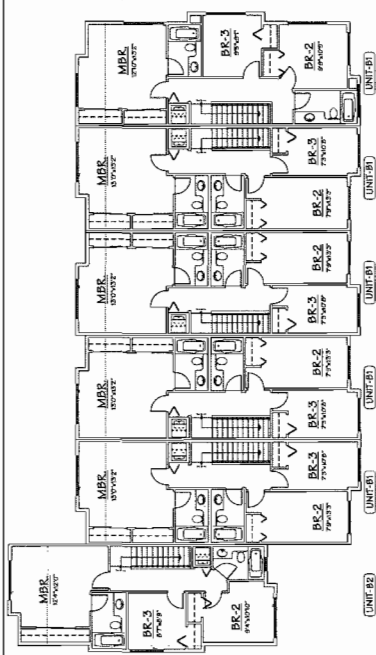


**AGING IN PLACE FEATURES  
(TO BE PROVIDED IN ALL UNITS):**

- 1. WALK-IN SHOWER
- 2. WALK-IN CLOSET
- 3. WALK-IN PANTRY
- 4. WALK-IN LINEN CLOSET
- 5. WALK-IN BATH
- 6. WALK-IN HALL
- 7. WALK-IN ENTRY
- 8. WALK-IN PORCH
- 9. WALK-IN TERRACE
- 10. WALK-IN PATIO
- 11. WALK-IN BALCONY
- 12. WALK-IN PORCH
- 13. WALK-IN TERRACE
- 14. WALK-IN PATIO
- 15. WALK-IN BALCONY

**SUSTAINABILITY FEATURES  
(TO BE PROVIDED IN ALL UNITS):**

- 1. ENERGY STAR APPLIANCES
- 2. ENERGY STAR LIGHTING
- 3. ENERGY STAR WATER HEATING
- 4. ENERGY STAR FURNITURE
- 5. ENERGY STAR FLOORING
- 6. ENERGY STAR WALLS
- 7. ENERGY STAR ROOFING
- 8. ENERGY STAR Windows
- 9. ENERGY STAR Doors
- 10. ENERGY STAR Stairs
- 11. ENERGY STAR Ramps
- 12. ENERGY STAR Elevators
- 13. ENERGY STAR Staircases
- 14. ENERGY STAR Balconies
- 15. ENERGY STAR Patios
- 16. ENERGY STAR Terraces
- 17. ENERGY STAR Balconies
- 18. ENERGY STAR Patios
- 19. ENERGY STAR Terraces
- 20. ENERGY STAR Balconies



**PLAN #6**

**BUILDING NO. 4**

**BUILDING NO. 3**

**GROUND FLOOR PLAN**  
SCALE: 1/8" = 1'-0"

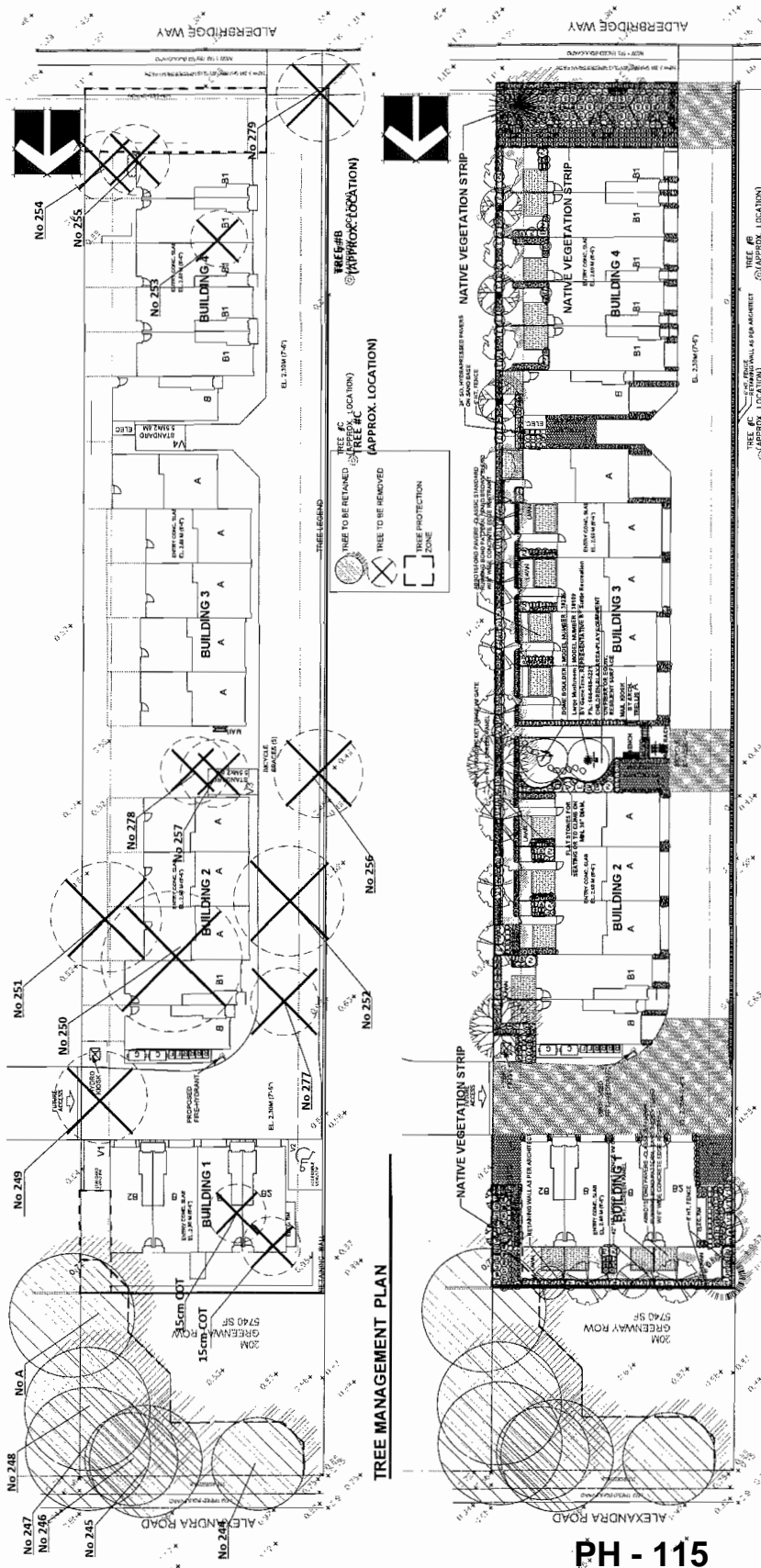
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NO. 97: 11.11.2011	NO. 98: 11.11.2011
NO. 99: 11.11.2011	NO. 100: 11.11.2011

**21 UNIT TOWNHOUSE  
DEVELOPMENT**

**Yamamoto  
Architecture Inc.**

**FLOOR PLANS**

**SCALE: 1/8" = 1'-0"**  
**DATE: 11.11.2011**  
**PROJECT: 21 UNIT TOWNHOUSE**  
**CLIENT: YAMAMOTO ARCHITECTURE INC.**  
**DESIGNER: YAMAMOTO ARCHITECTURE INC.**  
**CONTRACT NO. 1111**



**Large Mushroom ; MODEL NUMBER : 38109**

DOME BOULDER: MODEL NUMBER - 35228



1537-1 (Rev. 10-1-79)

# PLANT SCHEDULE

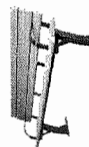
PLANT SCHEDULE NUMBER: 14-195

PLANT	CITY	COUNTRY	COMMON NAME	PLANTED SIZE	PLANTED SIZE
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2	2	2	ACER FRAXINIFOLIA	10 FT. HIGHT	10 FT. HIGHT
3	3	3	ACER GLABRUM	10 FT. HIGHT	10 FT. HIGHT
4	4	4	ACER LACINIAE	10 FT. HIGHT	10 FT. HIGHT
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## PAVING LEGEND



SURF BIKE RACK; MODEL SPBGR-5; BLACK COLOUR  
REFER TO WISHRONE SITE FURNISHINGS Ph: 004 026 0476



PARKER BENCH PKB-6 ; BLACK FRAME  
GREENWOOD COLOR RECYCLED PLASTIC SLATS;  
SEEK TO WISBONE SITE FURNISHINGS PK. 604 476 0476



**RZ 14-669511**

**Attachment 3**

Address: 9560 Alexandra Road

Applicant: Yamamoto Architecture Inc.

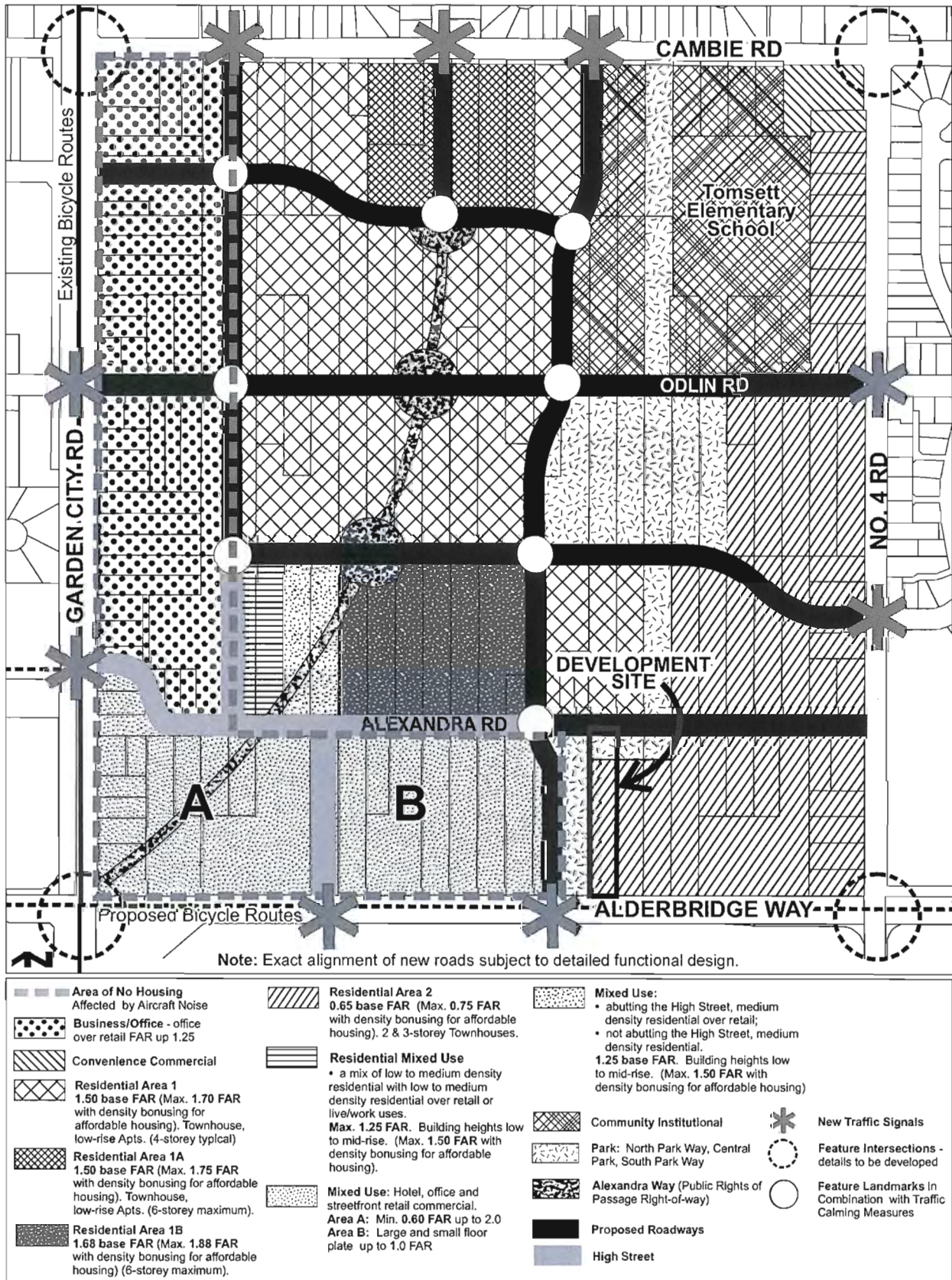
Planning Area(s): West Cambie – Alexandra Neighbourhood

	Existing	Proposed
<b>Owner:</b>	Marden Enterprises Ltd. Inc.No. 364683	Rick Sian
<b>Site Size (m<sup>2</sup>):</b>	4,051.3 m <sup>2</sup> (43,607.7 ft <sup>2</sup> ) gross	4,019.3 m <sup>2</sup> (43,263.5 ft <sup>2</sup> ) after road dedications
<b>Land Uses:</b>	Single Family Residential	Multiple Family Residential
<b>OCP Designation:</b>	Neighbourhood Residential and Park	No Change
<b>Area Plan Designation:</b>	Residential Area 2	No Change
<b>Zoning:</b>	Single Detached (RS1/F)	Town Housing (ZT67)
<b>Number of Units:</b>	1 Single Family Dwelling	20 Townhouses
<b>Other Designations:</b>	Environmentally Sensitive Area (ESA) covering approximately 60% of the lot.	Compensation / replacement required for impacts

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	N/A	20.13 upa	none permitted
Floor Area Ratio:	Max. 0.65	0.65	none permitted
Lot Coverage – Building:	Max. 40%	31.7%	none
Setback – Front Yard (m):	Min. 5.0 m	24.5 m	none
Setback –Interior Side & Rear Yards (m):	Min. 3.0 m	Side: Min. 3.0 m Rear: Min. 6.0 m	none
Height (m):	12 m	10.7 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.5/unit (30 R) and 0.2/unit (4 V)	40 (R) and 4 (V) per unit	none
Off-street Parking Spaces – Total:	34	44	none
Tandem Parking Spaces:	Permitted	24 stalls total in 12 units (60%)	none
Accessible Stalls	1	1	None
Amenity Space – Indoor:	Min. 70 m <sup>2</sup> (753.5 ft <sup>2</sup> ) or \$1,000/unit for 19 units & \$2,000 / unit over 19 units	\$21,000 cash in lieu	none
Amenity Space – Outdoor:	120 m <sup>2</sup> (1,292 ft <sup>2</sup> )	120 m <sup>2</sup> (1,292 ft <sup>2</sup> )	none

Other: Tree replacement compensation required for loss of significant trees. Based on Arborist report 12 Bylaw sized trees to be removed. 5 Bylaw sized trees to be retained in greenway.

# Alexandra Neighbourhood Land Use Map







**Rezoning Considerations**

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

**Address:** 9560 Alexandra Road

**File No.:** RZ 14-669511

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9240, the developer is required to complete the following:**

1. Dedicate a strip of land along the entire Alderbridge Way frontage in order to accommodate a 3.3m wide shared cyclist/pedestrian path and a 1.5m wide treed boulevard. Final dedication requirement to be determined by a functional road design approved by the Director of Transportation. Outside the development frontage to May Drive, the same treed boulevard and shared cyclist/pedestrian path should be provided within the existing road right-of-way where space permits.
2. Installation of appropriate tree protection fencing around all trees to be retained including the 20m wide greenway as part of the development prior to any construction activities, including building demolition, occurring on site.
3. Submission of a contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained including those within the 20 m wide greenway. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Submission of a contract entered into between the applicant and a Qualified Environmental Professional to ensure that the invasive vegetation on site will be appropriately removed and disposed of.
5. Submission of a tree security in the amount of \$40,000 and submission of a letter agreeing not to remove any trees, with the exception of hazard trees, or understory vegetation within the existing Environmentally Sensitive Area until the Development Permit has been issued.
6. Registration of a 20 m wide statutory right-of-way along the northern property line for public right of passage and conservation purposes – maintenance and liability to be the responsibility of the City.
7. Registration of an aircraft noise sensitive use covenant on title.
8. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed to meet or exceed Ener-guide 82 criteria for energy efficiency and that the dwellings are pre-ducted for solar hot water heating. A report by a qualified professional prepared to the satisfaction of the Director of Development is to be submitted prior to the Development Permit Panel review certifying that the units meet the Ener-guide 82 criteria and that the solar heating pre-ducting has been installed.
9. Registration of a flood indemnification covenant on title identifying a minimum habitable elevation of 2.6 m GSC.
10. Registration of a statutory right-of-way on title ensuring that, with the exception of emergency vehicles, there will be no vehicle access to Alderbridge Way.
11. Registration of a statutory right-of-way to the satisfaction of the Director of Development, over the internal drive-aisle for emergency service providers. Maintenance and liability to be the responsibility of the owners.
12. City acceptance of the developer's offer to voluntarily contribute \$0.79 per buildable square foot (e.g. \$22,215.81 based on 28,121.28 ft<sup>2</sup> at \$0.79 / ft<sup>2</sup>) to the City's public art fund.
13. City acceptance of the developer's offer to voluntarily contribute \$5.10 per buildable square foot (e.g. \$143,418.50 based on 28,121.28 ft<sup>2</sup>) to the City's affordable housing fund.
14. City acceptance of the developer's offer to voluntarily contribute the following amounts per Policy 5044 West Cambie – Alexandra Interim Amenity Guidelines:
  - a) Community and Engineering Planning Costs of \$0.07 per buildable square foot (e.g. \$1,968.49 based on 28,121.28 ft<sup>2</sup>);

- b) Child Care Contribution of \$0.60 per buildable square foot (e.g. \$16,872.77 based on 28,121.28 ft<sup>2</sup>);
- c) City Beautification contribution of \$0.60 per buildable square foot (e.g. \$16,872.77 based on 28,121.28 ft<sup>2</sup>).  
Note that the amount of the City Beautification contribution may be reduced once the value of the frontage improvements have been determined through the Servicing Agreement).

- 15. Registration of a legal agreement on title prohibiting the conversion of tandem parking areas into habitable space and to ensure that each set of two tandem parking spaces shall be assigned for use by only one unit.
- 16. Contribution of \$1,000 per dwelling unit up to 19 units and \$2,000 per dwelling unit over 19 units (total: \$21,000) in-lieu of on-site indoor amenity space.
- 17. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
- 18. Enter into a Servicing Agreement\* for the design and construction of frontage improvements. Works include, but may not be limited to;
  - If adequate flow is not available on Alexandra Road, the developer shall be required to construct a 200 mm diameter watermain along the future May Drive from Alexandra Rd to Tomicki Avenue or from Alexandra Road to Alderbridge Way;
  - Replacement of existing watermain is required along the development site frontage;
  - Installation of additional fire hydrants to achieve minimum spacing requirements;
  - Construction of a 200 mm diameter gravity sanitary sewer along Alexandra Road from the east property line of the site to the future May Drive;
  - Construction of a 375 mm diameter sanitary sewer along the future May Drive from Alexandra Road to Tomicki Avenue;
  - Upgrade the existing storm sewer line from the west property line of 9560 Alexandra Road to the existing box culvert in No 4 Road as per storm capacity analysis dated April 23, 2014 (complete with tie-in the box culvert);
  - Undergrounding of existing private utility lines along Alexandra Road frontage to accommodate the proposed raising of Alexandra Road;
  - Planting and drainage works as necessary and in consultation with Parks staff for the 20 m wide greenway adjacent to Alexandra Road; and
  - Provide pedestrian lighting along the site's Alexandra Road frontage and the frontage of 9540 Alexandra Road extending to the tie in at May Drive. The lighting standard is to be the same as that used under SA12-627046 for 9251 Alderbridge Way.

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

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

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

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

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

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

2. A Qualified Environmental Professional to undertake a pre-clearing bird nest survey and submit a summary of the findings and recommendations to the City prior to site clearing activities.
3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. Payment of the Supplementary Local Area DCC for the Alexandra Neighbourhood.
5. Payment of latecomer agreement charges associated with eligible latecomer works.
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 Original on File]

Signed \_\_\_\_\_

Date \_\_\_\_\_





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9240 (RZ 14-669511)  
9560 Alexandra Road**

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

1. Richmond Zoning Bylaw 8500 is amended by repealing the existing zoning designation of the following area and by designating it **"TOWN HOUSING (ZT67) – ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)"**;

P.I.D. 013-044-061

Lot A Section 34 Block 5 North Range 6 West New Westminster District Plan 80461

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9240"**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

APR 27 2015



\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee

Planning and Development Department

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

**Date:** April 7, 2015  
**File:** RZ 10-516067

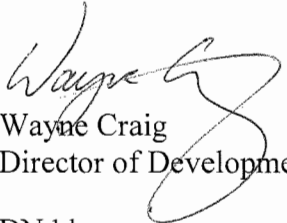
**Re:** Application by LW and Chen Development Ltd. for Rezoning at  
6731, 6751 Eckersley Road and 6740 Cooney Road from Single Detached (RS1/E)  
to Mid Rise Apartment & Townhouse (ZLR16) – Brighthouse Village (City Centre)

### Staff Recommendation

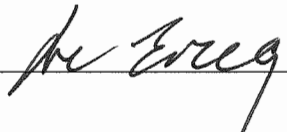
That Richmond Zoning Bylaw 8500 Amendment Bylaw No. 9241 to:

1. Create the “Mid Rise Apartment & Townhouse (ZLR26) – Brighthouse Village (City Centre)” zone and to rezone 6731, 6751 Eckersley Road and 6740 Cooney Road from “Single Detached (RS1/E)” to “Mid Rise Apartment & Townhouse (ZLR26) – Brighthouse Village (City Centre)”; and
2. Amend Section 5.15.1 (Affordable Housing) to include the “ZLR26” zone and a density bonusing cash in lieu sum in accordance with the Affordable Housing Strategy.

be introduced and given first reading.

  
Wayne Craig  
Director of Development

DN:blg  
Att.

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

## Staff Report

### Origin

Andrew Cheung Architects Inc., on behalf of LW & Chen Development Ltd., has applied to the City of Richmond to rezone 6740 Cooney Road, and 6731, 6751 Eckersley Road (Attachment 1) from “Single Detached (RS1/E)” to a new site specific zone, the “Mid Rise Apartment & Townhouse (ZLR26) – Brighthouse Village (City Centre)” zone to permit development of approximately 41 apartment units and eight (8) townhouse units above a partially submerged parking structure (Attachment 2).

### Findings of Fact

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

### Surrounding Development

The subject site is in the Brighthouse Village in an area designed for medium-density, mid-rise (4 to 8 storeys) housing under the City Centre Area Plan (CCAP) (Attachment 4). Development surrounding the subject site is as follows:

To the North: Park Road, which will be partially constructed as part of the subject development application, single-family lots zoned “Single Detached (RS1/E)” and designated “General Urban T4 (15 m)” in the Brighthouse Village in the CCAP.

To the East: Eckersley Road, four-storey low rise apartments (“Saffron”) zoned “Low Rise Apartment (ZLR23) – Brighthouse Village (City Centre)” and designated “Urban Centre T5 (25 m)” in the Brighthouse Village in the CCAP.

To the South: Street level townhouses and two (2) residential towers on a parking podium (“Emerald”) zoned “High Rise Apartment (ZHR5) – Brighthouse Village (City Centre)” and designated “Urban Centre T5 (25 m)” in the Brighthouse Village in the CCAP.

To the West: Cooney Road and a nine (9) unit townhouse development zoned “Town Housing (ZT46) – South McLennan and Brighthouse Village” and designated “Urban Centre T5 (25 m)” in the Brighthouse Village in the CCAP.

### Related Policies & Studies

#### Official Community Plan (OCP)

The site is designated “Mixed Use” in the Official Community Plan (OCP), which supports the proposed residential use.

#### City Centre Area Plan (CCAP)

The site is located within the Brighthouse Village in an area that is intended for medium-density, mid-rise (4 to 8 storeys) housing, which supports the use, building form, and density proposed by the subject application (Attachment 4).

Flood Management Implementation Strategy

The development proposal is required to comply with the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. A Flood Indemnity Restrictive Covenant is required prior to rezoning bylaw adoption.

Aircraft Noise Sensitive Development (ANSND) Policy

The subject site is located within an area that permits all aircraft noise sensitive land uses. However, as the site is affected by OCP Airport Noise Contours, the development is required to register a covenant prior to rezoning bylaw adoption.

Existing Legal Encumbrances

An existing statutory right of way, J87135 Plan 44271, which is currently registered on all of the subject properties, is no longer required by Engineering. Discharge of this right of way is required before final adoption of the rezoning bylaw.

**Public Consultation**

The applicant has confirmed that development signage has been posted on both the site's Cooney Road and Eckersley Road frontages. Staff have not received any written correspondence or phone calls from residents expressing concerns in association with the subject application to date.

**Analysis**Project Description

The subject site, which includes 6740 Cooney Road, 6731 Eckersley Road, and 6751 Eckersley Road, is comprised of the three (3) remaining undeveloped lots within a block bound by Cooney Road, Eckersley Road, Anderson Road and as yet unconstructed Park Road. The three (3) properties are proposed to be consolidated into one (1) "L" shaped lot with frontage on Cooney Road, Park Road and Eckersley Road, and developed into approximately 41 apartments and eight (8) townhouse units above a partially submerged parking structure.

As a result of incremental redevelopment within this neighbourhood that occurred prior to the adoption of the CCAP, density within the area ranges from 1.0 floor area ratio (FAR) to 2.3 FAR and building forms range from ground level entry townhouse units to towers above a parking podium. The proposed townhouses and mid-rise apartment on a semi-submerged parking level is consistent with the diversity of building form and character within this neighbourhood, and softens the transition between the high-rise development located south of the site and the lots on the north side of Park Road that are designated to be developed at a lower density and height. The proposed maximum density, which includes exemptions for the inclusion of Basic Universal Housing features in accordance with the Zoning Bylaw, is 2.0 FAR.

The proposed three storey townhouse units are located on the narrower western portion of the lot and are oriented toward Park Road. The units facilitate transition between the proposed apartment and future redevelopment on the north side of Park Road where 15 m (49 ft.) is the maximum supported building height. The site's Cooney Road frontage provides access to a pathway leading to townhouse back patios, the common outdoor amenity space, and the apartment building. The end townhouse unit abutting Cooney Road is designed to both

maximize opportunities for visual surveillance and articulate the western building façade. Along Park Road, proposed townhouse units have front yard patio spaces and a pathway between the townhouses and the apartment building provides a connection between Park Road and the common outdoor amenity space.

The proposed six-storey apartment building (23 m (75 ft.) high), which accommodates most (78%) of the density proposed on-site, is sited at the northeast corner of the site. The building anchors the corner and facilitates transition between the townhouses proposed on-site and 45 m (147 ft.) high residential towers within the southern adjacent development ("Emerald"). The proposed apartment is designed to encourage an active relationship with the adjacent Park Road and Eckersley Road street frontages by proposing first level apartment units and a recessed lobby entrance along the Park Road frontage. A first level apartment wraps around the northeast corner of the site and the pattern continues along Eckersley Road to the required on-site loading and collection area, which is adjacent to the access to residential and visitor parking at the southern end of the site.

The proposal includes 318 m<sup>2</sup> (3,422 ft<sup>2</sup>) of outdoor amenity space located on a southern portion of the site adjacent to 117 m<sup>2</sup> (1,259 ft<sup>2</sup>) of indoor amenity space. In both cases, the proposed amenity area exceeds the recommendations of the OCP. Staff will work with the applicant at the Development Permit stage to ensure the design and programming of the spaces respond to the Development Permit Guidelines in the OCP and CCAP (Attachment 2).

#### Servicing Capacity and Upgrades

Engineering issues will be addressed through the required Servicing Agreement (SA), which is discussed in detail in Attachment 6. The scope of the SA includes but is not limited to providing a watermain along the site's Park Road frontage and an associated hydrant, undertaking storm sewer upgrades along the site's Cooney Road, Eckersley Road and Park Road frontages, improving sanitary sewer connections, and designing and constructing road improvements, including a functional extension of Park Road between Cooney Road and Eckersley Road.

#### Frontage Dedications and Improvements

The applicant is required to provide the following dedications and undertake the following frontage improvements as discussed in detail in Attachment 6:

##### *Corner Cut*

- 4 m x 4 m (13 ft. x 13 ft.) corner cut dedication at the northeast (Park Road/Eckersley Road) corner of the site.
- 4 m x 4 m (13 ft. x 13 ft.) corner cut dedication at the northwest (Park Road/Cooney Road) corner of the site.

##### *Cooney Road*

- Approximately 4.68 m (15 ft.) wide dedication along the entire west property line to align with the new west property line established by the southern adjacent site ("Emerald"). The total dedication area is to be verified by the applicant's survey and final functional design plan approved by the Director of Transportation, which is a requirement of the SA.

- Relocate and widen the pavement width to match the cross section established by the southern adjacent site (“Emerald”) and install City Centre standard sidewalk and treed boulevard.

#### *Park Road*

- The connection of Park Road between Cooney Road and Eckersley Road is a requirement of rezoning for this project and will be facilitated through the required SA. The subject site is within the Park Road Funding Program catchment area, which is an area that has been identified by the Transportation Department as benefitting from the expansion of Park Road. The catchment includes properties within an area is generally bound by Anderson Road, Cooney Road, Eckersley Road, and extends north of the Park Road connection to include eight (8) lots that have not yet redeveloped. The catchment also includes a large site that has redeveloped at the south east corner of Eckersley Road and Park Road (8600 Park Road).
- The catchment area was established in 2007 to facilitate the acquisition and construction of the Park Road extension to City standards. Development within the catchment contributes toward anticipated total project costs including land acquisition and road construction costs. The costs are proportionally shared between properties within the catchment area based on total parcel size and contribution rates are periodically adjusted to reflect up to date costs. Of the thirty three (33) lots originally identified within the catchment area, including the subject lots in the equation, twenty five (25) have redeveloped or are actively pursuing redevelopment.
- The project proponent is responsible for 27.3% of the costs associated with the road expansion project based on the area of the site within the total catchment area. However, as the land for the Park Road extension was purchased and acquired by the City in early 2011, the subject application, which fronts the southern edge of the Park Road connection between Cooney Road and Eckersley Road, is responsible for the design of the Park Road connection and partial construction of the road in accordance with the Subdivision and Development Bylaw (No. 8751). The bylaw requires development adjacent to a dedicated road to undertake off-site works to establish a functional road.
- Through the SA process, the applicant is required to provide a functional design for Park Road to the satisfaction of the Director of Transportation to confirm the extent of off-site works. The Park Road frontage improvements include:
  - Providing full turning movements (ie. full pavement width) at the intersection with Cooney Road and Eckersley Road;
  - Introduction of an 11.2 m (37 ft.) wide pavement width for Park Road and widening for a three (3) lane cross section width at the Park Road/Cooney Road intersection (to be confirmed by the required functional design); and
  - Introduction of a City Centre standard sidewalk, curb/gutter, street trees and boulevard on the south side of Park Road adjacent to the subject site.
- The applicant is responsible for the construction of Park Road based on a functional road plan to the satisfaction of the Director of Transportation. There is no compensation if the cost is greater than the site’s Park Road Funding Program catchment area contribution value based on proportional land area (\$550,000 during the 2015 calendar year, or 27.3% of the total projected costs at a rate reflective of current year costs subject to the satisfaction of the Director of Transportation). However, if the cost of construction of a

functional road is less than the catchment contribution value at the SA stage, the applicant will be accountable for the provision of the value of the contribution shortfall.

#### *Eckersley Road*

- Align the west curb to introduce a parking layby for Eckersley Road.
- Introduce a new City Centre standard sidewalk and treed boulevard.

#### Parking and Loading

Resident and visitor parking are enclosed within a single storey, semi-submerged parking podium, with access at the south easterly end of the site. Ten (10) visitor parking stalls are provided on-site in accordance with the standard bylaw requirement. The bylaw required number of resident parking stalls may be reduced by up to a maximum of 10% (from 59 to 53 resident parking stalls) conditional to the implementation of Transportation Demand Management (TDM) measures that are supported by Transportation staff. A total of 54 resident parking stalls are proposed, which is supported by Transportation staff conditional to:

- Installation of a bench mounted on a concrete pad along each of the site's three (3) road frontages. The benches are shown within the property lines in the attached site plan; and
- Construction of a bike lane along Cooney Road through the required Servicing Agreement.

As a condition of rezoning, a covenant is required to be registered on Title to ensure visitor parking spaces remain unassigned and used solely by visitors. Bicycle parking is provided in accordance with the bylaw.

The applicant has demonstrated to the satisfaction of Transportation staff that loading vehicles can be accommodated on-site within the designated on-site truck parking area. The design of the garbage and recycling enclosure is integrated into the building and includes a roll up door to provide direct access to the loading area. A layby will be introduced along the Eckersley Road frontage to accommodate garbage/recycling collection. Signage will be installed to ensure the layby parking area will be available for use by collection vehicles. The parking access driveway will not be blocked at any time by loading or collection, and two (2) lanes of traffic on Eckersley Road will remain clear at all times.

#### Proposed Rezoning Bylaw

The proposed site specific "Mid Rise Apartment & Townhouse (ZLR26) – Brighthouse Village (City Centre)" zone bylaw is based on other similar existing zones within the neighbourhood (including "High Rise Apartment (ZHR5) – Brighthouse Village (City Centre)" and "Low Rise Apartment (ZLR23) – Brighthouse Village (City Centre)") but tailored for the proposed use and density. Importantly, the proposed zone supports development that will soften the transition between the existing range of building forms and densities south of Park Road and future redevelop on the north side of Park Road where lower building height and density is supported by the CCAP, in a form generally consistent with the surrounding area. The following is a synopsis of key features of the proposed site-specific zone:

**Density and Lot Coverage:** The proposed 2.0 FAR, contingent upon compliance with the City's Affordable Housing Strategy, and proposed lot coverage is consistent with the site's designation in the CCAP.



**Setbacks:** A 3.0 m to 4.0 m setback from adjacent roads is proposed, which is consistent with established building setbacks in the neighborhood. Similarly, the parking structure setbacks are consistent with those of existing developments and include terraced landscaping and unit entries.

**Permitted Height:** The CCAP supports 25.0 m (82 ft.) building height at this location. The proposed apartment building height is 23 m (75 ft.); however, the maximum height for townhouses is 12 m (40 ft.), which softens transition from the southern adjacent high rise development to future maximum 15 m (50 ft.) high development on the north side of Park Road.

#### Tree Retention & Replacement

The City Tree Preservation Coordinator and Parks arboriculture staff have reviewed an Arborist Report and associated tree plan submitted by the applicant, which analyzes tree retention/removal on-site and is summarized below:

Location of trees	# of trees	Condition and Recommendation	Compensation
Development site	17	Poor condition (dead, dying, previously topped and/or exhibit structural defects)  Remove	2:1 replacement
City property	14	Trees located within future road way and associated, sidewalk, curb, gutter, and boulevard improvements.	No compensation

A landscape plan confirming the planting of a minimum of 34 replacement trees that includes a mix of conifer and deciduous trees would be provided as part of the Development Permit (DP 10-516068) review process.

#### Affordable Housing Strategy

In accordance with provisions in the Affordable Housing Strategy for smaller townhouse and apartment developments that consist of less than 80 units, the applicant will make a cash contribution to the affordable housing reserve fund in accordance with the Affordable Housing Strategy.

#### Accessible Housing

Of the 49 units proposed, all 41 apartment units will be constructed to be fully accessible for a person in a wheelchair at the time of construction. As per the Basic Universal Housing Features provisions outlined in Section 4.16 of the Zoning Bylaw, each of these units is permitted a density exclusion of 1.86 m<sup>2</sup> (20 ft.) per unit. Detailed floor plans that identify the Basic Universal Housing Features will be checked through the Development Permit review process (DP 10-516068).

Also through the Development Permit review process, the applicant will be required to demonstrate that barrier-free access is provided to the apartment lobby, and to the indoor and outdoor amenity areas. In addition, all units and common areas will incorporate aging in place features to accommodate mobility constraints associated with aging. These features include lever style door handles and plumbing fixtures, solid blocking in washroom walls to facilitate future grab bar installation beside toilets, bathtubs, and showers, stairwell hand rails, etc.

Public Art

In response to the City's Public Art Program (Policy 8703), the applicant will make a voluntary contribution to the City's Public Art Reserve fund at a rate of \$0.76 per buildable square foot (approximately \$37,935.00) as referenced in the Rezoning Considerations (Attachment 6). The contribution would be allocated to the Public Art reserve fund.

Sustainability

As a condition of rezoning bylaw adoption, the applicant would commit to connect the subject development to the proposed City Centre District Energy Utility (DEU), which includes design and construction of the building to facilitate hook-up to a DEU, entering into a Service Provision Agreement(s), and registration of statutory right-of-way(s) and/or alternative agreements, to establish District Energy Utility (DEU) for the proposed development.

In accordance with the CCAP, the proposed development would be constructed to achieve LEED Silver equivalency. The applicant has provided a list of sustainability features that may be incorporated to ensure the development proposal achieves LEED Silver equivalency (Attachment 5).

Development Permit (DP 10-516068)

The Rezoning Considerations attached to this report (Attachment 6) include a requirement for the substantive completion of a Development Permit prior to adoption of the rezoning bylaw.

The Development Permit review process will include:

- Articulation and review of proposed building materials and colors;
- Provision of geotechnical information to confirm the elevation of the proposed semi-submerged parking;
- Development of a landscape plan that includes perimeter landscaping, landscaping of the building wall above the parking access ramp, and a minimum of 34 replacement trees on-site; and
- Provision of hard surface landscaping details to minimize the impact of the service access character of Eckersley Road.

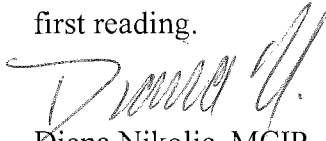
**Financial Impact or Economic Impact**

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

## **Conclusion**

The applicant has demonstrated the feasibility of accommodating the proposed density on a site with a challenging geometry and three (3) road frontages. Further, the development proposes a mid-rise apartment and three-storey townhouse units in response to the site specific context and complies with its designation in the CCAP.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9241 be introduced and given first reading.



Diana Nikolic, MCIP  
Planner 2-Urban Design  
(604-276-4040)

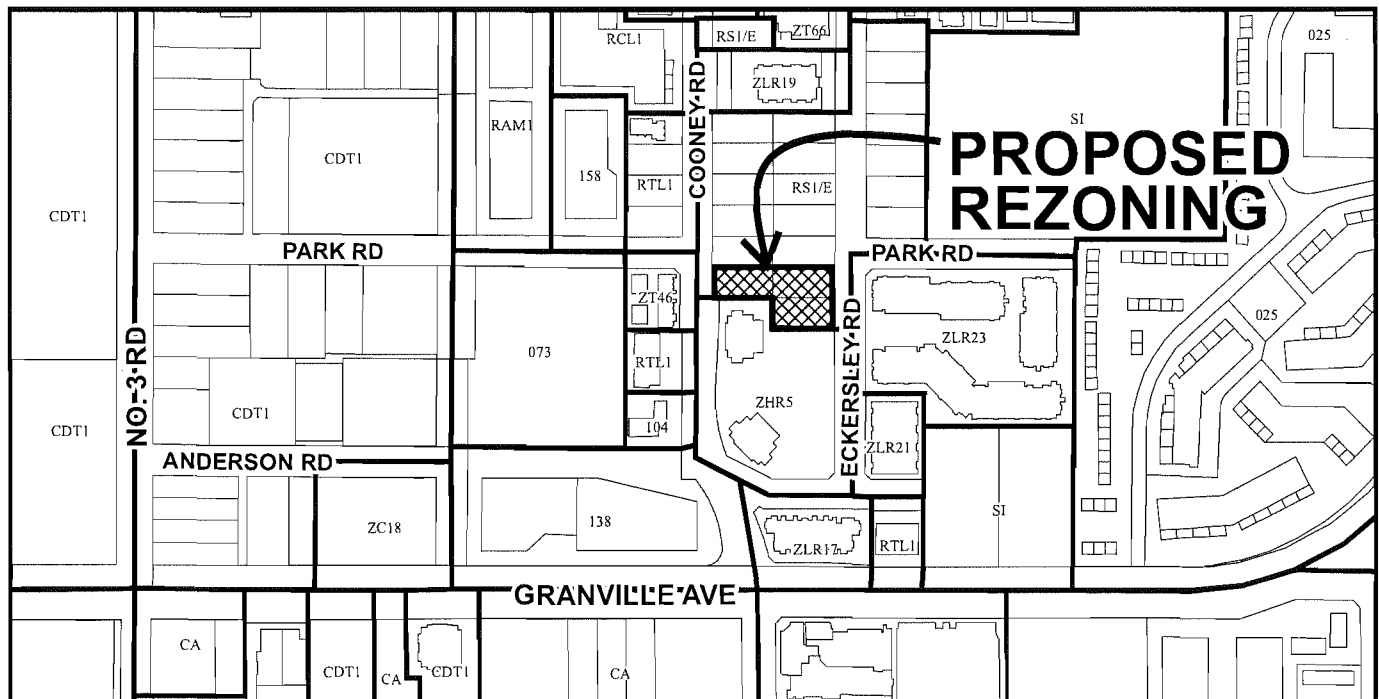
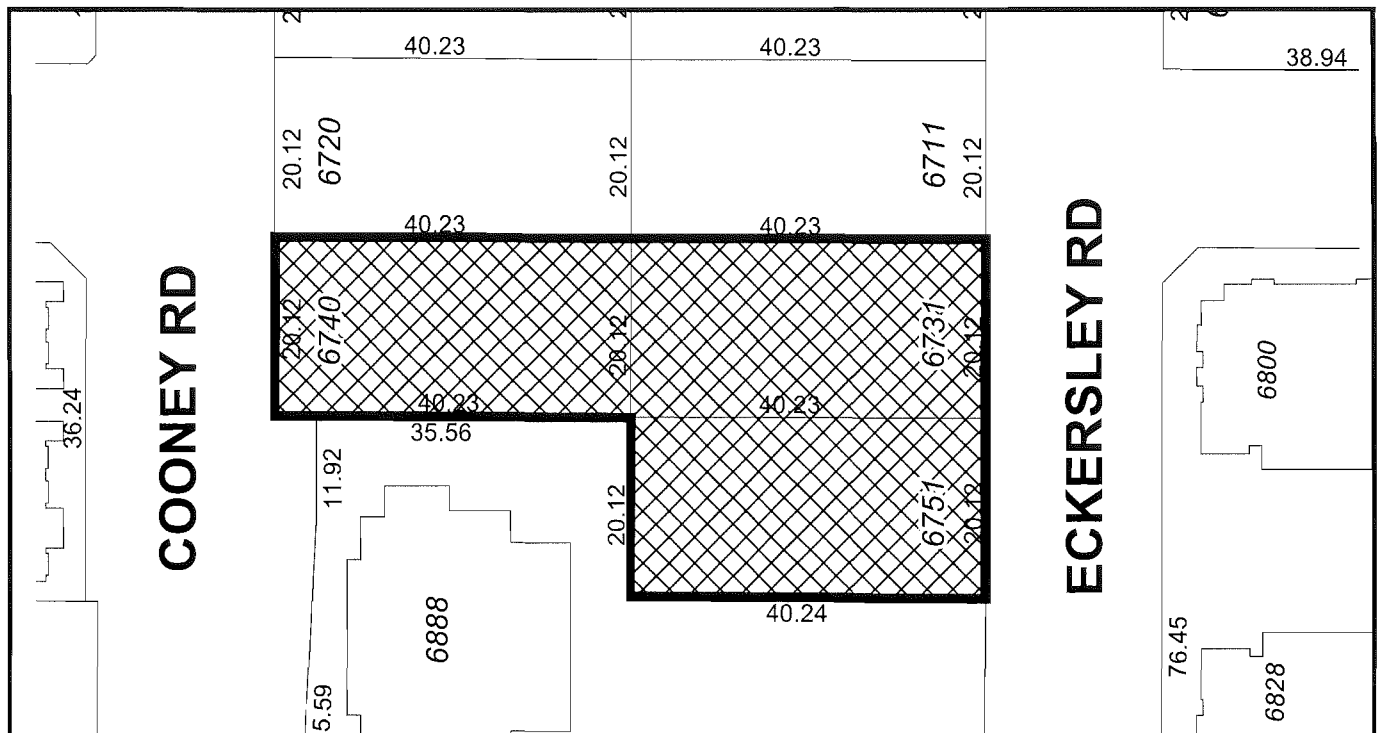
DN:blg

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Brighthouse Village Plan
- Attachment 5: Sustainability and CPTED Provisions List (provided by applicant)
- Attachment 6: Rezoning Considerations



# City of Richmond

ATTACHMENT 1



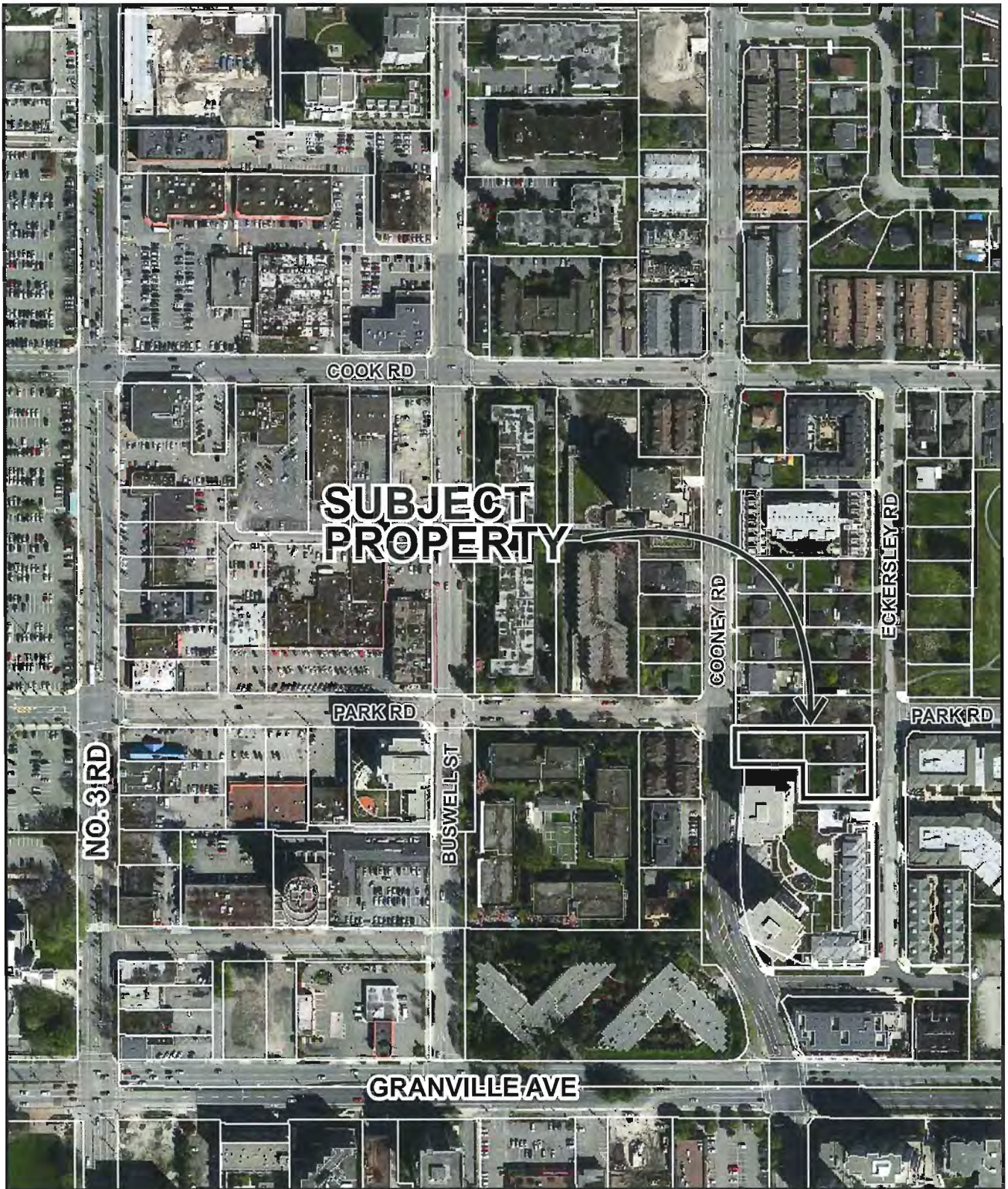
RZ 10-516067

Original Date: 03/01/10

Revision Date: 03/31/15

Note: Dimensions are in METRES





RZ 10-516067

Original Date: 03/01/10

Amended Date: 03/31/15

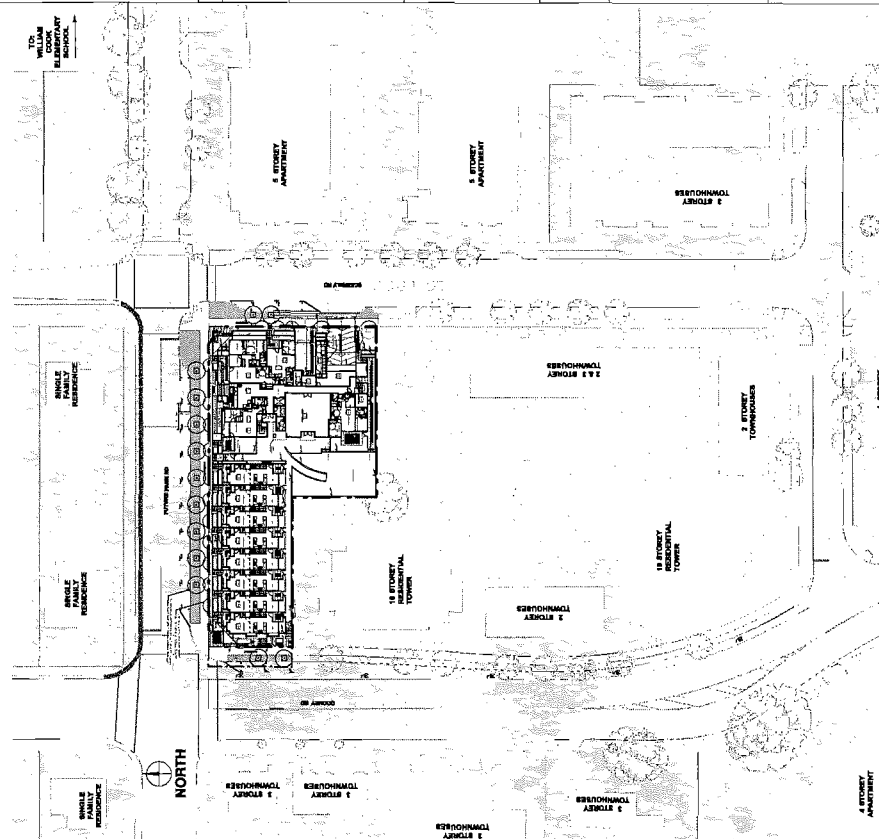
Note: Dimensions are in METRES

## PROJECT DATA

- |   |   |                                       |        |
|---|---|---------------------------------------|--------|
| <b>1. CIVIC ADDRESS:</b><br>6731/16751 ECKERSLEY ROAD, 6740 COONEY ROAD, RICHMOND, B.C.   |   |                                       |        |
| <b>2. LEGAL DESCRIPTION:</b><br>LOTS 27, 28 AND 48, ALL OF SECTION 29, BLOCK 4 NORTH, RANGE 6 WEST, NEW WESTMINSTER DISTRICT, PLAN 16523              |   |                                       |        |
| <b>3. ZONING CLASSIFICATION:</b><br>PROPOSED RAH2 (EXISTING R1/E)   |   |                                       |        |
| <b>4. SITE AREA</b>   |   |                                       |        |
| <b>GROSS SITE AREA:</b>   | 2 428.7 sq. m (0.59 ACRES) (26,142.3 sq. ft.)   |                                       |        |
| <b>NET SITE AREA:</b>   | 2,318.66 sq. m (0.57 ACRE) (24,957 sq. ft.)     |                                       |        |
|   | (Calculated after road & corner cut dedication) |                                       |        |
| <b>5. FLOOR AREA RATIO (FAR):</b>   |   |                                       |        |
| ALLOW. F.A.R. = 2.0 X 2,318.66 = 4,637.32 sq.m (49,915.7 sq. ft.)   |   |                                       |        |
| PROP. F.A.R. = 4,708.83 sq. m. (50,685.42 sq.ft.)   |   |                                       |        |
|   | 4708.83 / 2318.66 = <b>2.0308 *</b>             |                                       |        |
| * Density bonus for BUHU (41 total accessible units provided), makes for a total of :<br>41 Accessible Units x 1.86 sq.m. = 76.26 sq.m. (820 sq. ft.) |   |                                       |        |
| (76.26 / 2318.66 (site area) = 0.0329 of bonus F.A.R.   |   |                                       |        |
| <b>TOTAL TOWN HOUSE AREA:</b>   | <b>1,026.11 sq. m. (11,044.96 sq. ft.)</b>      |                                       |        |
| <b>TOTAL APARTMENT AREA:</b>  | <b>3,682.71 sq. m. (39,640.36 sq. ft.)</b>      |                                       |        |
| <b>6. NUMBER OF UNITS PROPOSED : 49</b>   |   |                                       |        |
| <b>7. AMENITY SPACE:</b>  |   |                                       |        |
| <b>INDOOR AMENITY AREA PROPOSED :</b>   |   | <b>115.3 sq. m. (1,241.1 sq. ft.)</b> |        |
| <b>OUTDOOR AMENITY AREA PROPOSED :</b>  |   | 318.24 sq. m. (3,425.6 sq. ft.)       |        |
| <b>8. LOT COVERAGE:</b>   |   |                                       |        |
| Town House : 465.75 sq. m. (5,013.29 sq. ft.)   |   |                                       |        |
| Apartment: 768.8 sq. m (8,275.3 sq. ft.)  |   |                                       |        |
| Total: 1,234.55 sq. m (13,288.6 sq. ft.)  |   |                                       |        |
| 1234.55 / 2318.66 x 100 = 53.24% [53.24% < max. Lot Coverage allowed : 60%]   |   |                                       |        |
| <b>9. SETBACKS:</b>   |   |                                       |        |
|   | Min req'd                                       | Proposed                              |        |
| EAST (ECKERSLEY RD.):   | 3.0 m   | T/H.                                  | Garage |
| SIDE - SOUTH: (NEIGHBOUR):  | 1.5 m   | --                                    | 3.02 m |
| REAR - WEST: (COONEY ROAD):   | 1.5 m   | 3.31 m                                | 2.06 m |
| SIDE - NORTH: (PARK RD.)  | 3.0 m   | 3.02 m                                | 14.1 m |
|   |   | 4.25 m                                | 3.02 m |
|   |   |                                       | 3.02 m |
| <b>10. HEIGHT:</b>  |   |                                       |        |
| MAX. Allowed:   | 25 M GEODETTIC                                  |                                       |        |
| Height Proposed :   | 22.34 M GEODETTIC (73.29')                      |                                       |        |
| <b>11. PARKING:</b>   |   |                                       |        |
| Standard residential (49 units):  |   |                                       |        |
| 49X1.2 = 58.8=59 Residents + 49x0.2=9.8=10 Visitors = 69 total  |   |                                       |        |
| 69 x 0.9 (Reduction for Benches) = 62.1 = 63  |   |                                       |        |
| Total parking required : 63   |   |                                       |        |
| Total parking provided : 64   |   |                                       |        |
| Small space : 32 (Accessible space : 3)   |   |                                       |        |
| <b>12. BICYCLE PARKING:</b>   |   |                                       |        |
| Residential required (49 units): 49 X 1.25 = 61.25=62   |   |                                       |        |
| Residential provided: 45 (Horizontal) + 18 (Vertical) = 63  |   |                                       |        |
| Residential visitor required (49 units): 49 X 0.2 = 9.8 = 10  |   |                                       |        |
| Residential visitor provided : 10   |   |                                       |        |

## DRAWING LIST

- |        |                                    |        |                          |
|--------|------------------------------------|--------|--------------------------|
| DP 1.1 | CONTEXT PLAN AND PROJECT DATA      | DP A.1 | SECTION 1                |
| DP 1.2 | CONTEXT PLAN                       | DP A.2 | SECTION 2                |
| DP 1.3 | SITE PLAN                          | DP A.3 | SECTION 3, 4 & 5         |
| DP 2.1 | CONTEXT PHOTOS                     | DP A.4 | SECTION 6, 5 & 7         |
| DP 2.1 | PARKING FLOOR PLAN                 | DP A.5 | SECTION 8                |
| DP 2.2 | GROUND FLOOR PLAN                  | DP A.5 | SECTION 9                |
| DP 2.3 | SECOND - FIFTH FLOOR PLANS         | DP A.5 | SECTION 9                |
| DP 2.4 | THIRD - SIXTH FLOOR PLAN           | DP B.1 | FSR PARKING FLOOR PLAN   |
| DP 2.5 | ROOF PLAN                          | DP B.2 | FSR GROUND FLOOR PLAN    |
| DP 3.1 | EAST & WEST ELEVATION              | DP B.3 | FSR 2ND-5TH FLOOR PLAN   |
| DP 3.2 | ADJACENT NORTH & SOUTH ELEVATION   | DP B.4 | FSR 3RD-6TH FLOOR PLAN   |
| DP 3.3 | TOWNHOUSE NORTH & SOUTH ELEVATION  | DP B.5 | FSR 3RD & 6TH FLOOR PLAN |
| DP 3.4 | TOWNHOUSE BUILDING A & B ELEVATION |        |                          |
| DP 3.5 | ECKERSLEY RD & COONEY RD ELEVATION |        |                          |



Issues	Date	Resolution
	FEB. 01, 2010	DESIGNED FOR REZONING AND ZP APPLICATION
	FEB. 27, 2010	DESIGNED FOR REZONING ZP APPLICATION
	APRIL 06, 2013	DESIGNED FOR REZONING AND ZP APPLICATION
	MAY - 14, 2014	DESIGNED FOR REZONING AND ZP APPLICATION
	DEC. 18, 2014	DESIGNED FOR REZONING AND ZP APPLICATION
	JAN. 15, 2015	DESIGNED FOR REZONING AND ZP APPLICATION
	MAY 21, 2015	DESIGNED FOR REZONING AND ZP APPLICATION
	AUG. 9, 2015	DESIGNED FOR REZONING AND ZP APPLICATION

2016061015

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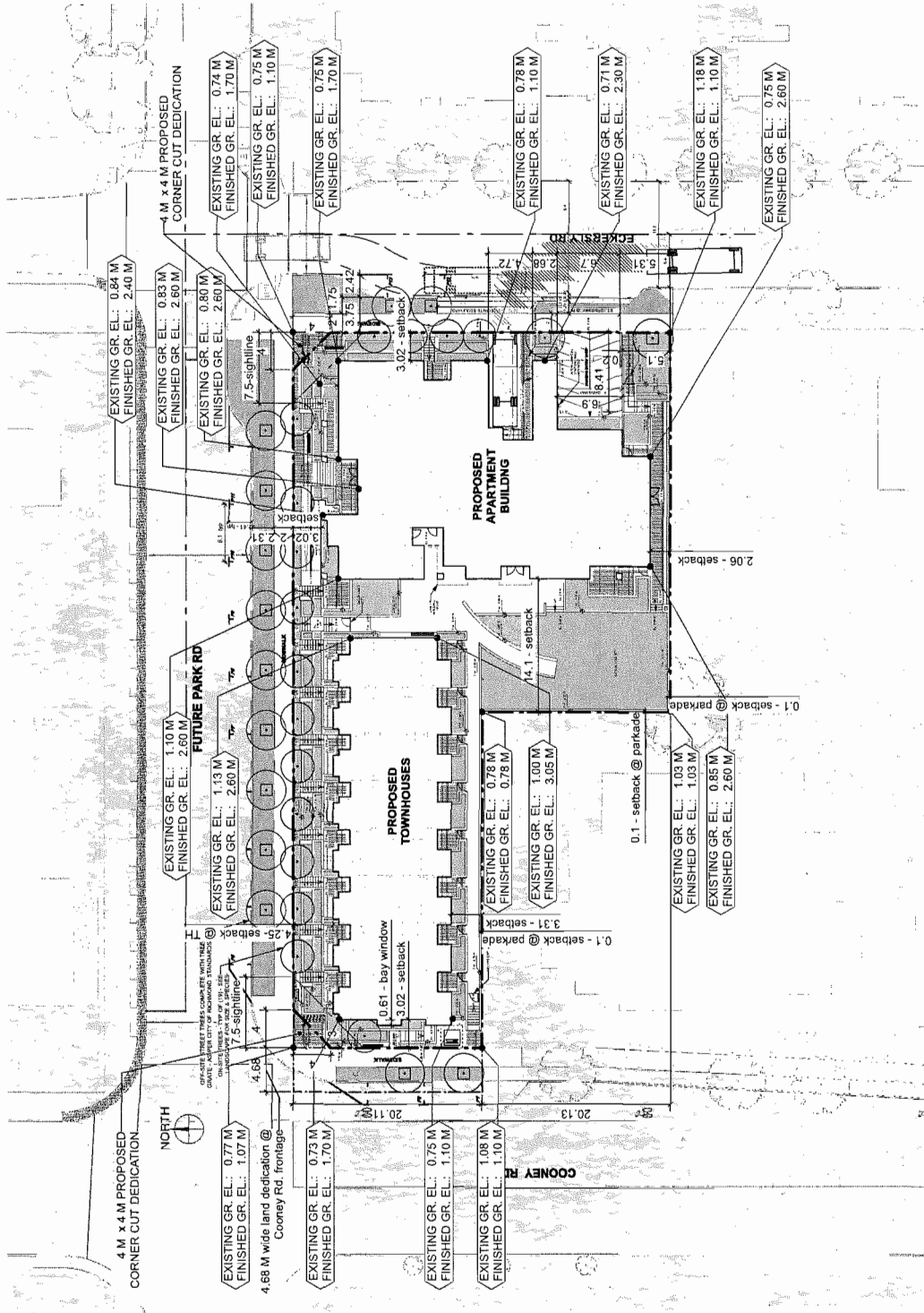


Notes	Revisions
	FEB 05, 2015 DESIGNED FOR REVIEW AND OF APPLICATION FEB 23, 2015 DESIGNED FOR REVIEW AND OF APPLICATION APR. 06, 2015 DESIGNED FOR REVIEW AND OF APPLICATION MAY. 14, 2016 DESIGNED FOR REVIEW AND OF APPLICATION DEC. 16, 2016 DESIGNED FOR REVIEW AND OF APPLICATION JAN. 11, 2017 DESIGNED FOR REVIEW AND OF APPLICATION MAR 11, 2017 DESIGNED FOR REVIEW AND OF APPLICATION APR 9, 2017 DESIGNED FOR REVIEW AND OF APPLICATION
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Project	0740 COONEY ROAD RICHMOND
Site	SITE PLAN
Scale	1:200
Sheet	DP 1.2

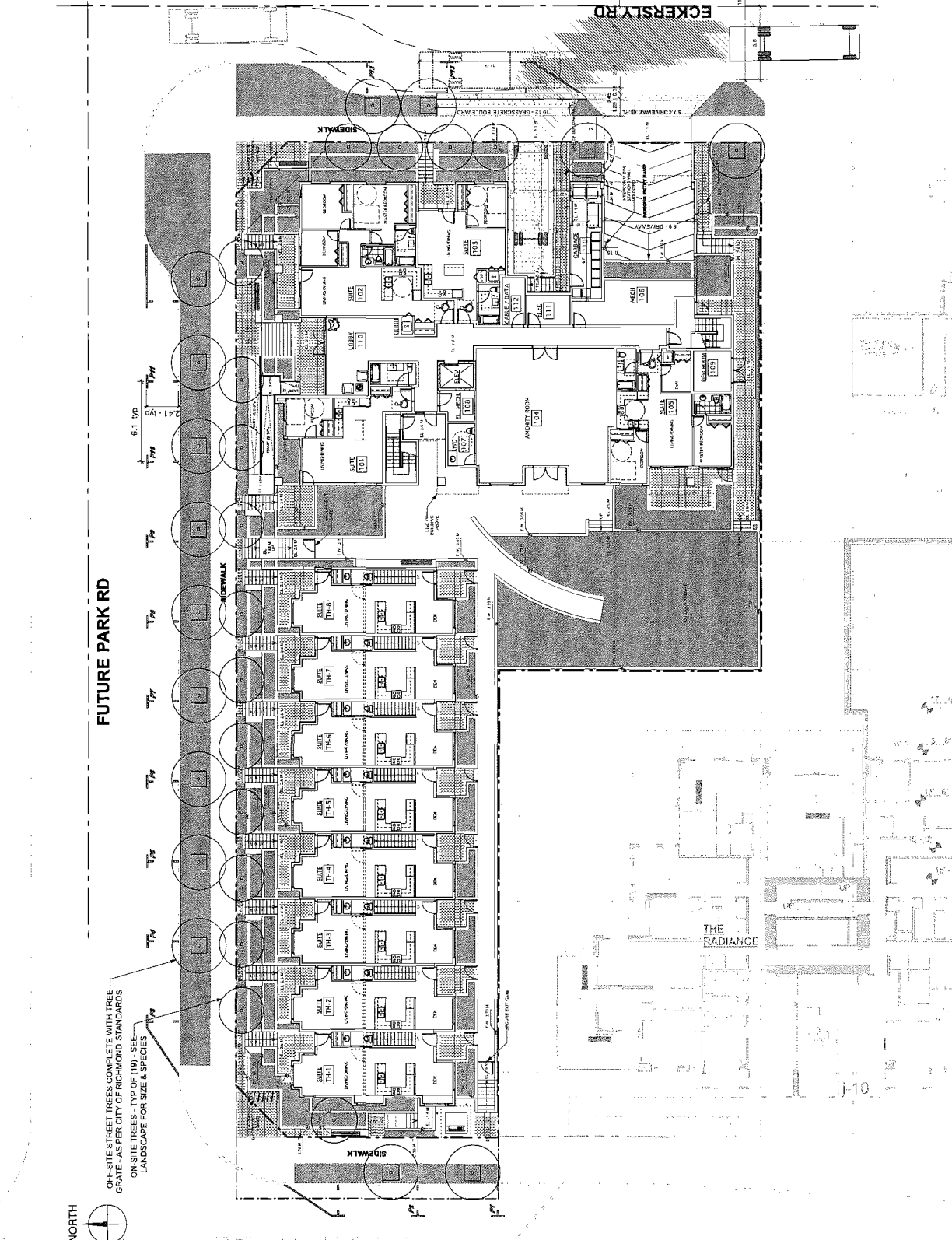




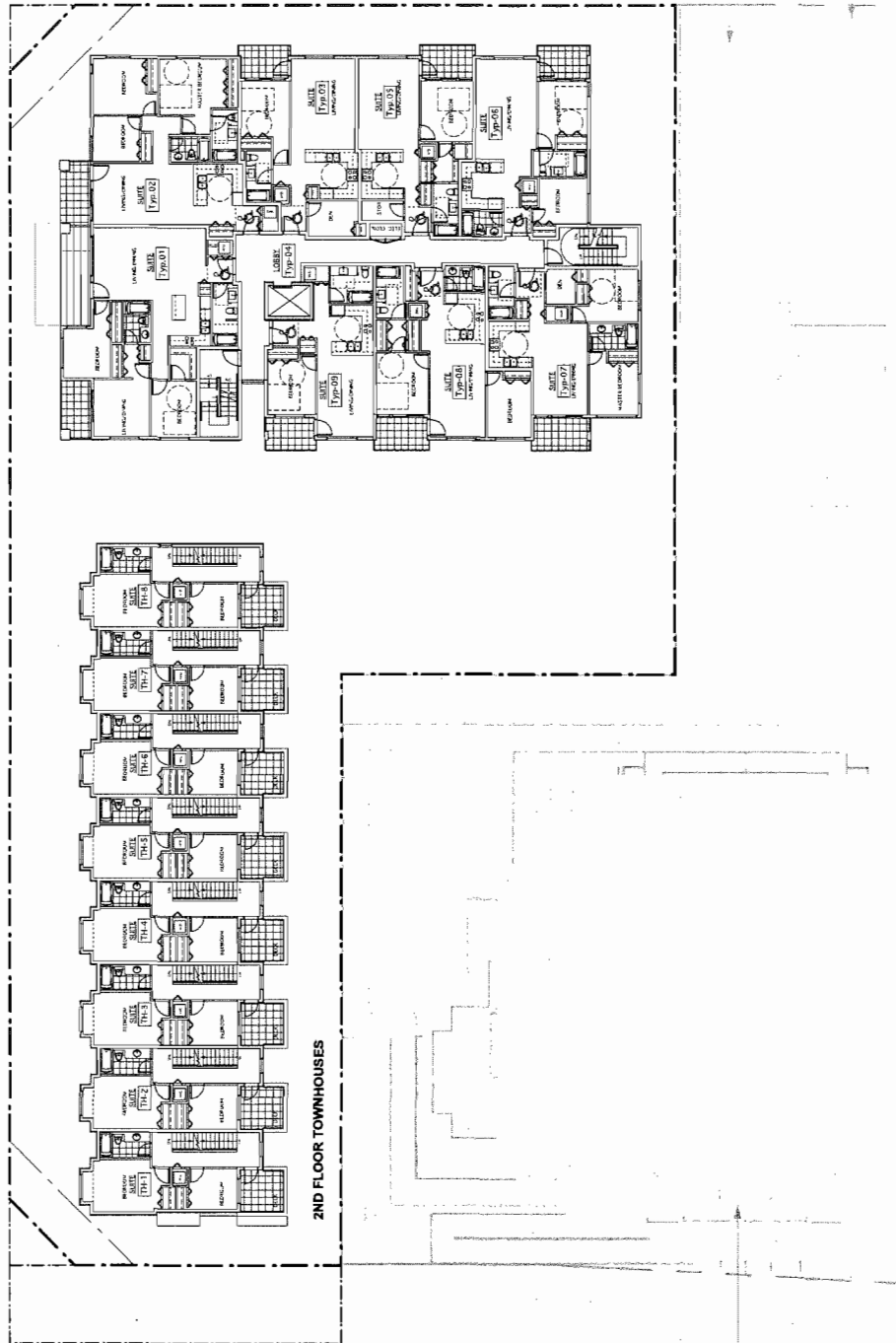
DATE	PROJECT
FEB 09 2015	ISSUED FOR RECORDING AND 3 <sup>RD</sup> APPLICATION
FEB 27 2015	ISSUED FOR REVIEW
APR 04 2015	ISSUED FOR REZONING AND 2 <sup>ND</sup> APPLICATION
MAY 11 2014	ISSUED FOR REZONING AND 2 <sup>ND</sup> APPLICATION
DEC 16 2014	ISSUED FOR REZONING AND 2 <sup>ND</sup> APPLICATION
JAN 11 2015	ISSUED FOR REZONING AND 2 <sup>ND</sup> APPLICATION
MAY 21 2015	ISSUED FOR REZONING AND 2 <sup>ND</sup> APPLICATION
APR 15 2015	ISSUED FOR REZONING AND 2 <sup>ND</sup> APPLICATION

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PROJECT	6740 COONEY ROAD RICHMOND
DATE	GROUND FLOOR PLAN
SCALE	1"=12'
DESIGNER	ANDREW CHEUNG ARCHITECTS INC.
DATE	2015
PROJECT NO.	DP 2.2



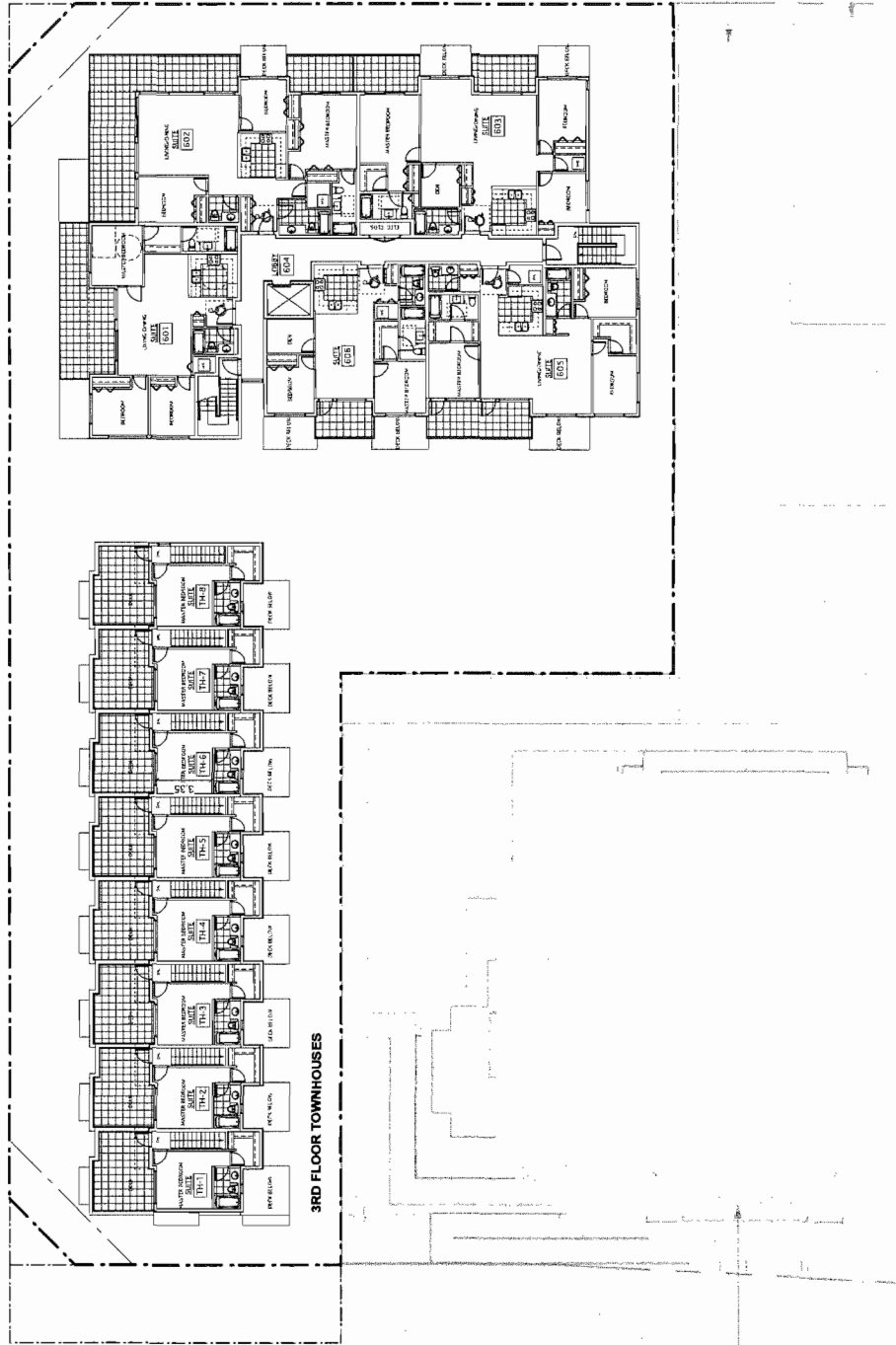




Case	Date	Procedures
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	FEB 27, 2017	ISSUED FOR REVIEW
	APR 16, 2017	ISSUED FOR REZONING AND ZP APPLICATION
	MAY 14, 2014	ISSUED FOR REZONING AND ZP APPLICATION
	OCT. 15, 2014	ISSUED FOR REZONING AND ZP APPLICATION
	JAN. 15, 2015	ISSUED FOR REZONING AND ZP APPLICATION
	MAY 17, 2015	ISSUED FOR REZONING AND ZP APPLICATION
	APR 16, 2018	ISSUED FOR REZONING AND ZP APPLICATION

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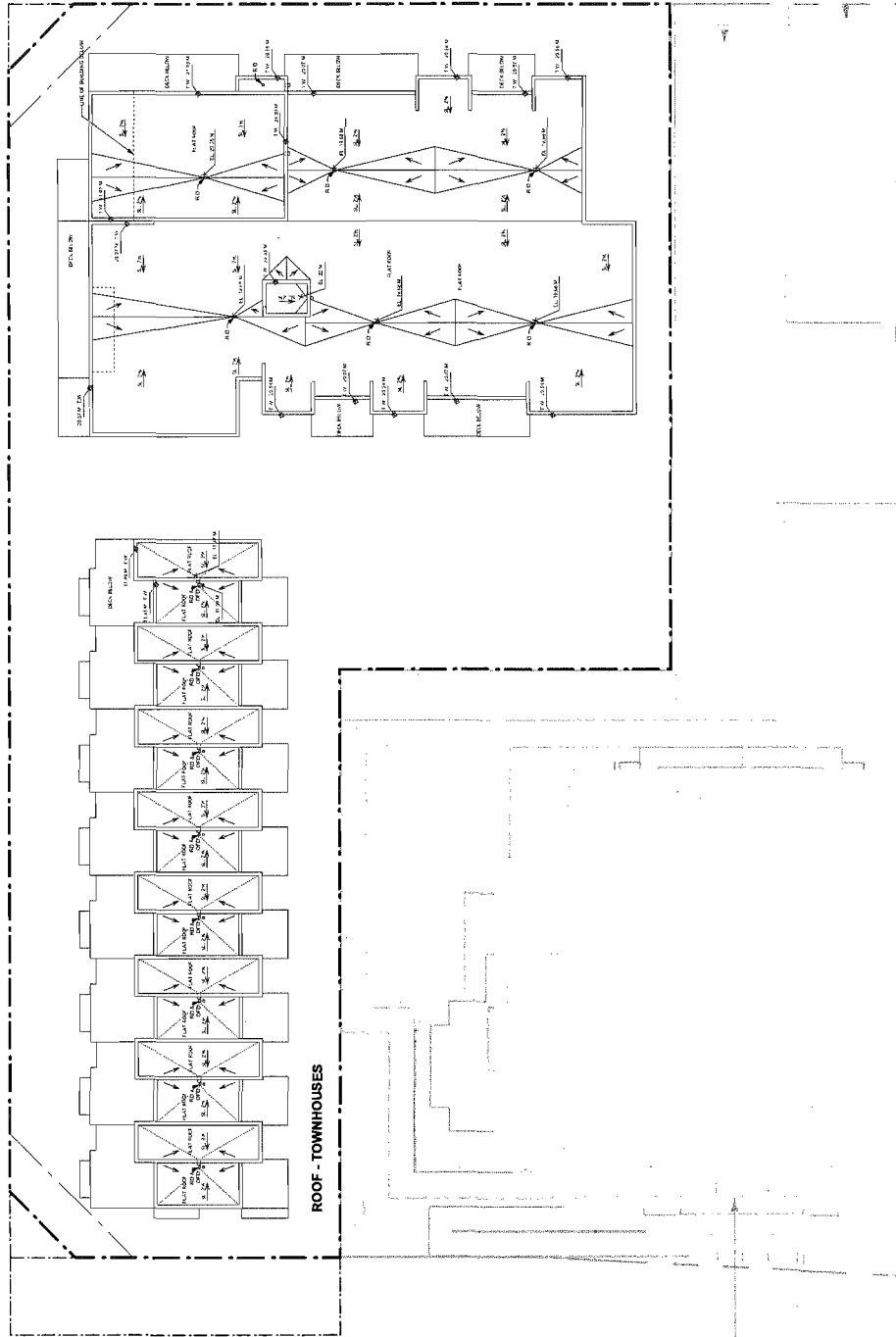
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	title 2nd - 5th FLOOR PLAN 2nd FLOOR PLAN TOWNHOUSES		Revision A1	Date 2007-12-12		



NO.	REVISION	DATE
1	ISSUED FOR REZONING AND DP APPLICATION	FEB 05, 2018
2	ISSUED FOR REZONING AND DP APPLICATION	FEB 27, 2018
3	ISSUED FOR REZONING AND DP APPLICATION	APR 16, 2018
4	ISSUED FOR REZONING AND DP APPLICATION	MAY 14, 2018
5	ISSUED FOR REZONING AND DP APPLICATION	DEC 18, 2018
6	ISSUED FOR REZONING AND DP APPLICATION	JAN 19, 2019
7	ISSUED FOR REZONING AND DP APPLICATION	MAY 31, 2019
8	ISSUED FOR REZONING AND DP APPLICATION	APR 09, 2019

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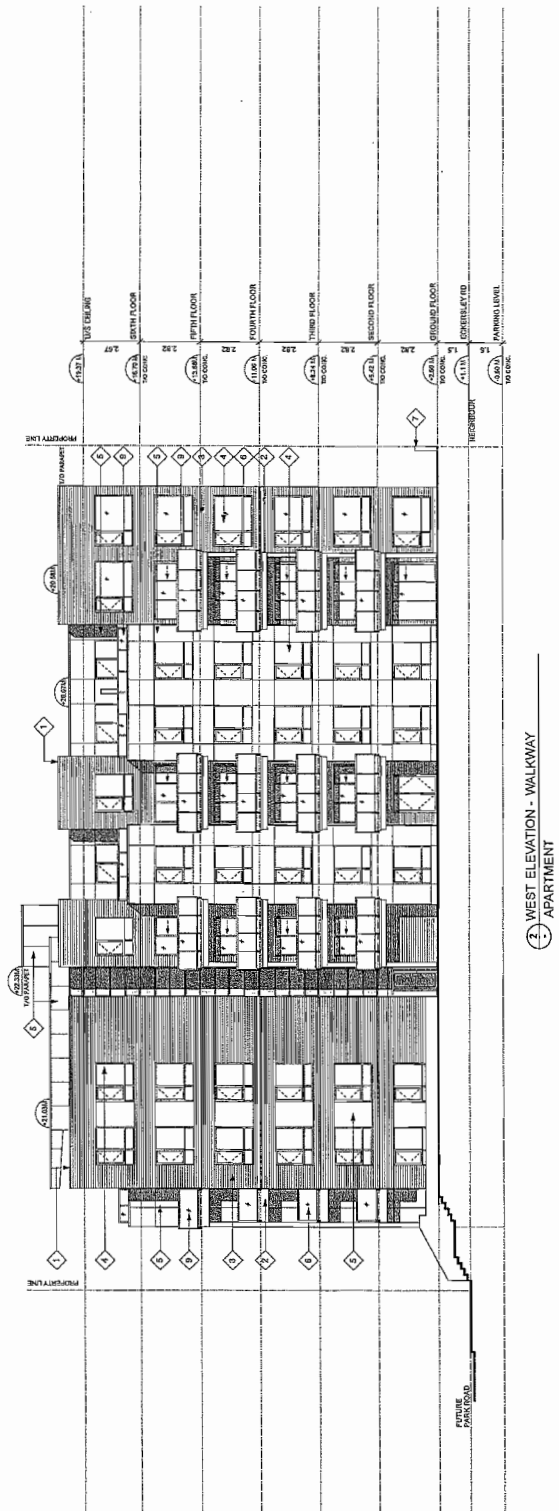
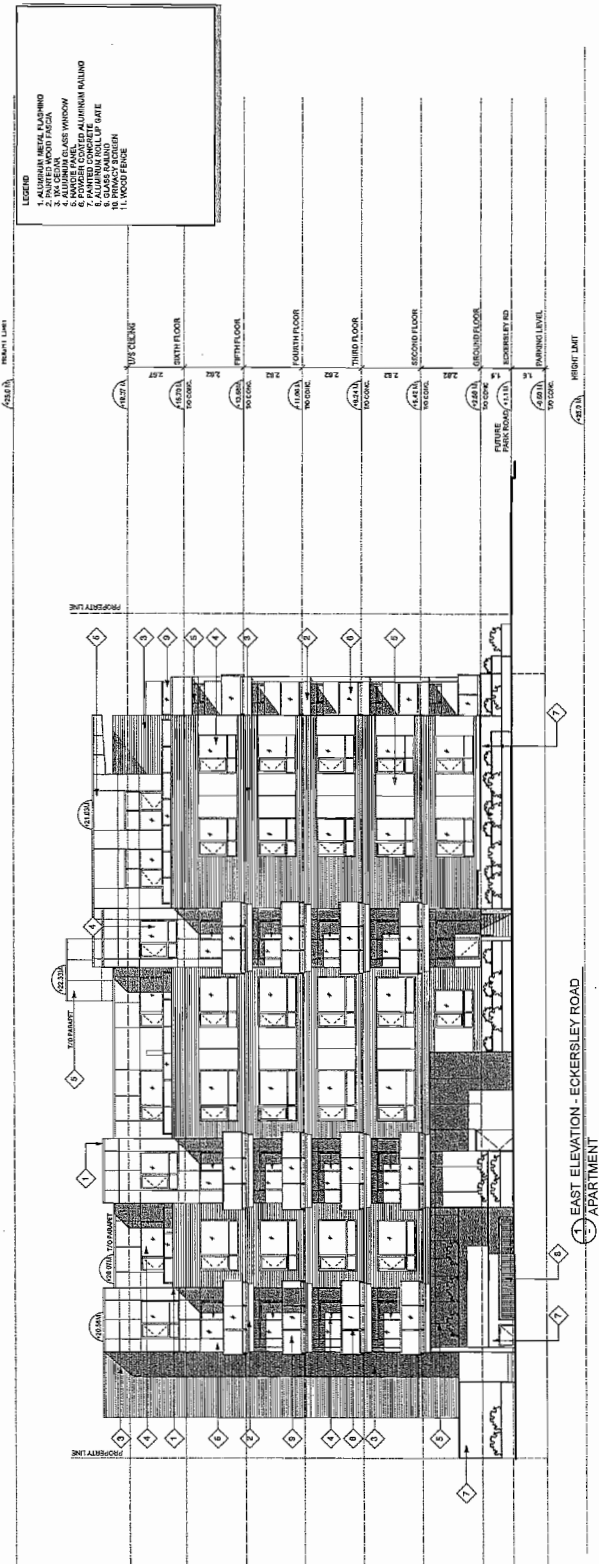
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DATE	11/25
SCALE	AS SHOWN
DESIGNED BY	ANDREW CHEUNG
DRAWN BY	ANDREW CHEUNG
CHECKED BY	ANDREW CHEUNG
APPROVED BY	ANDREW CHEUNG
DP 2.4	



REVISIONS	
NO.	DESCRIPTION
1	ISSUED FOR RESUBMIT AND DP APPLICATION
2	ISSUED FOR RESUBMIT AND DP APPLICATION
3	ISSUED FOR RESUBMIT AND DP APPLICATION
4	ISSUED FOR RESUBMIT AND DP APPLICATION
5	ISSUED FOR RESUBMIT AND DP APPLICATION
6	ISSUED FOR RESUBMIT AND DP APPLICATION
7	ISSUED FOR RESUBMIT AND DP APPLICATION
8	ISSUED FOR RESUBMIT AND DP APPLICATION
9	ISSUED FOR RESUBMIT AND DP APPLICATION
10	ISSUED FOR RESUBMIT AND DP APPLICATION

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6740 COONEY ROAD RICHMOND	
ROOF PLAN	
PROJECT NO.	200113
DATE	11/25
SCALE	AS SHOWN
DESIGNER	DP 2.5



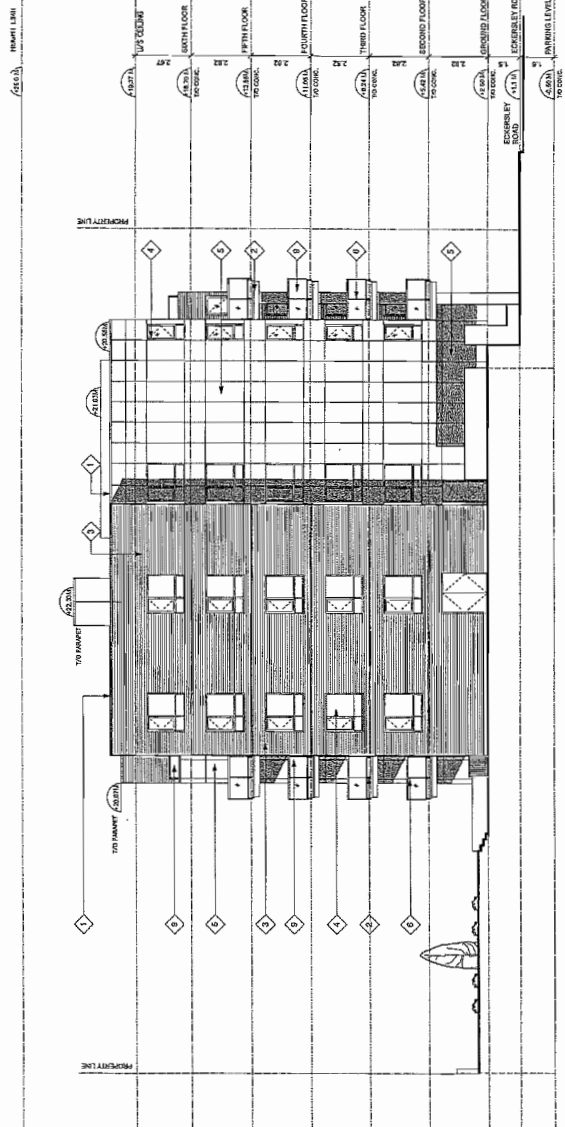
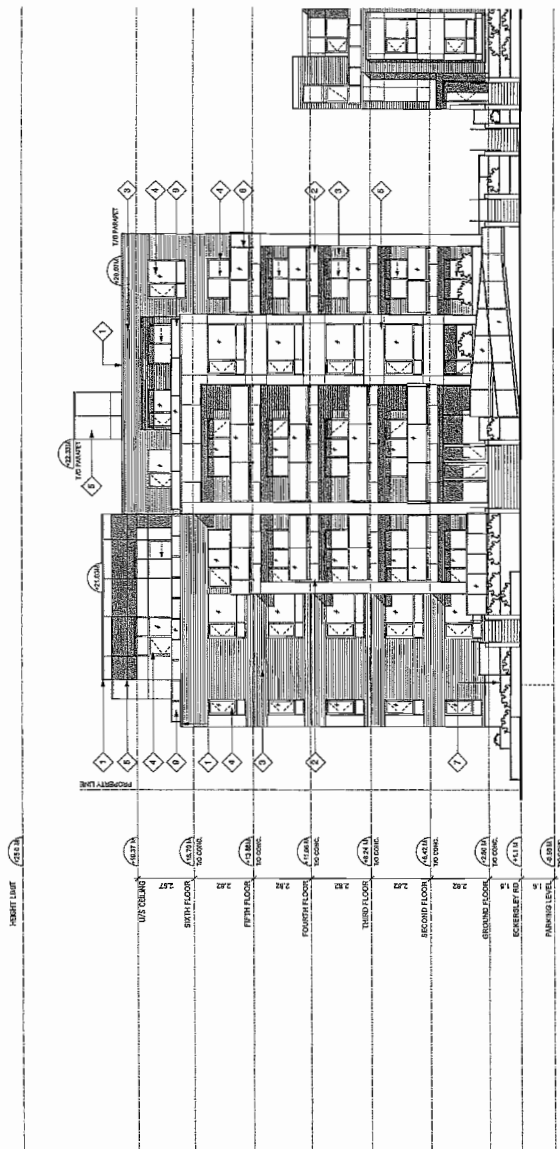
DATE	VERSION	DESCRIPTION
FEB 09, 2010	1.0	INITIAL RELEASED AND IN PRODUCTION
FEB 27, 2010	1.1	DESIGNED FOR RELEASE
APR 01, 2011	1.2	DESIGNED FOR RELEASE AND IN PRODUCTION
MAY 14, 2014	1.3	DESIGNED FOR RELEASE AND IN PRODUCTION
JUN 12, 2015	1.4	DESIGNED FOR RELEASE AND IN PRODUCTION

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project	6740 COONEY ROAD RICHMOND		
file	APARTMENT EAST & WEST ELEVATION		
project number	28312	date created	11/10/00
revision	01	date revised	11/10/00
This drawing is the property of the Architect and is not to be reproduced or used in any way without the written consent of the Architect.		drawing number <b>DP 3.1</b>	



**LEGEND**

1. ALUMINUM METAL FLASHING
2. PAINTED WOOD FASCIA
3. 1X4 CEDAR
4. ALUMINUM GLASS WINDOW
5. HARDIE PANEL
6. POWDER COATED ALUMINUM RAILING
7. PAINTED CONCRETE
8. ALUMINUM ROLL UP GATE
9. GLASS RAILING
10. PRIVACY SCREEN
11. WOOD FENCE

noting

Date	revisions
FEB 02, 2016	ISSUED FOR REZONING AND D.P. APPLICATION
FEB 27, 2013	ISSUED FOR REVIEW
APR. 04, 2013	ISSUED FOR REZONING AND D.P. APPLICATION
Nov. 14, 2014	ISSUED FOR REZONING AND D.P. APPLICATION
JAN 15, 2016	ISSUED FOR REZONING AND D.P. APPLICATION

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6740 COONEY ROAD  
RICHMOND

APARTMENT NORTH & SOUTH  
ELEVATION

project number <b>28012</b>	site name	
date	checked no	scale <b>1:100</b>

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Only 1 study was excluded owing to Anglo-Malay ethnic composition.



**LEGEND**

1. ALUMINUM METAL FLASHING
2. PAINTED WOOD FASCIA
3. 1X4 CEDAR
4. ALUMINUM GLASS WINDOW
5. HARDIE PANEL
6. POWDER COATED ALUMINUM RAILING
7. PAINTED CONCRETE
8. ALUMINUM ROLL UP GATE
9. GLASS RAILING
10. PRIVACY SCREEN
11. WOOD FENCE

date	revisions
FEB 01, 2010	ISSUED FOR REZONING AND D.P. APPLICATION
FEB 27, 2013	ISSUED FOR REVIEW
MAY 01, 2013	ISSUED FOR REZONING AND D.P. APPLICATION
NOV. 14, 2014	ISSUED FOR REZONING AND D.P. APPLICATION
JAN 15, 2016	ISSUED FOR REZONING AND D.P. APPLICATION

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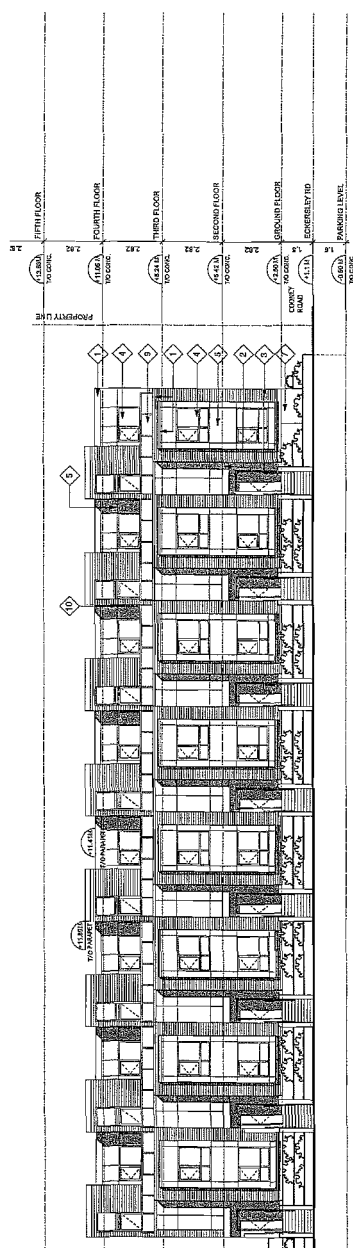
6740 COONEY ROAD  
RICHMOND

TOWN HOUSE  
ELEVATIONS

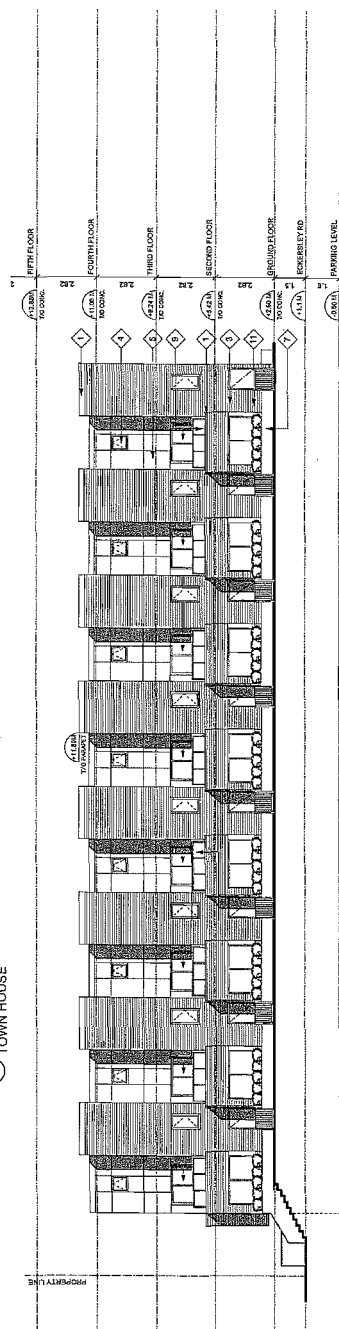
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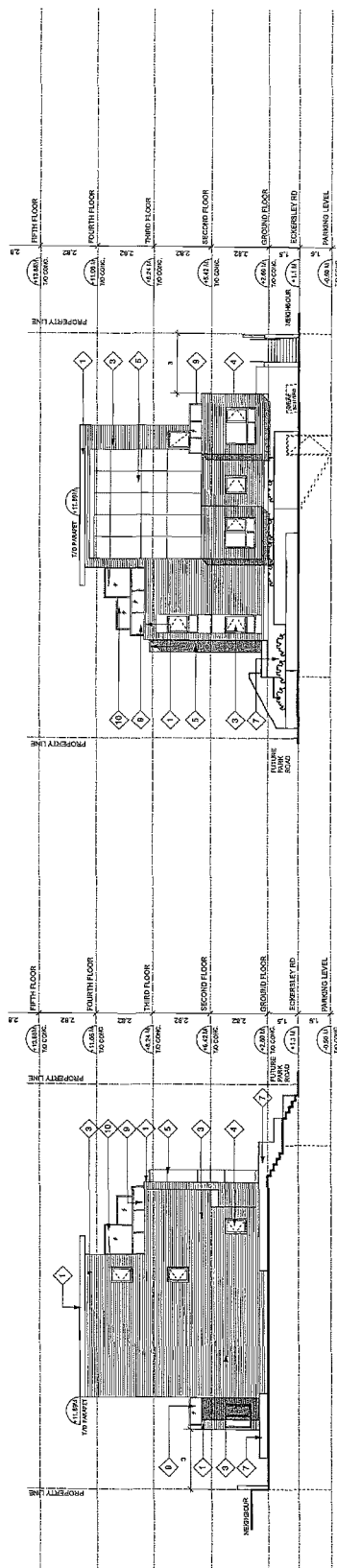
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1 NORTH ELEVATION - FUTURE PARK ROAD  
TOWN HOUSE



2 SOUTH ELEVATION - NEIGHBOUR SIDE  
TOWN HOUSE



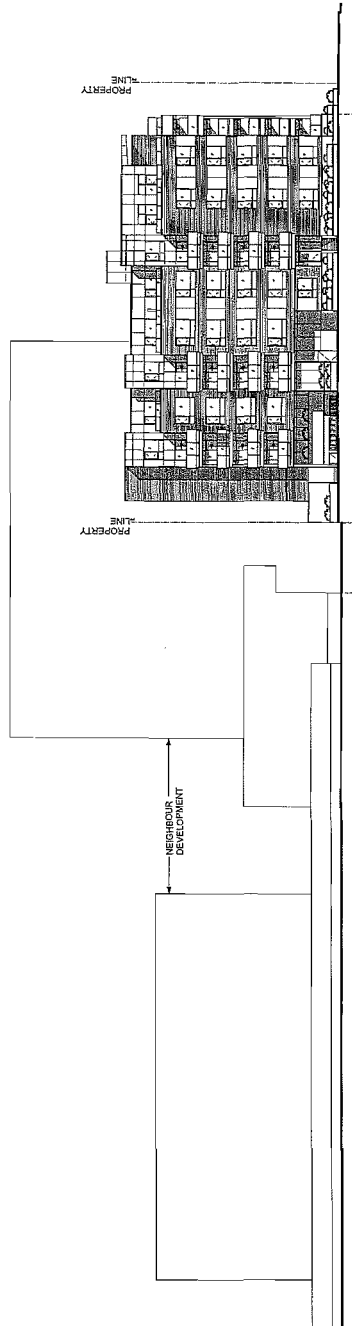
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TOWN HOUSE

4 WEST ELEVATION - COONEY ROAD  
TOWN HOUSE

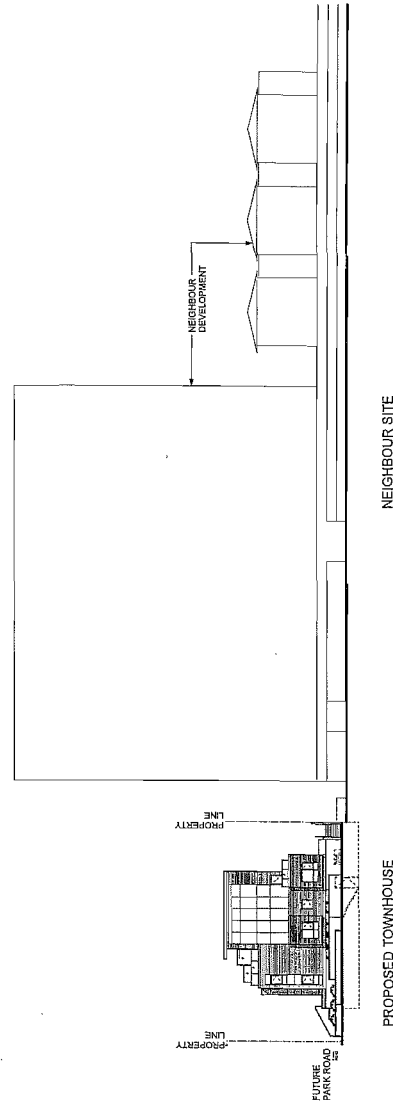
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	FEB 06, 2010		ISSUED FOR DESIGN AND OF APPLICATION
	FEB 27, 2013		ISSUED FOR REVIEW
	APR 24, 2014		ISSUED FOR REVIEW AND OF APPLICATION
	MAY 14, 2014		ISSUED FOR REVIEW AND OF APPLICATION
	JUN 10, 2015		ISSUED FOR REVIEW AND OF APPLICATION
CONSULTANTS			

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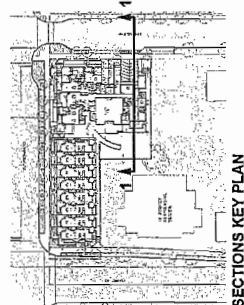
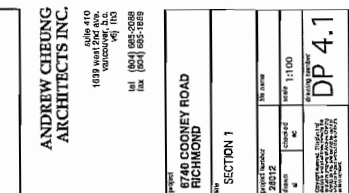
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DATE	2012
SCALE	1/16" = 1'-0"
DRWG NO.	DP 3.5

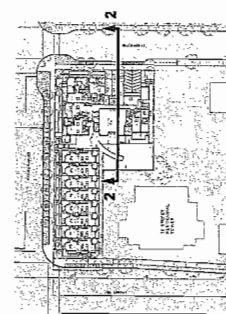


1 ECKERSLEY ROAD - EAST ELEVATION



2 COONEY ROAD - WEST ELEVATION





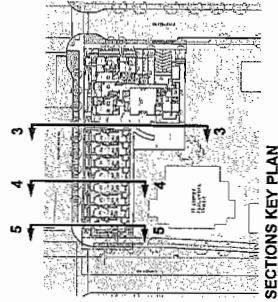
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	FEB 09, 2013	ISSUED FOR PERMITS AND E.C. APPLICATION
	FEB 27, 2013	ISSUED FOR REVIEW
	APR 04, 2013	ISSUED FOR PERMITS AND E.C. APPLICATION
	MAY 14, 2014	ISSUED FOR PERMITS AND E.C. APPLICATION
	APR 15, 2015	ISSUED FOR PERMITS AND E.C. APPLICATION

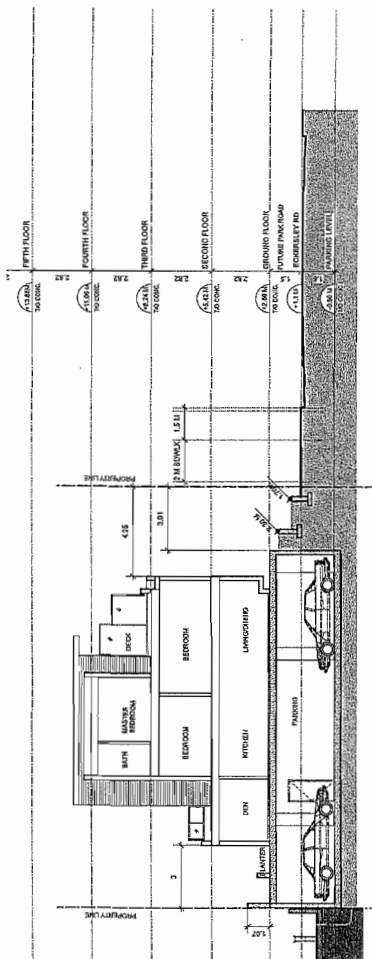
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fax (604) 685-1889

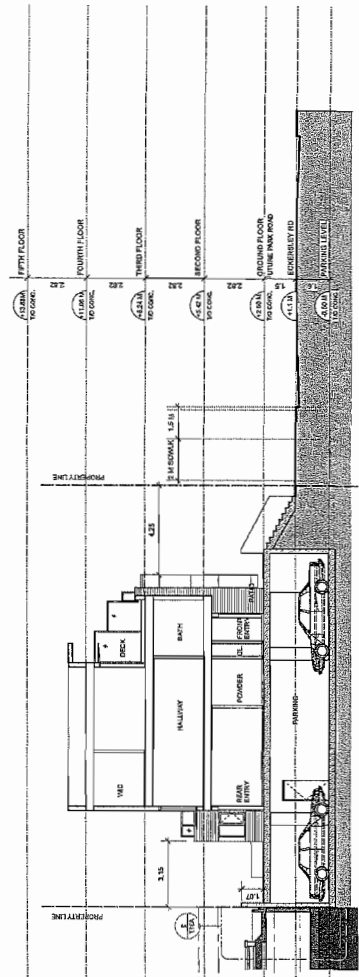
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DATE	200712
SCALE	1:100
SECTION	SECTIONS 3, 4 & 5
DP	DP 4.3



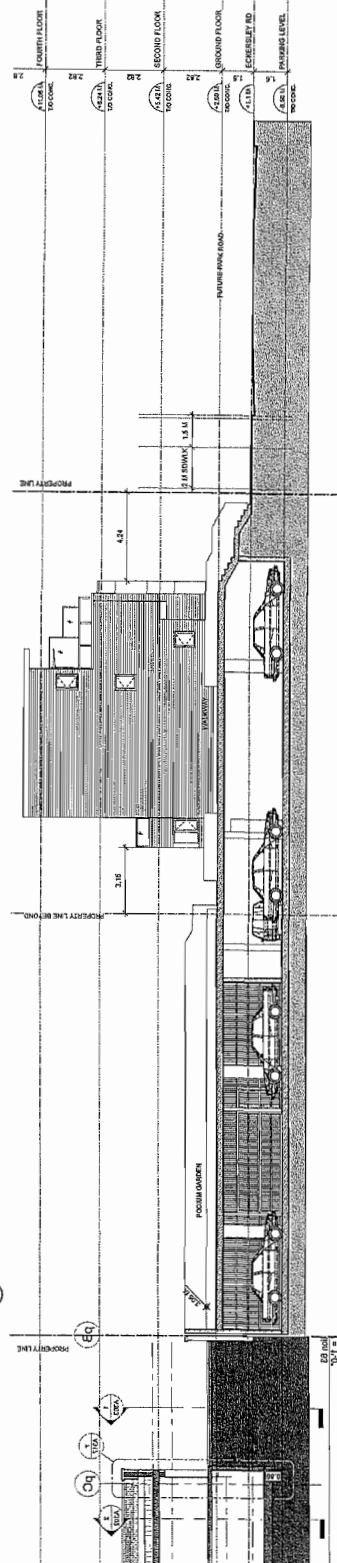
SECTIONS KEY PLAN



SECTION 5



SECTION 4



SECTION 3

SECTION 7

## SECTIONS KEY PLAN

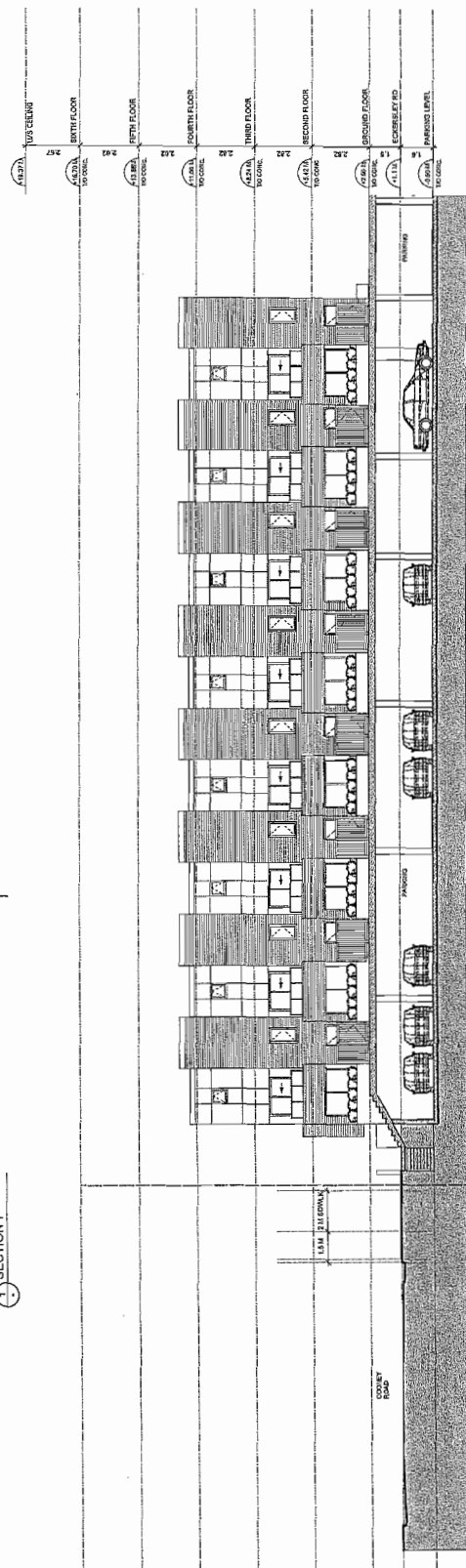
PH - 147

### Conclusions

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SECTIONS 6 & 7

SECTION 6



2010年10月10日



**RZ 10-516067**

**Attachment 3**

Address: 6731, 6751 Eckersley Road and 6740 Cooney Road

Applicant: LW and Chen Development Ltd.

Planning Area(s): Brighthouse Village

	Existing	Proposed
<b>Owner:</b>	LW and Chen Development Ltd.	LW and Chen Development Ltd.
<b>Site Size (m<sup>2</sup>):</b>	2,428.7 m <sup>2</sup> (26,142 ft <sup>2</sup> )	2,318 m <sup>2</sup> (24,960 ft <sup>2</sup> )
<b>Land Uses:</b>	Single-family	Multi-family including townhouses and a mid-rise apartment
<b>OCP Designation:</b>	Mixed-Use	Mixed-Use
<b>Area Plan Designation:</b>	Urban Centre T5 (25 m)	Urban Centre T5 (25 m)
<b>Zoning:</b>	Single Detached (RS1/E)	Mid Rise Apartment and Townhouse (ZMRx) – Brighthouse Village (City Centre)
<b>Number of Units:</b>	3 single-family homes	Approximately 49 residential units consisting of 8 townhouse units and 41 apartment units

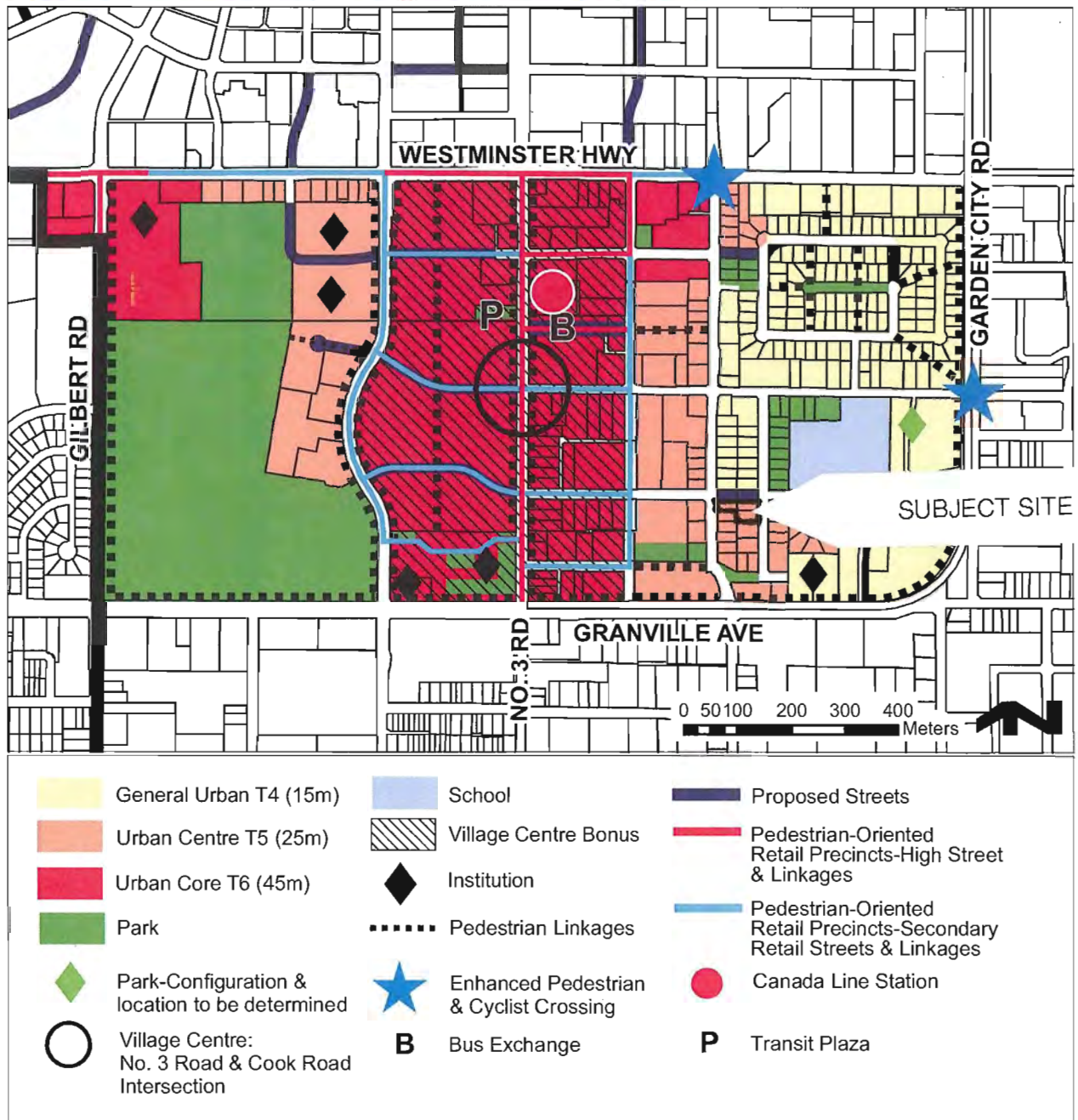
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.2 FAR plus 0.8 FAR conditional to compliance with the Affordable Housing Strategy	2.0 FAR plus BUH density exemption = 2.03	none permitted
Lot Coverage – Building:	Max. 60%	53.6%	none
Lot Size (min. dimensions):	2,300 m <sup>2</sup> (0.6 ac.)	2,334 m <sup>2</sup> (25,130 ft <sup>2</sup> )	none
Setback – Public road setbacks:	Eckersley Road: 3.0 m Park Road: townhouse: 4.0 m apartment 3.0 m Cooney Road: 3.0 m	Eckersley Road: 3.02 m Park Road townhouse: 4.25 m apartment: 3.02 m Cooney Road: 3.02 m (with projecting bay windows)	none
Setback – rear:	townhouses: 3.0 m apartments: 2.0 m	townhouses: 3.02 m apartments: 2.06 m	none
Setback – parking structure	Public road: 3.0 m Rear yard: 0.0 m	Public road: 3.0 m Rear yard: 0.1 m	
Height (m):	Apartment: 25.0 m Townhouses: 12.0 m	Apartment: 22.34 m Townhouses: 11.89 m	none



On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Regular (R) / Visitor (V):	Residential: 1.2/unit: 59 Visitor: 0.2/unit: 10	Residential: 1.2/unit: 54 Visitor: 0.2/unit: 10 TDM permitted 10% reduction in residential parking requirement	none
Off-street Parking Spaces – Total:	69	64	none
Tandem Parking Spaces:	permitted	none	none
Amenity Space – Indoor:	100 m <sup>2</sup> (1,076 ft <sup>2</sup> )	117.37 m <sup>2</sup> (1,263 ft <sup>2</sup> )	none
Amenity Space – Outdoor:	6 m <sup>2</sup> /unit: 294 m <sup>2</sup>	318.2m <sup>2</sup> (3,425 ft <sup>2</sup> )	none

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

### Specific Land Use Map: Brighthouse Village (2031)



Sunday, 18 January, 2015

## ***Sustainable Features***

### **6740 Cooney Rd. Richmond. : Residential Apartments and Townhouses.**

The following is a list of some of the sustainable related aspects and features included in this development design:

- The site is centrally located and close to transit, schools, shopping and parks.
- The site consists of 3 residual lots , and overall irregularly shaped. Once rezoned, the site will support a much higher density, contributing to better use of city centre land and efficiency of infrastructures.
- In response to the CCAP requirement this project will comply with LEED Silver equivalency, paying particular attention to features significant to Richmond (e.g., landscaped roofs, connecting and drawing power from District Energy Utility (DEU), storm water management and quality, etc.) Applicant will submit a LEED scoreboard confirming that the subject development will achieve between 50 and 60 points (Silver equivalency) prior to issuance of a Development Permit.
- The building will be DEU ready with a DEU connection room provided on ground floor, accessible directly from the exterior of the building.
- At least 20% of the materials will be locally sourced and at least 10% of the materials used in the building will be recycled materials (resource re-use).
- Construction Waste Management will be controlled to divert at least 50% of waste material from landfill.
- Low VOC emitting materials and low flow toilets, showers and lavatories will be used in the building.
- The building aims to achieve at least 23% savings in energy consumption and a 10% in energy cost savings. All exterior glazing will have 'low-e' coatings.
- "In-set" balconies ensure a better weather protection for outdoor experience of residents, and help provide better resistance against solar heat gains for units facing East, South and West directions.
- Large areas of non-roof (landscaped outdoor area) as well as larger roof terraces at the townhouses will help the heat island effect and contribute to additional insulation value and help reduce energy loss.
- All landscaping located on site, along the streets on tiered planters, as well as over the parking in outdoor amenity area will use low maintenance planting/landscape materials, and are irrigated with a highly efficient irrigation system (smart irrigation controllers, moisture sensors and other devices that will help avoid over-watering). Climate-tolerant plants and diversity of species will contribute to reduce water consumption.
- A second row of trees are added on site in addition to the city standard trees located in the boulevard. These additional trees help emphasize the "garden city" look and feel described in OCP.
- Accessible roof decks have pre-cast pavers or similar sustainable materials.
- Electric charging plug provisions are provided in enclosed bike storage rooms and for 20% of the required parking stalls.
- All units are provided with open balconies or landscape treated roof decks.
- Balconies have glazed guards to allow visibility.

- All bedrooms and living rooms have large glazed windows to allow maximum natural light and provide a lively atmosphere. All habitable rooms are provided with windows that open to allow natural/ventilation.

- Glazed windows and other exterior wall assemblies will have adequate acoustic performance as required by building code and regulations.

- Consideration will be given to sustainable fit and finish of the building including energy star appliances, lighting fixtures and other electrical appurtenances used throughout the building, as well as reduced allergen carpeting/ finishing materials.

## ***Crime Prevention Through Environmental Design (CPTED)***

The proposed development includes the following CPTED features:

- All street level units, including all of the townhouses have entries that lead directly to street, with their main living rooms overseeing the public realm along the street sidewalk, with large overlooking windows.

- Front entry porches that are welcoming and encourage residents' presence in front of their unit and help monitoring events at public realm.

- Only 3 secured access gates to the landscaped podium / private yards / outdoor amenity area, each located on one of the three adjacent streets, and such as to offer easy access between the outdoor spaces and the surrounding public realm.

- Security features in the building lobby to limit access.

- Separate visitor parking with open grill roll-up gate, and additional secured gate beyond to protect access to private parking.

- Single vehicular access point to the parkade via a recessed entry gate for all visitors and residents.

- Parkade lighting with interior parkade walls and columns painted white to increase visibility.

- Glazing in all vestibule doors and access/exit doors from parking.

- Additional safety windows in concrete walls near key locations such as parking elevator vestibule..

- Secured garbage rooms with access via a large, 1 1/2 storey high covered loading bay.

- Secured bike storage rooms with view windows built in their entry doors.

- Secure podium-top common outdoor amenity area with children's play area located in the inner-most corner facing South West for best sun exposure all day . Overlooking views of the outdoor amenity area from residential units adjacent and from adjacent neighbouring Emerald development tower and podium.



## Rezoning Considerations

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

**Address:** 6731, 6751 Eckersley Road and 6740 Cooney Road

**File No.:** RZ 10-516067

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9241, the developer is required to complete the following:**

1. Road dedication, including the following, which includes functional design that is approved by the Director of Transportation:
  - a) 4.0 x 4.0 m corner cut at the corner of Cooney Road and Park Road (the north west corner of the site);
  - b) 4.0 x 4.0 m corner cut at the corner of Eckersley Road and Park Road (the north east corner of the site); and
  - c) An approximate 4.68 m wide dedication, to be verified by the applicant's survey and final functional plan, along the entire west property line. The dedication area may be amended subject to detailed road design that will be undertaken in association with the Servicing Agreement. The west property line is to align with the new west property line established by the southern adjacent development (6888 Cooney Road, SA 08-439280).
2. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
3. Registration of an aircraft noise sensitive use covenant on title.
4. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.9 m GSC, or at least 0.3 m above the highest elevation of the crown of any adjacent parcel, or as exempted by Section 4.3(a) of the Flood Plain Designation and Protection Bylaw No. 8204 for a site within Area A of the bylaw.
5. Registration of a legal agreement on title ensuring visitor parking spaces remain unassigned and available for use by visitors.
6. Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
7. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
8. City acceptance of the developer's offer to voluntarily contribute \$2/sq.ft. per buildable square foot applied to townhouse density and \$4/sq. ft. per buildable square foot applied to apartment density (e.g. \$22,089.00 for townhouse + \$158,561.00 for apartment) to the City's affordable housing fund.
9. City acceptance of the developer's offer to voluntarily contribute \$0.76/sq.ft. per buildable square foot (e.g. \$37,935.00) to the City's public art fund.
10. Discharge of statutory right of way J87135 Plan 44271.
11. Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement(s) will include, at minimum, the following terms and conditions:
  - a) No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering.
  - b) If a DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until the building is connected to the DEU and the owner enters into a Service Provider Agreement on terms and conditions satisfactory to the City and grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
  - c) If a DEU is not available for connection, then the following is required prior to the earlier of subdivision (stratification) or final building inspection permitting occupancy of a building:

- i) The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU.
  - ii) The owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation.
  - iii) The owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building.
  - iv) If required by the Director of Engineering, the owner provides to the City a letter of credit, in an amount satisfactory to the City, for costs associated with acquiring any further Statutory Right of Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.
12. Enter into a Servicing Agreement\* for the design and construction of the following works, which include but may not be limited to:

Water:

Using the OCP Model, there is 469 L/s available at 20 psi residual at the hydrant located at 6888 Cooney Road and 316 L/s available at 20 psi residual at 6751 Eckersley Road. Based on the development proposed, the site requires a minimum fire flow of 220 L/s. Water analysis is not required; however, at the Building Permit stage, fire flow calculations that are signed and sealed by a professional engineer based on the Fire Underwriter Survey or ISO are required to confirm that there is adequate available flow.

Provide a 200mm diameter watermain and hydrant at the site's Park Road frontage. The new 200mm watermain shall tie-in to the existing watermain on Eckersley Road on the east and Cooney Road on the west.

Drainage works servicing:

Storm sewer capacity analysis is not required; however, the following storm sewer works are required:

*Cooney Road frontage:*

Upgrade the existing 375mm diameter storm sewer to 600mm diameter from existing manhole STMH 116855 located at the southwest corner of 6740 Cooney Road going north to its tie-in to the proposed 600mm diameter along the site's Park Road frontage and to the existing 375mm diameter storm sewer to the north. Upgrade length is approximately 40 meters. An adequately sized manhole is required at the tie-in point.

*Eckersley Road frontage:*

Upgrade the existing ditch to a 600mm storm sewer from existing manhole STMH 116877 located at the southeast corner of 6751 Eckersley Road going north to its tie-in to the proposed 600mm diameter along the site's Park Road frontage and to the existing ditch to the north. Upgrade length is approximately 61 meters. An adequately sized manhole is required at the tie-in point.

*Park Road frontage:*

Provide a 600mm diameter storm sewer at Park Road frontage from the proposed 600mm diameter storm sewer along Eckersley Road to the proposed 600mm diameter storm sewer along Cooney Road. Upgrade length is approximately 85 meters. Adequately sized manholes are required at the tie-in points.

Sanitary works servicing:

Sanitary sewer capacity analysis is not required; however, the following sanitary sewer works are required:

- a) Provide a new sanitary manhole south of the existing sanitary manhole SMH884. The new sanitary manhole shall be in line with the existing sanitary manhole that was built under SA09-490129 at the intersection of Eckersley Road and Park Road.
- b) Remove and dispose off-site the existing sanitary manhole SMH884 and extend the existing 200mm diameter sanitary sewer located at the rear yard of 6691 Eckersley Road south and tie-in to the new sanitary manhole required in item a) above.
- c) Provide an adequately sized sanitary sewer from the new manhole required in item a) above to the existing sanitary manhole that was built under SA09-490129 at the intersection of Eckersley Road and Park Road.

- d) Remove and dispose off-site the existing manholes, sanitary mains, sanitary connections and inspection chambers between existing manhole SMH884 and the south property line of 6740 Cooney Road after the new manhole required in item a) and the sanitary mains required in item c) above are operational and accepted by the City.
- e) After removal of the existing manholes, sanitary mains, sanitary connections and inspection chambers between existing manhole SMH884 and the south property line of 6740 Cooney Road, discharge the existing sanitary statutory right of way J871345 Plan 44271 at the rear yards of the following properties:
  - o 6740 Cooney Road
  - o 6731 Eckersley Road
  - o 6751 Eckersley Road
- f) Abandon and fill with controlled density fill the existing manhole, inspection chamber and sanitary mains between the south property line of 6740 Cooney Road and existing manhole SMH51636 located near the south property line of the site on Eckersley Road. Retain the existing statutory right of ways in 6888 Cooney Road.
- g) Plug the west opening of existing manhole SMH51636.
- h) Sanitary service connection for the proposed site shall be at Park Road frontage and tied-in to the south side of the new sanitary manhole required under item a) above.

#### Frontage Upgrades:

##### *Cooney Road*

Relocate the east curb of Cooney Road and widen the pavement width as per SA 08-439280 to match road works to the south and the new Cooney Rd. cross section. From the new property line on Cooney Road introduce a 2.0 m wide concrete sidewalk and minimum 1.5 m wide treed boulevard with street trees between the sidewalk and the new road curb.

##### *Park Road*

Ensure that the future property lines shown in the site plan/main floor plans conform to the functional design for the proposed extension of Park Road between Cooney Road and Eckersley Road. Functional design for Park Road is to be designed by the developer to the satisfaction of City Transportation and Engineering staff. A functional design of Park Road is required to confirm dedication/statutory right of way along the site's Park Road frontage and the extent of off-site works. The Park Road alignment is to tie into the south curb of the existing Park Road sections to the west and the east of the site to ensure a straight road alignment. A preliminary functional road design and cross section is illustrated on the Draft Interim Road Functional Plan attached to this document.

The Park Road cross section is to include the following from the north property line:

- 2.0 m concrete sidewalk
- Minimum 1.5m wide landscaped and treed boulevard
- 0.15 m wide curb and gutter (curb to align with Park Road curb at west leg of intersection)
- 11.2 m wide asphalt pavement
- 1.0 m wide gravel shoulder
- Temporary retaining wall

The applicant is responsible for the construction of Park Road based on a functional road plan to the satisfaction of the Director of Transportation. There is no compensation if, at the SA stage, the cost of design and construction is greater than the site's Park Road Funding Program catchment area contribution value based on proportional land area (\$550,000.00 during the 2015 calendar year, or 27.3% of the total projected costs at a rate reflective of current year costs subject to the satisfaction of the Director of Transportation). However, if the cost of design and construction is less than the catchment contribution value at the SA stage, the applicant will be responsible for the value of the contribution shortfall.

##### *Eckersley Road*

2.0 m wide new sidewalk at property line, with remaining to existing curb to be treed boulevard. See SA 08-439280 to match. The west curb alignment is to create a parking layby for Eckersley Road, which will be finalized as part of the Servicing Agreement process.



Additional Requirements:

Pre-ducting and undergrounding of pole lines along Eckersley Road and Cooney Road frontages.

Review street lighting along road frontages and extend street lighting works consistent with SA 08-439280.

The developer is responsible for the under-grounding of the existing private utility pole lines (subject to concurrence from the private utility companies) along Eckersley Road and Cooney Road frontages. Private utility companies may require rights-of-ways for their equipment and/or to accommodate the future under-grounding of the overhead lines. It is recommended that the developer contact the private utility companies to learn of their requirements.

The developer is responsible for the installation of pre-ducting for private utilities along Cooney Road, Park Road and Eckersley Road frontages. Private utility companies may require rights-of-ways to accommodate their equipment (i.e., Vista, PMT, LPT, etc.) and future under-grounding of the overhead lines. It is recommended that the developer contact the private utility companies to learn of their requirements.

Telecommunication equipment (i.e., SAC Pad, kiosks, etc.) must be located on private property and not within City SROWs or Public Rights of Passage and not impact public amenities such as sidewalks, boulevards and bike paths. It is recommended that the developer contact the private utility companies to learn of their requirements.

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.

The Engineering design, via the Servicing Agreement and/or the Development Permit and/or the Building Permit design must incorporate the recommendations of the impact assessment.

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

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

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

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

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

**Note:**

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

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

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

- 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 (original on file)

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Date





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9241 (RZ 10-516067)  
6731, 6751 Eckersley Road AND 6740 Cooney Road**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:
  - a) inserting the following at the end of the table contained in Section 5.15.1:

Zone	Sum Per Buildable Square Foot of Permitted <b>Principal Building</b>
"ZLR26	\$2.00 for <b>housing, townhouse</b> , \$4.00 for <b>housing, apartment</b> "

- b) inserting the following into Section 18 (Site Specific Residential (Low Rise Apartment Zones), in numerical order:

**"18.26 Mid Rise Apartment and Townhouse (ZLR26) – Brighthouse Village (City Centre)**

**18.26.1 Purpose**

The **zone** provides for medium **density** apartments and townhouses and compatible **uses**.

**18.26.2 Permitted Uses**

- **housing, apartment**
- **housing, townhouse**

**18.26.3 Secondary Uses**

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

**18.26.4 Permitted Density**

1. The maximum **floor area ratio** is 1.2, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 18.26.4.1, the reference to "1.2" is increased to a higher **density** of "2.0" if the **owner**, at the time **Council** adopts a zoning amendment bylaw to include the **owner's lot** in the ZLR26 **zone**, pays into the **affordable housing reserve**, the sum of the buildable square foot rates applied to **housing, townhouse** and **housing, apartment** as specified in Section 5.15 of the Zoning Bylaw.

**18.26.5 Permitted Lot Coverage**

1. The maximum **lot coverage** is 60% for **buildings**.

**18.26.6 Yards & Setbacks**

1. The minimum public **road setback** is:
  - a) 3.0 m from Eckersley Road;
  - b) 4.0 m for **housing, townhouse** and 3.0 m for an **housing, apartment** from Park Road; and
  - c) 3.0 m from Cooney Road
2. The minimum **yard setback** along the south **property line** is:
  - a) 3.0 m for **housing, townhouse**; and
  - b) 2.0 m for **housing, apartment**.
3. The minimum parking **structure setback** is:
  - a) 3.0 m from a public **road**; and
  - b) 0 m from a **rear yard**, provided that the parking **structure** is screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**.

**18.26.7 Permitted Heights**

1. The maximum **height** for **housing, apartment** is 25.0 m.
2. The maximum **height** for **housing, townhouse** is 12.0 m.
3. The maximum **height** for **accessory buildings** and **accessory structures** is 5.0 m.

**18.26.8 Subdivision Provisions/Minimum Lot Size**

1. The minimum **lot area** requirement is 2,300 m<sup>2</sup>.

**18.26.9 Landscaping & Screening**

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

**18.26.10 On-Site Parking and Loading**

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

**18.26.11 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."

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following parcels and by designating it **MID RISE APARTMENT AND TOWNHOUSE (ZLR26) – BRIGHOUSE VILLAGE (CITY CENTRE)**:

P.I.D. 004-057-945

Lot 48 Section 9 Block 4 North Range 6 West New Westminster District Plan 16523

P.I.D. 004-615-948

Lot 28 Section 9 Block 4 North Range 6 West New Westminster District Plan 16523

P.I.D. 004-927-583

Lot 27 Section 9 Block 4 North Range 6 West New Westminster District Plan 16523

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9241”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

APR 27 2015

CITY OF RICHMOND
APPROVED by <i>B/C</i>
APPROVED by Director or Solicitor <i>ns</i>

\_\_\_\_\_  
MAYOR

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



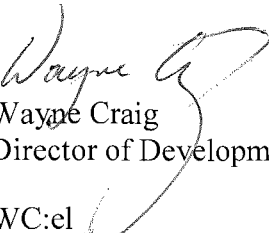
**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development

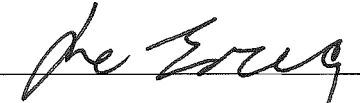
**Date:** April 10, 2015  
**File:** RZ 14-673732

**Re:** Application by Casa Mia Projects Ltd. for Rezoning at 8491 Williams Road from Single Detached (RS1/E) to Low Density Townhouses (RTL4)

**Staff Recommendation**

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9242, for the rezoning of 8491 Williams Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

  
Wayne Craig  
Director of Development  
WC:el  
Att.

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



## **Staff Report**

### **Origin**

Casa Mia Projects Ltd. has applied to the City of Richmond for permission to rezone 8491 Williams Road (Attachment 1) from “Single Detached (RS1/E)” zone to “Low Density Townhouses (RTL4)” zone in order to permit the development of four (4) townhouse units with vehicle accesses from 8391 Williams Road and 8531 Williams Road. 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: Existing single-family homes on lots zoned “Single Detached (RS1/E)”.

To the East: A 10-unit townhouse complex with access from Williams Road. A Public Rights of Passage Statutory Rights-of-Way is registered on title of this property (8531 Williams Road) to provide vehicle access to the subject site. 8531 Williams Road is zoned “Low Density Townhouses (RTL4)”.

To the South: Across Williams Road, the Church of Jesus Christ of Latter-Day Saints on a lot zoned “Assembly (ASY)”.

To the West: A 15-unit townhouse complex with access from Williams Road. A Cross-Access Easement is registered on title of this property (8391 Williams Road) to provide vehicle access to the subject site. 8391 Williams Road is zoned “Medium Density Townhouses (RTM1)”.

### **Related Policies & Studies**

#### Official Community Plan

The subject property is designated “Neighbourhood Residential (NRES)” in the Official Community Plan (OCP). This land use designation allows single-family, two-family and multiple family housing (specifically townhouses). This proposal would be consistent with the OCP.

#### Arterial Road Redevelopment and Lane Establishment Policies

The Arterial Road Policy in the 2041 OCP, Bylaw 9000, directs appropriate townhouse development onto certain arterial roads outside the City Centre. The subject site is identified for “Arterial Road Town House Development” on the Arterial Road Development Map. The subject development site meets all of the Townhouse Development Requirements under the Arterial Road Policy except for the site width. Since the subject site is an orphaned lot landlocked by the

adjacent developments and a cross access easement / public-rights-of-passage are provided from both 8391 Williams Road and 8531 Williams Road, the proposed development can be considered as an extension of the adjacent townhouse developments. A high quality pedestrian environment along the fronting street will be created as no driveway access will be required.

#### Floodplain Management Implementation Strategy

The developer is required to comply with the requirement of Richmond Flood Plain Designation and Protection Bylaw 8204. A Flood Indemnity Restrictive Covenant is required prior to rezoning bylaw adoption.

#### Townhouse Energy Efficiency and Renewable Energy Policy

The applicant has committed to achieving an EnerGuide Rating System (ERS) score of 82 and providing pre-ducting for solar hot water for the proposed development. A Restrictive Covenant specifying all units are to be built and maintained to the ERS 82 or higher, and all units are to be solar-hot-water-ready, is required prior to rezoning bylaw adoption. As part of the Development Permit Application review process, the developer is also required to retain a certified energy advisor (CEA) to complete an Evaluation Report to confirm details of construction requirements needed to achieve the rating.

#### **Public Consultation**

The applicant has forwarded confirmation that a development sign has been posted on the site. Staff did not receive any written correspondence expressing concerns in association with the subject application.

The applicant advised that he has approached the Strata Council of the townhouse development to the west (at 8391 Williams Road) and that they are in support of the subject proposal including the utilization of the access easement on 8391 Williams Road. The applicant has also approached the Strata Council of the townhouse development to the east (at 8531 Williams Road) and the property owner to the north (at 8480 Pigott Road) with the preliminary site layout showing accesses to the site through both 8391 Williams Road and 8531 Williams Road; and there were no concerns raised.

#### **Analysis**

##### Official Community Plan (OCP) Compliance – Arterial Road Developments

The proposed development is generally consistent with the Development Permit Guidelines for multiple-family projects contained in the Official Community Plan (OCP). The proposed height, siting and orientation of the buildings respect the massing of the existing single-family homes to the north and the townhouse developments to the east and west. The front units are 2½ storeys in height and the rear units are two (2) storeys in height; this massing will be further developed and controlled through the Development Permit process.

### Built Form and Architectural Character

A Development Permit processed to a satisfactory level is a requirement of zoning approval. Through the Development Permit, the following issues are to be further examined:

- Demonstrate compliance with Development Permit Guidelines for multiple-family projects in the 2041 Official Community Plan Bylaw 9000.
- Refinement of the proposed building form.
- Address potential privacy concerns through landscaping and built form.
- Site grading plans to ensure the survival of protected hedgerow.
- Refinement of the outdoor amenity area design.
- Review of a sustainability strategy for the development proposal.
- Provision of a convertible unit and other accessibility/aging-in-place features.

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

### Variance Requested

Based on the review of the current site plan for the project, the following variances are being requested:

1. Reduce the minimum lot width on local arterial road from 40.0 m to 20.12 m.
2. Allow one (1) small car parking stall in each of the side-by-side garages ( four (4) small car stalls in total).

Staff support the first variance since the subject site is an orphan lot located between two (2) recently developed townhouse complexes. Transportation staff support the second variance to allow one (1) small car stall in each of the side-by-side double car garages.

### Tree Retention

A Topographic Survey was submitted in support of the application. No tree within the property lines, on neighbouring properties within 2 m of the property line or has a crown (dripline) encroaching on the property was identified. An existing hedgerow located along the rear (north) property line is proposed to be protected and retained. Tree protection fencing will be installed around the hedge prior to any construction activities (including demolition) occurring on-site. In addition, proof that the owner has entered into a contract with a Certified Arborist to monitor all works to be done near or within the protection zone will be required prior to final adoption of the rezoning bylaw.

In order to ensure that the protected hedgerow 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. No Landscape Letter of Credit will be returned until the post-construction assessment report, prepared by the Arborist, confirming the protected hedgerow survived the construction, is reviewed by staff.

### Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$4,000 as per the Official Community Plan (OCP) and Council Policy.

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 of 6 m<sup>2</sup> per unit. 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.

### Transportation and Site Access

No direct vehicular access is permitted to Williams Road. Main vehicular access to this new townhouse project is to be from Williams Road through the existing Access Easements (BB4000608 and BB4000609) on the adjacent property to the west (at 8391 Williams Road). This access arrangement was envisioned when the original Rezoning and Development Permit applications for the adjacent townhouse development at 8391 Williams Road were approved by Council in 2011 to facilitate on site trunk turning at 8391 Williams Road and 8491 Williams Road. This access point is required to be widened to meet current City's standards (i.e., 7.5 m at the property line and taper from the property line at 5:1 to a minimum width of 6.7 m within the site). A Public Right-of-Passage (PROP) Statutory Right-of-Way (SRW) over the entire area of the widened driveway on the subject site and the internal manoeuvring aisle will be secured as a condition of rezoning.

A Public Rights of Passage (PROP) Statutory Rights-of-Way (SRW) BB3003951 (Plan BCP51723) providing access to the subject site through the townhouse development to the east is also registered on title of 8531 Williams Road. The developer is proposing to utilize this PROP SRW as a secondary access to the subject development site.

Registration of a legal agreement on title ensuring vehicle access is from either the Access Easement on 8391 Williams Road or the PROP SRW on 8531 Williams Road will be required prior to final adoption of the rezoning bylaw.

### Site Servicing and Frontage Improvements

No servicing concerns. The developer is required to pay DCC's (City & GVS & DD), School Site Acquisition Charge, Address Assignment Fee and Servicing Cost.

Removal of the existing sidewalk crossing and reinstatement of the side walk will be done through a City Work Order at the developer's cost prior to issuance of a Building Permit.

### Affordable Housing Strategy

Consistent with the Affordable Housing Strategy, the applicant proposes to make a cash contribution to the Affordable Housing Reserve Fund at \$2.00 per buildable square foot; for a contribution of \$12,000.00.

**Financial Impact or Economic Impact**

None.

**Conclusion**

The proposed four (4) unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments on arterial road. The proposal would be consistent with the form and character of the surrounding area. 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.

On this basis, it is recommended that Richmond Zoning Bylaw 8500 Amendment Bylaw 9242 be introduced and given first reading.



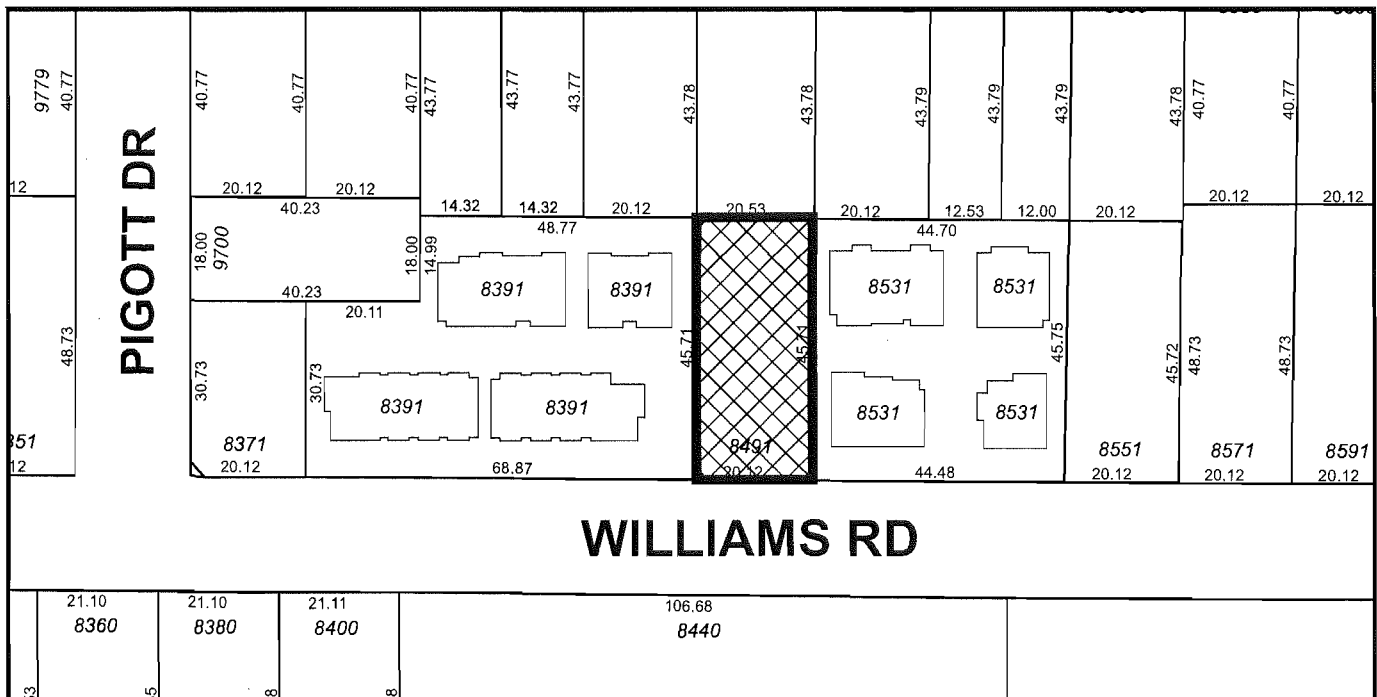
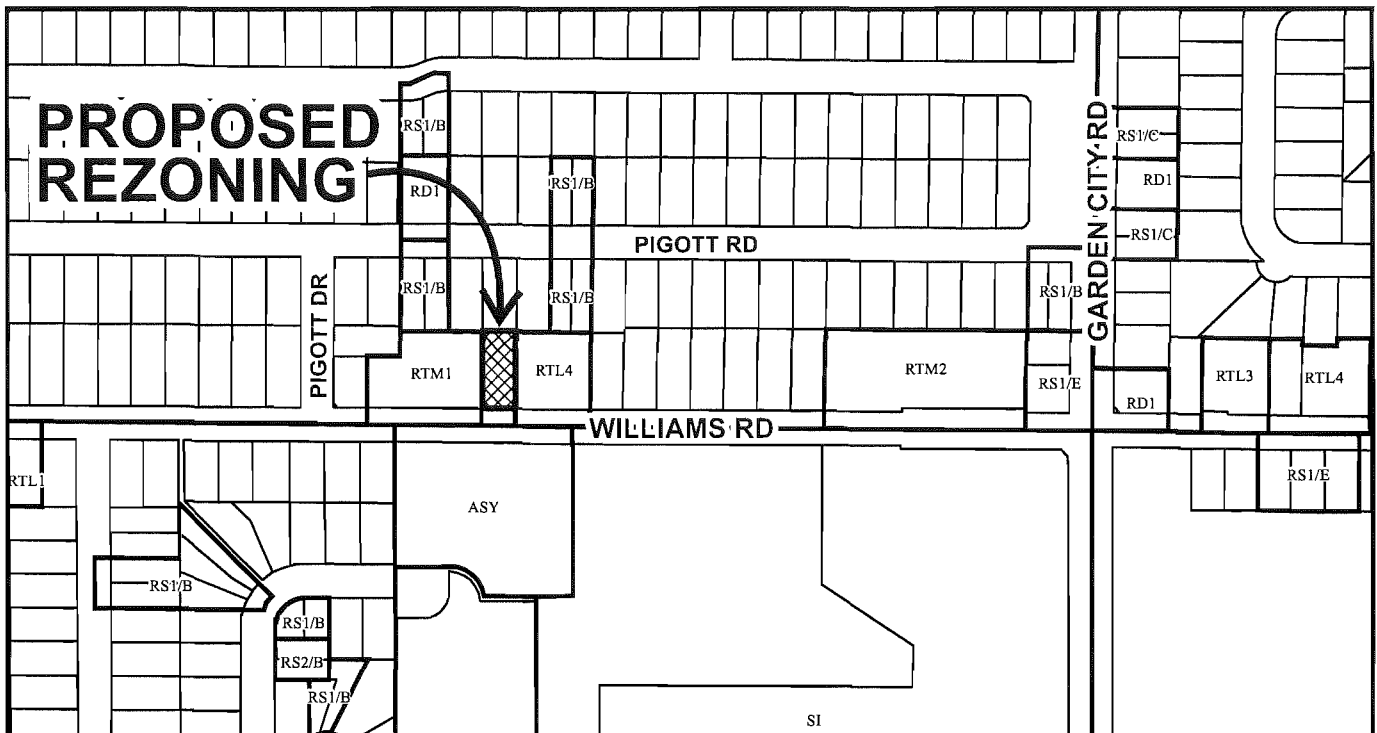
Edwin Lee  
Planner 1

EL:rg

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Rezoning Considerations



City of  
Richmond

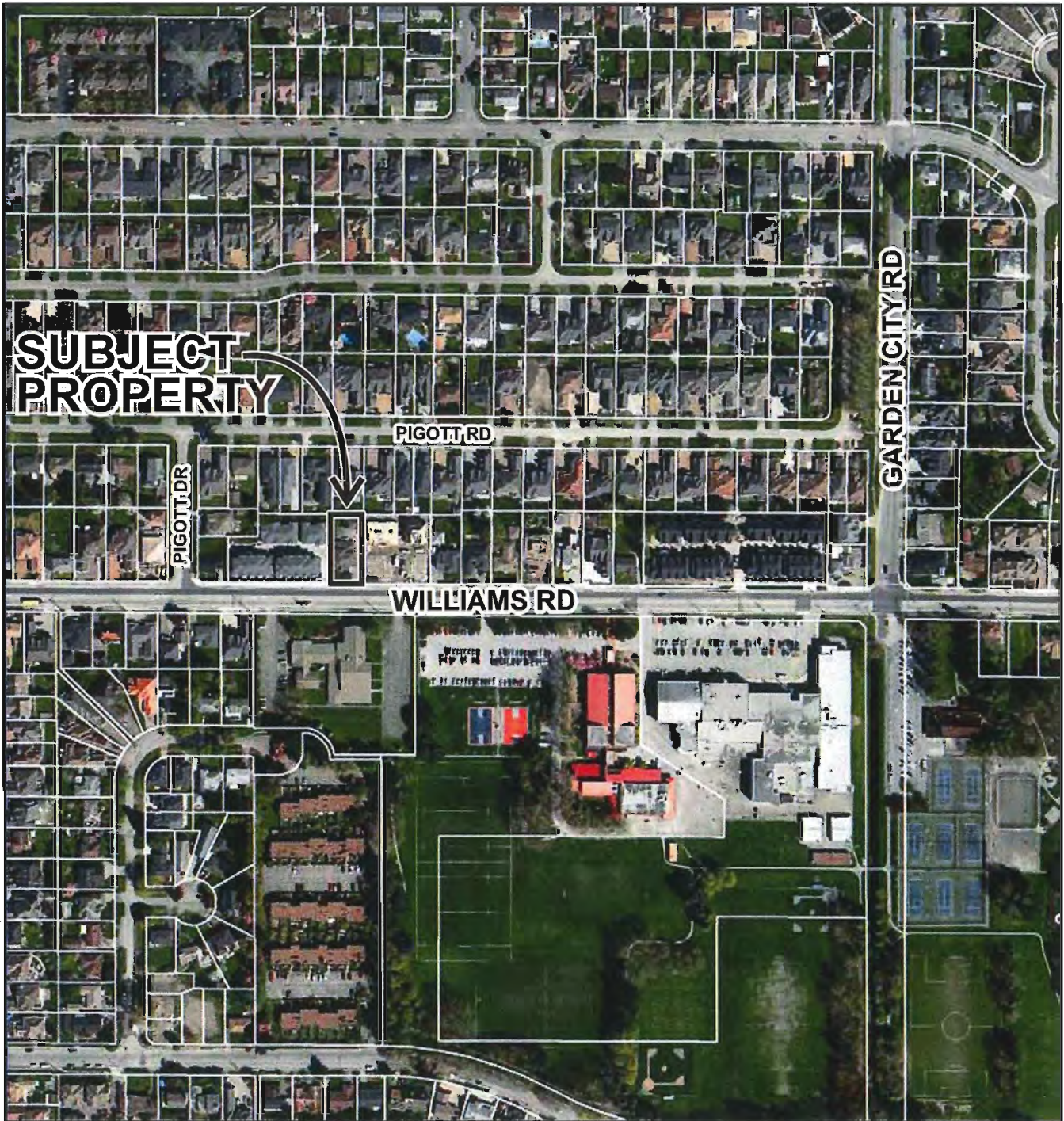


	<b>RZ 14-673732</b>	Original Date: 10/06/14
		Revision Date:
		Note: Dimensions are in METRES





City of  
Richmond



RZ 14-673732

Original Date: 10/06/14

Revision Date:

Note: Dimensions are in METRES







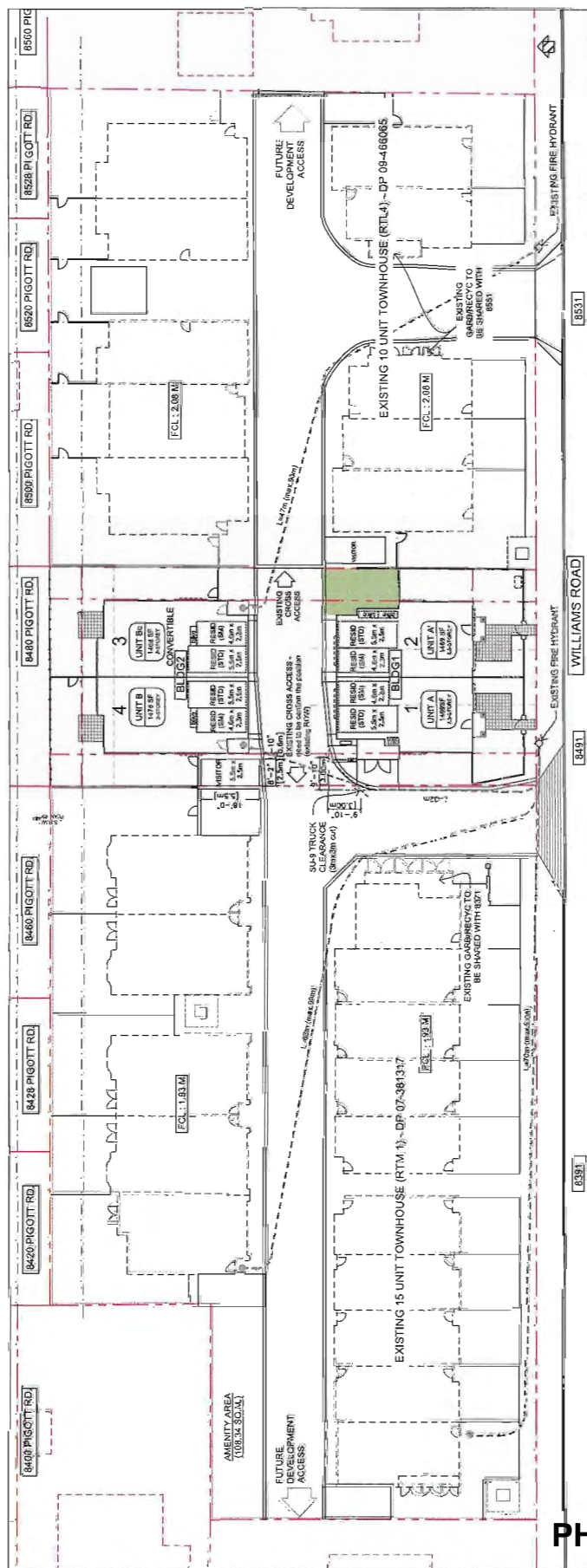
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## INTERFACE

Suite 200  
11482 Cambie Road  
Richmond BC  
Canada V6X 3Z6  
T 604 821 1182  
F 604 821 1748  
[www.internationalcare.com](http://www.internationalcare.com)

T 604 821 1162  
F 604 821 1740  
[www.intelliconnect.com](http://www.intelliconnect.com)

PROJECT	Proposed 4-unit Townhouse Development 8491 Williams Road Richmond, B.C.
PROJECT NO.	1471
SCALE	As Shown
DATE	Sept. 15, 2014.
DESIGNER	NYC, INC.
CHECKED BY	NYC.
SHEET TITLE	FIRE PROTECTION / KNIGHT PHOTOS / CONTEST PHOTOS / FRONTAGE-SPREETScape
DRAWING	A1.2

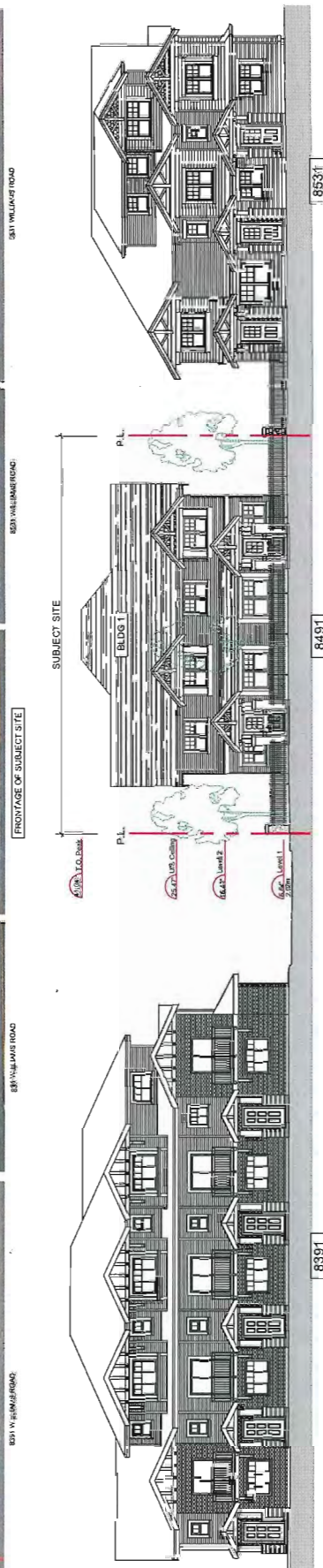


**FIRE PROTECTION / PARKING PLAN**  
SCALE: 1/16"=1'-0"

SCALE: 1/16"=1'-0"



CONTEXT PHOTO OF EXISTING WILLIAMS ROAD FRONTAGE



FRONTAGE STREETScape - WILLIAMS RD.  
SCALE: N.T.S.

SCALE: N.T.S.



- EXTERIOR FINISHES**
1. HORIZONTAL LINE OF PLANK CEMENT-UNIT, WHITE  
Horizontal Line of Plank Cement-Unit, White  
Horizontal Line of Plank Cement-Unit, White
  2. SQUARE CHIMNEY BRICKLE SIDING  
Square Chimney Brickle Siding  
Square Chimney Brickle Siding
  3. FIBERGLASS ASPHALT/ROCK SHINGLES  
Fiberglass Asphalt/Rock Shingles  
Fiberglass Asphalt/Rock Shingles
  4. GROUND CEMENT-UNIT, WHITE  
Ground Cement-Unit, White  
Ground Cement-Unit, White
  5. ZINC-PAINTED TRIM BOARD, PAINTED  
Zinc-Painted Trim Board, Painted  
Zinc-Painted Trim Board, Painted
  6. REDWOOD POST AND ORANGE BEAM  
Redwood Post and Orange Beam  
Redwood Post and Orange Beam
  7. VERT. FINISHED DOUBLE GLAZED WINDOWS  
Vert. Finished Double Glazed Windows  
Vert. Finished Double Glazed Windows
  8. VERT. FINISHED DOUBLE GLAZED DOORS  
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Vert. Finished Double Glazed Doors
  9. GUTTER, GALVALUME, GALVALUME  
Gutter, Galvalume, Galvalume  
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  10. OVERHEAD WOOD PANEL, OVERHEAD  
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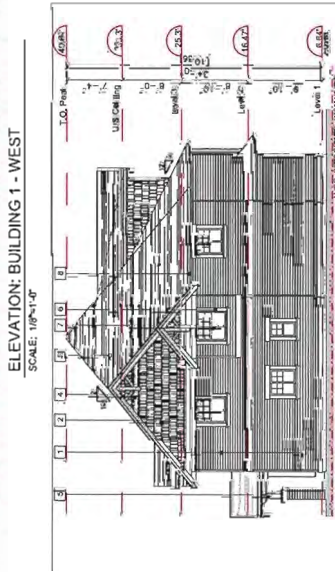
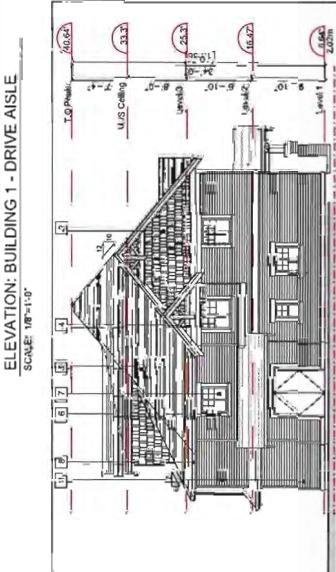
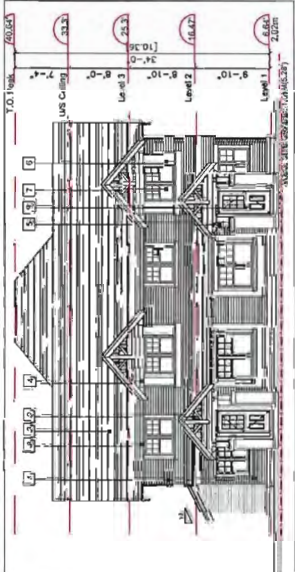
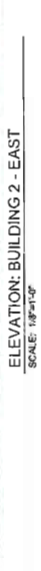
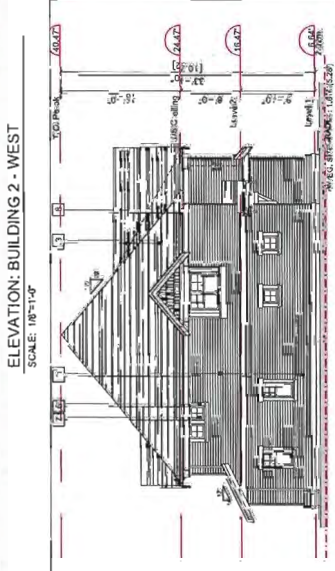
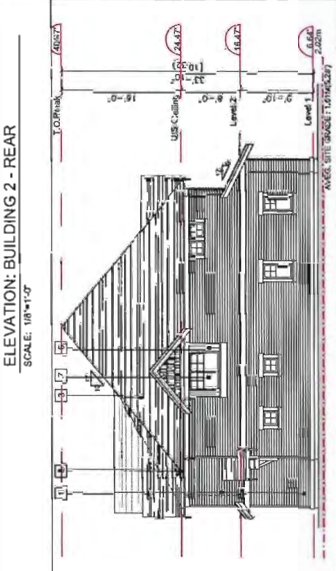
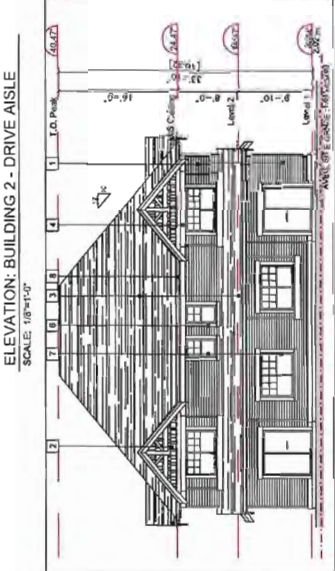
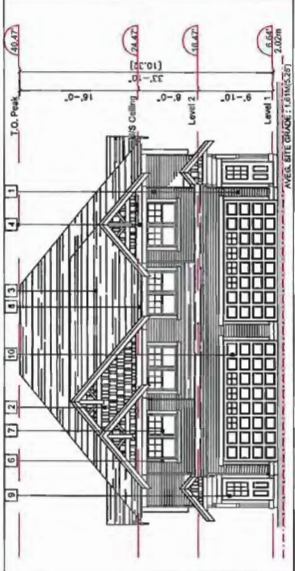
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NO. 3
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NO. 100

**INTERFACE**  
 2014-2015  
 11500 G. Avenue Road  
 Cambridge, MA 02142  
 T 617-851-1400  
 F 617-851-1140  
 www.interfaceinteriors.com

Proposed 4-Unit  
 Townhouse Development  
 887 Williams Road  
 Belmont, MA

PROJECT NO.	887
SCALE	As Shown
DATE	Sept. 10, 2014
DESIGNED BY	KVC, SCS
CHECKED BY	KVC
SHEET TITLE	EXTERIOR ELEVATIONS BUILDINGS 1, 2

**A2.3**



URL	1.56	1.64	1.02	1.20	5.50 ft.
BUDG 1	1.72	1.72	1.80	1.72	8.58 m
BUDG 2	1.72	1.80	1.72	1.6	6.84 m
AVERAGE FINISHED SITE GRADE					1.61 m (5.28)









**RZ 14-673732**

**Attachment 3**

Address: 8491 Williams Road

Applicant: Casa Mia Projects Ltd.

Planning Area(s): Broadmoor

	Existing	Proposed
<b>Owner:</b>	Casa Mia Projects Ltd.	No Change
<b>Site Size (m<sup>2</sup>):</b>	929 m <sup>2</sup>	929 m <sup>2</sup>
<b>Land Uses:</b>	Single-Family Residential	Multiple-Family Residential
<b>OCP Designation:</b>	Low-Density Residential	No Change
<b>Area Plan Designation:</b>	N/A	No Change
<b>702 Policy Designation:</b>	N/A	No Change
<b>Zoning:</b>	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
<b>Number of Units:</b>	1	4
<b>Other Designations:</b>	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60	none permitted
Lot Coverage – Building:	Max. 40%	40%	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	63%	none
Lot Coverage – Landscaping:	Min. 25%	35%	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m	none
Setback – East Side Yard (m):	Min. 3.0 m	3.0 m	none
Setback – West Side Yard (m):	Min. 3.0 m	3.0 m	none
Setback – Rear Yard (m):	Min. 3.0 m	Ground Floor 4.5 m Min. Second Floor 6.0 m Min.	none
Height (m):	Max. 12.0 m (3 storeys)	2½ storeys (12.0 m max.)	none
Lot Width:	Min. 40.0 m	20.32 m	<b>variance required</b>
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.25 (V) per unit	none
Off-street Parking Spaces – Total:	9	9	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Max. 50% of proposed residential spaces in enclosed garages (4 x Max. 50% = 2)	0	none
Small Car Parking Spaces	None when fewer than 31 spaces are provided on site	4	<b>variance required</b>
Handicap Parking Spaces:	None when fewer than 3 visitor parking spaces are required	none	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 4 units = 24 m <sup>2</sup>	28 m <sup>2</sup>	none

Other: No bylaw-sized trees on site.





## Rezoning Considerations

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

**Address:** 8491 Williams Road

**File No.:** RZ 14-673732

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9242, the developer is required to complete the following:**

1. Registration of a flood indemnity covenant on title.
2. Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to have the proposed development achieving Energuide 82 requirements and pre-ducted for solar hot water. This covenant and/or legal agreement(s) will include, at minimum, that no building permit will be issued for a building on the subject site unless the building is designed to achieve Energuide 82 requirements and pre-ducted for solar hot water; and that the owner has provided a professional report by a Certified Energy Advisor (CEA), to the satisfactory to the Director of Development.
3. Registration of a statutory public-rights-of-passage right-of-way, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the full width and extent of the internal drive-aisle with or without vehicles, in favour of the adjacent residential developments to the east and west. Language should be included in the SRW document that the City will not be responsible for maintenance or liability within this SRW. The Owner shall be responsible for constructing and maintaining the SRW Area.
4. Registration of a legal agreement or measures, as determined to the satisfaction of the Director of Development, ensuring that the only means of vehicle access to and from 8491 Williams Road is from the access easements (BB4000608 and BB4000609) burdening the adjacent west property (8391 Williams Road) and the existing statutory public-right-of-passage registered under number BB3003951 (Plan BCP51723) on the adjacent east property (8531 Williams Road); and that there be no direct vehicle access to or from Williams Road.
5. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$12,000.00) to the City's affordable housing fund.
6. Contribution of \$1,000 per dwelling unit (e.g. \$4,000) in-lieu of on-site indoor amenity space.
7. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the hedges to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
8. Installation of appropriate tree protection fencing around all hedges to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
9. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.

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

1. Include notations on the Development Permit Plans that all residential units will be designed to meet Energuide 82 requirements and be pre-ducted for solar hot water with design specifications to be included on the building permit plans.

**Prior to a Development Permit\* issuance, the developer is required to complete the following:**

1. Submission of a Landscaping Security to the City of Richmond based on 100% of the cost estimates provided by the landscape architect.
2. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit to ensure that the hedge rows identified for retention will be protected. No Landscape Letter of Credit will be returned until the post-

Initial: \_\_\_\_\_

construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

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

1. Removal of the existing sidewalk crossing and reinstatement of the sidewalk to be done at the developer's sole cost via City Work Order.
2. Submission of DCC's (City & GVS&DD), School site acquisition charges, Address Assignment Fee, and servicing charges, etc.
3. 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.
4. Incorporation of all accessibility and sustainability features in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
5. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
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.

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Signed

---

Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9242 (RZ 14-673732)  
8491 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 **"LOW DENSITY TOWNHOUSES (RTL4)"**.

P.I.D. 001-477-595

Lot 3 Section 28 Block 4 North Range 6 West New Westminster District Plan 18218

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9242"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

APR 27 2015



\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee Planning and Development Department

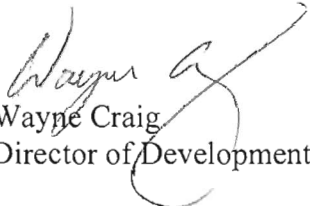
**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development

**Date:** April 9, 2015  
**File:** RZ 14-665401

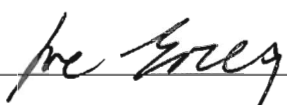
**Re:** Application by Sukinder Mangat for Rezoning at 9840 Seaton Court from Single Detached (RS1/E) to Single Detached (RS2/B)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9244, for the rezoning of 9840 Seaton Court from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", 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**

Sukinder Mangat has applied to the City of Richmond for permission to rezone the property at 9840 Seaton Court from the “Single Detached (RS1/E)” zone to the “Single Detached (RS2/B)” zone, to permit the property to be subdivided to create two (2) lots with vehicle access to a rear lane (Attachment 1). A survey of the subject site 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 subject site is as follows:

To the north, is a dwelling on a lot zoned “Single Detached (RS1/E)”, which was created through subdivision in 2005.

To the east, immediately across the rear lane, are two (2) dwellings on lots zoned “Single Detached (RS1/E)” fronting Seabright Road.

To the south, is a dwelling on a lot zoned “Single Detached (RS1/E)” fronting Seaton Court.

To the west, immediately across Seaton Court, are two (2) dwellings on lots zoned “Single Detached (RS1/B)”, which were created through rezoning and subdivision in 1997.

### **Related Policies & Studies**

#### Official Community Plan (OCP)

The OCP land use designation for the subject property is “Neighbourhood Residential”. This redevelopment proposal is consistent with this designation.

#### Lot Size Policy 5409

The subject property is located within the area covered by Lot Size Policy 5409 (adopted by Council in 1989; amended in 1995, 2001, and 2013). This Policy permits rezoning and subdivision of lots shown cross-hatched on the accompanying plan to the Policy in accordance with the “Single Detached (RS2/B)” zone (Attachment 4). This redevelopment proposal is consistent with the Lot Size Policy.

#### Flood Management

The proposed development must meet the requirements of Flood Plain Designation & Protection Bylaw No. 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

## **Public Consultation**

A rezoning sign has been placed on the property. Staff has received comments from a neighbouring resident at 9880 Seaton Court by phone and in writing (Attachment 5). The resident has expressed general concerns about continued infill development in this and other neighbourhoods in Richmond. Specific concerns about the proposed development on the subject site include:

- Construction practices such as lot grading and maximizing the building envelope.
- Adjacency impacts resulting from tree removal and building separation, such as the loss of the existing screening and privacy that is provided by mature trees, and the proximity and extent of the new building facades to neighbouring lots.

Proposed development on the subject site must comply with all aspects of zoning at the Building Permit application stage. The building envelope under the proposed “Single Detached (RS2/B)” zone is relatively the same as under the existing “Single Detached (RS1/E)” zone. The proposed new dwellings must achieve the minimum flood construction level required in Flood Plain Designation & Protection Bylaw No. 8204, which is 0.3 m (1 ft.) above the highest elevation of Seaton Court. The method of achieving the minimum flood construction level can be by raising the lot grade, by structural elevation of the habitable floor elevation, or by a combination of both methods.

Tree retention, removal, and replacement has been assessed as part of this development application and is described below. On-site works at future development stage are not permitted to negatively impact trees identified for protection, and any works proposed to be conducted within or adjacent to tree protection zones must be done under supervision of a Certified Arborist.

## **Analysis**

### Background

The subject property is located on the east side of the Seaton Court cul-de-sac, in an established residential area. Seaton Court has undergone some redevelopment through rezoning and subdivision since the late 1980's, consistent with applicable land use policies.

### Site Servicing, Off-Site Improvements, and Vehicle Access

Vehicle access to the proposed lots is to be from the existing rear lane. Prior to rezoning adoption, the applicant is required to register a restrictive covenant to ensure no vehicular access to Seaton Court and that access is to be to/from the existing rear lane only.

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into a Servicing Agreement for the design and construction of rear lane drainage and asphalt grading over the lane's full width from the north property line of the subject property to Seaton Road. The design is to include the water, storm, and sanitary connections for the proposed lots. The preliminary scope of work is outlined in Attachment 7.

### Trees and Landscaping

A Certified Arborist's Report was submitted by the applicant, which identifies on and off-site tree species, assesses their structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses:

- Five (5) bylaw-sized trees on the subject property.
- One (1) bylaw-sized tree located on the west property line of the subject site, which is shared with City-owned property.
- Three (3) bylaw-sized trees located entirely in the Seaton Court boulevard on City-owned property.
- Three (3) bylaw-sized trees located on the south property line, which are shared with the adjacent property to the south at 9880 Seaton Court.
- Two (2) bylaw-sized trees located entirely on the adjacent property to the south at 9880 Seaton Court.

The City's Tree Preservation Coordinator and the City's Parks Department Arborist have reviewed the Arborist's Report, conducted visual tree assessment, and provide the following comments:

- Five (5) trees located on-site are recommended for removal due to poor condition from historic topping, co-dominant stems, and inclusions (Trees # 748, 749, 750, 751, 752).
- The four (4) trees that are either shared with the City or located entirely in the boulevard on City-owned property are recommended for retention as they are outside of the building envelope (Trees # 744, A, B, C).
- Tree # 745 is recommended for retention as it is outside of the building envelope.
- The four (4) trees that are either shared with or located entirely on the adjacent property at 9880 Seaton Court are recommended for removal (subject to neighbouring property owners' authorization) due to their marginal condition and significant root loss that would result with development at the subject site (Trees # 746, 747, D, E).

The neighbouring property owners at 9880 Seaton Court wish to retain Trees # 746, 747, D, E, despite the recommendations of the project Arborist's and City staff. Since Trees # 746 and 747 are co-owned and Trees D and E are located entirely on the neighbouring property at 9880 Seaton Court, these trees must be retained and protected unless the applicant obtains written authorization from the property owners.

The proposed Tree Retention Plan is shown in Attachment 6.

To ensure protection of Trees # 744, 745, 746, 747, A, B, C, D, E, the applicant is required to complete the following prior to rezoning approval:

- Submit a contract with a Certified Arborist for supervision of all works conducted within close proximity to tree protection zones. The contract must include the scope of work, including the number of monitoring inspections at specified stages of construction, any special measures to ensure tree protection, and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.



- Submit a survival security in the amount of \$7,000. The security will not be released until an acceptable impact assessment report is submitted and a landscaping inspection has been passed by City staff.

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

Consistent with the Official Community Plan (OCP) tree replacement ratio of 2:1, a total of 10 replacement trees are required on the proposed lots. Due to the limited space available in the yards of the proposed lots and the considerable effort to be taken by the applicant to protect a total of eight (8) trees shared with or located entirely on adjacent property, staff recommend that a total of six (6) replacement trees be required to be planted and maintained on the subject at development stage.

To ensure that the six (6) replacement trees are planted and maintained, the applicant is required to submit a landscaping security in the amount of \$3,000 (\$500/tree) prior to final adoption of the rezoning bylaw. Suitable tree species for the proposed lots, as recommended by the project Arborist and the City's Tree Protection Department staff, include: Paperbark Maple, Japanese Snowbell, and Dogwood.

#### Affordable Housing Strategy

For single-family development proposals, 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 buildable area towards the City's Affordable Housing Reserve Fund.

The applicant proposes to provide a legal secondary suite 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 on title 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 this 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 (e.g. approximately \$5,623).

Subdivision Stage

At subdivision and future development stage, the developer is required to pay Development Cost Charges (City and GVS&DD), School Site Acquisition Charge, and Address Assignment Fees.

Rezoning Considerations

The list of rezoning considerations is included in Attachment 7, which has been agreed to by the applicant (signed concurrence on file).

**Financial Impact or Economic Impact**

None.

**Conclusion**

The purpose of this rezoning application is to rezone the property at 9840 Seaton Court from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone, to permit the property to be subdivided to create two (2) lots with vehicle access to a rear lane.

This rezoning application complies with the land use designations and applicable policies contained within the OCP for the subject site, and with Lot Size Policy 5409.

On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9244 be introduced and given first reading.



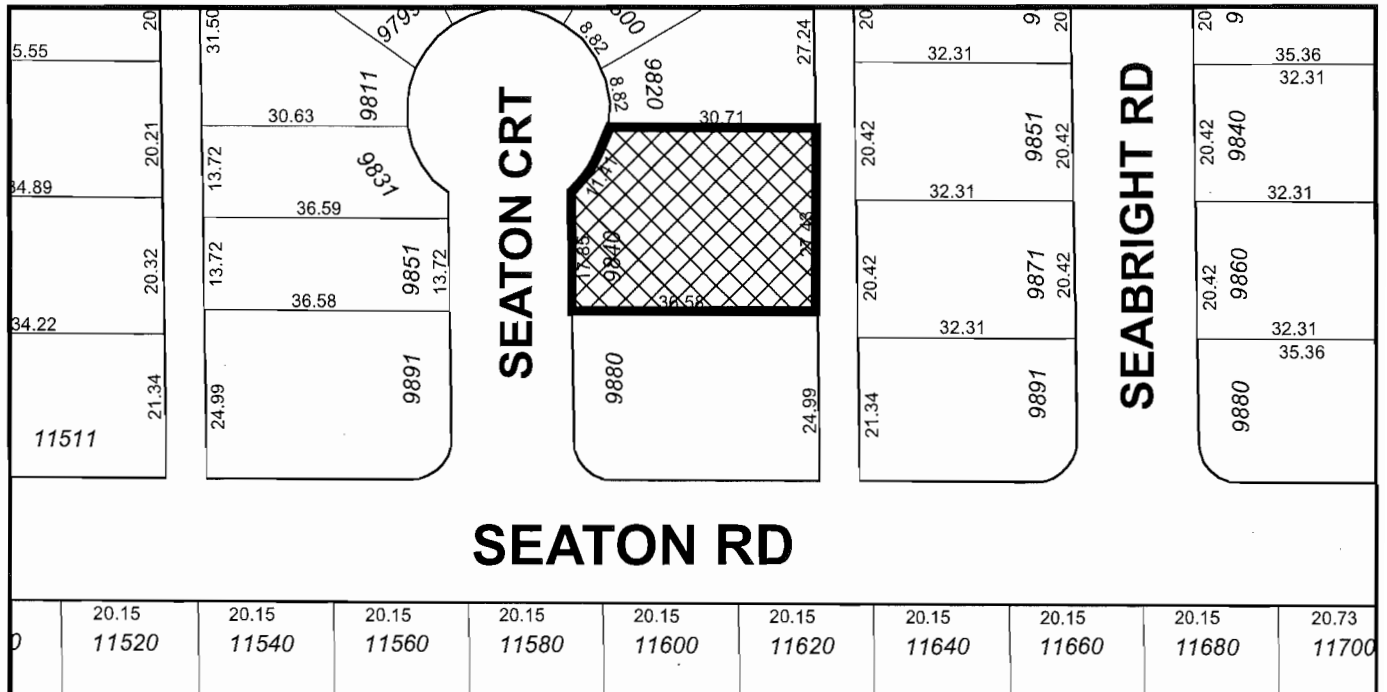
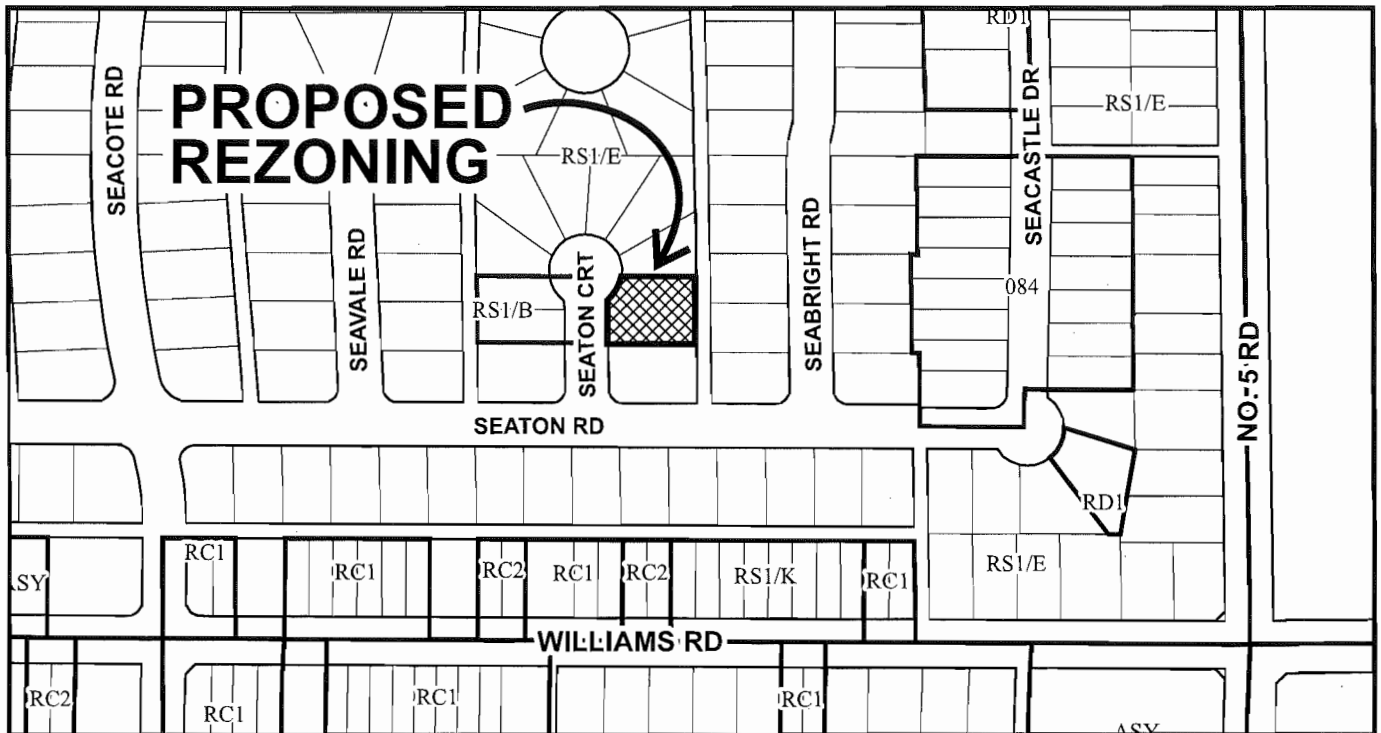
Cynthia Lussier  
Planning Technician – Design  
(604-276-4108)

CL:blg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Survey of the Subject Property
- Attachment 3: Development Application Data Sheet
- Attachment 4: Lot Size Policy 5409
- Attachment 5: Correspondence from neighbouring resident at 9880 Seaton Court
- Attachment 6: Tree Retention Plan
- Attachment 7: Rezoning Considerations



City of  
Richmond



RZ 14-665401

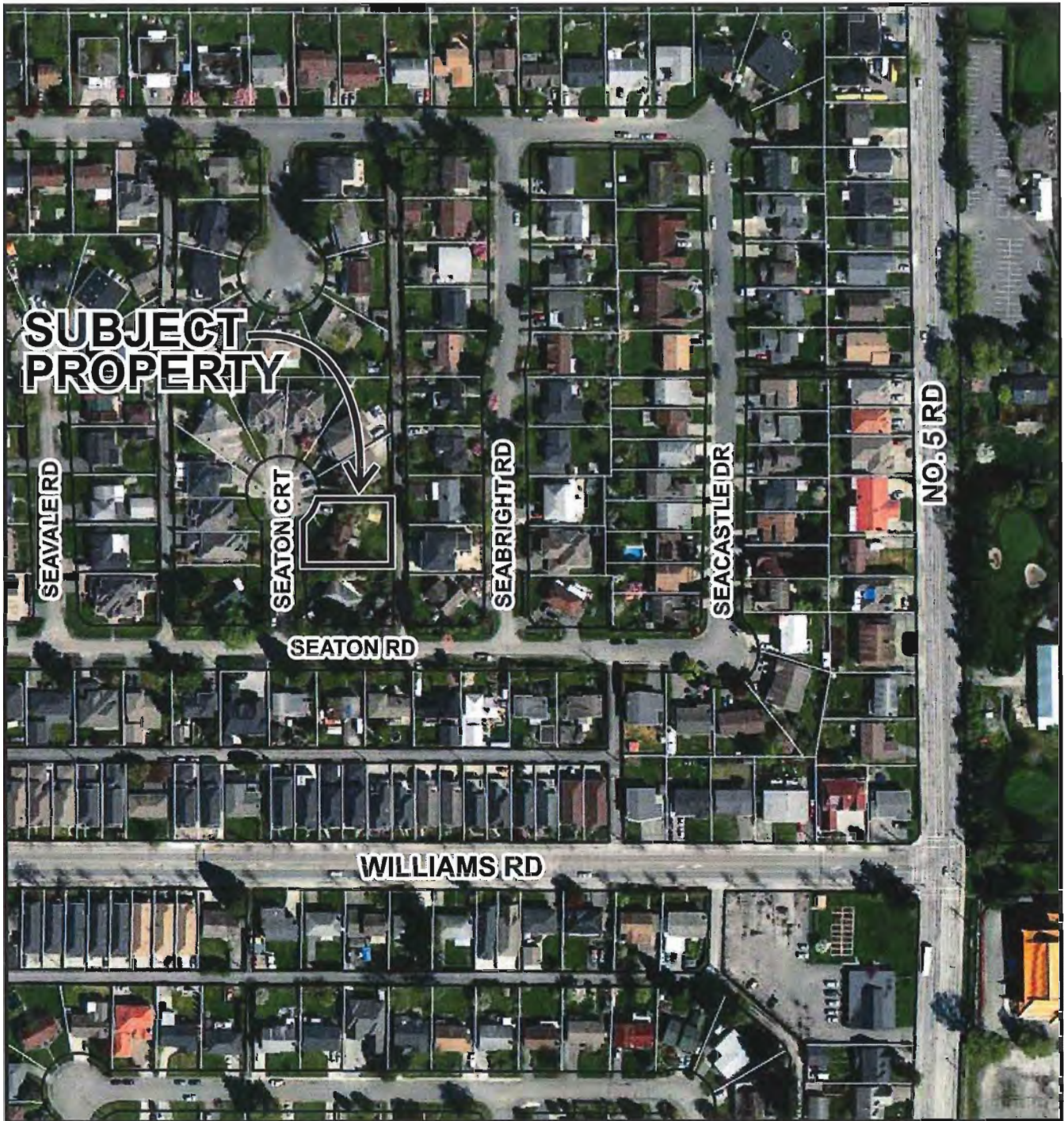
Original Date: 06/18/14

Revision Date: 04/14/15

Note: Dimensions are in METRES



City of  
Richmond



RZ 14-665401

Original Date: 06/18/14

Revision Date:

Note: Dimensions are in METRES



**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 11 BLOCK 6  
SECTION 25 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 19923**

#9840 SEATON COURT,  
RICHMOND, B.C.  
P.I.D 003-958-230



- LEGEND:**
- (c) denotes conifer
  - (d) denotes deciduous
  - denotes water meter
  - denotes power pole
  - denotes round catch basin
  - ⊙ denotes manhole
  - NR denotes north rim

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

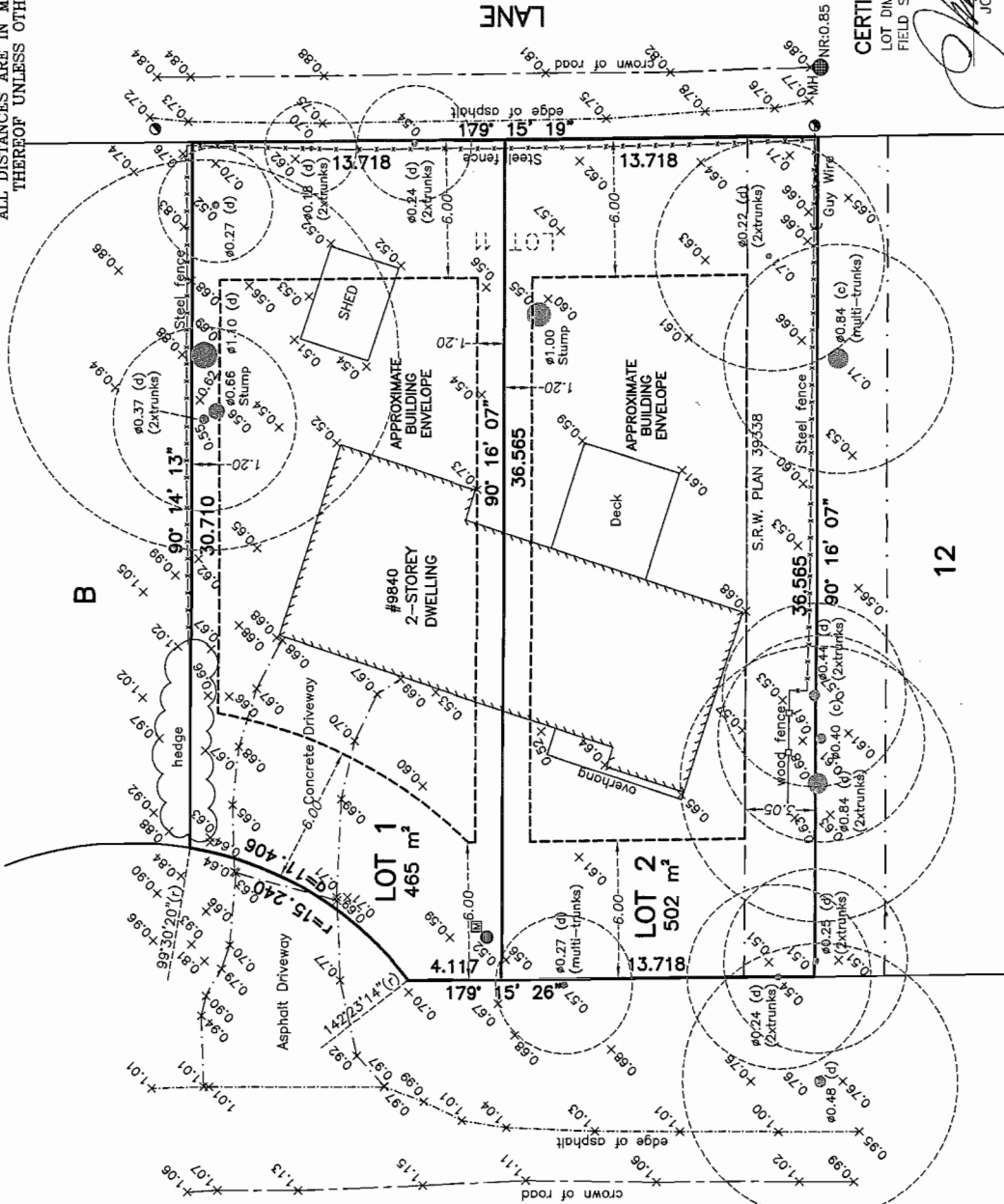
© copyright  
J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 5564  
FB-256 P51-54, 60  
Drawn By: MY

**DWG No. 5564-TOP0**

SCALE: 1:200



ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED



**CERTIFIED CORRECT:**  
LOT DIMENSION ACCORDING TO  
FIELD SURVEY.

*John C. Tam*  
JOHNSON C. TAM, B.C.L.S.  
MAY 23rd, 2014.



**RZ 14-665401**

**Attachment 3**

Address: 9840 Seaton Court

Applicant: Sukinder Mangat

Planning Area(s): Shellmont

	Existing	Proposed
Owner:	Harjinder Dhaliwal Gurmeet Dhaliwal	To be determined
Site Size (m <sup>2</sup> ):	967 m <sup>2</sup>	Proposed north lot – 465 m <sup>2</sup> Proposed south lot – 502 m <sup>2</sup>
Land Uses:	One (1) single detached dwelling	Two (2) residential lots
OCP Designation:	Neighbourhood Residential	No change
Lot Size Policy Designation:	Lot Size Policy 5409 permits rezoning and subdivision of the subject site in accordance with the "Single Detached (RS2/B)" zone, as shown cross-hatched on the plan that accompanies the policy	No change
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/B)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Coverage – Buildings, structures, and non-porous surfaces	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping with live plant material	Min. 25%	Min. 25%	none
Lot Size (min. dimensions):	360 m <sup>2</sup>	Proposed north lot – 465 m <sup>2</sup> Proposed south lot – 502 m <sup>2</sup>	none
Setback – Front & Rear Yard (m):	Min. 6.0 m	Min. 6.0 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.



# City of Richmond

# Policy Manual

Page 1 of 2

Adopted by Council: April 10, 1989  
 Amended by Council: October 16, 1995  
 Amended by Council: July 16, 2001\*  
 Amended by Council: October 21, 2013

**POLICY 5409**

File Ref: 4045-00

**SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 25-4-6****POLICY 5409:**

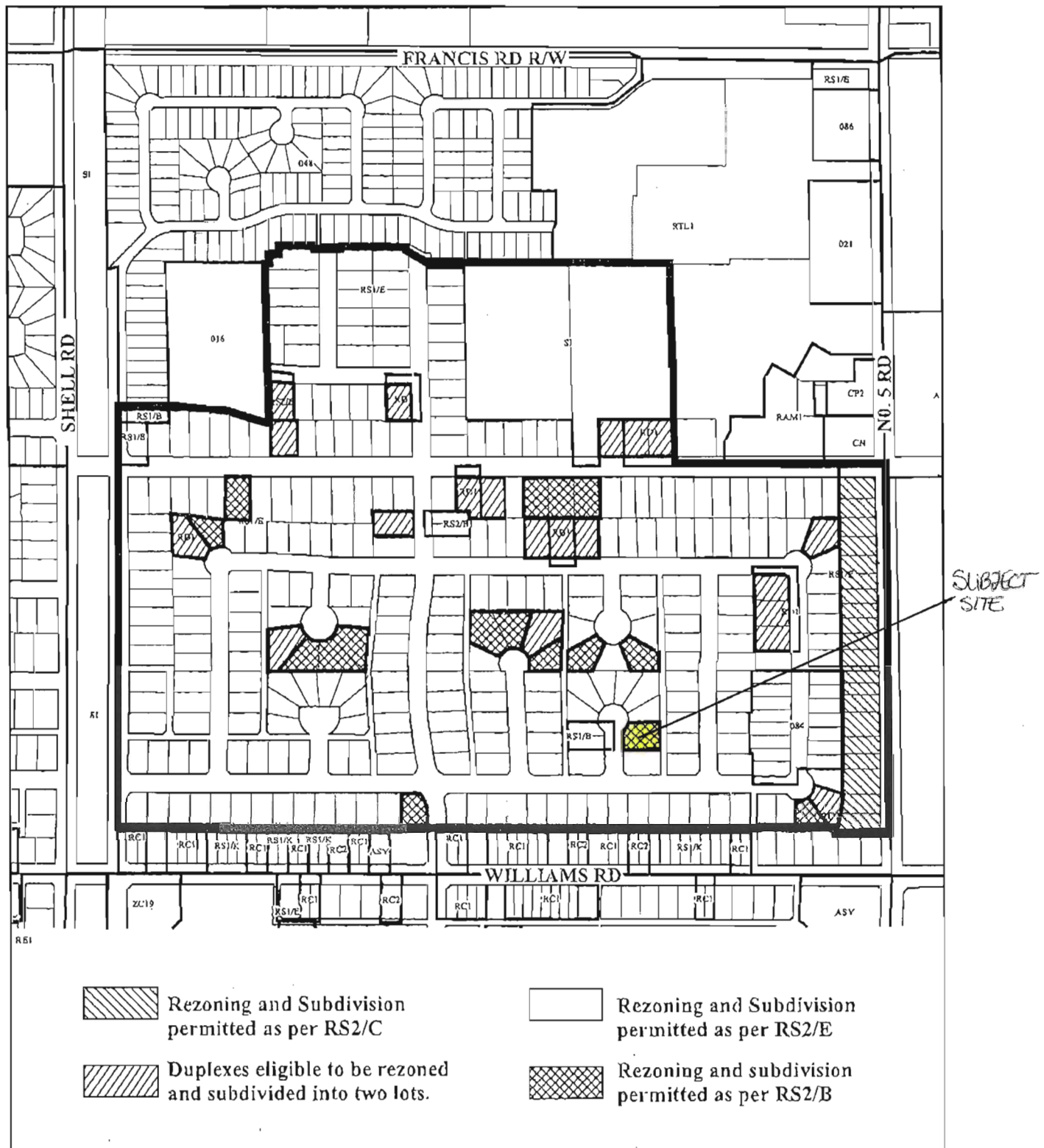
The following policy establishes lot sizes for the area generally bounded by **Shell Road, King Road, No. 5 Road** and **properties fronting onto Seaton Road**, in a portion of Section 25-4-6:

1. That properties within the area be permitted to rezone and subdivide in accordance with the provisions of Single Detached (RS2/E) in Richmond Zoning Bylaw 8500, with the following exceptions:
  - (a) properties with existing duplexes identified on the accompanying plan may be rezoned and subdivided into a maximum of two lots;
  - (b) properties with frontage on No. 5 Road may be rezoned and subdivided as per Single Detached (RS2/C); and
  - (c) properties shown as "cross-hatched" on the accompanying plan may be rezoned and subdivided as per Single Detached (RS2/B).

This policy, as shown on the accompanying plan, is to be used to determine the disposition of future single-family rezoning applications in this area for a period of not less than five years, unless changed by the amending procedures contained in Richmond Zoning Bylaw 8500.

\* Original Adoption Date In Effect





## Policy 5409 Section 25,4-6

Adopted Date: 04/10/89  
Amended Date: 07/16/01  
Amended Date: 10/21/13

**From:** B Masson [[mailto:bec\\_masson@hotmail.com](mailto:bec_masson@hotmail.com)]  
**Sent:** Monday, 03 November 2014 6:04 AM  
**To:** Lussier, Cynthia  
**Subject:** re: 9840 Seaton Crt

Date: 03.Nov.2014

From:  
G. & R. Masson  
9880 Seaton Court  
Richmond V7A 4B8  
(604) 271-0384  
Email: <[bec\\_masson@hotmail.com](mailto:bec_masson@hotmail.com)>

To: Cynthia Lussier  
Planning Technician  
Development Applications Division  
City of Richmond  
Tel: 604-276-4108  
Email: [clussier@richmond.ca](mailto:clussier@richmond.ca)  
Re: Development & Rezoning of 9840 Seaton Court

We are concerned about the back filling, raising the height of the lot as per Richmond City building code, and how it will effect the trees along the property line, general increased drainage of ground water into our property and the maintenance of the structures and drainage lines put in place to mitigate any of these negative impacts into to the future.

Can you clarify what the exact requirements are concerning the raising of the lot height on new construction is. Is it the lot that has to be raised, (a portion of the lot or the whole lot) or is it just a requirement to have the foundation of the house at a specific height in relationship to the crown of the road?

Could the new construction be done without changing the height of the 9840 Seaton Court lot along our property line within a specified zone that would limit the effect to us regarding the trees, drainage etc.

This is a follow up to a phone call on Monday, October 27<sup>th</sup>, left a message.

Regards







**Address:** 9840 Seaton Court

**File No.:** RZ 14-665401

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9244, the following must 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 the tree protection zone of the trees to be retained (Trees # 744, 745, 746, 747, A, B, C, D, E). The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections at specified stages of construction, any special measures to ensure tree protection, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
2. Submission of a Tree Survival Security to the City in the amount of \$7, 000 for the trees to be retained (Trees # 744, 745, 746, 747, A, B, C, D, E).
3. Submission of a landscaping security to the City in the amount of \$3,000 for the planting and maintenance of a total of six (6) replacement trees on the future lots, with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	11 cm		6 m
2	8 cm		4 m
2	6 cm		3.5 m

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

4. Registration of a flood indemnity covenant on title.
5. Registration of a legal agreement on title ensuring that the only means of vehicle access is to the rear lane and that there be no access to Seaton Place.
6. 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. \$5,623) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

7. Enter into a Servicing Agreement\* for the design and construction of upgrades to the rear lane, including (but not limited to): rear lane drainage and modification of asphalt grading over the lane's full width from the subject property's north property line to Seaton Road. No street lighting or curbs are required in the lane. A centre swale with 200 mm diameter storm drainage pipe, inspection chambers, and manholes is required. Subject to approval, the City will fund construction work extending beyond the development's frontage, the cost of which will be added to the Cost Recovery Bylaw. Note: the design is to include the water, storm, and sanitary connections for the proposed lots (as described below).

*Water Works*

- Using the OCP Model, there is 92.6 L/s of water available at a 20 psi residual at the Seaton Court frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s. and as a result upgrade to the frontage water main along Seaton Court may be required. Or alternatively, please submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey (FUS) or

PH-194

Initial: \_\_\_\_\_

International Organization for Standardization (ISO) to confirm that there is adequate available flow for onsite fire protection without needing to upgrade the existing frontage water main.

- A water main upgrade may be required pending the review of the FUS calculation to be submitted by the developer.
- City to disconnect the existing 20mm water connection and install two new 25mm diameter water connections complete with meter boxes at the PL fronting Seaton Court.

*Storm Sewer Works:*

- City to relocate the two existing storm inspection chambers onto the City boulevard and reconnect services to provide on-site drainage for each subdivided lot.
- Depending on the final lot elevations and driveway locations, 2 additional inspection chambers will be required on Seaton Court for boulevard drainage. Boulevards must be swaled to inspection chambers to prevent storm water ponding on the road, driveway and boulevard.
- Lane drainage upgrade is required. See detail in Frontage Improvements section.

*Sanitary Sewer Works:*

- No sanitary sewer upgrade is required.
- City to cut and cap the existing sanitary connection at the inspection chamber in the northeast property corner, and install a new inspection chamber and two service connections at the common property line in the rear lane.

*General Items:*

- Proposed driveway locations must not conflict with existing street lights and/or utility poles. Requests to relocate street lights and/or utility poles will not be considered other than under exceptional circumstances.

**At Demolition\* stage, the following must be completed:**

- Installation of tree protection fencing around all trees to be retained (Trees # 744, 745, 746, 747, A, B, C, D, E). Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.

**At Subdivision\* & Future Development\* stage, the following must be completed:**

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

**Prior to Building Permit\* issuance, the following must be completed:**

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

**Note:**

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

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

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

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

(signed original on file)

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Signed

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Date



# City of Richmond

**Bylaw 9244**

## **Richmond Zoning Bylaw 8500 Amendment Bylaw 9244 (RZ 14-665401) 9840 Seaton Court**

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

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

P.I.D. 003-958-230

Lot 11 Block 6 Section 25 Block 4 North Range 6 West New Westminster District Plan 19923

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9244"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

**APR 27 2015**



\_\_\_\_\_  
MAYOR

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