



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

Tuesday, May 21, 2013 – 7 p.m.

Council Chambers, 1st Floor

Richmond City Hall

6911 No. 3 Road

Richmond, BC V6Y 2C1

OPENING STATEMENT

Page

PH-7 1. **ZONING AMENDMENT BYLAW 8907 (RZ 11-586861)**

(File Ref. No. 12-8060-20-8907; RZ 11-586861) (REDMS No. 3487888)

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

Location: 7460 Ash Street

Applicant: Man-Chui Leung and Nora Leung

Purpose: To rezone the subject property from “Single Detached (RS1/F)” to “Single Detached (ZS14) – South McLennan (City Centre)”, to permit development of 6 Single Detached Lots, plus the partial development of the southern half of General Currie Road and the western half of Armstrong Street.

First Reading: April 22, 2013

Order of Business:

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

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Council Consideration:

1. Action on second and third readings of Bylaw 8907.

- PH-24** 2. **ZONING AMENDMENT BYLAW 9008 (RZ 13-627573)**
(File Ref. No. 12-8060-20-9008; RZ 13-627573) (REDMS No. 3813882)

See Page **PH-24** for full report

Location: 5131 Williams Road

Applicant: Balandra Development Inc.

Purpose: To rezone the subject property from “Single Detached (RS1/E)” to “Single Detached (RS2/C)”, to permit the property to be subdivided into two (2) lots with vehicle access to Williams Road.

First Reading: April 22, 2013

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Bylaw 9008.

- PH-37** 3. **ZONING AMENDMENT BYLAW 9009 (RZ 13-628402)**
(File Ref. No. 12-8060-20-9009; RZ 13-628402) (REDMS No. 3814446)

See Page **PH-37** for full report

Location: 3311 Garden City Road

Applicant: Gurmej Bains

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.

First Reading: April 22, 2013

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Order of Business:

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

Council Consideration:

1. Action on second and third readings of Bylaw 9009.



- PH-51** 4. **ZONING AMENDMENT BYLAW 9014 (RZ 12-615601)**
(File Ref. No. 12-8060-20-9014; RZ 12-615601) (REDMS No. 3813333)

See Page **PH-51** for full report

Location: 9720, 9740 and 9760 Alberta Road

Applicant: Ajit Thaliwal and Eric Law Architect Inc.

Purpose: To rezone the subject property from “Single Detached (RS1/F)” to “Medium Density Townhouses (RTM3)”, to permit the development of 20 Townhouse Units.

First Reading: April 22, 2013

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Bylaw 9014.



- PH-73** 5. **ZONING AMENDMENT BYLAW 9015 (RZ 12-619835)**
(File Ref. No. 12-8060-20-9015; RZ 12-619835) (REDMS No. 3822135)

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

Location: 7400, 7420 and 7440 Railway Avenue

Applicant: 664525 B.C. Ltd.

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Purpose: To rezone the subject property from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, to permit development of fifteen (15) two-storey townhouse units.

First Reading: April 22, 2013

Order of Business:

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.
 - (a) Yanjie He, 7488 Railway Avenue
3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Bylaw 9015.



- PH-124** 6. **OFFICIAL COMMUNITY PLAN BYLAW 9000, AMENDMENT BYLAW 9016, OFFICIAL COMMUNITY PLAN BYLAW 7100, AMENDMENT BYLAW 9021, RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9017 AND TERMINATION OF HOUSING AGREEMENT AT 9393 ALEXANDRA ROAD (FORMERLY 9371 AND 9411 ALEXANDRA ROAD) BYLAW 9022 (RZ 12-598503)**
(File Ref. No. 12-8060-20-9016/9017/9021/9022; RZ 12-598503) (REDMS No. 3824008)

See Page **PH-124** for full report

Location: 9311, 9331, 9393, 9431, 9451 and 9471 Alexandra Road

Applicant: Polygon Development 269 Ltd.

Purpose of Official Community Plan Amendment Bylaws:

Bylaw 9016: To amend the Official Community Plan Bylaw 9000, Amendment Bylaw 9016, “2041 Land Use Map” (Schedule 1) by changing the designation of 9311, 9331 and the western half of 9393 Alexandra Road from “Mixed Use” to “Apartment Residential”.

Bylaw 9021: To amend the West Cambie Area Plan (OCP Schedule 2.11A), Bylaw 7100, Amendment Bylaw 9021 by:

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- (i) changing the Alexandra Neighbourhood Land Use Map designation at 9311, 9331, 9393, 9431, 9451 and 9471 Alexandra Road to add “Residential Area 1B, 1.68 base Floor Area Ratio (FAR) (Max. 1.88 FAR with contribution to affordable housing) (6 stories max.)”;
- (ii) removing the “High Street” and “Mixed Use” designation from the subject site area on various subsequent maps; and
- (iii) revising the text within the West Cambie Area Plan to include the consideration of 6 storey buildings using combustible construction materials.

Purpose of Zoning Text Amendments Bylaw 9017:

To create “Low Rise Apartment (ZLR25) – Alexandra Neighbourhood (West Cambie)”, and to rezone 9311, 9331, 9431, 9451 and 9471 Alexandra Road from “Single Detached (RS1/F)” and 9393 Alexandra Road from “Residential/Limited Commercial (ZMU16) – Alexandra Neighbourhood (West Cambie)” to “Low Rise Apartment (ZLR25) – Alexandra Neighbourhood (West Cambie)”, to permit the development of a 546 Unit Apartment complex in 5 and 6 storey buildings over one level of parking.

Purpose of Termination of Housing Agreements Bylaw 9022:

To terminate a current Housing Agreement for 9393 Alexandra Road, as the affordable housing units have not been built and the site is included in the new development proposal for the subject site.

First Reading: April 22, 2013

Order of Business:

- 1. Presentation from the applicant.
- 2. Acknowledgement of written submissions received by the City Clerk since first reading.
 - (a) Zhe Wang, 408 - 9299 Tomicki Avenue
- 3. Submissions from the floor.

Council Consideration:

- 1. Action on second and third readings of Bylaws 9016, 9017, 9021, and 9022.



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ADJOURNMENT





City of Richmond

To Council - April 22 2013
Report to Committee
To Planning: April 16 2013

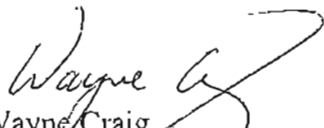
To: Planning Committee
From: Wayne Craig
Director of Development

Date: April 3, 2013
File: RZ 11-586861
12-8060-20-8907

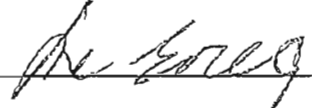
Re: Application by Man-Chui Leung and Nora Leung for Rezoning at 7460 Ash Street from "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)"

Staff Recommendation

That Bylaw 8907, for the rezoning of 7460 Ash Street from "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)", be introduced and given first reading.


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

Att.

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

Staff Report

Origin

Man-Chui Leung and Nora Leung have applied to rezone 7460 Ash Street (**Attachment 1**) from "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)" in order to permit a six (6) lot single-family subdivision fronting onto Ash Street, General Currie Road and Armstrong Street (**Attachment 2**).

The allocation of the proposed lots within this subdivision plan will initiate the creation of an undeveloped section of General Currie Road as well as require the dedication of lands for the introduction of Armstrong Street at the eastern edge of the subject site which will connect to the new section of General Currie Road. The creation of these roads is in accordance with the South McLennan Sub-Area Plan, and will provide vehicular and pedestrian access to the proposed new lots. This portion of General Currie Road has always been intended to connect Ash Street and Bridge Street, but has never been constructed.

Findings of Fact

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

Surrounding Development

To the North: Across the General Currie Road dedication, Single Detached lots zoned "Single Detached (RS1/F)".

To the East: Single Detached lots zoned "Single Detached (RS1/F)".

To the South: Single Detached lots zoned "Single Detached (RS1/F)".

To the West: Across Ash Street, Single Detached lots zoned "Single Detached (RS1/F)".

Related Policies & Studies

Official Community Plan

Official Community Plan (OCP) designation: Neighbourhood Residential: McLennan South Sub-Area Plan, Schedule 2.10D.

McLennan South Sub-Area Plan

OCP Sub-Area Land Use Map (**Attachment 4**): Residential, "Historic Single-Family", two and a half storeys maximum, maximum density 0.55 F.A.R.

Floodplain Management Implementation Strategy

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

Public Input

A notice board is posted on the subject property to notify the public of the proposed development. Staff met with the owner of the property directly to the south at 7480 Bridge

Street who did not have a concern with the subdivision proposal as he was aware that the redevelopment potential of his lot has reached its limit under the current requirements of the Neighbourhood Plan. His concern was over a mature tree at the back of his house but located within the property line of the subject site. He was advised at the time we were still awaiting an arborist report for the property that would determine the health and possible retention of the tree.

Once the arborist report was submitted and reviewed by City staff, it was determined that while the tree is healthy, it is located within the allowable setback of the proposed zone. To keep it would result in a substantial loss of buildable area due to the root system the tree needs in order to survive. Otherwise, the allowable building area would have to remove a substantial amount of the tree's root system and the tree would eventually die. With this in mind, City staff recommended that the tree be removed. Because of the site constraints for new plantings, no tree replacement of significant size was recommended. Given the allowable side yard setback requirements (1.2 metres or approximately 4 feet), any new tree planting would have difficulty in growing to a substantial size. A response to the owner of 7480 Bridge Street was sent to inform them of this.

No other correspondence has been received regarding this application. Should first reading of this application be given, a Public Hearing will be held.

Analysis

Proposed Zoning to Single Detached (ZS14) – South McLennan (City Centre)

The proposal to rezone the subject site to create smaller Single Detached lots is consistent with the McLennan South Sub-Area Plan that establishes minimum lot sizes for Single Family use (**Attachment 4**). The policy permits lot widths fronting Ash Street to be at least 18.0 meters wide, with the remaining lots fronting General Currie Road and Armstrong Street at 11.3 meters wide, with corner lots being a minimum width of 13.0 meters. The ZS14 zone was chosen as it has been used on other Single Detached lots in the area. The proposal meets the minimum lot area requirements set out in the ZS14 zone.

It is anticipated that the applicant will be making a separate application for a Servicing Agreement and Subdivision upon third reading.

Proposed Site Assembly

According with the South McLennan Area Plan, the subject property is large enough to support a rezoning application on its own without the addition of adjacent properties. The owner of the smaller lot to the south (7480 Ash Street) was approached to see if they wished to be included with the application, but declined on this offer. The City has a letter from the applicant on file stating this.

Even with the inclusion of 7480 Ash Street, there is little opportunity to gain a further increase in the number of lots as 7480 Ash Street has reached its limits on subdividing in accordance with the Neighbourhood Plan. To include 7480 Ash Street would simply result in a seven (7) lot subdivision.

Staff Comments

Transportation and Site Access

Vehicular access to the individual lots is proposed to be from Ash Street (Lot 1), General Currie Road (Lots 2 and 3), and Armstrong Street (Lots 4, 5 and 6).

To accommodate access to these lots, the applicant will need to design and construct the undeveloped section of General Currie Road directly north of the property in accordance with City policy, as well as:

- Dedicate 9.0 meters off of the eastern edge of the subject site to facilitate the development of Armstrong Street;
- Dedicate 4 meter by 4 meter corner cuts at the intersections of General Currie Road and Ash Street as well as General Currie Road and Armstrong Street; and
- Design and construct the road, and road frontages to the extent of the site for Armstrong Street, including the corner cuts adding services such as extending existing water, storm, sanitary sewer, and other service lines to service the individual lots.

All this will be covered as part of the Servicing Agreement the developer will enter in with the City.

Trees

An Arborist report and tree survey (**Attachment 5**) have been submitted and reviewed by City staff for the purpose of assessing the existing trees on the subject property for their removal or retention. It should be noted that trees located within the future road extension of Armstrong Street were not assessed, as the construction of the road will necessitate their removal.

Compensation for trees within this future road right-of-way is not being sought as Armstrong Street is identified in the Area Plan for road use.

City staff reviewed the submitted Arborist report and conducted a site visit and recommend that of the 56 existing trees on site, nine (9) are candidates for retention as they are in good condition and would not interfere with the allowable development footprint on each of the proposed lots. As outlined in the table below, the health of the remaining trees are either in marginal/poor health, or located within the allowable building area of the lot.

Tree Summary Table

Item	Number of Trees	Tree Compensation Rate	Tree Compensation Required	Comments
Total On Site Trees	56	-	-	-
Within Right of Ways for Armstrong Street	11	N/A	None, as Road Required by Area Plan	Located within excavation and construction zones for roadworks.
Within Single-Family Building Envelope or grade elevation requirements	36	2:1	72	To be removed, due to conflicts with proposed building locations, driveways, or poor health or structure of the trees.
Trees To be Retained	9	-	-	To be protected during construction.

As a condition of rezoning, the applicant will be providing a security for the nine (9) retained trees in the amount of \$9,000.00 (\$1,000.00 per tree) to ensure the survival of these trees for a one year period.

In accordance with City policy, a 2:1 replacement ratio is required. Of the 36 that are to be removed, 72 will need to be replaced. This works to an average of 12 replacement trees per lot, which would take up substantial space and potentially limit the allowable building size and tree survival potential. Because of this, staff is recommending the optimum number of new trees be planted on the following lots to help ensure survival of new trees in their younger years. As displayed in the chart below, the optimum number of trees per lot is shown with the total number of new trees combined with trees that are to be retained. The shortfall can be provided through a voluntary payment to the City’s Tree Compensation Fund which the applicant has agreed to provide. As the applicant is providing trees along the frontage of the property they do not own (7480 Ash Street), this number will be deducted from the total requirement.

Number of Trees to be Planted per Lot

Proposed Lot Numbers	Proposed Lot Size	Number of trees			
		Trees per Lot	Already Retained	To be Planted	Total Number of Trees to be planted
1	773.3m ²	6	5	1	14
2	469.3m ²	4	1	3	
3	469.9m ²	4	1	3	
4	324.7m ²	3	1	2	
5	342.3m ²	3	1	2	
6	325.2m ²	3	0	3	
Summery	72 trees required (minus) 2 street trees to be planted for the frontage of 7480 Ash Street. 14 new trees to be planted on the proposed lots = 56 tree shortfall (to be paid cash-in-lieu)				

The resulting shortfall of the 56 trees can be made up through a voluntary contribution toward the City’s Tree Compensation Fund in the amount of \$500 per tree that is short. Taking into account the frontage improvements for the adjacent property to the south at 7480 Ash Street will result in two (2) trees being planted within the boulevard, the resulting contribution comes to \$28,000.00. The applicant has agreed to this contribution and will make the payment to the City prior to the adoption of this rezoning application.

To secure the replacement of the on-site trees and survival of the trees to be retained, a landscape security in the amount of \$7,000.00 (\$500 per tree), is to be supplied to the City prior to the adoption of this rezoning application. Securing the street trees will be a part of the separate Servicing Agreement.

Affordable Housing

In accordance with the Affordable Housing Strategy, the applicant has opted to provide a voluntary contribution of \$1 per buildable square foot of density for all lots in relation to the proposed zone instead of providing secondary suites to at least 50% of new homes in this subdivision. This voluntary contribution amount to the Affordable Housing Reserve Fund is \$13,233.69 and is payable prior to the adoption of this rezoning application.

Utilities and Site Servicing

Engineering has reviewed the submitted servicing plans and have determined that upgrades to existing sanitary will be needed. Water provisions will be determined at the Building Permit stage to ensure adequate flow. A voluntary contribution towards the committed upgrades for the South McLennan drainage area is in the amount of \$36,510.61 to account 2221-10-000-14710-0000 is required prior to the adoption of this rezoning application.

Servicing Agreement and Subdivision

The applicant is required to enter into a separate application for a Servicing Agreement for the purpose of designing for road construction, frontage improvements for sections of Ash Street, General Currie Road and Armstrong Street that front the subject property. Some of the improvements include but are not limited to:

Ash Street (from the north property line of the subject site and to the south property line of 7480 Ash Street)

- 1.75 meter wide concrete side walk;
- 3.10 meter wide grass and treed boulevard;
- curb and gutter; and
- road widening to existing pavement.

General Currie Road (from the north property line of the subject site)

- 1.75 meter wide concrete sidewalk;
- 4.10 meter wide grass and treed boulevard;
- curb and gutter; and
- road pavement covering half the width of the road right-of-way.

Armstrong Street (from the eastern edge of the property – after the 9.0 meter land dedication)

- 1.50 meter wide concrete sidewalk;
- 1.50 meter wide grass and treed boulevard;
- curb and gutter; and
- road pavement to the extent of the land dedication.

Other items such as sanitary upgrades, are also to be included as well as extending existing service lines to service the individual lots.

Financial Impact

None expected.

Conclusion

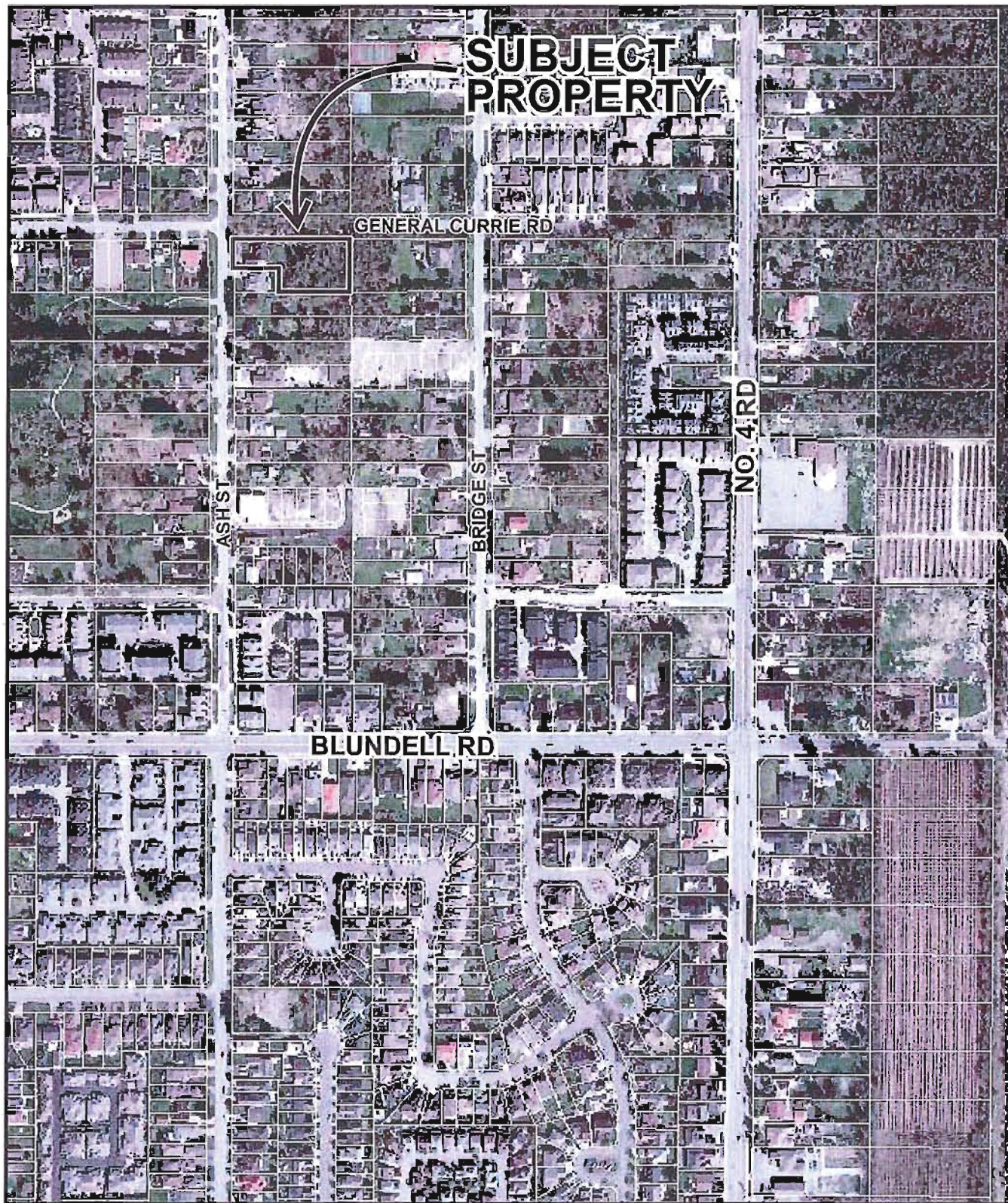
The proposed rezoning for the six (6) lot subdivision meets the requirements of the OCP (McLennan South Neighbourhood Plan) as well as the zoning requirements set out in the Single Detached (ZS14) – South McLennan (City Centre) zone. The proposed road configuration is consistent with the neighbourhood plan and Staff is confident the outstanding conditions will be met prior to final adoption. Staff recommend that rezoning application RZ 11-586861 proceed to first reading.



David Johnson
Planner 2
(604-276-4193)

DJ:cas

- Attachment 1: Location Map
- Attachment 2: Survey proposal of the subdivision
- Attachment 3: Development Application Data Sheet
- Attachment 4: McLennan South Sub-Area Land Use Map
- Attachment 5: Tree Survey Map
- Attachment 6: Conditional Rezoning Requirements



**SUBJECT
PROPERTY**

GENERAL CURRIE RD

ASH ST

BRIDGE ST

NO. 4 RD

BLUNDELL RD



RZ 11-586861

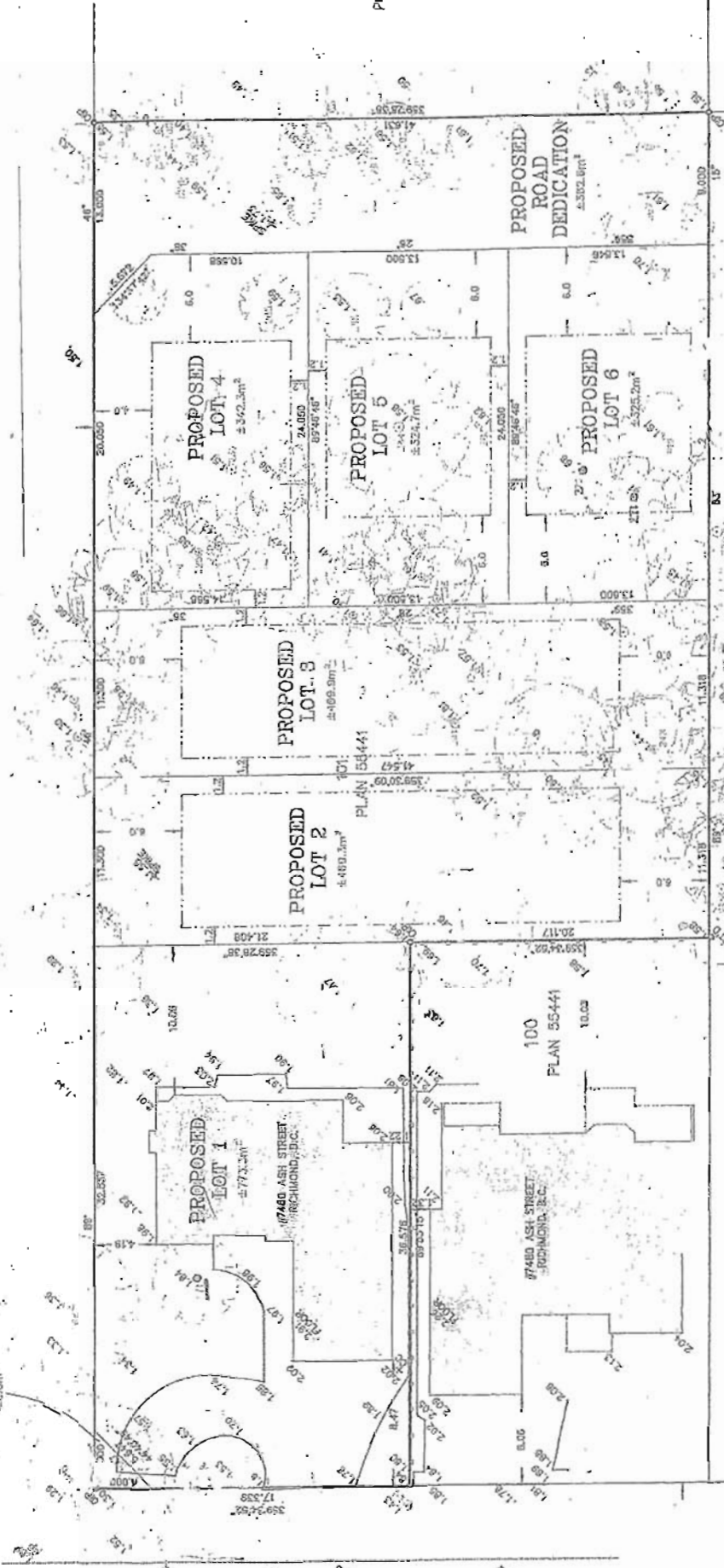
Original Date: 08/18/11

Amended Date:

Note: Dimensions are in METRES

GENERAL CURRIE ROAD
(UNCONSTRUCTED ROAD)

PROPOSED
ROAD
DEDICATION
133.0m²





City of Richmond

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

Development Application Data Sheet

RZ 11-586861

Address: 7460 Ash Street

Applicant: Man-Chiu Leung and Nora Leung

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

	Existing	Proposed
Owner:	Man-Chiu Leung and Nora Leung	No change
Site Size (m ²): (by applicant)	3,079.0 m ²	2,704.1 m ² The gross site area is reduced by: <ul style="list-style-type: none"> 9.0 m wide dedicated right-of-way (Armstrong Street) along the site's eastern edge for road, complete with 4m x 4m corner cut at General Currie Road; and A 4 m x 4 m corner cut at Ash Street and General Currie Road.
Land Uses:	Single-family residential	No change
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Residential, "Historic Single-Family" 2 1/2 storeys max. - 0.55 floor area ratio (FAR)	No change
Zoning:	Single-Family Housing District, Subdivision Area F (RS1/F)	Single Detached (ZS14) – South McLennan (City Centre)
Number of Units:	1 single-family dwelling	6 single-family dwellings

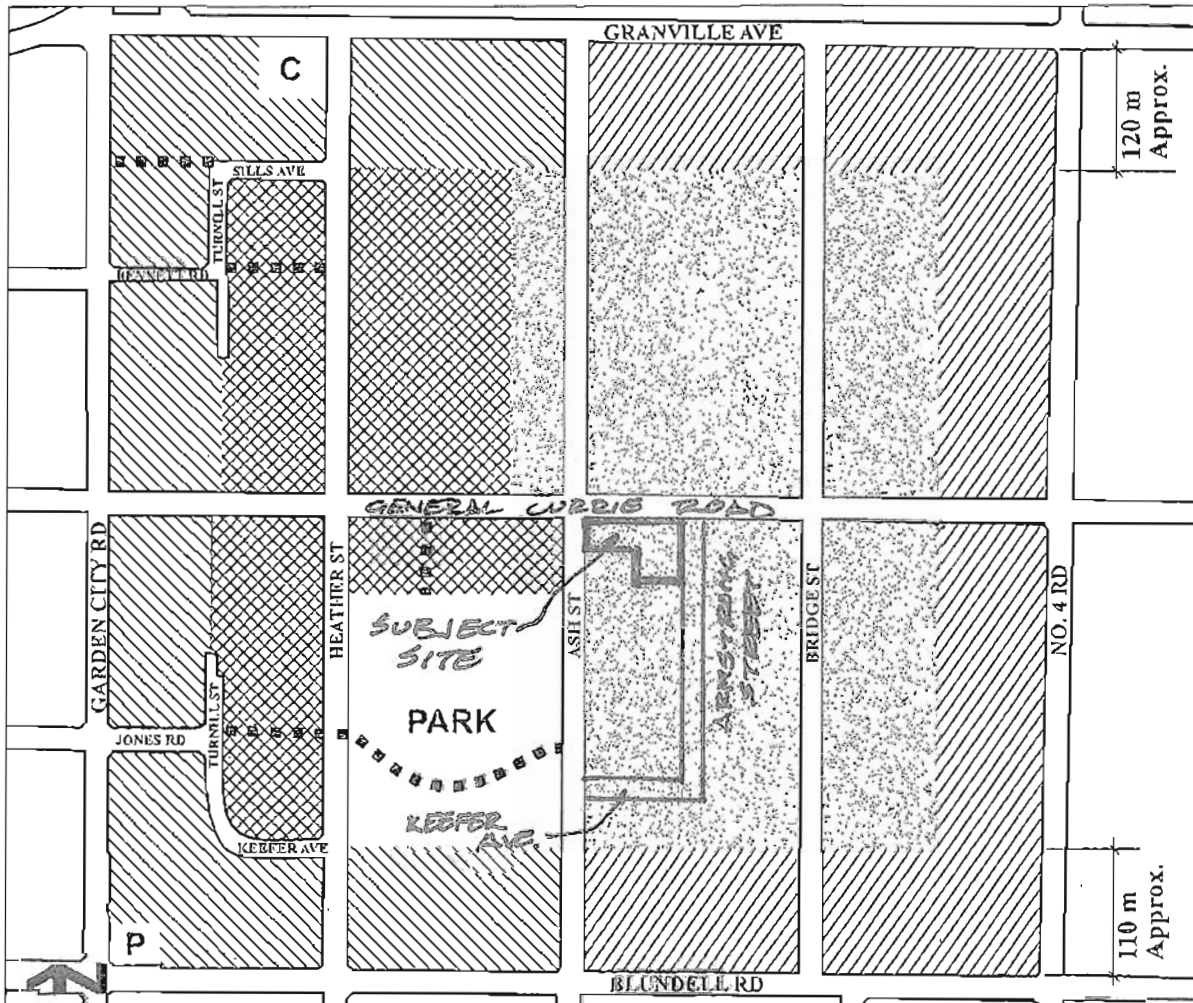
On Future Subdivided Lots	Bylaw Requirement (ZS14)	Proposed	Variance
Floor Area Ratio:	Max. 0.55 FAR for first 464.5m ² of lot area then 0.3 FAR for the remainder, plus additional areas for covered areas, off-street parking, and floor area above garage	0.55 FAR for first 464.5m ² of lot area then 0.3 FAR for the remainder, plus additional areas for covered areas, off-street parking, and floor area above garage	none permitted
<u>Ash Street</u> Lot area Lot width	Min. 550.0 m ² (area) Min. 18.0 m (width)	Lot 1 – 773.3 m ² (area) 21.3 m (width)	none






On Future Subdivided Lots	Bylaw Requirement (ZS14)	Proposed	Variance
Minimum Lot Area General Currie Rd. / Armstrong Street	Min. 320.0 m ²	Lot 2 – 469.3 m ² Lot 3 – 469.9 m ² Lot 4 – 342.3 m ² Lot 5 – 324.7 m ² Lot 6 – 325.2 m ²	none
Min. Lot Dimensions	11.3 m (width) 13.0 m (width) (Lot 4) 24.0 m (depth)	Lot 2 – 11.30 m (width) 41.50 m (depth) Lot 3 – 11.30 m (width) 41.50 m (depth) Lot 4 – 14.57 m (width) 24.05 m (depth) Lot 5 – 13.50 m (width) 24.05 m (depth) Lot 6 – 13.55 m (width) 24.05 m (depth)	none

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, Historic Single-Family, 2 1/2 storeys maximum 0.55 base F.A.R. Lot size along Bridge and Ash Streets: <ul style="list-style-type: none"> • Large-sized lots (e.g. 18 m/59 ft. min. frontage and 550 m²/ 5,920 ft² min. area) 	 Trail/Walkway
 Residential, 2 1/2 storeys typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family 0.60 base F.A.R.	Elsewhere: <ul style="list-style-type: none"> • Medium-sized lots (e.g. 11.3 m/ 37 ft. min. frontage and 320 m²/ 3,444 ft² min. area), with access from new roads and General Currie Road; Provided that the corner lot shall be considered to front the shorter of its two boundaries regardless of the orientation of the dwelling.	C Church P Neighbourhood Pub
 Residential, 2 1/2 storeys typical (3 storeys maximum), predominantly Triplex, Duplex, Single-Family 0.55 base F.A.R.		

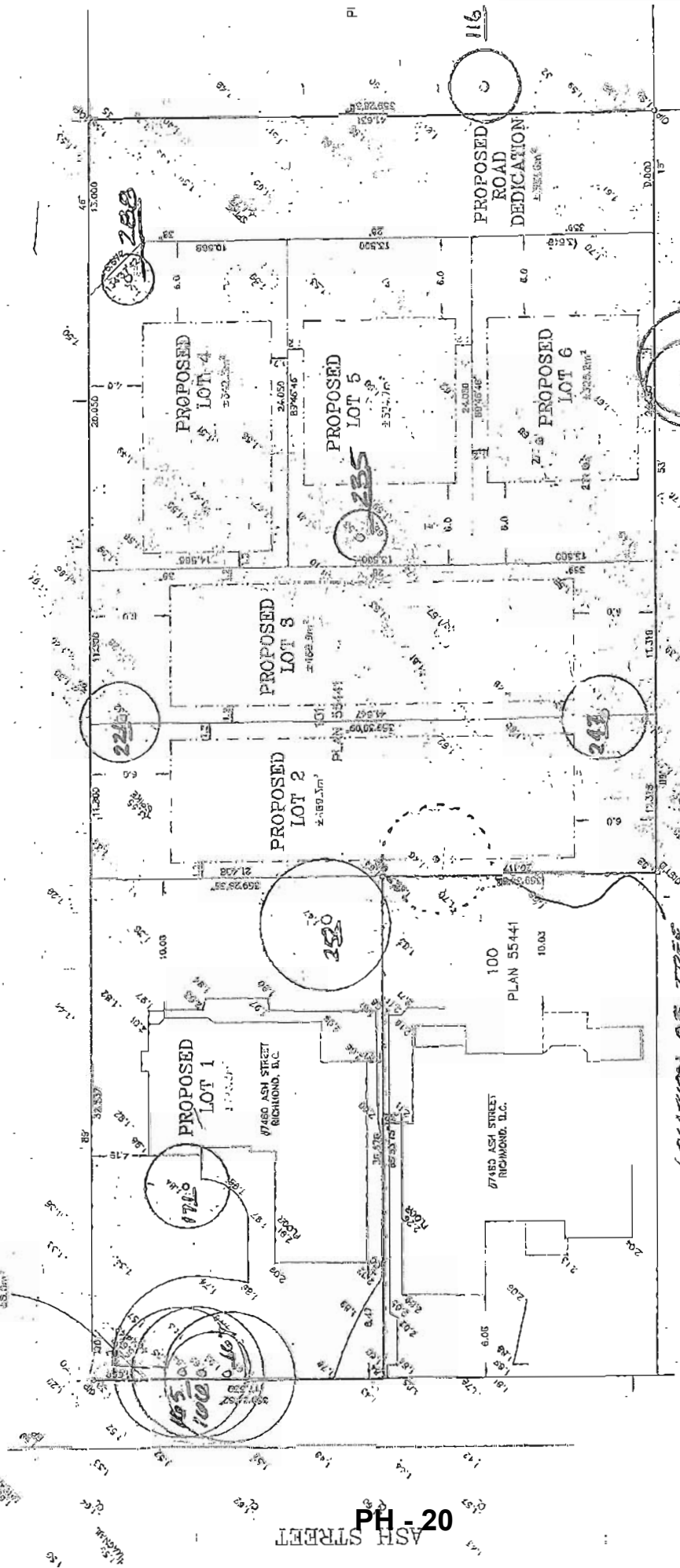
Note: Sills Avenue, Le Chow Street, Keefer Avenue, and Turnhill Street are commonly referred to as the "ring road".

Tree Location & Retention Plan

Scale
0 2 4 6 8 10
(m)

GENERAL CURRIE ROAD
(UNCONSTRUCTED ROAD)

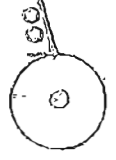
PROPOSED ROAD DEDICATION
0.50m²



LOCATION OF TREE TO BE REMOVED FROM 7450 ASH ST. QUESTION

All Trees Recommended for Removal Except where Indicated As Following:

N 1/2 2
PLAN 1207



**Conditional Rezoning Requirements
7460 Ash Street
RZ 11-586861**

Prior to final adoption of Zoning Amendment Bylaw 8907, the developer is required to complete the following:

1. 9.0 metre land dedication along the entire eastern edge of the subject site for the facilitation of constructing Armstrong Street. In addition to 4 metre by 4 metre corner cuts at the corner of Ash Street and General Currie Road and General Currie Road and Armstrong Street.
2. City acceptance of the developer's offer to voluntarily contribute \$27,000.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
3. Submission of a Tree Survival Security to the City in the amount of \$9,000.00 (\$1,000.00 per tree) for the nine (9) trees to be retained for at least a one year period to ensure survival.
4. Submission of a Tree Survival Security to the City in the amount of \$7,000.00 (\$500.00 per tree) for the 14 trees to be planted to ensure survival for at least a one-year period.
5. 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.
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. \$13,233.69) to the City's Affordable Housing Reserve Fund.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a proposal to build a secondary suite on three (3) of the six (6) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.

8. Voluntary contribution of \$36,510.61 to go towards the committed upgrades for the South McLennan Drainage Area to account 2221-10-000-14710-0000.
9. Enter into a Servicing Agreement* for the design and construction of frontage improvements to Ash Street and frontage works to both General Currie Road and Armstrong Street. Works include, but may not be limited to:
 - a) East side of Ash Street, from General Currie Road to the south property line of 7480 Ash Street, including road widening, curb & gutter, 3.1m wide grass and treed boulevard, decorative "Zed" street lights, and a 1.75m wide concrete sidewalk near the property line;
 - b) South half of General Currie Road along the entire frontage, including watermain & sanitary sewer extension, sand/gravel base, curb & gutter, asphalt pavement, 1.75m concrete sidewalk at or near the north property line of the subject site, a 4.10m grass and treed boulevard, comes with decorative "Zed" street lighting, and BC Hydro producing. Any upgrades which may be determined via the capacity analysis process can be included in this SA process; and
 - c) West half of Armstrong Street along the entire east edge of the subject site including, but not limited to: peat removal (if required), sand/gravel base, curb & gutter, asphalt pavement, 1.5m concrete sidewalk and 1.5m grass & treed boulevard, sanitary sewer, watermain, underground hydro, telephone, gas, cablevision, and any other servicing required to complete this portion of Armstrong Street. Note: At design stage it may be determined that the sanitary sewer cannot fit

within the Road R.O.W., and may have to be located within its own Utility R.O.W. Design should also include water, storm & sanitary connections for each lot.

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.

[Original signature on file]

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 8907 (RZ 11-586861)
7460 Ash 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 "SINGLE DETACHED (ZS14) - SOUTH McLENNAN - CITY CENTRE".

P.I.D. 003-822-605
LOT 101 SECTION 15 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 55441

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8907".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

APR 22 2013

Series of horizontal lines for recording dates and readings.

CITY OF RICHMOND
APPROVED by HB
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Fast Track Application

Planning and Development Department

To Council: Apr 22 2013

To: Planning April 16 2013

To: Planning Committee

Date: March 8, 2013

From: Wayne Craig
Director of Development

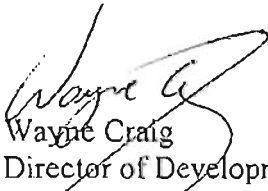
File: RZ 13-627573

12-8060-20-9008

Re: Application by Balandra Development Inc. for Rezoning at 5131 Williams Road
from Single Detached (RS1/E) to Single Detached (RS2/C)

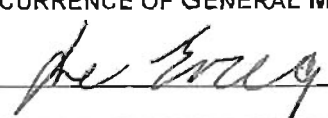
Staff Recommendation

That Bylaw 9008, for the rezoning of 5131 Williams Road from "Single Detached (RS1/E)" to "Single Detached (RS2/C)", be introduced and given first reading.



Wayne Craig
Director of Development

CL:blg
Att.

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

Staff Report

Item	Details	
Applicant	Balandra Development Inc.	
Location	5131 Williams Road (Attachment 1)	
Development Data Sheet	See Attachment 2	
Zoning	Existing: Single Detached (RS1/E)	
	Proposed: Single Detached (RS2/C)	
OCP Designation	Neighbourhood Residential	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Area Plan Designation	N/A	Complies <input type="checkbox"/> Y <input type="checkbox"/> N
Lot Size Policy	N/A	Complies <input type="checkbox"/> Y <input type="checkbox"/> N
Other Designations	N/A	Complies <input type="checkbox"/> Y <input type="checkbox"/> N
Affordable Housing Strategy Response	Cash Contribution	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Flood Management	Registration of a flood indemnity covenant on title is required prior to rezoning.	
Surrounding Development	North: Older dwelling on a large lot fronting Mytko Crescent, zoned Single Detached (RS1/B).	
	East: Two (2) dwellings on lots zoned Single Detached (RS1/C), created through rezoning and subdivision in 1990.	
	South: Directly across Williams Road, are two (2) older dwellings on larger lots zoned Single Detached (RS1/E).	
	West: Older dwelling on a large lot zoned Single Detached (RS1/E).	
Rezoning Considerations	See Attachment 3 .	

Staff Comments

Background

This proposal is to enable the creation of two (2) smaller lots from an existing large lot. Each new lot proposed would be approximately 14 m wide and 705 m² in area. The north side of this block of Williams Road, between Railway Avenue and Haddon Drive, has seen similar redevelopment through rezoning and subdivision since the late 1980's. The subject application is consistent with the pattern of redevelopment already established in the immediate neighbourhood. Potential exists for other remaining lots on the north side of this block of Williams Road to redevelop in the same manner.

Trees & Landscaping

A Tree Survey and a Certified Arborist's report were submitted by the applicant in support of the application; four (4) bylaw-sized trees, three (3) undersized trees, and one (1) off-site tree were identified and assessed. The City's Tree Preservation Coordinator reviewed the Arborist's Report, conducted a Visual Tree Assessment, and concurs with the recommendations to:

- Remove the bylaw-sized and undersized trees from the site due to poor condition (e.g. historical topping, exhibiting Bacterial Blight and Canker etc.); and

- Retain and protect the multi-branched Japanese Maple tree (tag # 486) located in the boulevard on City property southwest of the subject site, due to its good condition.
- Retain and protect a non-bylaw hedge located on the adjacent property to the west at 5111 Williams Road, next to the west property line of the subject site.

To ensure protection of the Japanese Maple tree (tag # 486) and the off-site hedge, the following is required prior to rezoning:

- Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any works conducted within Tree Protection Zones of off-site trees to be retained.
- Submission of a Survival Security in the amount of \$2,000 to ensure protection of the Japanese Maple tree (tag # 486).

Tree Protection Fencing must be installed to City standard around the Japanese Maple tree (tag # 486) on City property and around the off-site hedge along the west property line of the subject site. Tree Protection Fencing must be installed prior to demolition of the existing dwelling and must remain in place until construction and landscaping on the future lots is completed.

The Tree Retention Plan is reflected in **Attachment 4**.

Based on the 2:1 tree replacement ratio goal in the Official Community Plan (OCP), a total of eight (8) replacement trees are required to be planted and maintained on the future lots (see Rezoning Considerations in **Attachment 3** for minimum tree sizes or heights).

To ensure that the replacement trees are planted, and that the front yards of the future lots are enhanced, the applicant must submit a Landscape Plan, prepared by a Registered Landscape Architect, along with a Landscaping Security (based on 100% of the cost estimate provided by the Landscape Architect, including installation costs). The Landscape Plan must be submitted prior to rezoning adoption.

Site Servicing & Vehicle Access

There are no servicing concerns with rezoning.

Prior to rezoning adoption, the applicant is required to register legal agreements on Title to ensure that, upon subdivision of the property:

- Vehicular access to the site is via a single shared driveway crossing (6 m wide at the back of the sidewalk and 9 m wide at the curb), centered on the proposed shared property line.
- The buildings and driveways on the proposed lots be designed to accommodate on-site vehicle turnaround capability to prevent vehicles from reversing onto Williams Road.
- A cross-access easement is required for the area of the shared driveway (6 m wide at the front lot line and 9 m long, centered on the proposed shared property line).

Subdivision

At future Subdivision stage, the applicant will be required to pay Development Cost Charges (City and GVS&DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.

Conclusion

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

The list of rezoning considerations is included in **Attachment 3**, which has been agreed to by the applicant (signed concurrence on file).

On this basis, staff recommends support for the application.

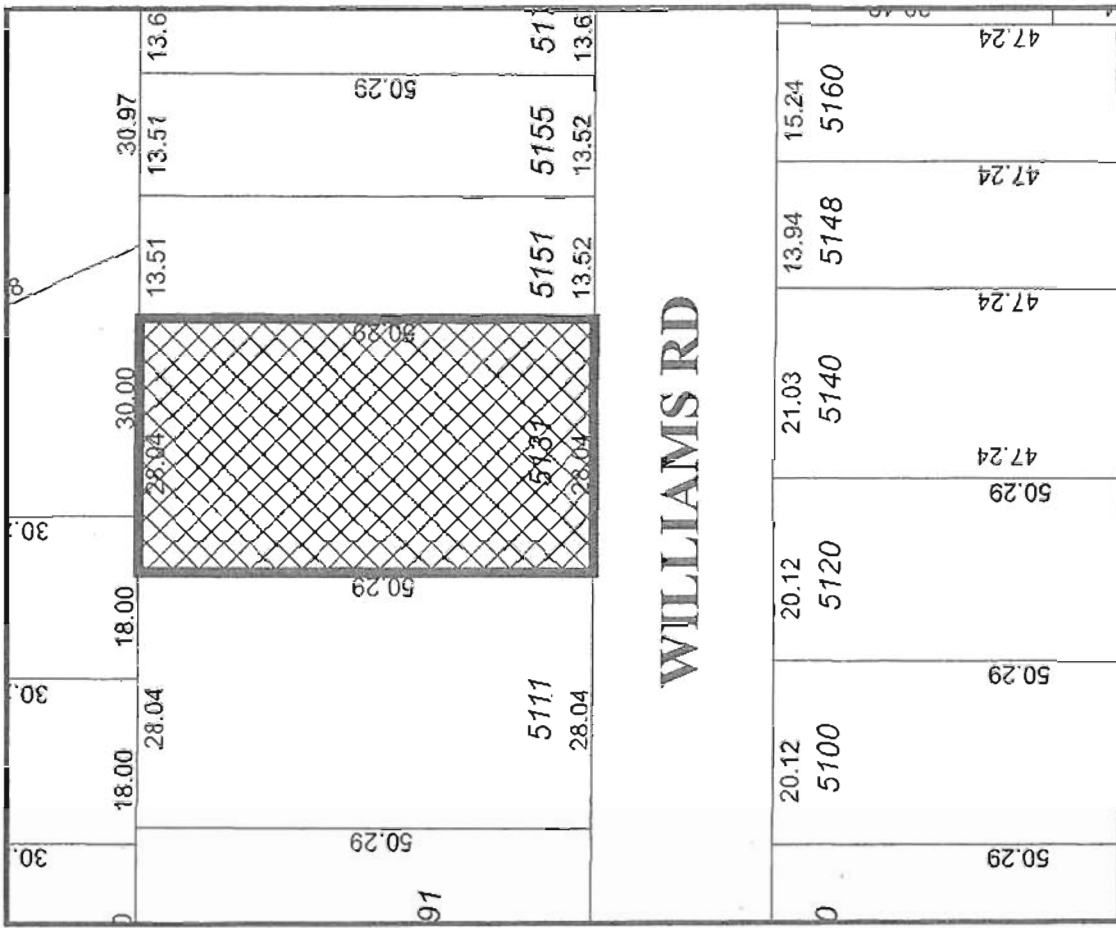


Cynthia Lussier
Planning Technician
(604-276-4108)

CL:blg

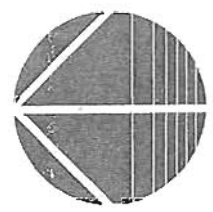
Attachments:

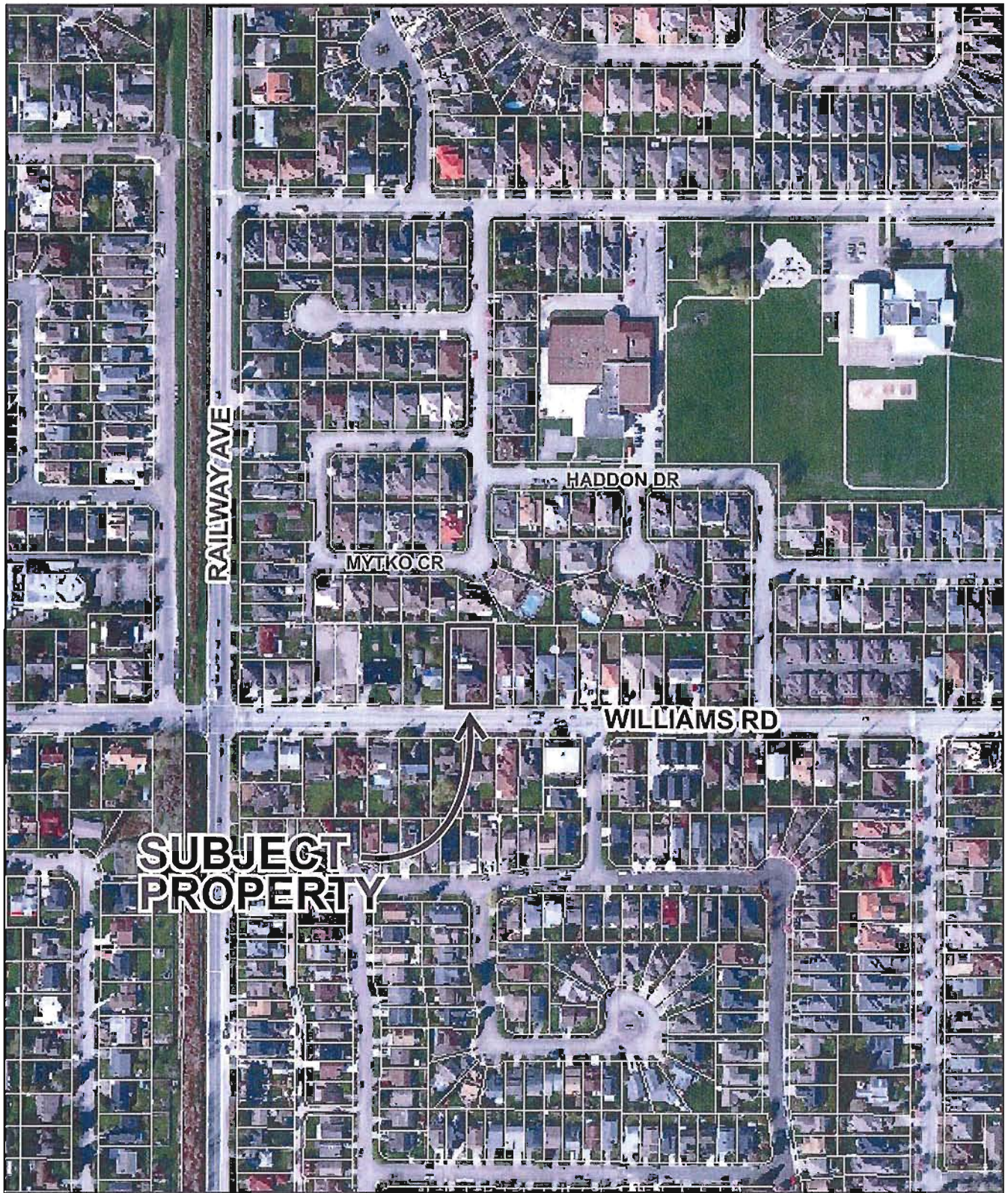
- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Rezoning Considerations
- Attachment 4: Tree Retention Plan



Original Date: 01/09/13
 Revision Date:
 Note: Dimensions are in METRES

RZ 13-627573





RZ 13-627573

Original Date: 01/09/13

Amended Date:

Note: Dimensions are in METRES



RZ 13-627573

Attachment 2

Address: 5131 Williams Road

Applicant: Balandra Development Inc

Date Received: January 3, 2013 Fast Track Compliance: February 15, 2013

	Existing	Proposed
Owner	Hiroko Maeda	To be determined
Site Size (m ²)	1,410 m ² (15,180 ft ²)	705 m ² (7,590 ft ²)
Land Uses	One (1) single detached dwelling	Two (2) single detached dwellings
Zoning	Single Detached (RS1/E)	Single Detached (RS2/C)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building	Max. 45%	Max. 45%	none
Lot Coverage – Building, structures, and non-porous	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping	Min. 25%	Min. 25%	none
Setback – Front Yard (m)	Min. 9 m	Min. 9 m	none
Setback – Rear Yard (m)	Min. 6 m	Min. 6 m	none
Setback – Side Yards (m)	Min. 1.2 m	Min. 1.2 m	none
Height (m)	2.5 storeys	2.5 storeys	none
Minimum Lot Size	Min. 360 m ²	705 m ²	none
Minimum Lot Width	Min. 13.5 m	14 m	none

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



City of Richmond

Rezoning Considerations

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

Address: 5131 Williams Road

File No.: RZ 13-627573

Prior to final adoption of Zoning Amendment Bylaw 9008, the applicant is required to complete the following:

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing, consistent with City standard; and
 - include the eight (8) required replacement trees with the following minimum sizes:

# Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
8	6 cm		3.5 m

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

2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any works conducted within Tree Protection Zones of the Japanese Maple tree (tag # 486) on City property and the off-site hedge located at 5111 Williams Road. The Contract must include the scope of work to be undertaken, including the proposed number of site monitoring inspections at specified stages of construction, and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
3. Submission of a Tree Survival Security in the amount of \$2,000 to ensure protection of the Japanese Maple tree (tag # 486). The City will release 90% of this security after construction and landscaping on the future lots is completed, inspections are approved, and an acceptable Arborist's post-construction impact assessment report is received. The remaining 10% of this security will be released one (1) year later, subject to inspection, to ensure the tree has survived.
4. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$ 7,054) to the City's Affordable Housing Reserve Fund.

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

5. Registration of a flood indemnity covenant on title.
6. Registration of a legal agreement on title to ensure that, upon subdivision of the property, vehicular access to the site is via a single shared driveway crossing (6 m wide at the back of the sidewalk and 9 m wide at the curb), centered on the proposed shared property line.
7. Registration of a legal agreement on Title to ensure that, upon subdivision of the property, the buildings and driveways on the proposed lots be designed to accommodate on-site vehicle turnaround capability to prevent vehicles from reversing onto Williams Road.
8. Registration of a cross-access easement on title for the area of the shared driveway (6 m wide at the front lot line and 9 m long, centered on the proposed shared property line).

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

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

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

- Install Tree Protection Fencing, to City standard, around the Japanese Maple tree (tag # 486) on City property and around the off-site hedge along the west property line of the subject site. Tree Protection Fencing must be installed prior to demolition of the existing dwelling and must remain in place until construction and landscaping on the future lots is completed.

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

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

Note:

* 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.

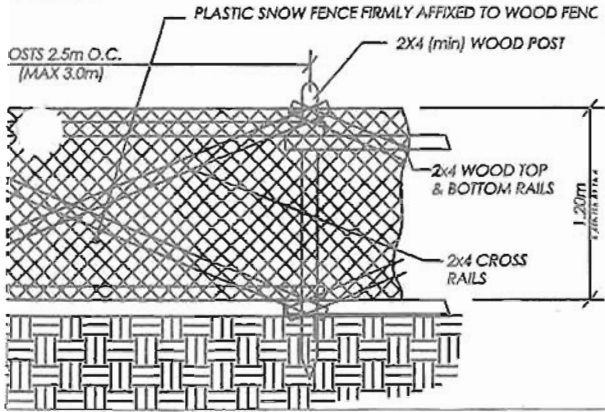
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, 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.

[Signed original on file]

Signed

Date

E DETAIL



- c) **TREE PROTECTION ZONES (TPZ):** THE TPZ ALIGNMENTS ARE SHOWN ON THE TREE MANAGEMENT DRAWING AS PREPARED BY THIS OFFICE. THESE ALIGNMENTS ARE BASED ON SITE AND TREE CONDITIONS AS DETERMINED BY THE PROJECT ARBORIST, AND THEY SUPERSEDE ANY OTHER TREE PROTECTION SETBACKS PROVIDED BY OTHERS (INCLUDING CITY GUIDELINE DERIVED SETBACKS).
- d) **TREE PROTECTION FENCES (BARRIERS):** BARRIERS MUST BE ERECTED AT ALIGNMENTS AS SHOWN ON THE DRAWING, MAINTAINED IN GOOD CONDITION UNTIL THE PROJECT MEETS SUBSTANTIAL COMPLETION, AND THE RESTRICTIONS IMPLEMENTED AS PER THE GUIDELINES HEREIN. THE FENCE CONSTRUCTION IS TO MEET OR EXCEED THE DETAIL HEREIN AND/OR MUNICIPAL STANDARDS. TREE PROTECTION FENCING MUST BE INSPECTED AND APPROVED BY THE MUNICIPALITY AND/OR THE PROJECT ARBORIST PRIOR TO ANY DEMOLITION, SITE PREPARATION OR CONSTRUCTION WORK COMMENCING. ANY CONTEMPLATED CHANGES TO THE TPZ FENCES MUST BE APPROVED IN ADVANCE BY THE PROJECT ARBORIST.
- e) **SURVEY OF FENCES:** IF ANY TREE PROTECTION FENCES ARE ALIGNED WITH OR WITHIN CLOSE PROXIMITY TO A RESTRICTIVE COVENANT, A PROPERTY LINE, AND/OR AN ENVIRONMENTALLY SENSITIVE OR PROTECTED AREA, THE CONTRACTOR MUST UNDERTAKE A SURVEY OF THE LOCATION OF THOSE LINES SUCH THAT THE TREE PROTECTION FENCE CAN BE INSTALLED AND INSPECTED ACCURATELY.
- f) **OFFENCES AND PENALTIES:** UNAUTHORIZED REMOVAL OF, OR DAMAGE TO RETAINED TREES, AND/OR ENCROACHMENT INTO THE TPZ MAY CONSTITUTE AN OFFENCE UNDER MUNICIPAL BYLAW PROVISIONS, AND MAY BE SUBJECT TO FINES, PENALTIES AND/OR DELAYS IN THE PROJECT. THE OWNER, THEIR CONTRACTORS OR THEIR SUB-CONTRACTORS COULD BE LIABLE FOR SUCH FINES AND/OR ANY OTHER RELATED COSTS. IN ADDITION, RELATED EXTRA COSTS TO THE OWNER MAY INCLUDE CERTAIN REMEDIAL TREATMENTS TO THE TREES AND/OR THE SOIL IN THE TREE PROTECTION ZONES, TREE REPLACEMENT PLANTING, AND/OR OTHER MEASURES AS REQUIRED BY THE MUNICIPALITY.
- g) **SIGNAGE:** SIGNS STATING "TREE PROTECTION AREA - NO ENTRY" IN MINIMUM 10 CM LETTERING SHOULD BE PLACED ON THE TREE PROTECTION FENCE AT A SUITABLE FREQUENCY. THE OWNER, CONTRACTORS, SUB-CONTRACTORS OR TRADES SHOULD BE MADE AWARE OF THE RESTRICTIONS THEREIN, AND SEEK CONSULTATION WITH THIS OFFICE FOR ANY ACCESS THEREIN. IT IS RECOGNIZED THAT CERTAIN UNPREDICTABLE CONSTRUCTION CONFLICTS WITH TPZ MAY ARISE THAT COULD INTERFERE WITH THE RETENTION OF THE SELECTED TREES, HOWEVER, ANY ENCROACHMENT OR CHANGES TO THE TREE RETENTION SCHEME ARE SUBJECT TO APPROVAL IN ADVANCE BY THE PROJECT ARBORIST AND THE MUNICIPALITY. CERTAIN RESTRICTIONS NOTED HEREIN MAY BE WAIVED IF THEY ARE CONSIDERED BY THE PROJECT ARBORIST TO BE ACCEPTABLE, AND/OR IF THE IMPACTS TO THE TREES CAN BE SUCCESSFULLY MITIGATED BY IMPLEMENTING SPECIAL MEASURES, PROTECTION SYSTEMS, COMPENSATORY TREATMENTS, AND/OR FOLLOW-UP WORKS, AS SPECIFIED BY THIS OFFICE.
- h) **TREE PROTECTION GUIDELINES:** ANY WORK ACTIVITIES WITHIN THE TPZ SHOULD INCLUDE THE ADVANCE APPROVAL AND THE ON-SITE SUPERVISION OF THE PROJECT ARBORIST. SUPERVISION AND ON-SITE DIRECTION MAY BE REQUIRED. THE TRUNKS, BRANCHES, FOLIAGE AND ROOTS OF RETAINED TREES, AS WELL AS THE SOIL WITHIN THE TREE PROTECTION ZONES, MUST NOT BE DAMAGED BY CONSTRUCTION ACTIVITIES. THIS INCLUDES DIRECT MECHANICAL DAMAGE FROM MACHINERY OPERATION, AS WELL AS INDIRECT DAMAGE SUCH AS SOIL HYDROLOGY CHANGES, BURNS TO THE FOLIAGE FROM EQUIPMENT EXHAUST, ETC. EXCEPT AS APPROVED AND DIRECTED BY THE PROJECT ARBORIST. ACTIVITIES WITHIN AND ACCESS TO THE TPZ ARE RESTRICTED DURING THE SITE PREPARATION, CONSTRUCTION AND LANDSCAPE INSTALLATION PHASES OF THE PROJECT AS FOLLOWS:
 - REMOVAL OF TREES/STUMPS FROM WITHIN OR DIRECTLY ADJACENT TO TPZ.
 - NO SOIL DISTURBANCE WITHIN TPZ INCLUDING TRENCHING FOR UNDERGROUND SERVICES OR UTILITIES, EXCAVATION, FILL PLACEMENT, IRRIGATION OR CONDUIT INSTALLATION, OVERHEAD SERVICE INSTALLATION, ETC.
 - NO STORAGE OR TRANSPORT OF SOIL SPOIL, CONSTRUCTION MATERIALS, WASTE MATERIALS, ETC., THROUGH TPZ.
 - NO CONCRETE, STUCCO, CRYSTALLINE PAINT, OR OTHER POTENTIALLY TOXIC MATERIALS MAY BE WASHED WITHIN OR ADJACENT TO TPZ.
 - NO PASSAGE OR OPERATION OF VEHICLES OR EQUIPMENT THROUGH TPZ.
 - NO PLACEMENT OF TEMPORARY STRUCTURES OR SERVICES, ETC., WITHIN TPZ.
 - NO AFFIXING LIGHTS, SIGNS, CABLES OR ANY OTHER DEVICE TO RETAINED TREES.
 - NO UNAUTHORIZED PRUNING OR CUTTING OF RETAINED TREES. ANY PRUNING OR OTHER TREATMENT OF A RETAINED TREE MUST BE COMPLETED BY A QUALIFIED ARBORIST OR TREE SERVICE FIRM EMPLOYING ISA CERTIFIED ARBORISTS, TO COMPLY WITH ANSI A300 STANDARDS, AND/OR UNDER THE DIRECTION OF A PROJECT ARBORIST FROM THIS OFFICE.
 - EXCAVATIONS ADJACENT TO THE TPZ REQUIRES ATTENDANCE/ROOT PRUNING BY THE PROJECT ARBORIST
- i) **LANDSCAPING:** THE LANDSCAPING PHASE IS WHEN RETAINED TREES CAN BE SEVERELY DAMAGED. THE OPERATION OF EQUIPMENT, PLACEMENT OF GROWING MEDIUM, GRADING AND SUB-BASE PREPARATION FOR HARD LANDSCAPE FEATURES (E.G. SIDEWALKS AND PATIOS), SITE PREPARATION FOR RETAINING WALLS AND FOOTINGS, EXCAVATION FOR FENCES, SIGNS AND OTHER LANDSCAPE FEATURES, DIGGING OF PLANTING HOLES FOR NEW PLANTS AND TREES, THE DIGGING OF TRENCHES FOR IRRIGATION, DRAINAGE AND LIGHTING, REPETITIVE ACCESS BY WORKERS. THE PLACEMENT OF TURF AND OTHER FINISHING WORKS ALL HAVE A VERY HIGH POTENTIAL FOR TREE DAMAGE (I.E. ROOT LOSS OR DAMAGE, TRUNK WOUNDS, SUFFOCATING SOIL DAMAGE AFFECTS, ETC.). IT IS VITAL THAT THE LANDSCAPE WORKS RESPECT THE LIMITATIONS ON ACTIVITIES WITHIN THE TPZ, THEREFORE THE LANDSCAPE INSTALLATION STAFF SHOULD BE ADVISED. ON-SITE DIRECTION BY THE PROJECT ARBORIST IS STRONGLY RECOMMENDED.
- j) **PERMITTING AND REGULATORY ITEMS:** ANY TREE PROPOSED FOR REMOVAL MAY BE SUBJECT TO CITY PERMITTING REQUIREMENTS AND CONDITIONS, AND MAY REQUIRE NEIGHBOUR AUTHORIZATION (I.E. IN THE CASE OF OFF-SITE OR SHARED OWNERSHIP TREES), IT IS THE OWNERS' RESPONSIBILITY TO OBTAIN PERMITS AND AUTHORIZATIONS ACCORDINGLY, AND TO MEET THE CONDITIONS THEREOF. THE ACTIVE NESTS OF PROTECTED BIRD SPECIES, AND ANY NESTS OF CERTAIN OTHER SPECIES, MAY BE PROTECTED BY FEDERAL AND PROVINCIAL LAWS OR STATUTES. IF NESTS ARE OBSERVED, THE OWNER IS ENCOURAGED TO RETAIN A QUALIFIED PROFESSIONAL (I.P. BIO.) TO PROVIDE ASSESSMENT AND IMPACT MITIGATION ADVICE AS NECESSARY. THE RECOVERY, TRANSPORT AND SALE OF MARKETABLE TIMBER DERIVED FROM LAND CLEARING WILL LEGALLY REQUIRE THAT THE OWNER OBTAIN A TIMBER MARK. IN THE GREATER VANCOUVER AND FRASER VALLEY REGIONS, CONTACT THE CHILLIWACK FOREST DISTRICT OFFICE AT 604 586 4400.

1. THIS PLAN IS BASED ON A TOPOGRAPHIC AND TREE LOCATION SURVEY PROVIDED BY THE OWNERS' REGISTERED BRITISH COLUMBIA LAND SURVEYOR (BCLS) AND LAYOUT DRAWINGS PROVIDED BY THE OWNERS' ENGINEER (P. ENG) AND/OR DESIGN CONSULTANTS.
2. THIS PLAN IS PROVIDED FOR CONTEXT ONLY, AND IS NOT CERTIFIED AS TO THE ACCURACY OF THE LOCATION OF FEATURES OR DIMENSIONS THAT ARE SHOWN ON THIS PLAN. PLEASE REFER TO THE ORIGINAL PLANS FOR THOSE PURPOSES.

- DENOTES SITE LIMITS
- 25 DENOTES TREE NUMBER. REFER TO TREE INVENTORY FOR TYPE, SIZE AND CONDITION DATA
- DENOTES TREE TO BE RETAINED
- ⊗ DENOTES TREE TO BE REMOVED
- ⊕ DENOTES TREE TO BE REMOVED FOR MITIGATION OF HIGH RISK (CTRA)
- + DENOTES UNDERSIZE TREE PER MUNICIPAL BYLAW, SPECIES AND SIZE AS NOTED.
- DENOTES OFFSITE TREE. REFER TO REPORT FOR RECOMMENDED TREATMENT. OWNER APPROVAL FOR ANY PROPOSED ACTION/TREATMENT TO OFFSITE TREES WOULD BE REQUIRED
- DENOTES TREE PROTECTION ZONE (TPZ) ALIGNMENT. FENCE TO BE INSTALLED TO MEET APPLICABLE MUNICIPAL STANDARDS. SEE TREE PROTECTION NOTES FOR RESTRICTIONS ON ACTIVITIES WITHIN OR IN CLOSE PROXIMITY OF TPZ.

TREE MANAGEMENT DRAWING

BALLANDRA DEVELOPMENTS

acfgroup.ca



ARBORTECH CONSULTING

a division of:

ACL GROUP

PH-35

SUITE 200 - 3740 CHATHAM STREET, RICHMOND, BC CANADA V7E 2Z3 p 604 275 3484

5131 WILLIAMS RD RICHMOND BC

ACL FILE	DATE	REV DATE	REV #	SHEET
13123	08 FEB 2013		0	1 OF 1



Richmond Zoning Bylaw 8500
Amendment Bylaw 9008 (RZ 13-627573)
5131 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 SINGLE DETACHED (RS2/C).

P.I.D. 011-344-661
Lot "F" Section 25 Block 4 North Range 7 West
New Westminster District Plan 8920

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9008".

FIRST READING

APR 22 2013

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

Approval stamp: CITY OF RICHMOND, APPROVED by HB, APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Fast Track Application Planning and Development Department

To Council - Apr 23 2013
To Planning - April 16 2013

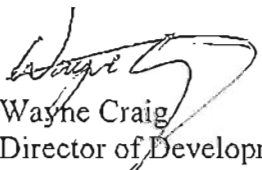
To: Planning Committee
From: Wayne Craig
Director of Development

Date: March 13, 2013
File: RZ 13-628402
12-9060-20-9009

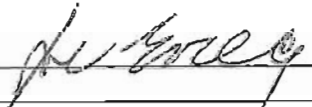
Re: Application by Gurmej Bains for Rezoning at 3311 Garden City Road from Single Detached (RS1/E) to Single Detached (RS2/B)

Staff Recommendation

That Bylaw 9009, for the rezoning of 3311 Garden City Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.


Wayne Craig
Director of Development

ES:blg
Att.

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

Staff Report

Item	Details	
Applicant	Gurmej Bains	
Location	3311 Garden City Road (Attachment 1)	
Development Data Sheet	See Attachment 2	
Zoning	Existing: Single Detached (RS1/E)	
	Proposed: Single Detached (RS2/B)	
OCP Designation	Neighbourhood Residential	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Area Plan Designation	West Cambie Area Plan Land Use Map – “Residential (Single Family Only)”.	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Lot Size Policy	Lot Size Policy 5468 (adopted by Council in 1999) – permits subdivision of properties in accordance with the provisions of “Single Detached (RS2/B)” (Attachment 3).	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Other Designations	Aircraft Noise Sensitive Development Policy – The subject site is located within the Aircraft Noise Sensitive Development (ANSD) Policy Area within a designation (Area 3) that permits all Aircraft Noise Sensitive Land Use Types. As a condition of rezoning, the applicant is required to register a restrictive covenant on Title to address aircraft noise mitigation and public awareness.	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Affordable Housing Strategy Response	The applicant proposes to provide a legal secondary suite on one (1) of the two (2) future lots at the subject site.	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Flood Management	Registration of a flood indemnity covenant on title is required prior to rezoning adoption.	
Surrounding Development	North: A single detached dwelling zoned “Single Detached (RS1/E)”. This lot has no subdivision potential under the existing Lot Size Policy.	
	South: A single detached dwelling zoned “Single Detached (RS1/E)”. This lot has subdivision potential under the existing Lot Size Policy.	
	East: Across Garden City Road are single detached dwellings zoned “Single Detached (RS1/E)”	
	West: Facing Sexsmith Road is a parcel zoned “School & Institutional Use (SI)” and an undeveloped site zoned High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10)	
Rezoning Considerations	See Attachment 4	

Staff CommentsTrees & Landscaping

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

- One (1) bylaw-sized tree located on the front (east) property line (joint ownership with the City of Richmond); and
- One (1) mature cedar hedge located along the back (west) property line.

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

- Remove and replace the bylaw-sized tree on the front property line (Tree #1) due to its poor condition (e.g. historical topping and signs of root rot).
- Retain and protect the mature Cedar hedge located along the back property line as it is a significant landscape feature that provides privacy along the Garden City road frontage. Tree Protection Fencing must be installed to City standard 6 ft. from the base of the stems on the east side (adjacent to the edge of the hedge) for the entire length of the hedge prior to demolition of the existing dwellings on the subject site and must remain in place until construction and landscaping on the future lots is completed.

The final Tree Retention Plan is included in **Attachment 5**.

Based on the 2:1 replacement ratio goal in the Official Community Plan (OCP), and the size requirements for replacement trees in the City's Tree Protection Bylaw, a total of two (2) replacement trees (minimum 9 cm deciduous calliper/5 m coniferous height) are required to be planted and maintained on the future lots.

In addition, Council Policy 5032 (**Attachment 6**) encourages property owners to plant and maintain at least two (2) trees on every lot in recognition of the many benefits derived from urban trees. Consistent with this Policy, the applicant has agreed to plant and maintain two (2) additional trees (minimum 6 cm deciduous calliper/2.5 m coniferous height).

To ensure the new trees are planted and maintained and that the existing Cedar hedge is protected, the applicant is required to submit a landscaping security in the amount of \$2,000 (\$500/tree) prior to final adoption of the rezoning bylaw.

Site Servicing & Vehicle Access

There are no servicing concerns with rezoning.

Vehicle access to the Garden City Road arterial is not permitted in accordance with Bylaw No. 7222. Vehicle access to the site at development stage will be from the internal road only.

As the site is within 800 m of an intersection of a Provincial Limited Access Highway and a City road, Ministry of Transportation and Infrastructure approval is required. Preliminary approval for the rezoning has been granted for one year.

Subdivision

At future Subdivision stage, the applicant will be required to pay DCC's (City & GVS & DD), Engineering Improvement Charges for future road improvements, School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.

Conclusion

This rezoning application to permit subdivision of an existing large lot into two (2) smaller lots complies with all applicable land use designations and policies contained within the OCP, and is consistent with Lot Size Policy 5468, which allows rezoning and subdivision to "Single Detached (RS2/B)". While the lot to the north does not have subdivision potential under the existing Lot Size Policy, the lot to the south does have subdivision potential under the existing Lot Size Policy and the majority of other lots along this block are already zoned "Single Detached RS1/B" (with a min 12 m width) or have the potential to be rezoned and subdivided in accordance with the existing Lot Size Policy. As such, this rezoning application is consistent with the established pattern of redevelopment in the neighbourhood.

The applicant has agreed to the list of rezoning conditions included in **Attachment 4** (signed concurrence on file).

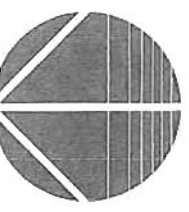
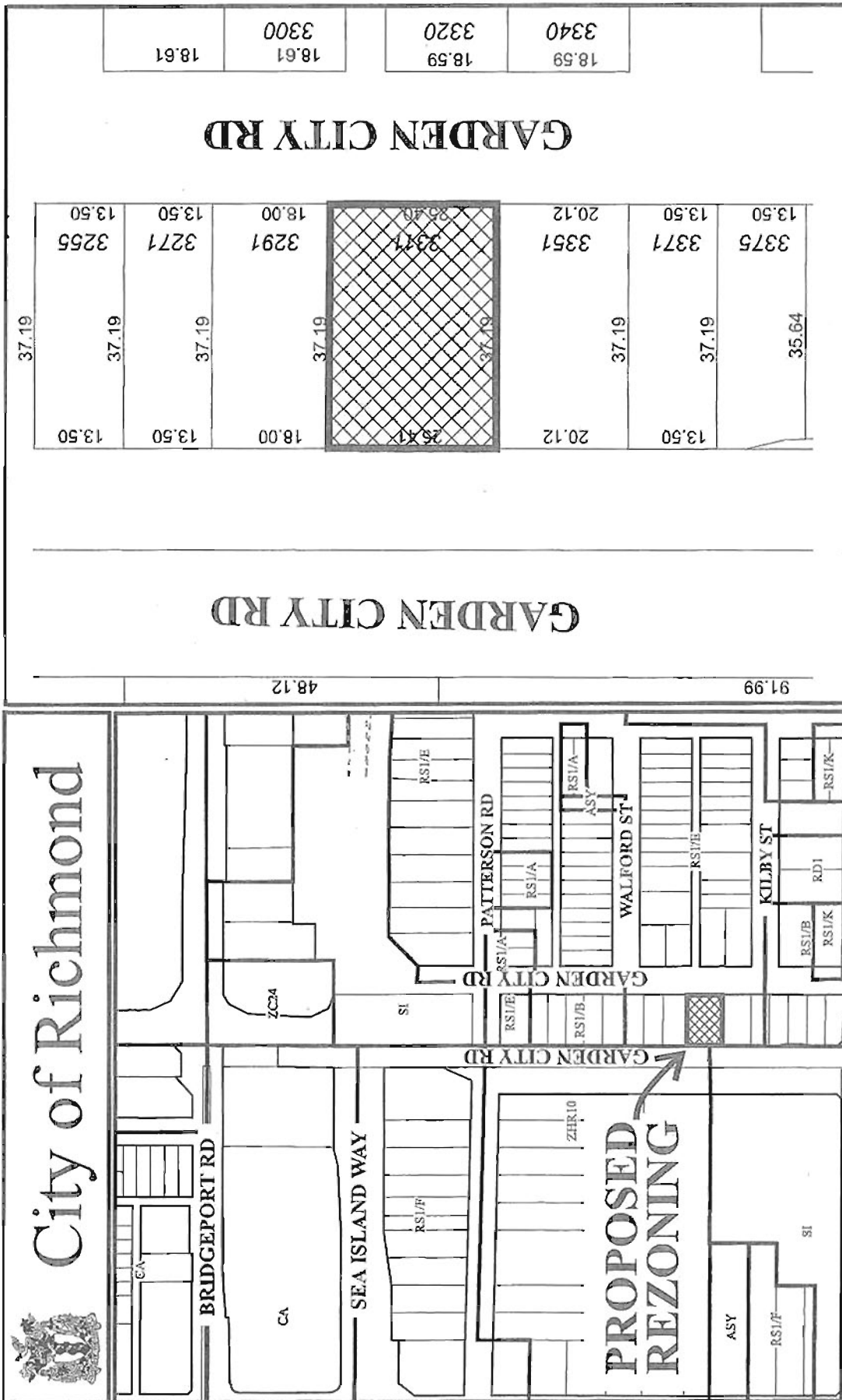
On this basis, staff support the application.



Erika Syvokas
Planning Technician
(604-276-4108)

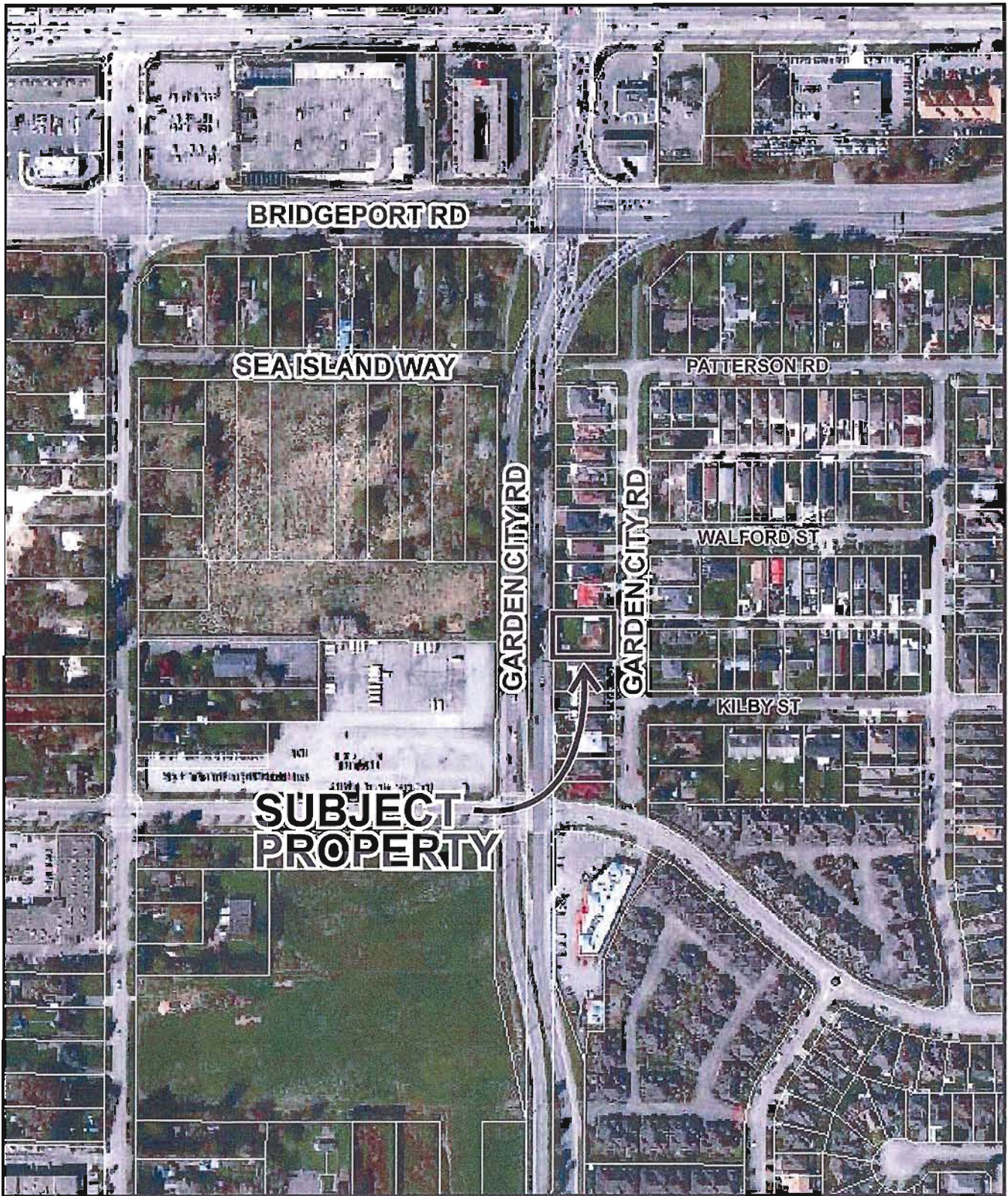
ES:blg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Lot Size Policy 5468
- Attachment 4: Rezoning Considerations
- Attachment 5: Proposed Subdivision Plan/Tree Retention Plan
- Attachment 6: Council Policy 5032



RZ 13-628402

Original Date: 01/25/13
 Revision Date: 03/18/13
 Note: Dimensions are in METRES



RZ 13-628402

Original Date: 01/25/13

Amended Date: 03/12/13

Note: Dimensions are in METRES



RZ 13-628402

Attachment 2

Address: 3311 Garden City Road

Applicant: Gurmej Bains

Date Received: January 22, 2013

Fast Track Compliance: February 18, 2013

	Existing	Proposed
Owner	Henry and Susie Schroeder	To be determined
Site Size (m ²)	945 m ² (10,169 ft ²)	472 m ² (5,084 ft ²)
Land Uses	One (1) two-unit dwelling	Two (2) single detached dwellings
Zoning	Single Detached (RS1/E)	Single Detached (RS2/B)
Number of Units	One (1)	Two (2)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building	Max. 45%	Max. 45%	none
Lot Coverage – Building, structures, and non-porous	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping	Min. 25%	Min. 25%	none
Setback – Front & Rear Yards (m)	Min. 6.0 m	Min. 6.0 m	none
Setback – Side Yards (m)	Min. 1.2 m	Min. 1.2 m	none
Height (m)	2.5 storeys	2.5 storeys	none
Lot Size	360 m ²	Lot A- approx. 472 m ² Lot B- approx. 472 m ²	none
Lot Width	Min. 12.0 m	Min. 12.701 m	none

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



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: June 21, 1999

POLICY 5468

File Ref: 4430-00

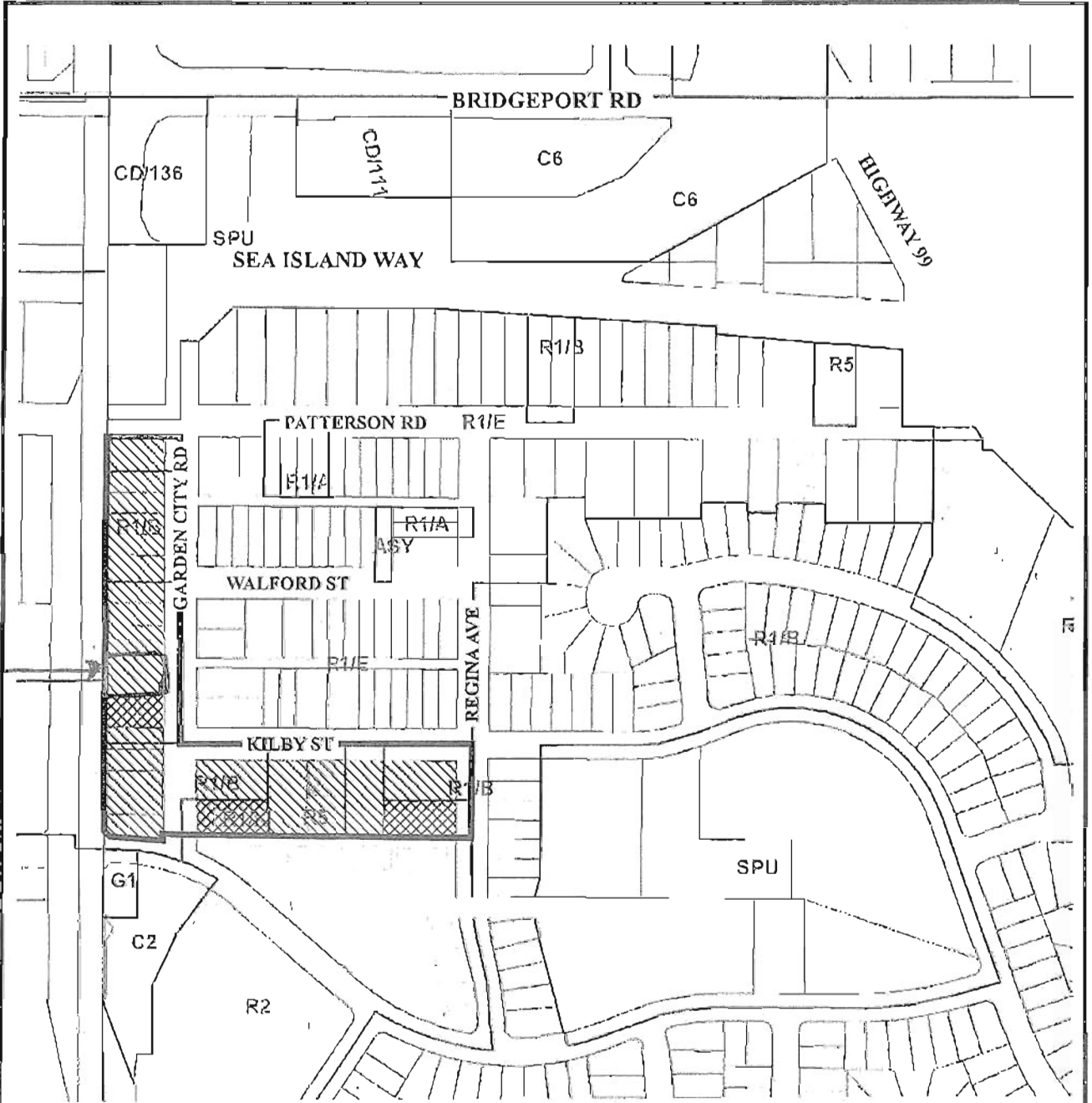
SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 27-5-6

POLICY 5468:



The following policy establishes lot sizes in a portion of Section 27-5-6, generally along the west side of the 3000 block of Garden City Road and the south side of Kilby Street:

That properties generally along the west side of the 3000 block of Garden City Road and the south side of Kilby Street in a portion of Section 27-5-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area B (R1/B) with the exception that the three lots, as shown on the accompanying plan, be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area K (R1/K) in Zoning and Development Bylaw 5300.

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



SUBJECT
PROPERTY

-  Subdivision permitted as per R1/A
-  Subdivision permitted as per R1/B



POLICY 5468
SECTION 27, 5-6

Adopted Date: 06/21/99
Amended Date:



City of Richmond

Rezoning Considerations

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

Address: 3311 Garden City Road

File No.: RZ 13-628402

Prior to final adoption of Zoning Amendment Bylaw 9009, the developer is required to complete the following:

1. Provincial Ministry of Transportation and Infrastructure approval.
2. Submission of a Landscaping Security in the amount of \$2,000 (\$500/tree) for the maintenance of the cedar hedge along the west property line as well as the planting and maintenance of four (4) replacement trees with the following minimum calliper sizes/heights:

# Replacement Trees	Min. calliper of deciduous tree	or	Min. height of coniferous tree
2	6 cm		2.5 m
2	9 cm		5 m

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

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$5,548.4) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

4. Registration of a flood indemnity covenant on Title.
5. Registration of an aircraft noise sensitive use covenant on Title.

At subdivision stage*, the applicant must complete the following requirements:

- Pay DCC's (City & GVS & DD), Engineering Improvement Charges for future road improvements, School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.

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

- Install Tree Protection Fencing, to City standard, 6 ft. from the base of the stems on the east side (adjacent to the edge of the hedge) for the entire length of the on-site Cedar hedge located along the west property line of the subject site. Tree Protection Fencing must be installed prior to demolition of the existing dwelling and must remain in place until construction and landscaping on the future lots is completed.

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

- Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- 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.

[Signed original on file]

Signed

Date

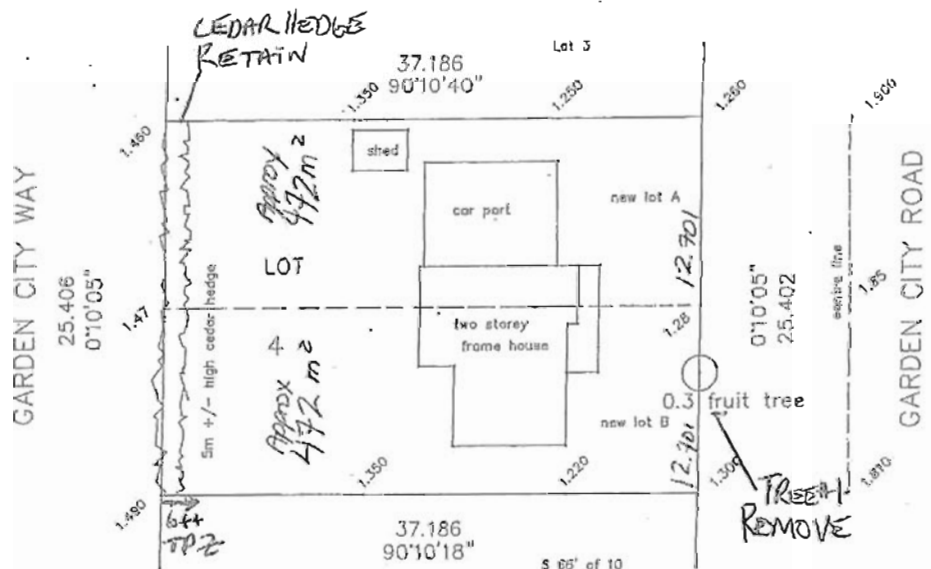
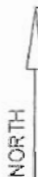
not to be used to define boundaries

scale 1:400 METRES

Survey Certificate for

TREE AND ELEVATION PLAN OF PROPOSED SUBDIVISION OF LOT 4 SECTION 27 Blk.5N Rge.6W NWD PLAN 69758

civic address 3311 Garden City Road Richmond



Lot dimensions, from Plan 69758, may vary slightly with final survey

Elevations to HPN datum

© C. James B.C.L.S. 2013

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

certified correct
B.C.L.S.
this 22 day of JANUARY 2013

PH - 48

this document is not valid unless originally signed and sealed

file 9049



City of Richmond

Policy Manual

Page 1 of 1

Adopted by Council: July 10/95

POLICY 5032

File Ref: 6550-00

TREE PLANTING (UNIVERSAL)

POLICY 5032:

It is Council policy that:

In recognition of the many benefits derived from urban trees, including cleaning the air, enhancing our neighbourhoods and beautifying our community, Council encourages all owners of property in Richmond to plant and maintain at least two trees on every lot.

(Urban Development Division)



Richmond Zoning Bylaw 8500
Amendment Bylaw 9009 (RZ 13-628402)
3311 Garden City 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. 001-847-686
Lot 4 Section 27 Block 5 North Range 6 West
New Westminster District Plan 69758

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9009".

FIRST READING

APR 22 2013

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER



City of Richmond

To Council - Apr 22, 2013
Report to Committee
To Planning: April 16 2013

To: Planning Committee Date: April 4, 2013
From: Wayne Craig Director of Development File: RZ 12-615601
12-8060-20-9014
Re: Application for Rezoning at 9720, 9740 and 9760 Alberta Road from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM3)"

Staff Recommendation

That Bylaw 9014 for the rezoning of 9720, 9740 and 9760 Alberta Road from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM3)", be introduced and given first reading.

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

Att.

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

Staff Report

Origin

Ajit Thaliwal and Eric Law Architect Inc. have applied to the City of Richmond for permission to rezone 9720, 9740 and 9760 Alberta Road (**Attachment 1**) from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM3)" in order to develop a 20 unit, 2 and 3 storey townhouse development (**Attachment 2**).

Findings of Fact

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

Surrounding Development

To the North: Across Alberta Road:

- A Single Detached Dwelling on land zoned "Single Detached (RS1/F)" at 9671 Alberta Road;
- A 24 unit, three storey townhouse development currently under construction at 9691 Alberta Road, on land zoned "Low Density Townhouses (RTL4)";
- A Single Detached Dwelling on land zoned "Single Detached (RS1/F)" at 9731 Alberta Road; and
- A 98 unit, two storey townhouse complex zoned "Town Housing (ZT32) – North McLennan (City Centre)" at 6300 Birch Street.

To the East: A vacant property at 9780 Alberta Road, zoned "Single Detached (RS1/F)". The City has processed an application for a six (6) unit, three (3) storey townhouse complex (RZ 11-566870), which has received and is sitting at third reading.

To the South: A parking lot associated with MacNeill Secondary School zoned "School and Institutional Use (SI)".

To the West: A Single Detached Dwelling on land zoned "Single Detached (RS1/F)" at 9700 Alberta Road.

Related Policies and Studies

Official Community Plan

OCP designation: City Centre Area, McLennan North Sub-Area Plan, Schedule 2.10C.

McLennan North Sub-Area Plan

- Residential Area 3. Two Family Dwelling / 2 & 3-storey Townhouses. 0.65 base FAR (**Attachment 4**).

The applicant is proposing a density of 0.70 FAR, which is above the base density of 0.65 FAR as indicated in the OCP. To qualify for the additional density and to satisfy the requirements of

the RTM3 zone, the applicant is providing a voluntary contribution to the Affordable Housing Strategy reserve fund.

Public Art

In accordance with the Public Art program, residential multi-family proposals that require a rezoning or Development Permit, and are proposing ten (10) or more units are to participate in the program. Details for this application are outlined later in this report.

Floodplain Management Implementation Strategy

In accordance with the City's Flood Management Strategy, the minimum allowable elevation for habitable space is 2.9 m GSC or 0.3 m above the highest crown of the adjacent road. A Flood Indemnity Covenant is to be registered on title prior to final adoption (**Attachment 6**).

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The site is located within Area 4 of the ANSD map, which allows consideration of all new aircraft noise sensitive uses, including townhouses. In accordance with policy, an Aircraft Noise Sensitive Use Restrictive Covenant must be registered on title prior to final adoption of this application (**Attachment 6**). As well, the applicant is to submit an acoustical report from a registered acoustical engineer for indoor noise mitigation measures resulting from the exposure of aircraft noise at the time of applying for a Development Permit.

Public Input

A notice board is posted on the subject property to notify the public of the proposed development and no public comments have been received to date. Should this application receive first reading, a public hearing will be scheduled.

Staff Comments

Proposed Site Assembly and Site Design

The applicant has assembled these three properties for this proposal and as a result has met the minimum lot area requirements of 2,000m² as identified in the McLennan North Sub-Area Plan.

With access to Alberta Road, this 20 unit townhouse proposal is arranged in building clusters along the periphery of the site. The internal drive aisle bisects the units, which allows for direct access to the individual garages to each unit, but also allows for screening the east-west portion of the drive aisle from public view. The individual townhouse units fronting Alberta Road provide direct pedestrian access to the street.

The units are designed to lessen the impact to the schoolyard to the south by locating two and three storey units along the southern property line, adjacent to the parking lot of McNeil Secondary School.

No direct access from the site to the schoolyard is proposed or permitted.

Transportation and Site Access

- Vehicular access to and from the site is off Alberta Road.
- Off-street parking for the proposal is provided in each unit by two-car garages at grade with a combination of side-by-side and tandem configurations. The number of off-street parking

stalls meets the requirements of Zoning Bylaw 8500, but a variance will be required at the Development Permit stage to permit a tandem parking configuration for 70% of the townhouse units, where a maximum of 50% of the required parking stalls is allowed for townhouse developments under Zoning Bylaw 8500 (amendment Bylaw 8993). The application predates the zoning change and the proposal to provide tandem parking in 70% of the units is supported by Transportation. A restrictive covenant to prevent conversion of tandem parking garages will be secured as a condition of rezoning.

- Visitor parking is supplied by four (4) visitor stalls scattered throughout the site.
- To help secure development opportunities to the adjacent sites to the west, a cross-access easement or Statutory Right-of-Way (SRW) be registered in favour of 9700, 9660, and 9640 Alberta Road. The easement or SRW will be registered prior to the adoption of the rezoning application which will provide flexibility for future access to these lots from this internal drive aisle without requiring direct access to Alberta Road (**Attachment 6**). 9620 Alberta Road was not included with this cross-access easement as a previous easement was registered in favour of this lot to connect with the townhouse development to the east at 9580 Alberta Road as part of that rezoning application (RZ 09-252267).
- To help upgrade the existing pedestrian crossing at the intersection of No. 4 Road and Alberta Road, the applicant is providing a voluntary contribution of \$15,600.00 towards an audible signalling system to advise those who are visually impaired when it is safe to cross the street. This contribution is payable prior to the adoption of this rezoning application (**Attachment 6**).
- With the exception of the units that have direct pedestrian access to Alberta Road, pedestrian access to the site is shared with the vehicular access point and then follows the internal drive-aisle to the individual units. To add an additional safety feature to pedestrians using the site to access the individual units, staff has requested the applicant consider introducing methods to give a better sense of territory for pedestrians who use the site.

Trees

An Arborist Report and site survey (**Attachment 5**) was submitted with the application to assess the existing location and condition of the existing on-site trees for the purpose of possible retention. The submitted report recommended that the two (2) on-site trees are to be removed as they are not in good enough condition to be incorporated with the proposed development. There are three (3) trees located on City property and eight (8) neighbouring trees that are to be protected during the construction process.

Upon review of the submitted report and a visual site review by City staff, the conclusion is to agree with the submitted report as the two (2) trees on the property are in poor condition and not good candidates for retention. Replacement of these trees is to follow the City's 2:1 replacement policy which will be followed during the review of the landscaping plan that is to be included with the forthcoming Development Permit application. The eight (8) neighbouring trees and three (3) trees located on City property are to be protected per the City's requirements.

Tree Summary Table

Item	Number of Trees	Tree Compensation Rate	Tree Compensation Required	Comments
Total On Site Trees	2	-	-	Trees are in poor condition and not good candidates for retention. Recommendation that they be replaced in accordance with City policy.
To be removed	2	2:1	4	-
Trees for relocation within the site	0	-	-	-
Trees located within City property	3	-	-	Trees are to be protected during the construction period in accordance with City policy.
Neighbouring Trees	8	-	-	Trees are to be protected during the construction period in accordance with City policy.

A review of the new tree plantings will be conducted at the Development Permit stage to ensure the number of new plantings will meet the City's 2:1 replacement ratio.

Analysis

Proposed Zoning to "Medium Density Townhouses (RTM3)"

The proposed rezoning from RS1/F to RTM3 reflects the anticipated changes to the community as set out in the McLennan North Sub-Area Plan to transition the once predominantly single family area to apartment buildings and townhouse complexes. The application for this subject site is in conformance with the Sub-Area Plan as well as the designation of the Land Use Map (Residential Area 3, two-family dwellings and 2 and 3 storey townhouses) (**Attachment 4**).

The applicant is proposing a two (2) and three (3) storey townhouse complex with a FAR of 0.70, above the base density of 0.65 FAR in accordance to the land use map.

Amenity Space

An outdoor amenity space is proposed to be located along the eastern edge of the site, at the main intersection of the internal drive aisle. The area is to include open lawn space and a child's play area. A more detailed review will be conducted at the Development Permit stage when landscaping drawings will be submitted with more detailed information. No indoor space is being proposed, but a voluntary cash-in-lieu contribution of \$21,000.00 will be paid prior to final adoption of this application (**Attachment 6**).

Design

The two and three storey proposal meets the intent and requirements of the neighbourhood plan. The proposed design is that of a contemporary row-house that can help provide maturity along the Alberta Road street front. The applicant will be making an application for a Development Permit which will provide more detail regarding the form and character of the proposal.

Affordable Housing

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

With respect to townhouse developments, the applicant has agreed to a voluntary contribution of \$2.00 per allowable square foot based on the FAR of the zone (\$45,720.00). This is payable prior to the adoption of this rezoning application (**Attachment 6**).

Public Art

The applicant is considering providing a piece of public art and will contact the City's Public Art Coordinator to begin the process should they decide to head in that direction. Should the applicant decide not to go ahead, the applicant has agreed to provide a voluntary contribution in the amount of \$0.77 per square foot based on the FAR of the zone. The amount of the contribution would be \$17,602.20 and is payable prior to the adoption this rezoning application (**Attachment 6**).

Garbage and Recycling Servicing

The applicant is proposing an enclosure for on-site recycling and garbage storage. Staff have reviewed the proposal and are satisfied with the number of bins and access to and from the enclosure for proper pick-up.

Utilities and Site Servicing

A site servicing review has been conducted by the City's Engineering Department and no upgrades are required to any of the City's sanitary, water or storm systems. The applicant is to contact the City's Engineering Department on direct servicing connections to the townhouse units.

Servicing Agreement

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

Variances

The application is proposing 14 out of its 20 townhouse units to provide attached garage parking in a tandem configuration. The Zoning Bylaw supports tandem parking for townhouse units to a maximum of 50% of the units. The proposed 70% variance is supported by Transportation and a restrictive covenant to prevent conversion toward parking garages will be secured as a condition of rezoning (**Attachment 6**).

Development Permit

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

- a) Design of the outdoor amenity area, including the design of a children's play area.
- b) Submit a site plan to show the manoeuvrability of larger vehicles (i.e. SU-9) within the site to the satisfaction of the Director of Transportation.
- c) Submit a site plan to show pedestrian access to the interior townhouse units.

- d) Verification of parking stall clearances when abutted against a solid wall greater than 0.3 meters high.
- e) Identify and design for units that can be easily converted to universal access.
- f) An Acoustic Engineer's report, to identify noise mitigation measures to be taken to lessen aircraft noise (doors and windows closed), to the following criteria:

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

- g) A thermal report to ensure indoor comfort levels are maintained to ensure the above noise criteria is met using the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and any subsequent updates as they occur.

Financial Impact

None expected.

Conclusion

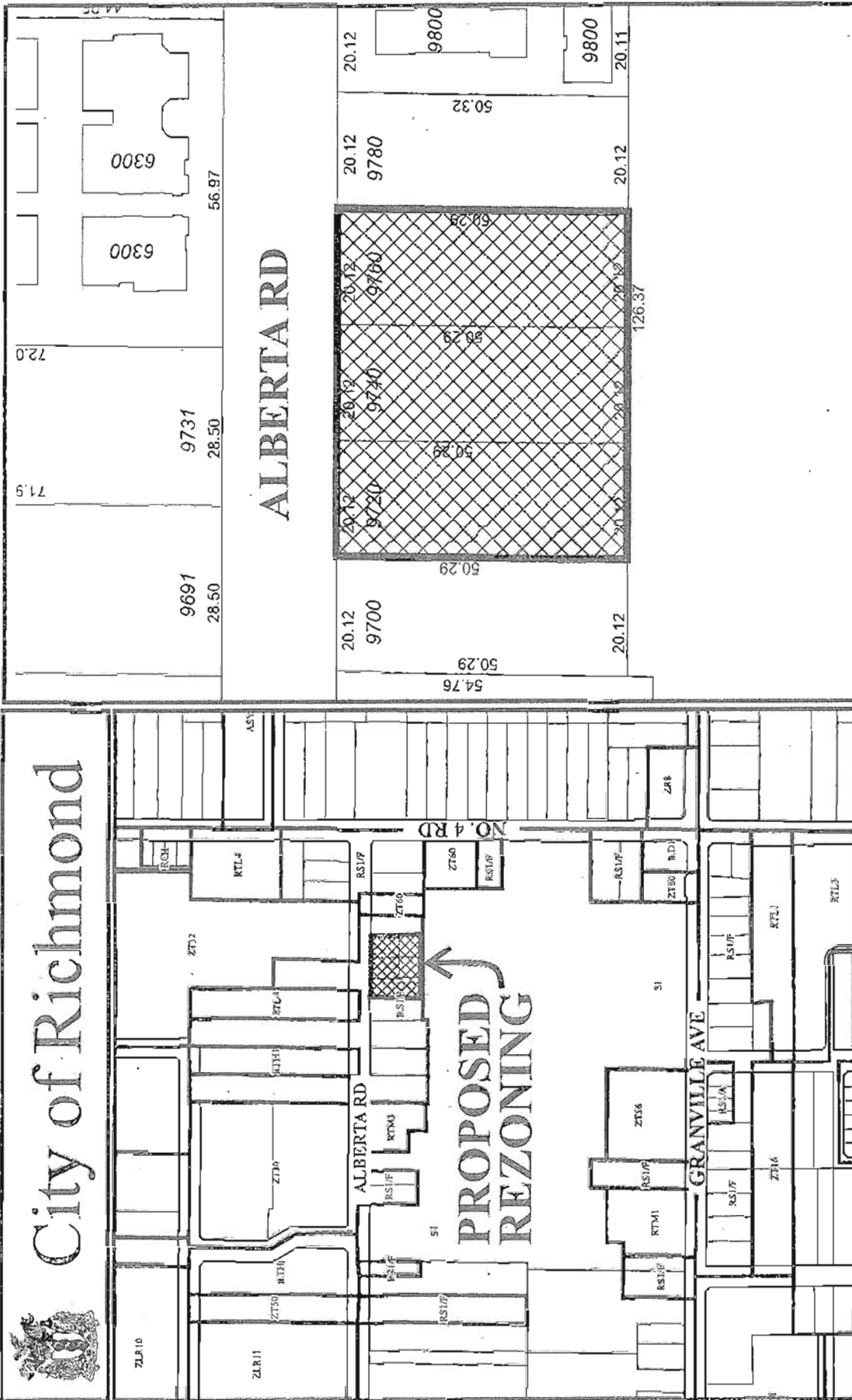
The proposed 20 unit townhouse rezoning meets the requirements of the OCP as well as the zoning requirements set out in the "Medium Density Townhouses (RTM3)" zone for the McLennan North neighbourhood plan. Staff believe that the design requirements meet the character of the neighbourhood and are confident the outstanding conditions will be met prior to final adoption. Staff recommend that rezoning application RZ 12-615601 proceed to first reading.



David Johnson
 Planner 2
 (604-276-4193)

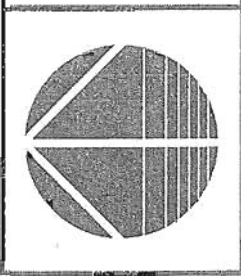
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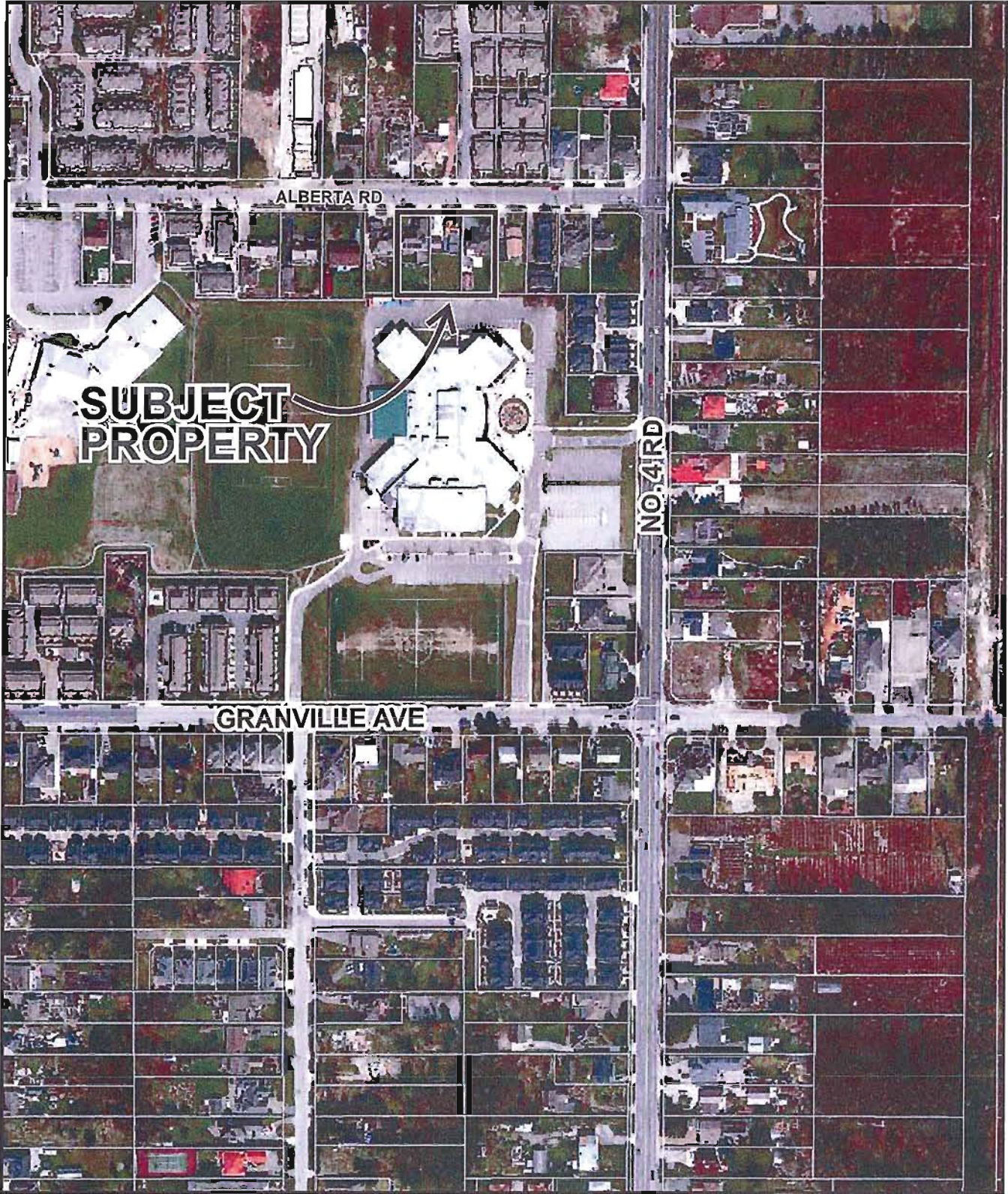
- Attachment 1: Location Map
- Attachment 2: Submitted drawings of the proposed development
- Attachment 3: Development Application Data Sheet
- Attachment 4: McLennan North Sub-Area Land Use Map
- Attachment 5: Tree Survey Map
- Attachment 6: Conditional Rezoning Requirements



Original Date: 08/01/12
 Revision Date: 04/03/13
 Note: Dimensions are in METRES

RZ 12-615601





**SUBJECT
PROPERTY**

ALBERTA RD

NO. 4 RD

GRANVILLE AVE



RZ 12-615601

Original Date: 08/01/12

Amended Date:

Note: Dimensions are in METRES

REZONING FOR PROPOSED TOWNHOUSE DEVELOPMENT AT 9720, 9740 & 9760 ALBERTA ROAD, RICHMOND, BC

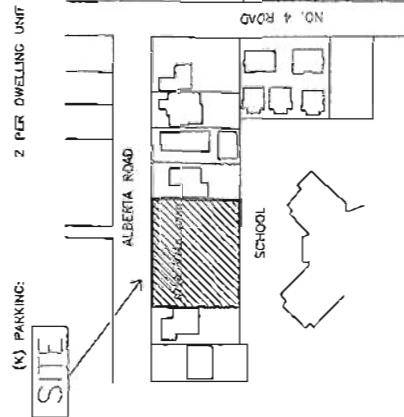
DEVELOPMENT DATA

(A) CIVIC ADDRESS: 9720, 9740, 9760 ALBERTA ROAD, RICHMOND, BC
 (B) LEGAL DESCRIPTION: LOTS 2, 3 AND 4 SECTION 10, BLOCK 4 NORTH RANGE 8 WEST
 NEW WESTMINSTER DISTRICT PLAN 1712
 3,834 SM (32,627 SF)
 (C) LOT AREA:
 CURRENT: RS1/F.

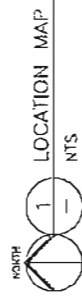
(D) ZONING USE

CURRENT ZONING (UNDER RS1/F ZONING)
 PROPOSED REZONING (RTM3)
 PROPOSED

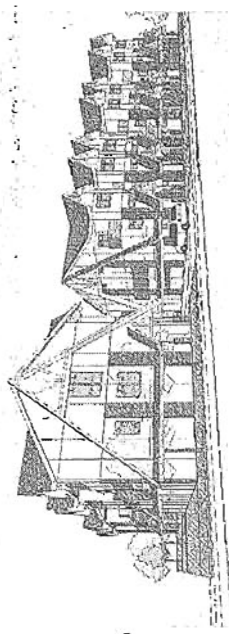
(E) FLOOR AREA RATIO 0.55 TO 0.54:5 SM 0.3 TO REST OF SITE AREA	0.70 TOTAL GROSS FLOOR AREA 0.7 X 3034 SM = 2123.8 SM (22,860 SF)	0.70 22,860 SF NET GROSS FLOOR AREA
(F) NUMBER OF UNIT: (G) BUILDING COVERAGE: 1 PER LOT MAX = 45%	20 UNITS MAX = 40%	20 UNITS 91.0% (VARIANCE REQUIRED)
(H) BUILDING HEIGHT: (I) SETBACK: MAX HEIGHT = 9M FRONTYARD = 6M SIDEYARD = 2M REARYARD = 6M	MAX MAIN BUILDING HEIGHT = 12M (39'4") FRONTYARD FACING ALBERTA RD = 6M EAST AND WEST SIDEYARD = 3M REAR YARD = 3M	BUILDING HEIGHT = 12M (39'4") FRONTYARD FACING ALBERTA RD = 6.02M (19'9") EAST SIDEYARD = 4.52M (14'10") WEST SIDEYARD = 3.04M (10'0") REAR YARD = 3.0M (9'10")
(J) OUTDOOR AMENITY	5.0 SM (64.58 SF) PER UNIT 65M X20 = 120 SM (1292 SF)	120.6 SM (1299 SF)



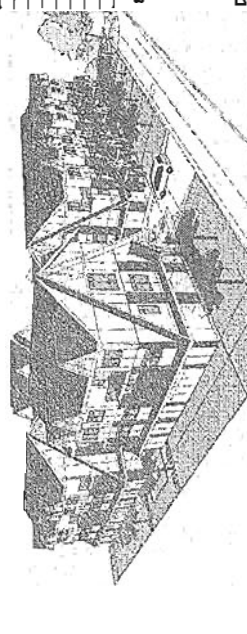
(K) PARKING:
2 PER DWELLING UNIT
0.7 VISITOR PARKING / UNIT X20 = 4
TOTAL = 44 REQUIRED
VISITOR BICYCLE:
0.2 PER DWELLING UNIT X20 = 4
RESIDENTIAL BICYCLE STORAGE
1.25 PER DWELLING UNIT X20 = 25



CONCEPTUAL AERIAL VIEW FROM ALBERTA ROAD



CONCEPTUAL AERIAL VIEW FROM ALBERTA ROAD



CONCEPTUAL AERIAL VIEW FROM ALBERTA ROAD

PROPOSED TOWNHOUSE
 9720-9760 ALBERTA RD
 RICHMOND BC

DEVELOPMENT SUMMARY

PROJECT NUMBER: 12-12
 DESIGNER: [REDACTED]
 CHECKED BY: EL
 FILENAME: 12-12_MAL_DMT113-WF-010

A1

REZONING

PROPOSED TOWNHOUSE
9720-9760 ALBERTA RD
RICHMOND BC

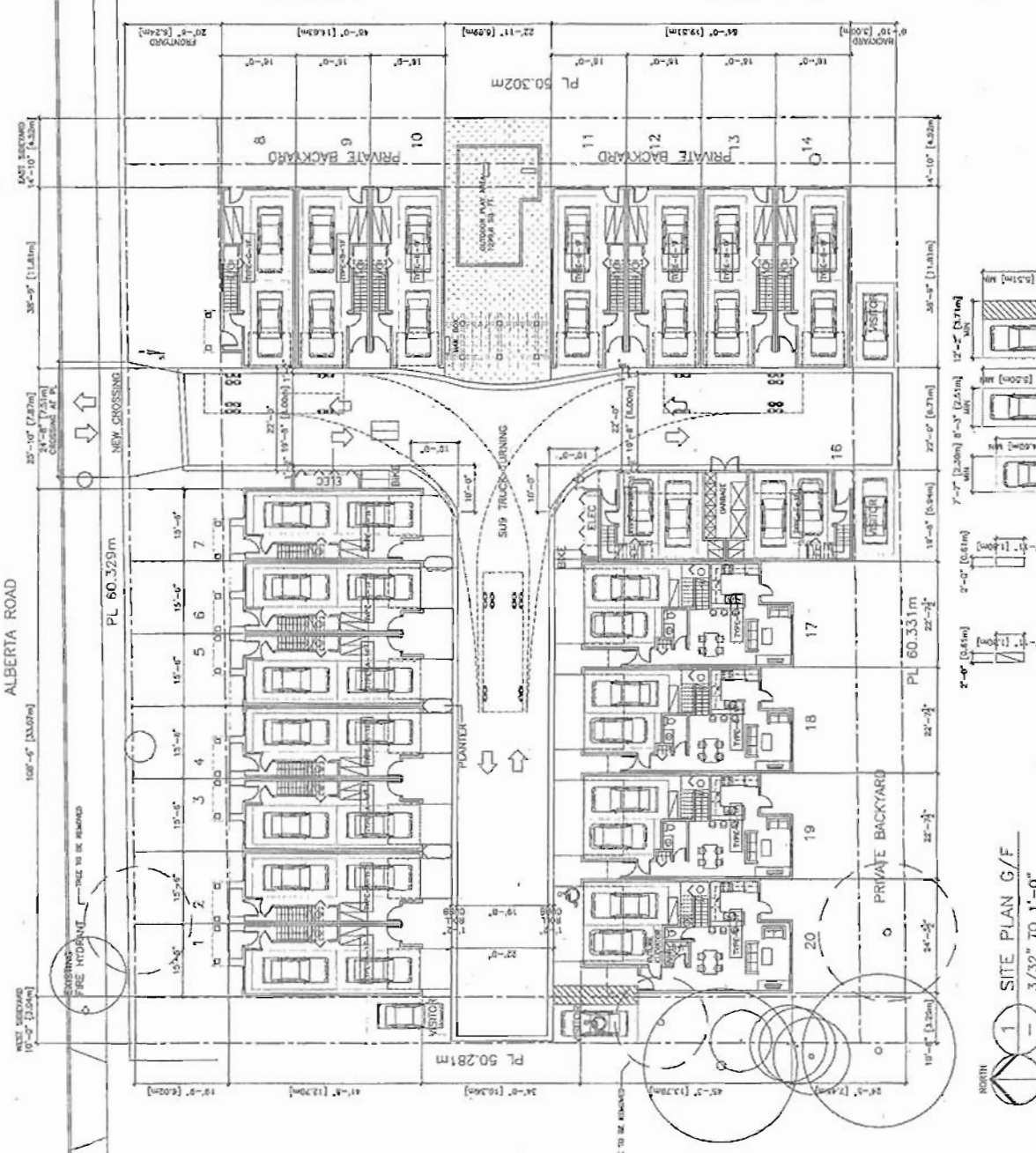
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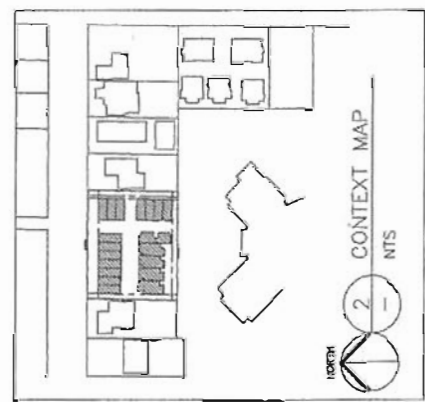
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 19. PROJECT: 12-17
 20. PROJECT: 12-17

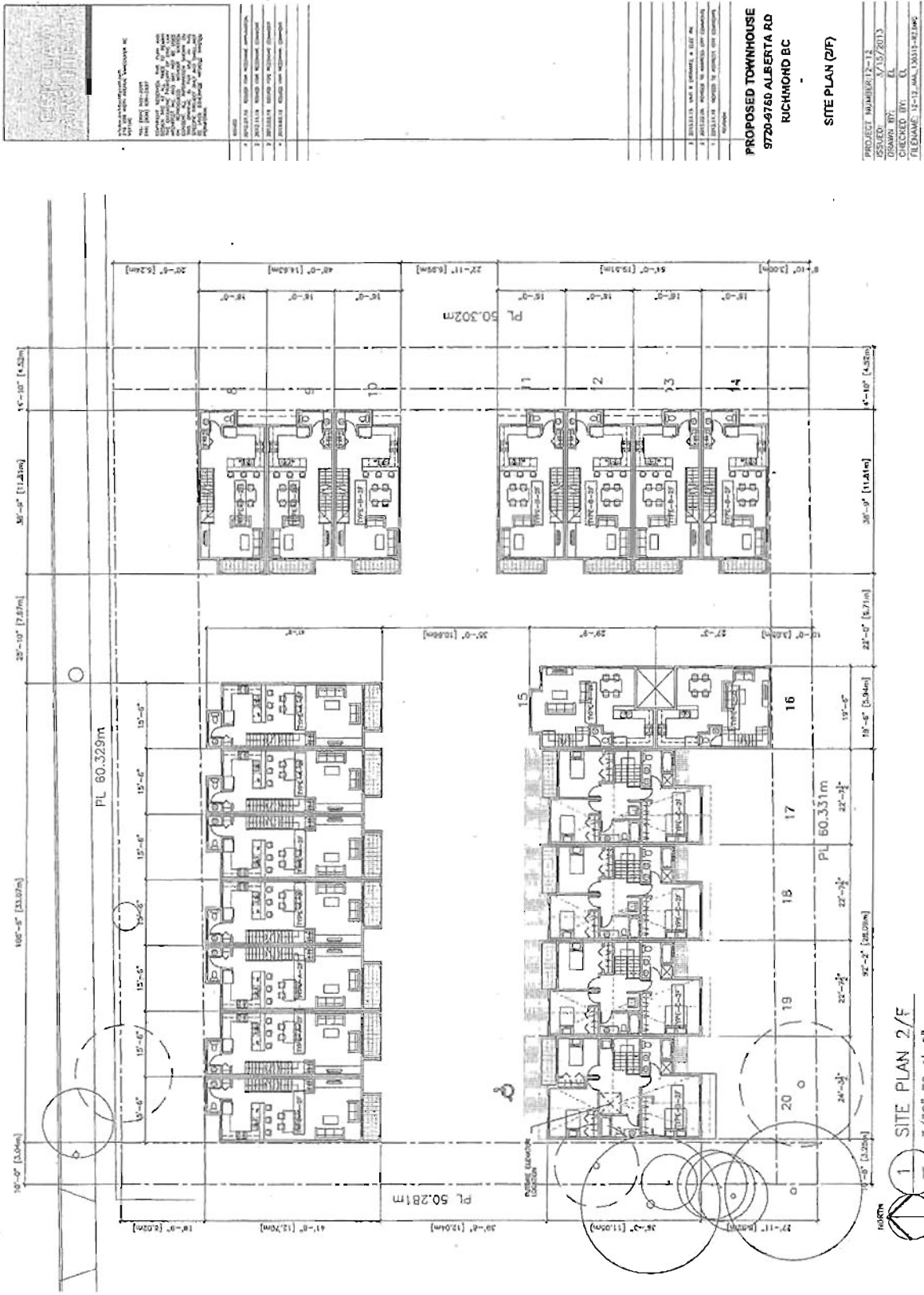
A2

REZONING



SITE PLAN G/F
 3/32" TO 1'-0"





1. 10'-0" [3.05m]
 2. 18'-0" [5.49m]
 3. 31'-0" [9.45m]
 4. 10'-0" [3.05m]

1. 10'-0" [3.05m]
 2. 18'-0" [5.49m]
 3. 31'-0" [9.45m]
 4. 10'-0" [3.05m]

PROPOSED TOWNHOUSE
9720-9760 ALBERTA RD
RICHMOND BC
SITE PLAN (2/F)

PROJECT NUMBER: 12-12
 ISSUED: 7/19/2013
 CHECKED BY: [Signature]
 FILENAME: 12-12_HAL_120113-REV.DWG

A3
 REVISIONS



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- 2. PREPARED FOR: [Client Name]
- 3. PROJECT NO: [Project Number]
- 4. DATE: [Date]
- 5. SCALE: [Scale]
- 6. SHEET NO: [Sheet Number]
- 7. TOTAL SHEETS: [Total Sheets]
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- 9. PROJECT DESCRIPTION: [Description]
- 10. PROJECT STATUS: [Status]
- 11. PROJECT CONTACT: [Contact Info]
- 12. PROJECT PHONE: [Phone Number]
- 13. PROJECT FAX: [Fax Number]
- 14. PROJECT EMAIL: [Email Address]
- 15. PROJECT WEBSITE: [Website URL]
- 16. PROJECT ADDRESS: [Address]
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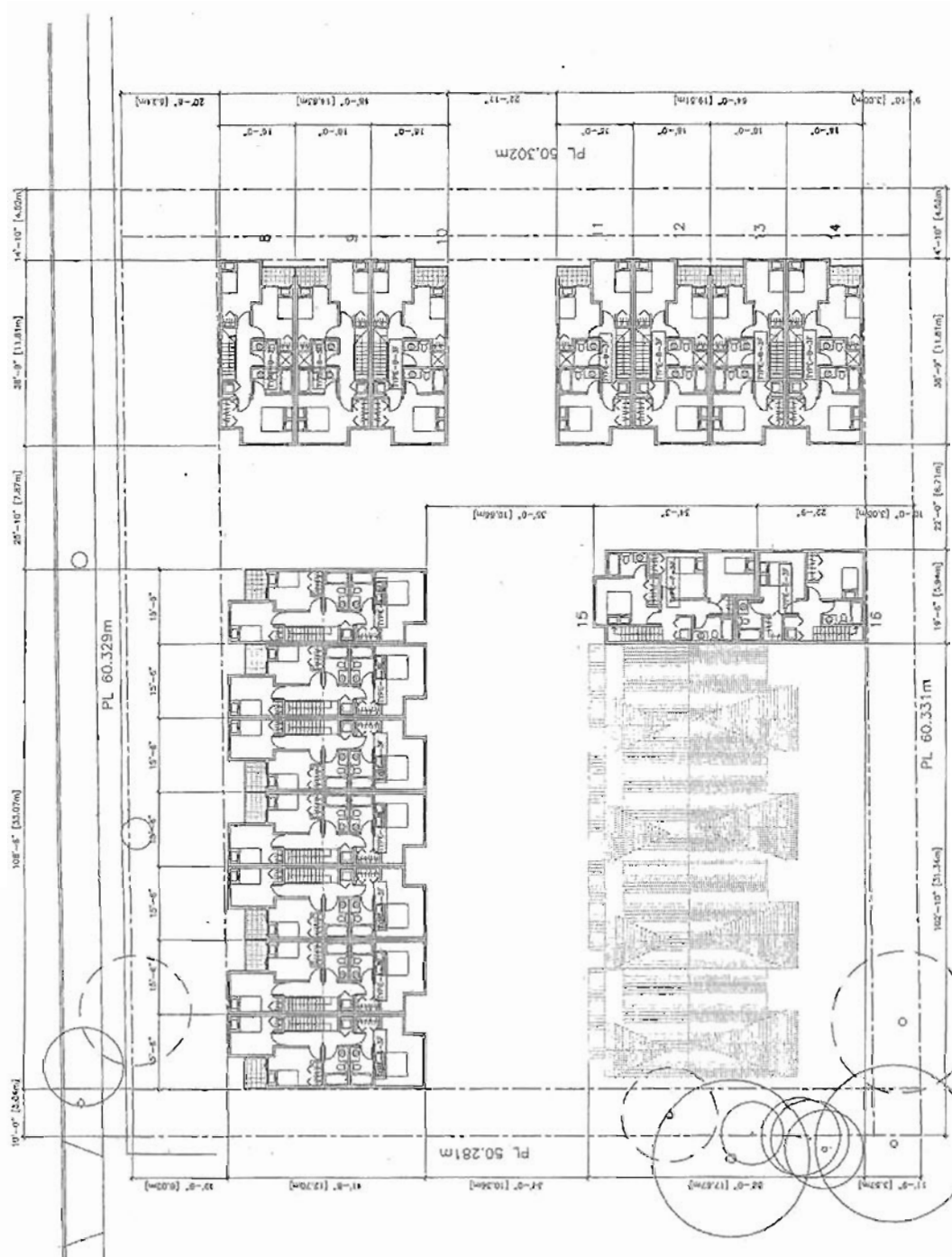
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3	PROPOSED SIDEWALK
4	PROPOSED LANDSCAPE
5	PROPOSED UTILITY
6	PROPOSED FENCE
7	PROPOSED SIGNAGE
8	PROPOSED LIGHTING
9	PROPOSED PAVING
10	PROPOSED CURB
11	PROPOSED DRIVEWAY
12	PROPOSED SIDEWALK
13	PROPOSED LANDSCAPE
14	PROPOSED UTILITY
15	PROPOSED FENCE
16	PROPOSED SIGNAGE
17	PROPOSED LIGHTING
18	PROPOSED PAVING
19	PROPOSED CURB
20	PROPOSED DRIVEWAY

PROPOSED TOWNHOUSE
9720-9760 ALBERTA RD
RICHMOND BC
SITE PLAN (3/F)

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 ISSUED: 3/15/2013
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 RELEASED: 12-12 AM, 10:10:42 AM

A4

REVISIONS





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 3. PREPARE AND FOR REVIEW APPROVAL
 4. PREPARE AND FOR REVIEW APPROVAL

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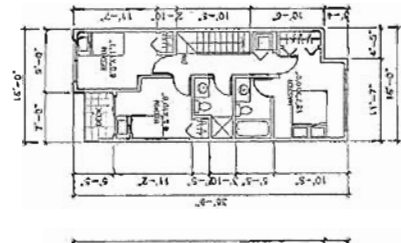
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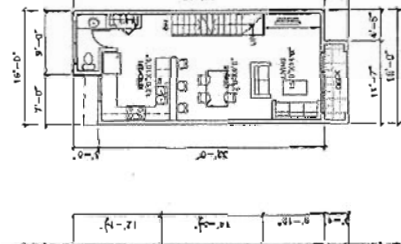
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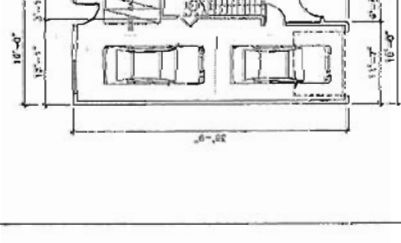
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 INCLUDING PARKING SPACE



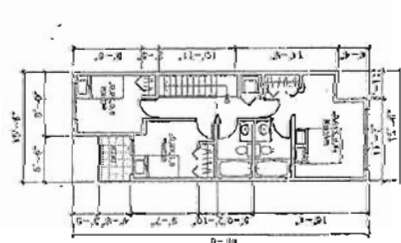
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 INCLUDING PARKING SPACE



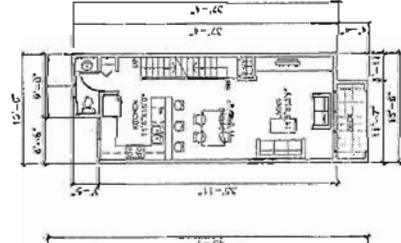
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 INCLUDING PARKING SPACE



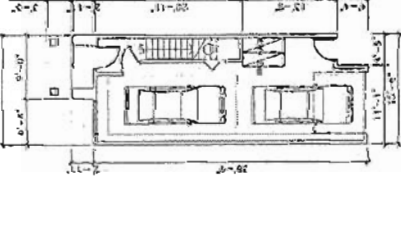
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 INCLUDING PARKING SPACE



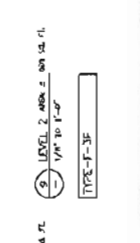
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 INCLUDING PARKING SPACE



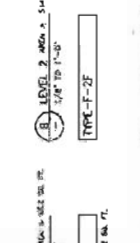
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 INCLUDING PARKING SPACE



TYPE G
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 1/8" TO 1/8" SCALE
 TYPE-G-1F
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 INCLUDING PARKING SPACE



TYPE H
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 1/8" TO 1/8" SCALE
 TYPE-H-1F
 TOTAL UNIT AREA: 864 SQ. FT.
 INCLUDING PARKING SPACE



TYPE I
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 1/8" TO 1/8" SCALE
 TYPE-I-1F
 TOTAL UNIT AREA: 864 SQ. FT.
 INCLUDING PARKING SPACE



TYPE J
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 TYPE-J-1F
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 INCLUDING PARKING SPACE



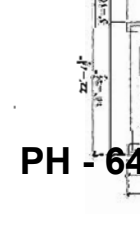
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 INCLUDING PARKING SPACE



TYPE L
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 INCLUDING PARKING SPACE



TYPE M
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 INCLUDING PARKING SPACE



TYPE N
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 LEVEL 1 AREA: 864 SQ. FT.
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 INCLUDING PARKING SPACE

PROPOSED TOWNHOUSE
9720-9760 ALBERTA RD
RICHMOND BC

UNIT PLANS

PROJECT NUMBER: 21-17
 DRAWING NO.: 21-17-001
 DATE: 07/19/2013
 CLIENT: [REDACTED]
 ADDRESS: 9720-9760 ALBERTA RD, RICHMOND BC, V6X 4E8
 TELEPHONE: 604-273-1234

A5

RZD/MG

PH - 65

1/8" TO 1'-0"

PROPERTY LINES

MAN OVERSEER BMS

2'-0"

PROPERTY LINES

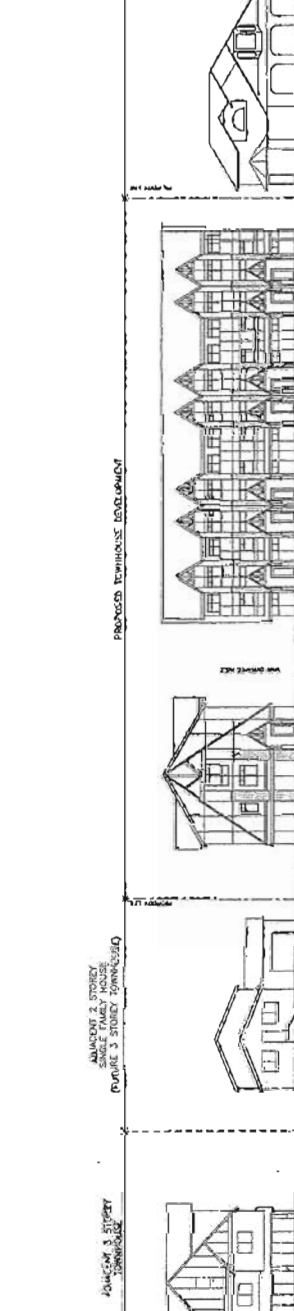
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 2. DRAWING NO.: PH-65
 3. DATE: 07/15/2013
 4. PROJECT: PROPOSED TOWNHOUSE DEVELOPMENT
 5. CLIENT: [REDACTED]
 6. LOCATION: 9720-9780 ALBERTA RD, RICHMOND BC
 7. SCALE: 1/8" TO 1'-0"

1. PREPARED BY: ARCHITECT & ASSOCIATES INC.
 2. DRAWING NO.: PH-65
 3. DATE: 07/15/2013
 4. PROJECT: PROPOSED TOWNHOUSE DEVELOPMENT
 5. CLIENT: [REDACTED]
 6. LOCATION: 9720-9780 ALBERTA RD, RICHMOND BC
 7. SCALE: 1/8" TO 1'-0"

1 BUILDING ELEVATION (NORTH ELEVATION ALONG ALBERTA ROAD)
 1/8" TO 1'-0"



2 BUILDING ELEVATION (EAST ELEVATION)
 1/8" TO 1'-0"



3 CONTEXT ELEVATION (NORTH ELEVATION ALONG ALBERTA ROAD)
 1/16" TO 1'-0"



PROPOSED TOWNHOUSE
 9720-9780 ALBERTA RD
 RICHMOND BC

BUILDING ELEVATIONS

PROJECT NUMBER: 12-12
 ISSUED: 07/15/2013
 DRAWN BY: [REDACTED]
 CHECKED BY: [REDACTED]
 ELEVATION: 12-12, MAN OVERSEER BMS

A6

REVISIONS



City of Richmond

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

Development Application Data Sheet

RZ 12-615601

Address: 9720, 9740 and 9760 Alberta Road

Applicant: Ajit Thaliwal and Eric Law Architect Inc.

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

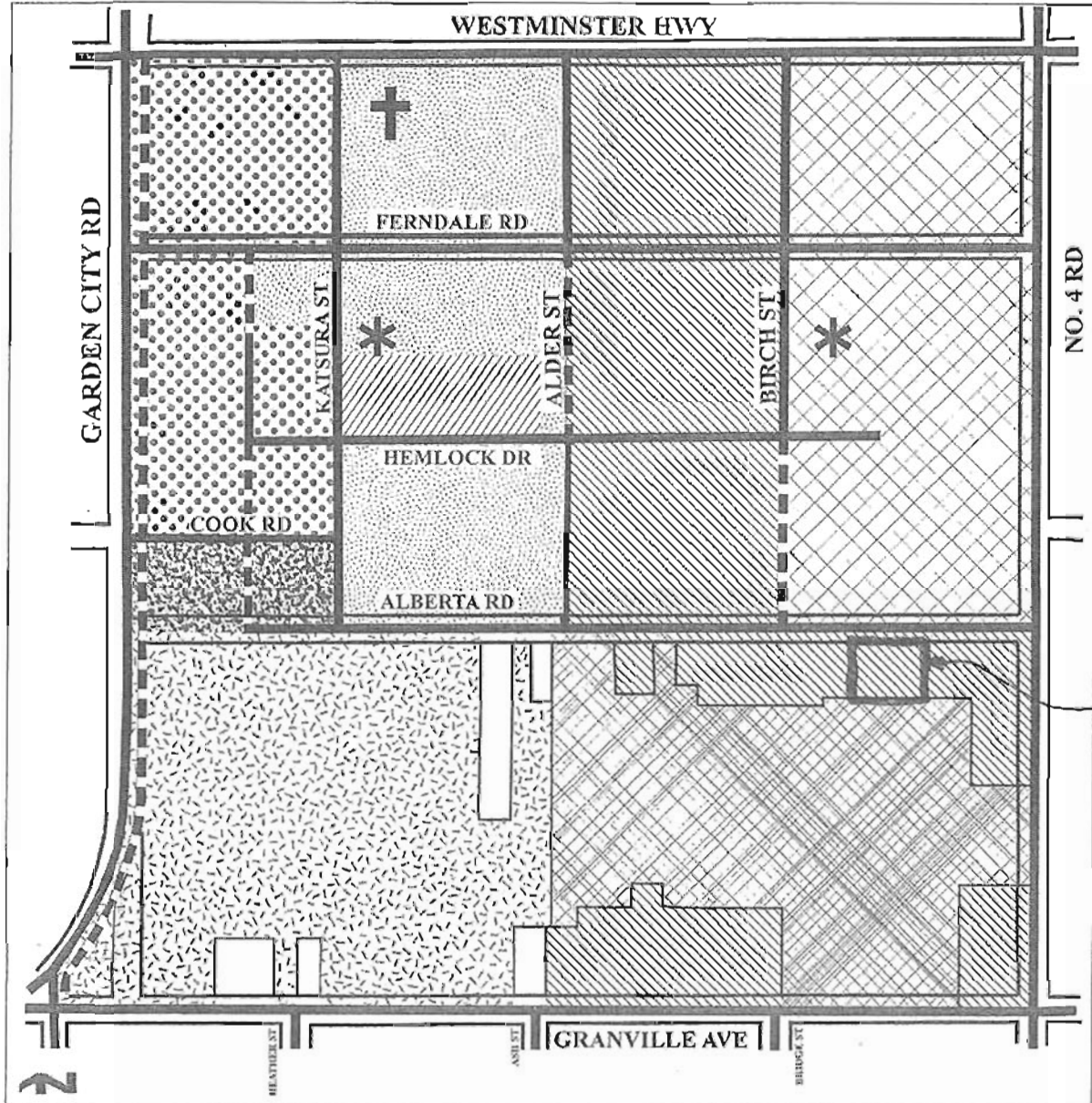
	Existing	Proposed
Civic Address:	9720 Alberta Road 9740 Alberta Road 9760 Alberta Road	To Be Determined
Owner or Applicant:	Ajit Thaliwal and Eric Law Architect Inc.	No Change
Site Size (m²):	3,034.00m ²	No Change
Land Uses:	Single-Family	Townhouse Residential
OCP Area Plan Designation:	Residential Area 3 0.65 base F.A.R. Two-Family Dwelling / 2 & 3-storey Townhouses	No Change
Zoning:	Residential Single Detached, Subdivision F (RS1/F)	Medium Density Townhouses (RTM3) Permits Townhouses at 0.70 F.A.R. with a contribution to the Affordable Housing Reserve Fund
Number of Units:	1 Single-Family Dwelling per lot	20 Townhouse Units on a consolidated lot.

	Bylaw 8500 Requirements	Proposed	Variance
Density (FAR):	Site Area = 3,034.00m ² (0.70) = 2,123.80m ² Max.	2,123.80m ² (0.70 FAR)	none permitted
Lot Coverage – Building:	40% Max.	41%	1% (30.34m ²)
Lot Width:	40.0m	60.33m	none
Lot Depth:	35.0m	50.30m	none
Lot Size:	No requirements	3,034.00m ²	none
Setback: Alberta Road:	6.0m Min.	6.02m	none
Setback: Side and Rear Yard:	3.0m Min.	3.04m	none

	Bylaw 8500 Requirements	Proposed	Variance
Height:	12.0m and no more than 3 stories maximum	11.63m and 3 stories	none
Minimum off-street Parking Requirements:	28 Resident <i>plus</i> 4 Visitor 32 spaces minimum	40 Resident <i>plus</i> 4 Visitor 44 spaces	none
Tandem Parking Spaces:	Max. 50% of units for townhouses	70% of units to provide tandem parking	Required for tandem stalls for townhouse development.
Amenity Space – Indoor:	70 m ² or cash-in-lieu payment	Cash-in-lieu payment totalling \$21,000.00	none
Amenity Space – Outdoor:	6 m ² minimum per unit x 20 units = 120m ²	120.6m ²	none

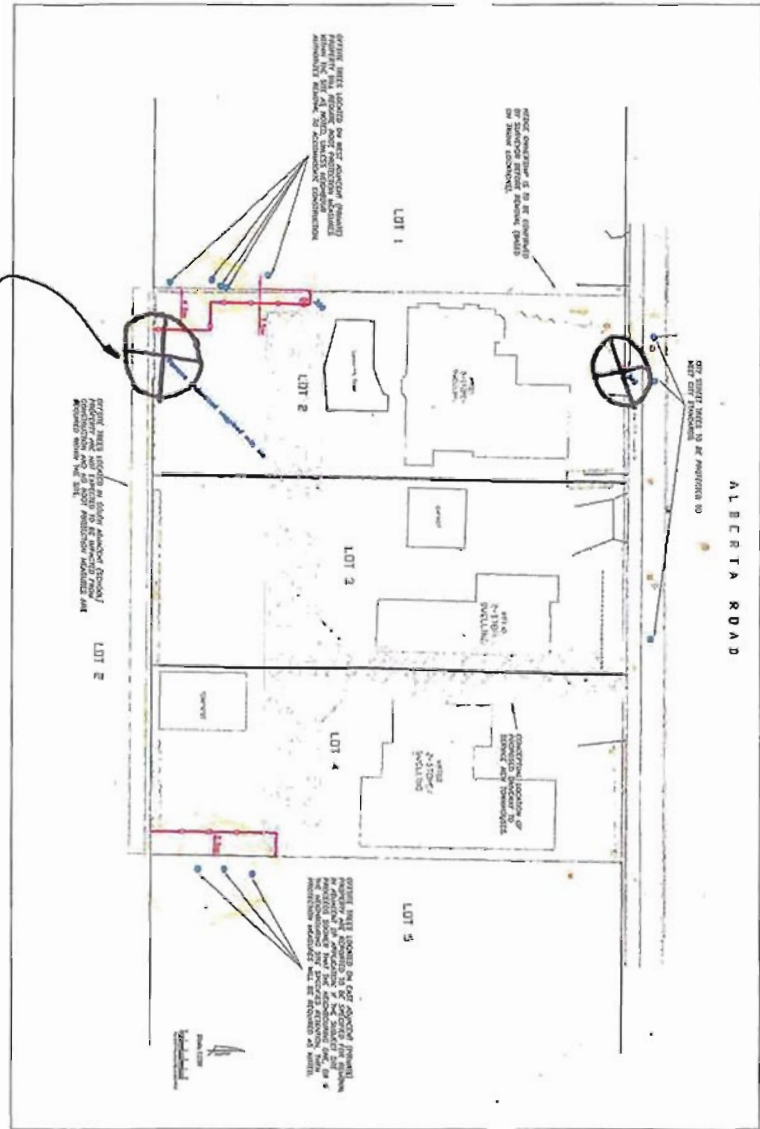
City of Richmond

Land Use Map Bylaw 8630
2010/07/19



SUBJECT SITE
(RZ 12-015601)

	Residential Area 1 1.6 base F.A.R. 4-storey Th., Low-rise Apts. (4-storeys max.) / Mid-rise Apts. (Up to 8-storeys) / High-rise Apts. (Up to 45 m)		Residential Area 3 0.65 base F.A.R. Two-Family Dwelling / 2 & 3-storey Townhouses		Community Park
	Residential Area 2 0.95 base F.A.R. 2, 3 & 4-storey Townhouses, Low-rise Apts. (4-storeys max.)		Residential Area 4 0.55 base F.A.R. One & Two-Family Dwelling & Townhouses (2 1/2-storeys typical, 3-storeys maximum where a maximum 30% lot coverage is achieved)		School
	Residential Area 2A 0.95 base F.A.R. 2, 3 & 4 & 5-storey Townhouses, Low-rise Apts. (5-storeys max. Up to 19 m)		Residential Area 5 0.55 base F.A.R. One-Family Dwelling		Neighbourhood Parks
	Mixed Residential/ Retail/Community Uses				Trail
					Principal Roads
					Church



ON-SITE TREES
TO BE REMOVED
(TYP.)

1. This drawing is a site plan showing the proposed layout of the site. It is intended to provide a general overview of the site and is not intended to be used for construction purposes. 2. The site plan is based on the information provided by the client and is subject to change without notice. 3. The site plan is not a guarantee of accuracy and is not intended to be used for legal purposes. 4. The site plan is not a substitute for a professional engineering or architectural drawing. 5. The site plan is not a substitute for a site visit or a site inspection. 6. The site plan is not a substitute for a site assessment or a site analysis. 7. The site plan is not a substitute for a site plan or a site plan approval. 8. The site plan is not a substitute for a site plan or a site plan approval. 9. The site plan is not a substitute for a site plan or a site plan approval. 10. The site plan is not a substitute for a site plan or a site plan approval.

DATE	DESCRIPTION

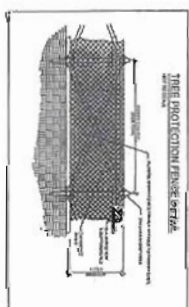
THREE RETENTION DRAWING

DATE: 1/1/2024
 PROJECT: 1234567890
 DRAWING NO: 1234567890
 SCALE: 1:100
 SHEET NO: 1/1

IACI

THREE RETENTION FINISH DETAIL

1. This detail shows the construction of the three retention finish. 2. The detail is based on the information provided by the client and is subject to change without notice. 3. The detail is not a guarantee of accuracy and is not intended to be used for legal purposes. 4. The detail is not a substitute for a professional engineering or architectural drawing. 5. The detail is not a substitute for a site visit or a site inspection. 6. The detail is not a substitute for a site assessment or a site analysis. 7. The detail is not a substitute for a site plan or a site plan approval. 8. The detail is not a substitute for a site plan or a site plan approval. 9. The detail is not a substitute for a site plan or a site plan approval. 10. The detail is not a substitute for a site plan or a site plan approval.



**Conditional Zoning Requirements
9720, 9740 and 9760 Alberta Road
RZ 12-615601**

Prior to final adoption of Zoning Amendment Bylaw 9014, the developer is required to complete the following:

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. 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.
3. Registration of an aircraft noise sensitive use covenant on title.
4. Registration of a flood indemnity covenant on title.
5. Registration of a cross-access easement, statutory right-of-way, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of 9700, 9660 and 9640 Alberta Road.
6. City acceptance of the developer's offer to voluntarily contribute \$15,600.00 to the upgrade of the pedestrian crossing at Alberta Road and No. 4 Road.
7. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot (e.g. \$17,602.20) to the City's Public Art Fund.
8. Contribution of \$21,000.00 in-lieu of on-site indoor amenity space to go towards development of indoor public amenity space as identified by the Parks, Recreation and Cultural Services Department.
9. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$45,720.00) to the City's affordable housing fund.
10. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
11. 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. 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. Utility connections to the townhouse units, driveway ramps to be removed and new one installed and other related items to be done at the developer's sole cost via City Work Order.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

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

[Original signed on file]

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 9014 (RZ 12-615601)
9720, 9740 and 9760 Alberta 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 "MEDIUM DENSITY TOWNHOUSES (RTM3)".

P.I.D. 001-512-234

LOT 2 SECTION 10 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 1712

P.I.D. 012-298-115

LOT 3 SECTION 10 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 1712

P.I.D. 000-521-671

LOT 4 SECTION 10 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 1712

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9014".

FIRST READING

APR 22 2013

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

Approval stamp box: CITY OF RICHMOND, APPROVED by [Signature], APPROVED by Director or Solicitor [Signature]

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Department

To Council - April 22 2013

To: Planning April 16 2013

To: Planning Committee

Date: March 21, 2013

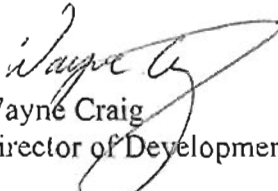
From: Wayne Craig
Director of Development

File: RZ 12-619835
12-8060-20-9015


Re: Application by 664525 B.C. Ltd. for Rezoning at 7400, 7420 and
7440 Railway Avenue from Single Detached (RS1/E) to Low Density Townhouses
(RTL4)

Staff Recommendation

That Bylaw 9015, for the rezoning of 7400, 7420 and 7440 Railway Avenue from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.


Wayne Craig
Director of Development

EL:kt

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

Staff Report

Origin

664525 B.C. Ltd. has applied to the City of Richmond for permission to rezone 7400, 7420 and 7440 Railway Avenue (**Attachment 1**) from Single Detached (RS1/E) to Low Density Townhouses (RTL4) in order to permit the development of 15 townhouse units. A preliminary site plan, building elevations, and landscape plan are contained in **Attachment 2**.

Findings of Fact

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

Surrounding Development

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

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

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

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

Related Policies & Studies

Arterial Road Policy

The 2041 OCP Bylaw 9000 Arterial Road Redevelopment Policy is supportive of multiple-family residential developments along certain arterial roads with these sites being identified on the Arterial Road Development Map. Although the subject site is not specifically identified in the Arterial Road Development Map for townhouse development, it meets the location criteria set out in the OCP for additional new townhouse areas; e.g., within walking distance (800 m) of a City Community Centre (Thompson Community Centre).

Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive

Covenant specifying the minimum flood construction level is required prior to rezoning bylaw adoption.

Affordable Housing Strategy

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

Public Input

The applicant has forwarded confirmation that a development sign has been posted on the site. There has been significant interest from the neighbouring residents regarding this proposed rezoning. Staff have received:

- 13 opposition letters from residents of the immediate neighbourhood (Attachment 4); and
- A petition with 35 signatures from 33 households within the immediate neighbourhood in opposition to the proposed development (Attachment 5).

Concerns from the neighbourhood are summarized below with responses to each of the concerns identified in *italics*.

1. Changes in neighbourhood character.

(Two storey ground oriented duplexes with traditional residential character are proposed to compliment surrounding single family houses. High quality details and materials will enhance the streetscape. These proposed design features and landscaping will be controlled through the Development Permit process.)

2. Increased traffic generated by the townhouse development.

(The proposed fifteen (15) unit townhouse development will result in a manageable increase in traffic over the existing three (3) single family houses. It is anticipated this increase will result in just six (6) additional vehicles per hour during the morning and afternoon peak period. This marginal increase is expected to have minimal impact to the surrounding road system as it translates to just one (1) additional vehicle every ten (10) minutes and can be accommodated within the capacity and geometry of Railway Avenue.

Transportation supports a direct access from Railway Avenue as shown on the conceptual development plans as full movement for the foreseeable future. However, in the long-term, the City may need to restrict movements to right-in/out only as volumes on Railway Avenue increase. A restrictive covenant regarding this matter will be required prior to rezoning bylaw adoption.)

3. The proposed development would create a parking problem for the neighbourhood.
(The original proposal includes two (2) side-by-side parking spaces per unit and a total of three (3) visitor parking spaces on site, which is in compliance with the bylaw requirement. Based on the public input, the developer has agreed to provide an extra small car visiting parking stall so that four (4) onsite visitor parking stalls will be provided.)
4. The proposed townhouse development would create privacy and overlook concerns.
(The developer has increased the setbacks where possible. Buildings are setback minimum 5.0 m from the rear property line and the second floor further set back to 5.8 m. Side yard setbacks along the north and south property lines meet the bylaw required 3.0 m setback, which exceeds the typical minimum setback for single family dwellings. A solid 6' high wood fence is proposed along the property lines. Buildings are limited to 2-storeys with windows on upper floors oriented to minimize overlook. These proposed design features will be controlled through the Development Permit process.)
5. The proposed driveway along the north property line would have a disastrous effect on the neighbouring property.
(Based on the public input, the developer has relocated the entry driveway from the north edge of the site to the midpoint of the site frontage.)
6. The proposed townhouse development would reduce the value of the neighbouring properties along Railway Avenue.
(The applicant advised that project will be constructed of a high quality in terms of detailing, materials, and landscaping, which could be controlled through the Development Permit process. In addition, as part of the development, the frontage of the development site will be improved with a new sidewalk and a grassed and treed boulevard. Most of the trees in the front yard of the site are also to be retained and protected. The proposed development will improve the appearance of the streetscape.)

Open House

The applicant has conducted public consultation regarding the rezoning application, as per the Arterial Road Policy, through a public Open House. The Open House was held on March 12, 2013 at the Thompson Community Centre. An Open House flyer was delivered by the applicant to approximately 47 households (see **Attachment 6** for the Notification Area). Only three (3) residents from two (2) households attended the event. Comments sheets were provided to all the attendees and only one (1) written response was received. Staff attended the Open House as observers. A copy of the Open House Summary prepared by the applicant is included in **Attachment 7**.

Staff Comments

Trees Retention and Replacement

Tree Removal

A Tree Survey and a Certified Arborist's report were submitted in support of the application; 37 on-site trees were identified and assessed (see Tree Preservation Plan in **Attachment 8**). The City's Tree Preservation Coordinator has reviewed the Arborist Report and concurs with the arborist's recommendation to remove 24 trees as they are either dead, dying (sparse canopy foliage), or exhibit suppressed canopies due to competition, structural defects such as inclusions at the main branch union and co-dominant stems. The developer is also proposing to remove three (3) additional trees that are in "moderate-good" condition due to its location on the proposed driveway. To compensate for the loss of two (2) large conifers along the street frontage, the City's Tree Preservation Coordinator recommends that two (2) new larger calliper conifer replacement trees be provided along the Railway Avenue frontage. These "specimen" replacement trees will be specified at Development Permit stage and exceed typical replanting size requirements. Staff will work with the landscape architect to explore additional tree planting opportunities and ensure the provision of the larger specimen trees on-site at the Development Permit stage.

Tree Protection

The developer is proposing to retain and protect 10 trees on site. Nine (9) of these trees are located along the Railway Avenue frontage. Tree protection fencing is required to be installed to City standards prior to any construction activities occurring on-site. In addition, a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone will be required prior to Development Permit issuance.

In order to ensure that the 10 protected trees will not be damaged during construction, a Tree Survival Security will be required as part of the Landscape Letter of Credit at Development Permit stage to ensure that these trees will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be retained, and submit the landscape security and tree compensation cash-in-lieu (i.e. \$37,000 in total) to ensure the replacement planting will be provided.

Tree Replacement

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 54 replacement trees are required for the removal of 27 trees. Considering the effort made by the applicant to retain the ten (10) trees on site, staff recommend ten (10) replacement trees be exempted. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is

proposing to plant 13 new trees on-site; size of replacement trees and landscape design will be reviewed in detail at the Development Permit stage. The applicant has agreed to provide a voluntary contribution of \$15,500 to the City's Tree Compensation Fund in-lieu of planting the remaining 31 replacement trees should they not be accommodated on the site.

Site Servicing and Frontage Improvements

Storm analysis is not required; however, the existing 450 mm diameter storm sewer along the Railway Avenue frontage (from the north property line to the south property line of the proposed site with an approximate length of 70 meters) must be upgraded to a 600 mm diameter storm sewer. It is noted that existing large trees located near the south end of the site frontage may be impacted by the construction of the proposed storm sewer upgrade. The proposed servicing upgrade works will be under arborist supervision. The arborist will assess the impact of the proposed works to the protected trees at the Servicing Agreement stage, and will conduct root pruning, if required. A summary report including future recommendations will be provided to the City as part of the Development Permit process.

Sanitary analysis is not required. The location for the sanitary service connection of the proposed site is to be at the northeast corner of 7400 Railway Avenue so that sanitary flow from the proposed site will be directed to the existing manhole and existing 200 mm diameter sanitary pipe along the north property line of 7371 Lindsay Road.

The water service connection to the proposed site is to be from the existing 300 mm diameter water main at the west side of Railway Avenue. The existing 100 mm diameter AC water main along the proposed site's Railway Ave frontage (i.e., east side of Railway Ave) is to be abandoned and connected back to the 300 mm diameter at both ends of the abandoned section (over time with future developments, this section of 100 mm water main on the east side of Railway from Linfield to Lancing can be abandoned).

A new 1.5 m sidewalk along the property line, with a 2.0 m grass and treed boulevard (between curb & sidewalk) and street lighting (replacing the existing Hydro lease lights), extended south to the north property line of 7488 Railway Avenue is required. Street trees will not be required due to obstruction of the view corridor.

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

Vehicle Access

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

Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$15,000 as per the Official Community Plan (OCP) and Council Policy.

Outdoor Amenity Space

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

Analysis

Official Community Plan (OCP) Compliance

The proposed development is generally consistent with the Development Permit Guidelines for arterial road townhouse developments contained in the Official Community Plan (OCP). The proposed height, siting and orientation of the buildings respect the massing of the existing single-family homes to the north, south and east:

- The small scale duplex units fit well to existing single-family neighbourhood. The 2-storey interface with single-family homes around the subject site complies with the requirements under the Arterial Road Guidelines for Townhouses in the OCP.
- The increased rear yard setback (minimum 5.0 m on the ground floor and 5.8 m on the second floor, compared to 3.0 m as required under the Low Density Townhouse zones) provides appropriate private outdoor open space for the units at the back of the site and minimizes the impact of the proposed development to existing single-family houses to the east.
- The site grade within the backyards will be raised to approximately 1.40 m geodetic, which is approximately 0.6 m higher than the site grade at the adjacent properties to the east. Perimeter drainage will be required as part of the Building Permit to ensure storm water remains within the property and will not spill over to neighbouring properties.

Development Potential of Adjacent Properties

In determining the appropriate form of redevelopment for the subject site, other than ensuring the proposal follows the location criteria in the Arterial Road Policy, it is also important to understand how the surrounding lots are likely to change in the future.

Single-Family Developments

Single Family Lot Size Policy 5463 (**Attachment 9**) permits properties fronting on Railway Avenue to be rezoned and subdivided as per Single Detached (RS1/E) zone, which is the current zoning of all the properties on the east side of Railway Avenue between Linfield Gate and Lacing Road.

Policy 5463 also permits these properties to be rezoned and subdivided into Single Detached (RS2/B) lots (minimum 12 m wide) where a lane or internal road access is available. A potential development pattern is shown in **Attachment 10**. It is noted that:

- The existing lot pattern of the block between Linfield Gate and Lacing Road precludes the ability to establish a lane along the rear of these properties.
- A new subdivision was created and new houses were built on Linfield Gate; therefore, it is impossible to create a new lane connecting to the side street (i.e., Linfield Gate); to allow developments of RS2/B lots on this block, a lane access point off Railway Avenue will be required.
- For properties between 7320 and 7440 Railway Avenue, every 2-lot-consolidation could facilitate a 3-lot-subdivision; however, a lane connecting Railway Avenue and the back lane will be required on one of the wider lots in this cluster.
- There is no subdivision potential at 7460 and 7480 Railway Avenue since these lots are too narrow (16.76 m wide) for subdivision; these lots are also much deeper than the adjacent properties; back lane will not be able to extend to the south.
- 7488 and 7508 Railway Avenue have already been redeveloped into RS1/B lots with a temporary access off Railway Avenue and an unopened lane at the rear.
- There is no subdivision potential at 7520 and 7540 Railway Avenue since lane access is not available.
- There is no subdivision potential at 7560 and 7566 Railway Avenue since these lots are too narrow (14.86 m wide) for subdivision.
- 7580 Railway Avenue and 5111 Lancing Road, together, maybe rezoned and subdivided into three (3) RS2/B lots with a back lane connecting to Lancing Road.

Based on the above, a development pattern with subdivisions as per RS2/B on this block of Railway Avenue is not preferred; only half of the block could be redeveloped and the proposed lanes along the back of the properties will not be aligned and connected. The resulting dead-end lanes and lane that connects to an arterial road are not preferred.

Multiple-Family Developments

This block of Railway Avenue between Granville Avenue and Blundell Road is within 800 m walking distance of Thompson Community Centre. Under the current Arterial Road Policy, townhouse developments may be considered; Single Family Lot Size Policy is not applicable for multiple-family developments. A potential development pattern is shown in **Attachment 11**. It is noted that:

- 7320/7340/7360 Railway Avenue, when consolidated, would have a frontage over 50 m, which meet the land assembly requirement under the Arterial Road Policy for a townhouse development.
- Although the consolidated frontage of 7460 and 7480 Railway Avenue (approximately 33.5 m) does not meet the minimum width requirement for arterial road townhouse development, the consolidated site may be considered as an extension of the subject

townhouse proposal; a conceptual development plan has been prepared by the applicant (see **Attachment 2**).

- The houses at 7488 and 7508 Railway Avenue are approximately 10 years old; staff do not envision any redevelopment in the near future. These properties would remain “as is” until redevelopment pursued. Should the owners wish to redevelop these properties into townhouses in the future, the back lane must be closed and consolidated to the development site.
- 7520/7540/7560/7566 Railway Avenue, when consolidated, would have a frontage over 50 m, which meet the land assembly requirement under the Arterial Road Policy for a townhouse development.
- The houses at 7580 Railway Avenue and 5111 Lancing Road are approximately 4 and 17 years old respectively; staff do not envision any redevelopment in the near future. However, future development on the consolidated site could be considered as an extension of the development at 7520/7540/7560/7566 Railway Avenue.

Staff recommend low-density multiple-family developments on this block of Railway Avenue between Linfield Gate and Lancing Road since the City would have more control over the development pattern including the location and number of vehicle access points as well as the character and massing of the future dwellings. Staff believe that the proposed duplex buildings are at a similar scale as the neighbouring single-family dwelling; with the extended rear yard setback that is similar to those required in single-family zones, the potential of overlooking should be nominal.

Since the adoption of the OCP in November 2012 staff have initiated a study to provide greater clarification to the Arterial Road Policy where lane establishments is already undertaken. This study will provide increased certainty around the locations and configurations of new back lanes to facilitate single-family developments along arterial roads. Staff anticipate recommendations will be brought forward to Planning Committee later this year. If the subject rezoning application proceeds, staff will recommend redesignating this block of Railway Avenue between Linfield Gate and Lancing Road to “Arterial Road Townhouse Development” in the OCP Arterial Road Policy as part of this study.

Development Variance

The proposed development is generally in compliance with the Low Density Townhouses (RTL4) zone. Based on the review of current site plan for the project, no variance is being requested.

Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development at 7400, 7420 and 7440 Railway Avenue is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined:

- Guidelines for the issuance of Development Permits for multiple-family projects contained in Section 14 of the 2041 OCP Bylaw 9000.

- Location, size and manoeuvring capacity of visitor parking stalls and landscape buffer adjacent to neighbouring back yards.
- Building form and architectural character, including separations between street fronting buildings, to ensure the proposal complements the existing single-family developments in terms of massing and scale.
- Provision of a convertible unit and design of other accessibility/aging-in-place features;
- Site grade to ensure the survival of protected trees.
- Enhancement of landscaping design and provision of two (2) new larger calliper conifer replacement trees (in the range of 4.0 to 8.0 m tall) to compensate for the loss of two (2) large conifers along the street frontage.
- Design development of the outdoor amenity space to comply with the Development Permit Guidelines in terms of size and configuration, as well as provision of children's play equipments.

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

Financial Impact or Economic Impact

None.

Conclusion

The proposed 15-unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments along major arterial roads. Overall, the proposed land use, site plan, and building massing complement the surrounding neighbourhood. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as **Attachment 12**, which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend that the proposed rezoning be approved.

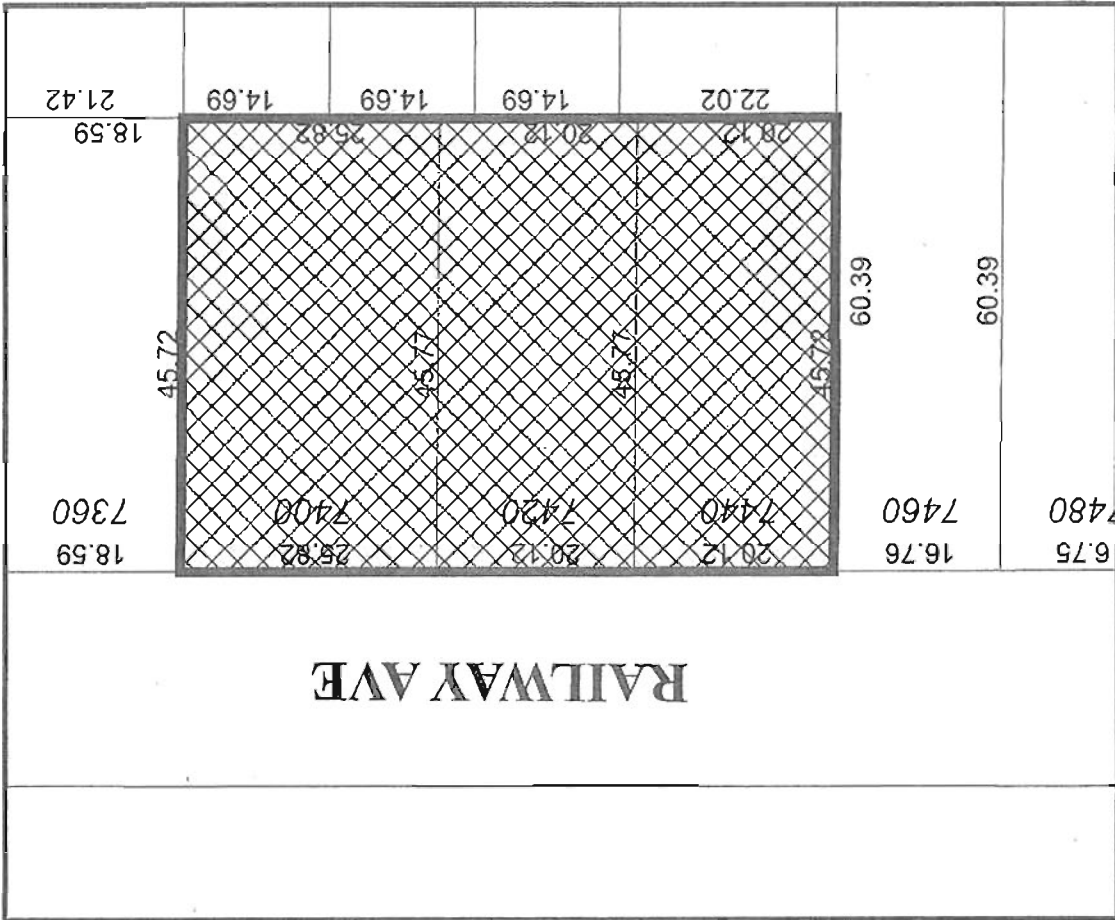


Edwin Lee
Planning Technician - Design

EL:kt

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Letters Received
- Attachment 5: Petition Received
- Attachment 6: Public Information Meeting Notification Area

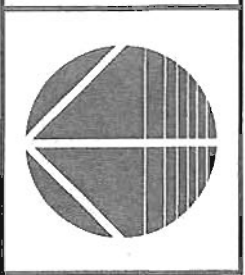
- Attachment 7: Summary of the Public Information Meeting
- Attachment 8: Tree Preservation Plan
- Attachment 9: Lot Size Policy 5463
- Attachment 10: Potential Development Pattern – Single Detached (RS2/B)
- Attachment 11: Potential Development Pattern – Low Density Townhouses
- Attachment 12: Rezoning Considerations Concurrence



PH - 84

Original Date: 09/18/12
 Revision Date:
 Note: Dimensions are in METRES

RZ 12-619835



City of Richmond

RAILWAY AVE

GRANVILLE AVE

RAILWAY AVE

PROPOSED REZONING

RZ 12-619835

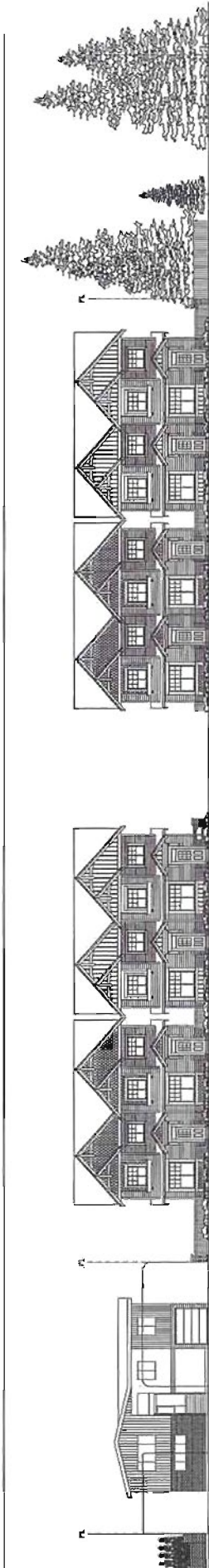


RZ 12-619835

Original Date: 09/20/12

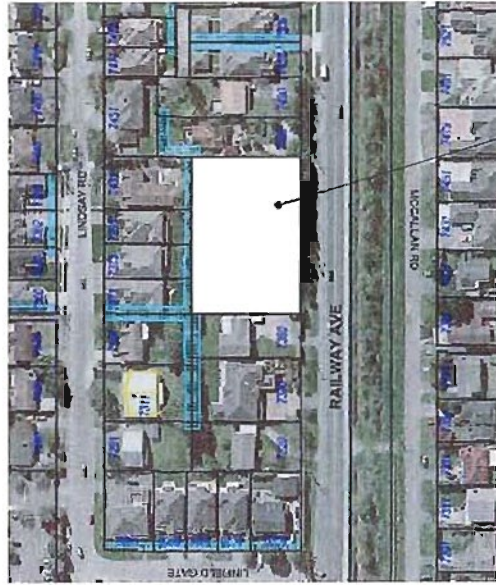
Amended Date:

Note: Dimensions are in METRES



WEST ELEVATION - RAILWAY AVENUE

7460



CONTEXT PLAN
SCALE: N.T.S.

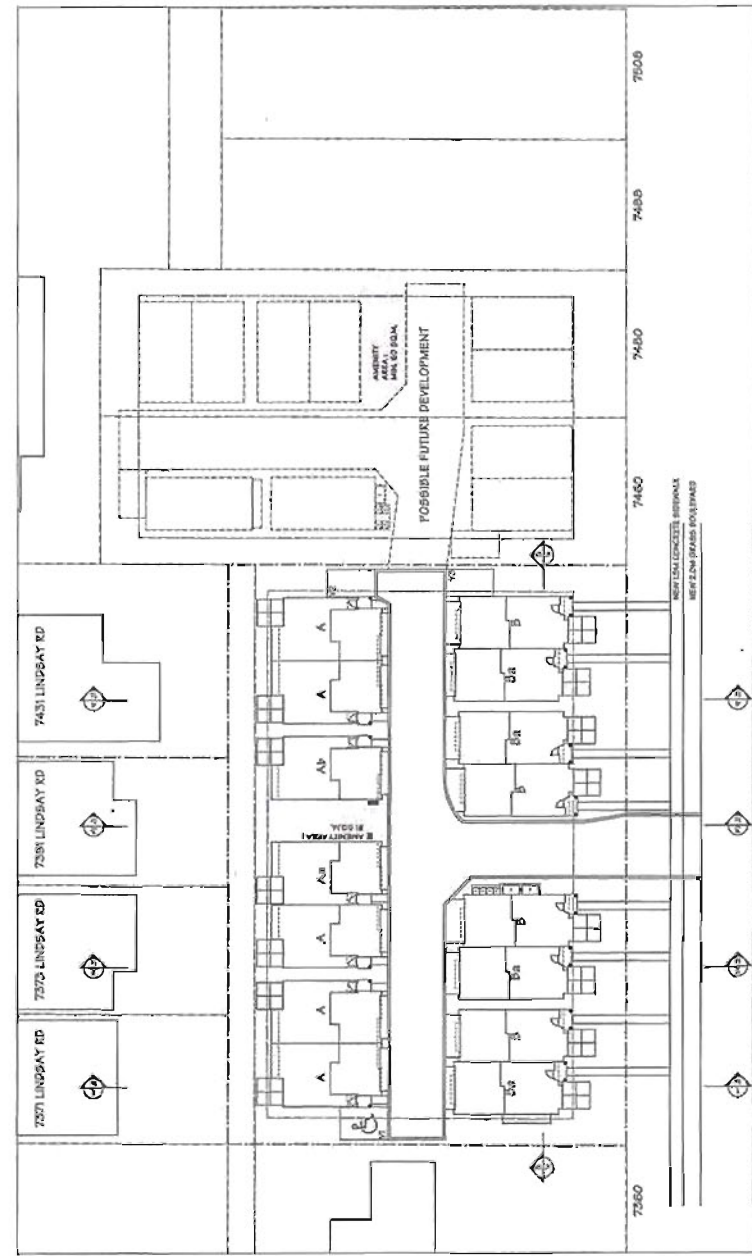
STATISTICS:
 CITY ADDRESS: 7460, 7480 CASBURY AVENUE
 SITE AREA: 22,792 SQ.FT. (2023 SQ.M)
 SITE COVERAGE (N.P.S.): 8.7% SQ.FT.
 MAX F.A.L. (D.O.B): 21 FTES SQ.FT. 1,040 - 13,069 SQ.FT.
 PROPOSED: 10 UNITS @ 1,000 SQ.FT.
 2 SPACES (RESIDENTS)
 2 SPACES (VISITORS)
 PARKING: MIN. 60 SQ.M.
 OUTSIDE AMENITY AREA: 1

PROJECT: 15 UNIT TOWNHOUSE DEVELOPMENT
 STREETSCOPE: STREETSCOPE
 SCALE: 1/4" = 1'-0"
 DATE: 08.11.2018
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NO.: 003

DATE: 08.11.2018	REVISION: 1	PROJECT: 15 UNIT TOWNHOUSE DEVELOPMENT
DATE: 08.11.2018	REVISION: 2	PROJECT: 15 UNIT TOWNHOUSE DEVELOPMENT
DATE: 08.11.2018	REVISION: 3	PROJECT: 15 UNIT TOWNHOUSE DEVELOPMENT
DATE: 08.11.2018	REVISION: 4	PROJECT: 15 UNIT TOWNHOUSE DEVELOPMENT
DATE: 08.11.2018	REVISION: 5	PROJECT: 15 UNIT TOWNHOUSE DEVELOPMENT
DATE: 08.11.2018	REVISION: 6	PROJECT: 15 UNIT TOWNHOUSE DEVELOPMENT
DATE: 08.11.2018	REVISION: 7	PROJECT: 15 UNIT TOWNHOUSE DEVELOPMENT
DATE: 08.11.2018	REVISION: 8	PROJECT: 15 UNIT TOWNHOUSE DEVELOPMENT
DATE: 08.11.2018	REVISION: 9	PROJECT: 15 UNIT TOWNHOUSE DEVELOPMENT
DATE: 08.11.2018	REVISION: 10	PROJECT: 15 UNIT TOWNHOUSE DEVELOPMENT

Yamamoto Architecture Inc.

PLAN #1a



CONCEPTUAL DEVELOPMENT PLAN
SCALE: 1/8" = 1'-0"

RAILWAY AVENUE



RZ 12-619835

Attachment 3

Address: 7400, 7420 and 7440 Railway Avenue

Applicant: 664525 B.C. Ltd.

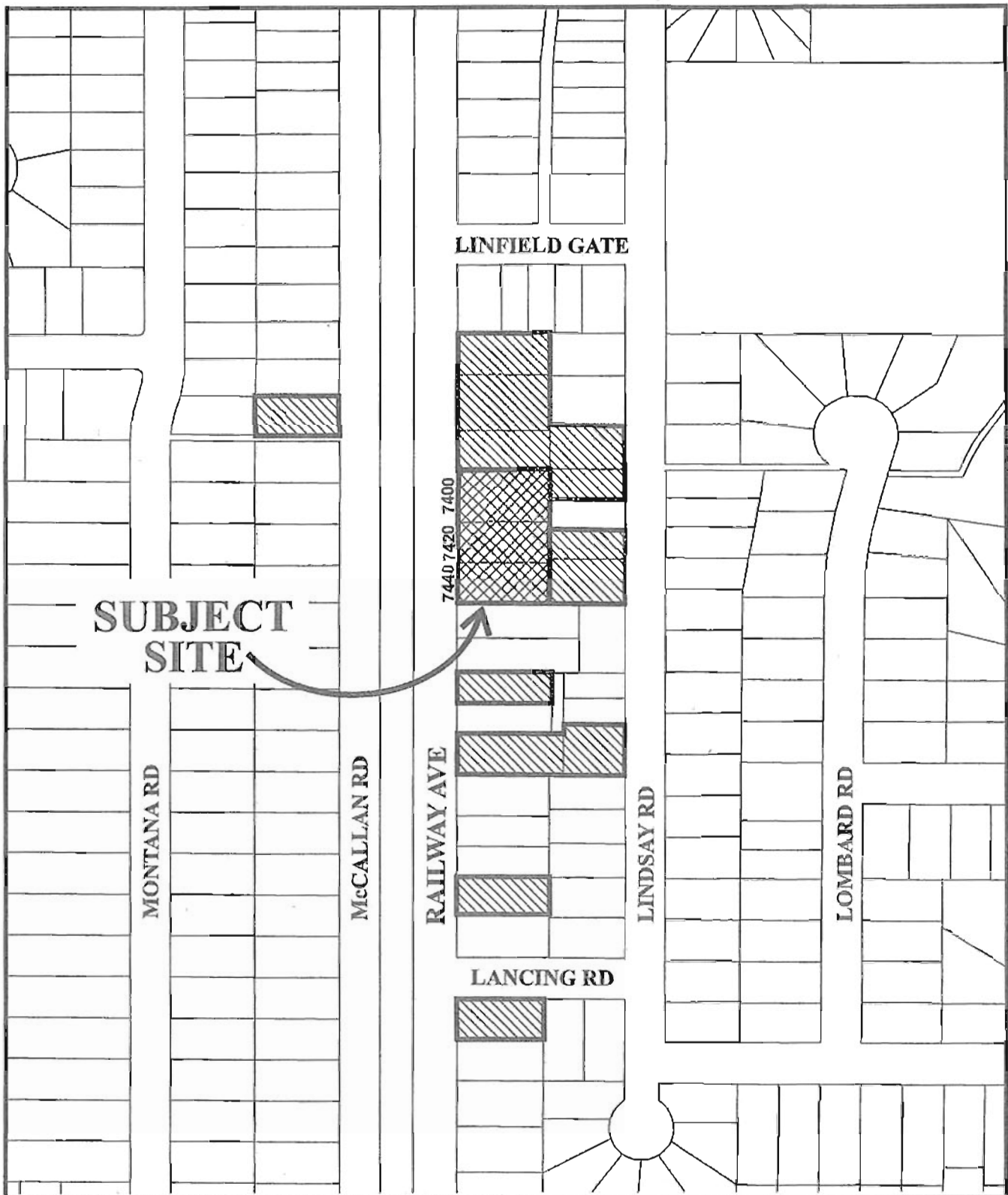
Planning Area(s): Blundell

	Existing	Proposed
Owner:	SSB Homes Ltd., Peter & Marylyn Kulba, Shelley Mintz & Stephen Huzyk	To be determined.
Site Size (m ²):	3,025.6 m ²	No Change
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Neighbourhood Residential	No Change
Area Plan Designation:	N/A	No Change
702 Policy Designation:	Single Detached (RS1/E) or Single Detached (RS2/B) with lane or internal road access. This policy is not applicable for multiple-family development.	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	3	15
Other Designations:	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m Min.	none
Setback – North Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – South Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (m):	Min. 3.0 m	5.0 Min.	none
Height (m):	Max. 12.0 m (3 storeys)	8.5 m (2 storeys)	none
Lot Width:	Min. 50.0 m	66.06 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.21 (V) per unit	none
Off-street Parking Spaces – Total:	33	34	none
Tandem Parking Spaces:	Not permitted	0	none
Small Car Parking Spaces	Max. 50% x 34 stalls = 17 stalls	15	none
Handicap Parking Spaces:	1	1	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 15 units = 90 m ²	91 m ²	none

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



RZ 12-619835
Letters Received

Original Date: 02/12/13

Revision Date: 03/19/13

Note: Dimensions are in METRES

January 21, 2013

Mr. Edwin Lee
Urban Development
6911 #3 Road
Richmond, BC
V6Y 2C1

Re: Rezoning application 7400, 7420, 7440 Railway Avenue,
Richmond, B.C. File# RZ12-619835

Dear Mr. Lee,

My name is Tom Knowles and I am a joint owner of the property at 7320 Railway Avenue. I am writing you in regards to the rezoning application to rezone the parcel of land containing the lots at 7400, 7420, and 7440 Railway from RS1/E to RTL4.

I am in opposition to this rezoning because of how it changes the make up of house size in the 7000 block Railway. Where there is currently three homes there would be a cluster of fifteen units giving no continuity to the area. All recent construction in this area has been built within the current zoning. These three lots can be configured to accommodate more single detached units with in the RS1/E zoning, as the new zoning is not part of the official community plan. With the rezoning there would be increased congestion to the area concerning roads and schools. My final concern would be the added burden that would be put on the infrastructure in this area if this rezoning should take place.

Thank you for your attention to this matter,



Thomas E. Knowles

January 25, 2013

RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

To: Whom it May Concern

We are the home owners of 7340 Railway Avenue (one house away from the rezoning proposal site) and have been living in the neighbourhood for about 12 years. We oppose the rezoning application RZ 12-619835 and want the City of Richmond to deny this rezoning application.

This proposed townhouse complex will be plunked right in the middle of our single residential home community with single residential homes on both sides and behind the proposed townhouse site. There are no townhouses on the entire length of Railway Avenue except for the tip of Railway Avenue where it ends when it meets with Granville Avenue.

This rezoning proposal if it goes through will ruin the larger home character of the street and neighbourhood. There are many nice homes along our street and this proposal will ruin the overall character of the street as well as these homes prices.

As well traffic would be a major concern. Railway Avenue is a single lane street both ways and traffic would be blocked on the street going south since a large volume of cars would be trying to turn left into the proposed townhouse complex backing cars behind them since it is a single lane road. Parking would also be an issue since there is no street parking allowed on Railway Avenue since again it is a single lane street both ways. Also this proposed townhouse site isn't on a corner street which would maybe allow a solution to the potential parking nightmare. These types of townhouse proposal's are suited for streets that have double lanes going both ways which would solve the problems we have listed above that would occur on our street if this rezoning application is approved.

Our home as well is only 12 years old and it will depreciate in value substantially if this rezoning proposal goes through. Our city assessment is close to \$2,000,000 and we will suffer a lot financially if we become the neighbours of town homes. Before building our home we asked the City of Richmond if any rezoning was going to be done on the street to allow anything other than single detached homes and we were told no.

For several years the City of Surrey has mixed commercial, townhouse and single family zoning on the same block. That is why people do not want to move to Surrey. People pay much more money to live in Richmond because the character of the neighbourhoods are maintained by the City. However if these types of zoning applications are approved our city will be in the same problem that faces Surrey today.

Sincerely,

B. Tamana

Baljit Tamana

S. Tamana

Sam Tamana

January 31st, 2013

RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

To: Edwin Lee or whom it may concern:

We are the homeowners of 7360 Railway Avenue (adjacent to the proposed site). We oppose the rezoning application RZ -12-619835 and want the city of Richmond to deny this rezoning application.

When we had this house built in 1971 and choose this location we were told by the Richmond planning department that this area was planned for single family housing. When the properties of 7400, 7420 and 7440 were put up for sale we were again told the area was only planned for single family housing.

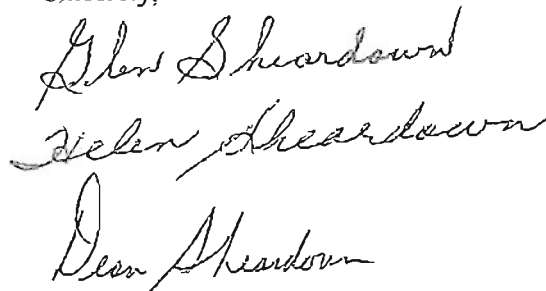
Our property is located adjacent to the proposal site and the planned driveway. The exhaust will be unacceptable. Cars waiting to enter the flow of traffic onto Railway Avenue often take several minutes. Traffic will also be held up as cars try to enter the townhouse complex. We also have the busy #410 bus route coming along Railway Avenue at frequent intervals during rush hours.

Our kitchen, family room, and sundeck are located on the south side of our house. The townhouses that are proposed will encroach on our privacy as the back of the development will be directly adjacent to our back yard, garden and sundeck.

The proposed townhouse development shows 15 double garages and only three visitor parking spaces. Do you expect their visitors to park on other surrounding streets? There is no parking on this block along Railway Avenue due to the bicycle lane.

This proposed townhouse development site would depreciate the value of our own property. It will also change the character of the street and neighbourhood if this rezoning proposal would go through.

Sincerely,

The block contains three handwritten signatures in cursive script. The first signature is 'Glen Sheardown', the second is 'Helen Sheardown', and the third is 'Dean Sheardown'. They are stacked vertically.

Glen Sheardown
Helen Sheardown
Dean Sheardown

February 15th, 2013

RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct fifteen townhouse units.

To: Edwin Lee or whom it may concern:

My address is 7488 Railway Avenue and we chose this peaceful neighbourhood with single family houses and want to keep it that way.

We don't want these high townhouses built in this block on Railway Avenue up against detached homes.

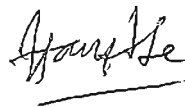
Traffic is a concern. This townhouse proposal is just not suitable for our street. We strongly oppose this rezoning application and we want it denied.

Trying to enter the flow of traffic out of our driveway on Railway Avenue is already hard enough, especially during the busiest rush hours. Left turn is the worst. We are also concerned about safety and security.

Railway is a single lane street both ways. Townhouses are more suitable on double lane streets. Because of the bicycle lane there is no street parking. Where will all the visitors park?

When we bought our new home, it was because it was a detached house. Townhouses just do not fit in and will depreciate the value of our property.

Sincerely,

A handwritten signature in black ink, appearing to read 'Yanjie He', with a horizontal line underneath.

Yanjie He

To Mr. Edwin Lee,
Planning Dept.
City of Richmond
B.C.

Jan 31/2013.

Dear Sir,

With reference to the proposed rezoning of properties 7400, 7420, 7440 to townhouse development (plan SRW38968 Yamamoto Architecture Inc.), we wish to comment as follows.

We have lived at 7520 Railway Avenue for 24 years and have enjoyed the single family environment which applies to all of Railway Avenue.

We object strongly to this application to rezone to stick a crowded complex of 15 townhouses in this environment and believe most residents adjacent to said property agree with this view. In particular, plan no. 1 of the above shows a two lane driveway exiting onto Railway Ave. beside the south property line of the single family dwelling at 7360. Cars on this driveway would have a disastrous effect not only on the health and well-being of the residents but also on the value of their property.

Traffic on this North end of Railway Ave. is also a major consideration as the proposed development would be close to an already busy corner where traffic is frequently delayed by a combination of a crosswalk, bus -stop and southbound traffic into Linfield Gate.

In view of the above and the congestion which the proposed development would cause, we urge Planning Department and Council to reject this project.

R & E Tate.

Reg. Tate
Gillian A. Tate

January 28th, 2013

RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (R11.4) in order to construct 15 townhouse units.

To Whom it may concern,

We are the homeowners of 7580 Railway Avenue. We re-built on this property with the assurance of this staying a single family zone. We spent a large amount of money for this privilege.

Traffic is a major concern since Railway Avenue is a single lane street both ways and a busy bus route along with the bike lane. As a result, this does not allow for any public parking on Railway Avenue.

We cannot accept the building of fifteen townhouses with single houses surrounding the entire block from Linfield Gate to Lancing Road.

This will depreciate our property value if we are on the same street as these townhouses.

Sincerely,

A handwritten signature in black ink, appearing to read "Jaswant Mann", written over a rectangular box.

Jaswant Mann

January 29th, 2013

RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct fifteen townhouse units.

To who it may concern,

Our house address is 7351 Lindsay Road. We are adjacent to the proposed townhouse site on Railway Avenue.

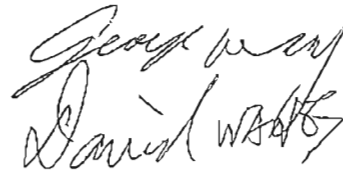
We oppose the rezoning application RZ 12-619835.

This proposal will depreciate the value of our house and infringe on our backyard privacy.

When the lots of 7400, 7420, and 7440 Railway Avenue were put on the market as a package it was with the understanding that it would be for single houses only.

With such limited parking cars will be parking on Linfield Gate, Lindsay Road and Lancing Road. We just do not want vehicles coming and going day and night.

Sincerely,



George Wray
Daniel Wray

February 17th, 2013

RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

To: Whom it may concern:

We are the new homeowners of 7371 Lindsay Road. Our property is right behind the proposed townhouse site. This home is only 8 years old and we just purchased this property. However, we were not informed about the townhouse proposal. We definitely would not have bought into this property had we been told.


This has put us under so much stress as we are in the process of moving into this residence. We thought we were purchasing a home on a single detached residential block. We have just spent a lot of money painting and preparing for this move.

These proposed three story high townhouses would be built so close to our property line shutting out sunlight onto our backyard. Every single family house deserves sunshine. We will have no privacy and this is very upsetting and unfair.

The residents of 7373, 7391, and 7431 Lindsay Road will all have the same problems, no privacy and reduced sunshine.

We are strongly against this rezoning. Townhouses will just not be suitable and will depreciate the value of our property.

Sincerely,


Jin Huan Yang

Date: Jan 30, 2013

RE: File No. RZ12-619835 to rezone 7400,7420,7440 Railway Avenue from single detached (RS/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

To: Whom it May Concern

We are the home owners of 7391 Lindsay Road (the house behind the rezoning proposal site). We strongly oppose the rezoning application RZ-12619823 and want the City of Richmond to deny this rezoning application.

We have been living in the neighborhood for around 10 years. This proposed townhouse complex will be plunked right in the middle of our single residential home community with single residential homes on both sides and behind the proposed townhouse site. There are no townhouses on the entire length of Railway Avenue except for the tip of Railway Avenue where it ends when it meets with Granville Avenue.

This rezoning proposal if it goes through will ruin the larger home character of the street and neighborhood. There are many nice homes along our street and this proposal will ruin the overall character of the street as well as these homes prices.

As well traffic would be a major concern. Railway Avenue is a single lane street both ways and traffic would be blocked on the street going south since a large volume of cars would be trying to turn left into the proposed townhouse complex backing cars behind them since it is a single lane road. Parking would also be an issue since there is no street parking allowed on Railway Avenue since again it is a single lane street both ways. Also this proposed townhouse site isn't on a corner street which would maybe allow a solution to the potential parking nightmare. These types of townhouse proposal's are suited for streets that have double lanes going both ways which would solve the problems we have listed above that would occur on our street if this rezoning application is approved.

Again, we ask the City of Richmond can consider all above our concerns and refute this rezoning proposal to construct 15 townhouse units instead of single homes.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shermec Mai', written over a horizontal line.

Shermec Mai

February 4, 2013

City of Richmond
Planning Department
6911 No. 3 Road
Richmond, BC

Re: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouse (RTL4) in order to construct 15 townhouse units.

Dear Sir/Madam,

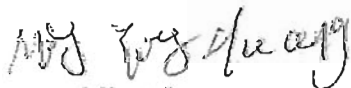
We are the owner of 7431 Lindsay Road (direct behind the rezoning proposal site). We have been living here for more than 3 years. We strongly oppose the rezoning application: RZ 12-619835 and want the City of Richmond to deny the rezoning application.

The proposed townhouse site is located right in the middle of the railway avenue community where all of its residential buildings are single houses. If the proposed townhouse units were built, the population would increase dramatically which would affect the traffic on the railway avenue. The single lane railway avenue southbound will be packed with cars trying to turn left into the townhouse which would block the traffic on the railway avenue. For the community itself, more townhouses mean less grass lawn and trees for the community residents to enjoy.

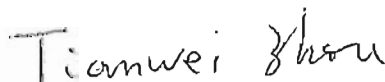
If the proposed townhouses were built, it would devalue our house greatly as well as others in the neighborhood. It would ultimately decrease the relative taxes that the City of Richmond would collect.

We would like the City of Richmond to consider the comments from the community residents and reject the rezoning proposal.

Your sincerely,



Mingying Huang
House Owner
7431 Lindsay Road
Richmond



Tianwei Zhou
House Owner
7431 Lindsay Road
Richmond

January 28th, 2013

RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

To Whom it may concern,

I have lived at the address of 7491 Lindsay Road for the past 48 years. This rezoning proposal near the back of my property is unacceptable.

There are lovely new single family houses built and being built on Lindsay Road. This townhouse proposal will ruin the character of this neighbourhood.

It is already hard to enter the flow of traffic onto Railway Avenue from both Linfield Gate as well as Lancing Road.

This proposed townhouse development would depreciate the value of my property, our neighbourhood has always been single family housing in this block and should stay this way.

Sincerely,



Rita Rasmussen

January 28, 2013

To whom it may concern:

I am the resident of 5040 Lancing Road and I strongly oppose the rezoning application RZ 12-619835.

These townhouse units will depreciate the value of our property.

Traffic is already an issue. Railway is a single lane street both ways with no parking permitted because of the bicycle lane. It is also the busy #410 bus route.

Neighbours agree it should be kept as single residential housing. We have been at this address for over 20 years and have always been with the understanding it would stay single family housing,

Sincerely



G. Beichel

RE: File No. RZ 12-619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

February 14th, 2013

Mr. Farzand Ali

7371 McCallan Road

Richmond, BC, V7C-2H6

Phone – 604– 272–5984

RE: File No. RZ 12–619835 to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

To: Edwin Lee or whom it may concern:

Our home address is directly across from the proposed townhouse site. I feel strongly against the idea of townhouses being built along Railway Avenue. This is a family neighbourhood and one of the reasons why my family and I chose to live in this neighbourhood is because it is quiet, safe with no extra traffic. This area should be kept as single family housing only.

I'm aware that the new townhouses will only have three parking spaces, which means that visitors will be looking elsewhere to park their cars. I am not looking forward to my quiet neighbourhood street being used as an extra parking lot, with all the extra traffic coming through at all hours of the day and night.

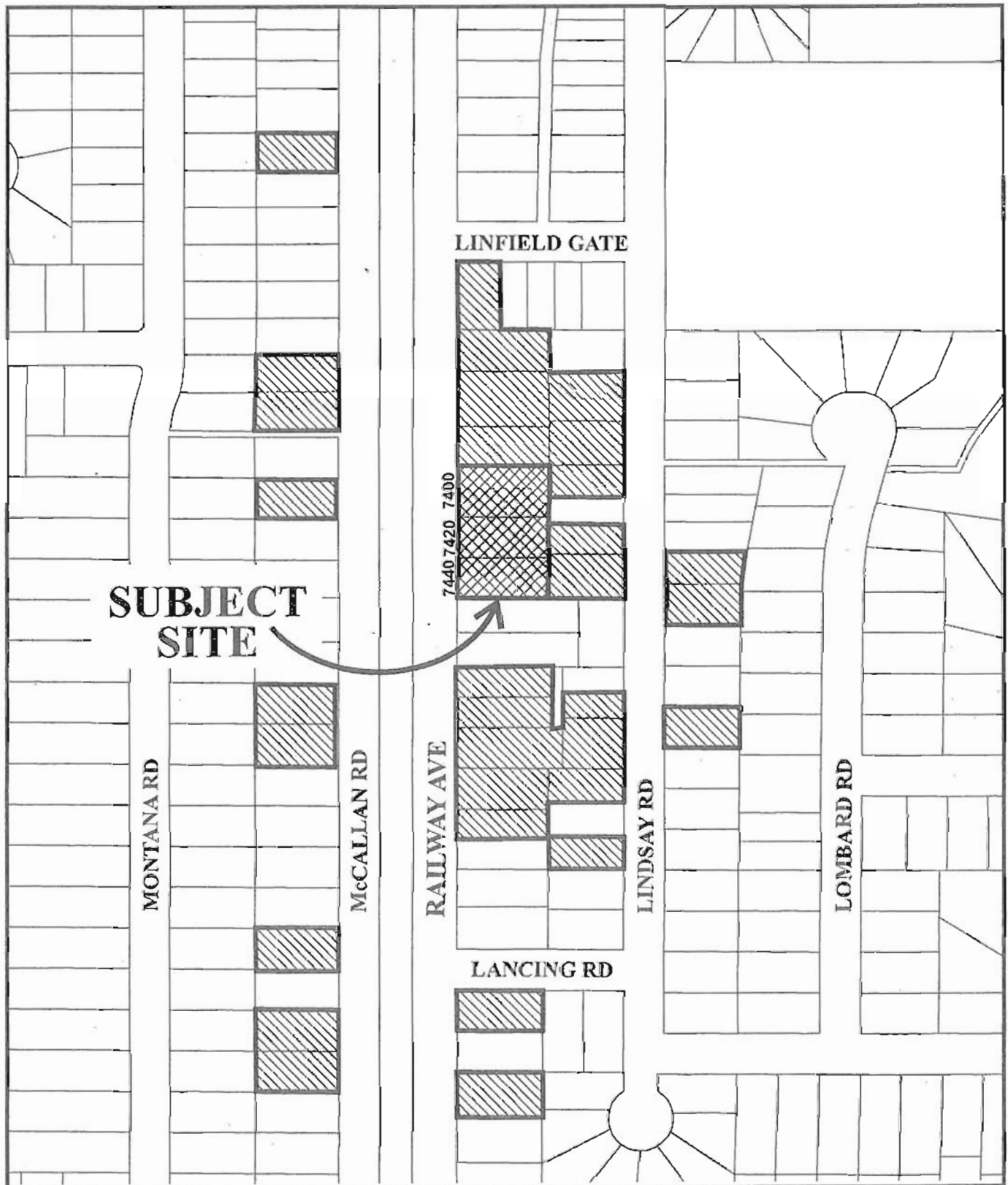
This proposed townhouse development site will bring down the value of our own property, to which I feel is very upsetting and extremely unfair.

Yours truly,



Farzand Ali





RZ 12-619835
Petition

Original Date: 02/12/13
Revision Date: 03/19/13
Note: Dimensions are in METRES

PETITION

We, the neighbours, petition the City of Richmond to DENY the rezoning application (File No. RZ 12-619835) to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

This would allow these townhouse units to be put right in the middle of our single residential home community with single residential homes on either sides and the back of this townhouse proposal. This proposal will ruin the character of the street and neighbourhood as well traffic will be a concern since Railway Avenue is a single lane street both ways with no parking permitted on the street.

We demand that the City of Richmond to deny this rezoning application.

Name	Address	Phone #	Signature
T. Knowles	7320 RAILWAY AVE	604 2746956	T Knowles
G. SHEARDOWN	7360 RAILWAY AVE	604-274-3181	G Sheardown
D. HIDOLITO	7560 RAILWAY AVE	604 241 5925	D Hidolito
R. Rasmussen	7491 Lindsay Rd.	604 277-2094	Rasmussen
GEORGE WANG	7351 LINDSAY RD	604.272-4284	George Wang
JASWANT MANN	7580 RAILWAY AVE.	604-447-1522	J Mann
G. REICHEL	5040 LANSING Rd.	604-277-9878	Gertrud Reichel
REG. TATE	7520 RAILWAY AVE	604 277-1480	Reg. Tate
D. K. (K. H. H.)	5710 LINDSAY RD.	604-272-7221	D. K. (K. H. H.)
Wei You	7508 Railway Ave	604-505-8788	Wei You
KAHAN LAM	7391 Lindsay Rd	604-767-7729	Kahan Lam
Shelly Zhou	7431 Lindsay Rd	778-588-1125	Shelly Zhou
ELEN CHIU	7473 Lindsay Rd	604-3751678	Elen Chiu
MIFTAR SHAH	7560 RAILWAY AVE	604-241-1454	Miftar Shah
Ray Seibert	7351 McCowan Rd.	604-272-5566	Ray Seibert
BALJIT TAMANI	7340 RAILWAY AVE.	604-241-7710	B. Tamani
Jane Zhang	7500 Lindsay Rd.	604-241-9227	Jane Zhang
Jason Mok	7531 Lindsay Rd	604-278-3782	Jason Mok

g and

King Hwy.

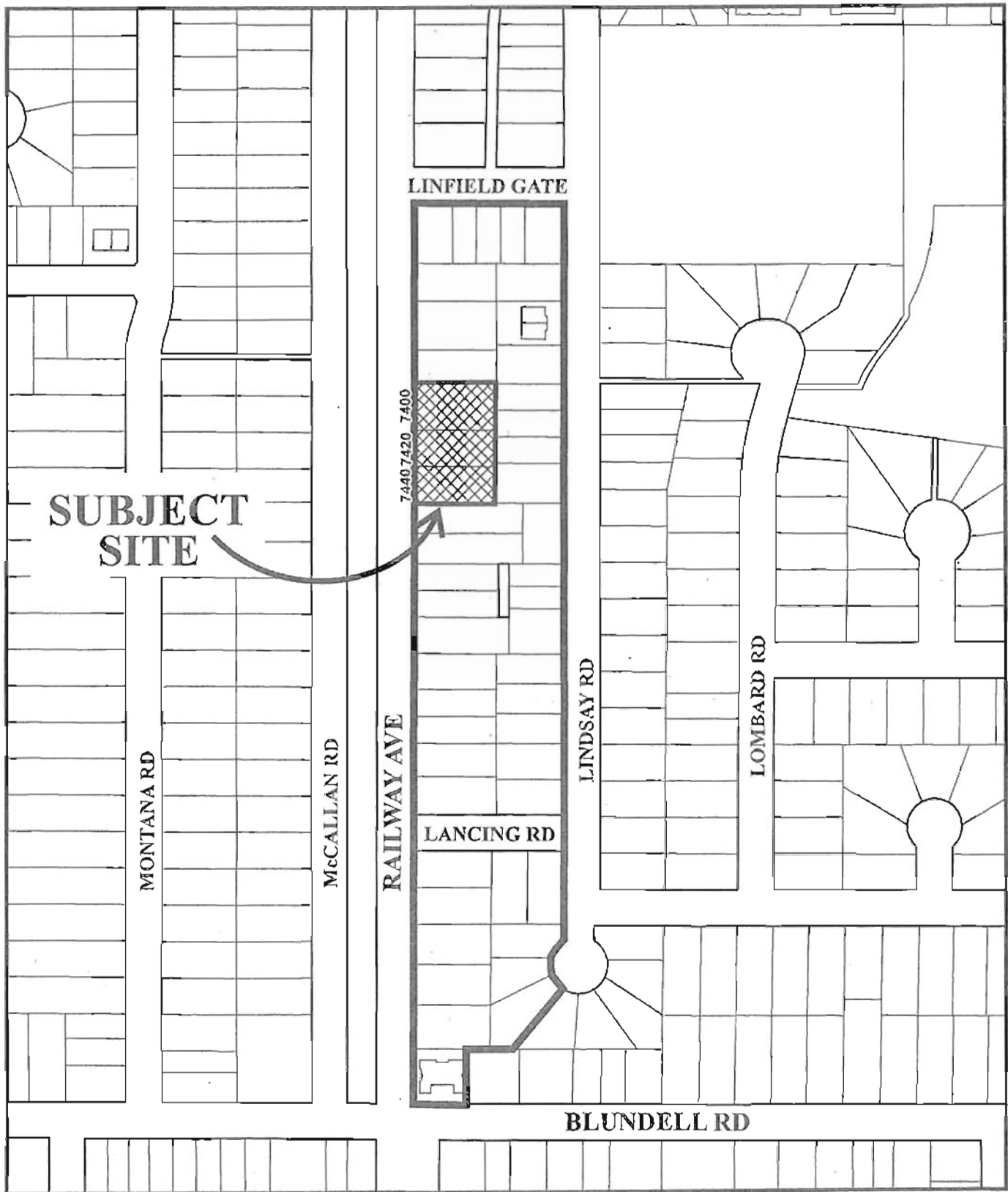
PETITION

We, the neighbours, petition the City of Richmond to DENY the rezoning application (File No. RZ 12-619835) to rezone 7400, 7420, 7440 Railway Avenue from single detached (RS1/E) to low density townhouses (RTL4) in order to construct 15 townhouse units.

This would allow these townhouse units to be put right in the middle of our single residential home community with single residential homes on either sides and the back of this townhouse proposal. This proposal will ruin the character of the street and neighbourhood as well traffic will be a concern since Railway Avenue is a single lane street both ways with no parking permitted on the street.

We demand that the City of Richmond to deny this rezoning application.

Name	Address	Phone #	Signature
Molly Lopez	7680 Railway Ave	604 241 8027	M Lopez
Steven Yang	7388 Lindsay Rd.	604 233-1089	Steven Yang
Laurie Ann Stewart	7440 Lindsay Rd	604 277 6920	L Stewart
DIEGO CHUANG	7451 LINDSAY ROAD	604 275 7272	[Signature]
Eric Hendrywono	7551 Lindsay Rd	604 272 0551	[Signature]
Billy Rose	7311 Lindsay Rd	778-888-7267	Billy Rose
JINHUAN YANG	7371 Lindsay Rd	778-712-9928	[Signature]
SHAMSHADALI	7371 McCallan Rd	604 272 4984	Shamshad Ali
DOUG SHERIDAN	7391 McCallan Rd	604 837 4708	[Signature]
David Yuen	7491 McCallan Rd	604-274-1138	[Signature]
Ravi Krewal	7521 McCallan Rd.	604.241.9737	[Signature]
Angie Simsha Prasad	7671 McCallan Rd	604-448-9222	Angie Prasad
Rishi Prasad	7671 McCallan Rd	604-448-9212	[Signature]
B. NARAYAN	7691 McCallan Rd	604-218-7157	[Signature]
Al Lawrence	7631 McCallan Rd.	604 277 7875	[Signature]
Karla Rand	7231 McCallan Rd	604-351-2655	[Signature]
Yanlie He	7488 Railway Ave	778-383-6215	[Signature]



**SUBJECT
SITE**

LINFIELD GATE

7440 7420 7400

MONTANA RD

McCALLAN RD

RAILWAY AVE

LANCING RD

LINDSAY RD

LOMBARD RD

BLUNDELL RD



RZ 12-619835
Notification Area

Original Date: 03/19/13

Revision Date:

Note: Dimensions are in METRES

SANDHILL HOMES LTD.

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

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

March 20, 2013

Edwin Lee
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Edwin Lee:

We write to confirm that Sandhill Development Ltd has sent a formal invitation letter to the public consultation meeting to Forty Five Railway residents two weeks prior to the meeting on the Wednesday 27th of February 2013.

The public information meeting took place at the Thompson Community Centre on the Thursday the 12th of March 2013 from 4 pm to 7pm.

Sandhill Development had prepared preliminary plans to present to the residence for address 7400, 7420, 7440 Railway Avenue to allow fifteen 2 –story townhouse to be developed on the property, and architect Taizo Yamamoto was presenting the drawings for this meeting.

During the meeting two residents came out to give their input regarding the Railway project, and one of the particular neighbor had a concern regarding the fence and privacy which we will address and Sandhill will make sure to have 6 feet high private fence.

Overall resident supported the Railway project, and Sandhill will make sure to respond to any concerns regarding the project in future.

Regards,

Amar Sandhu
Principal

Sandhill Development Ltd.

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

P: (604) 271 6296 F: (604) 276 8937 Email: info@sandhilldevelopment.ca

www.sandhilldevelopment.ca

March 12, 2013

Public Information Meeting Sign In Sheet

Rezoning Application Number: RZ 12-619835

The Developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow fifteen (15) 2-storey townhouse units to be developed on the property.

No.	Name	Phone#	Address
1	W Kong	778 385 8893	7400 Railway Ave. # Wendykong@gmail.com
2			
3			
4			
5			
6			
7			
8			
9			
10			

Sandhill Development Ltd.

228 - 11020 No. 5 Road, Richmond BC, Canada V7A 4E7
P: (604) 271 6296 F: (604) 276 8937 Email: info@sandhilldevelopment.ca www.sandhilldevelopment.ca

March 12, 2013

Public Information Meeting Rezoning Application Number: RZ 12-619835

The developer, Sandhill Development Ltd., is proposing to rezone 7400, 7420, 7440 Railway Avenue to allow fifteen (15) 2-storey townhouses units to be developed on the property. We would appreciate your comments on the proposal.

Comments:

I think this project will enhance the existing area & offer another form of housing, which will diversify the community.

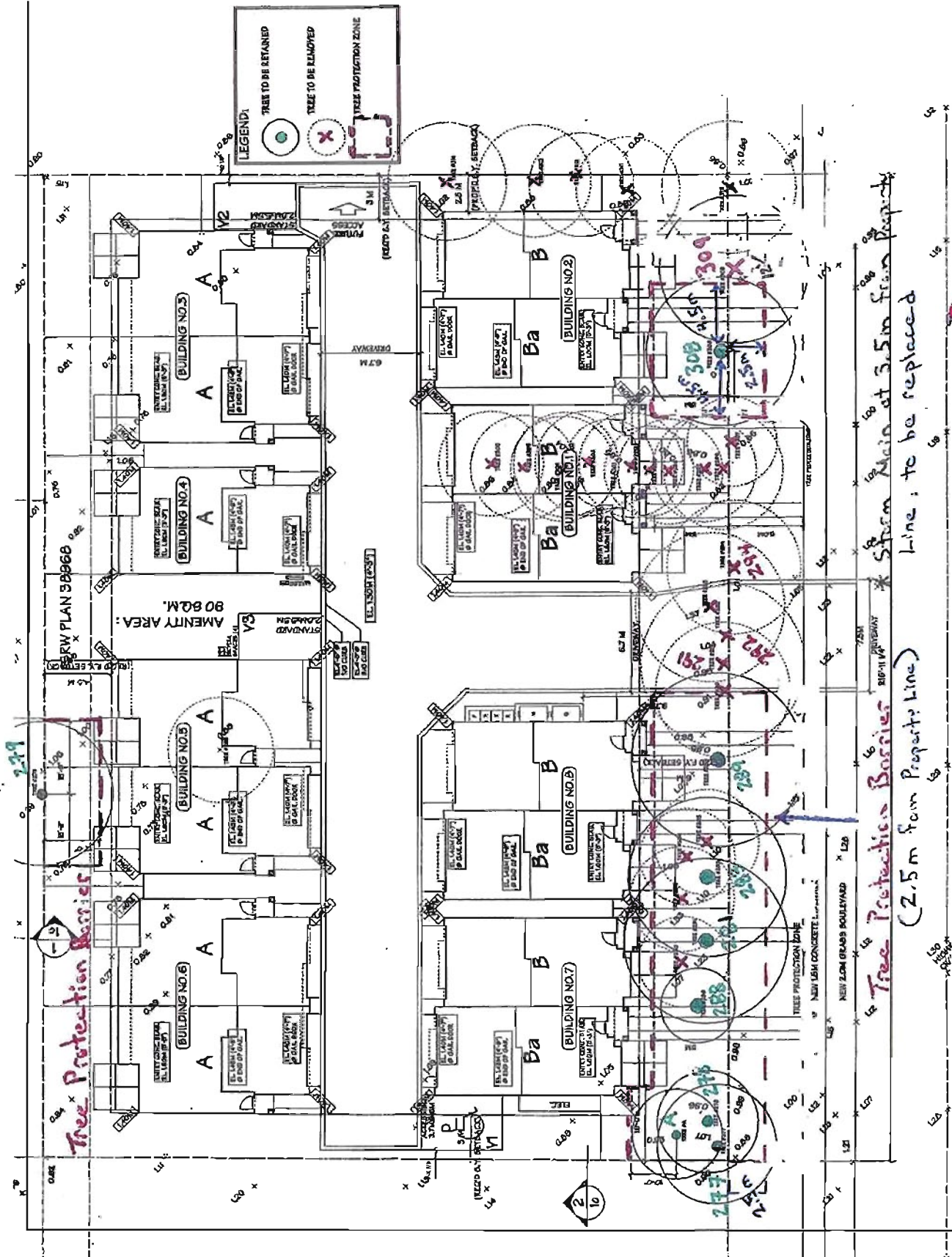
I think this is a good idea & hope it gets city approval.

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

Contact Information:

Name: Patricia Mackinnon

Address: 7680 Railway



RAILWAY AVENUE

Tree Protection Barriers (2.5m from Property Line)

Star Main at 3.5m from Property Line; to be replaced

Tree Location & Protection Plan - Amend. #1

(Feb 4, 2013)



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: February 19, 1996

POLICY 5463

File Ref: 4045-00

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

POLICY 5463:

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

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

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

That this policy be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless amended according to Bylaw No. 5300.



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

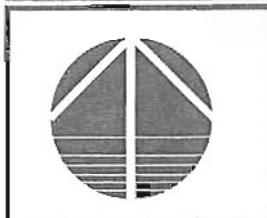
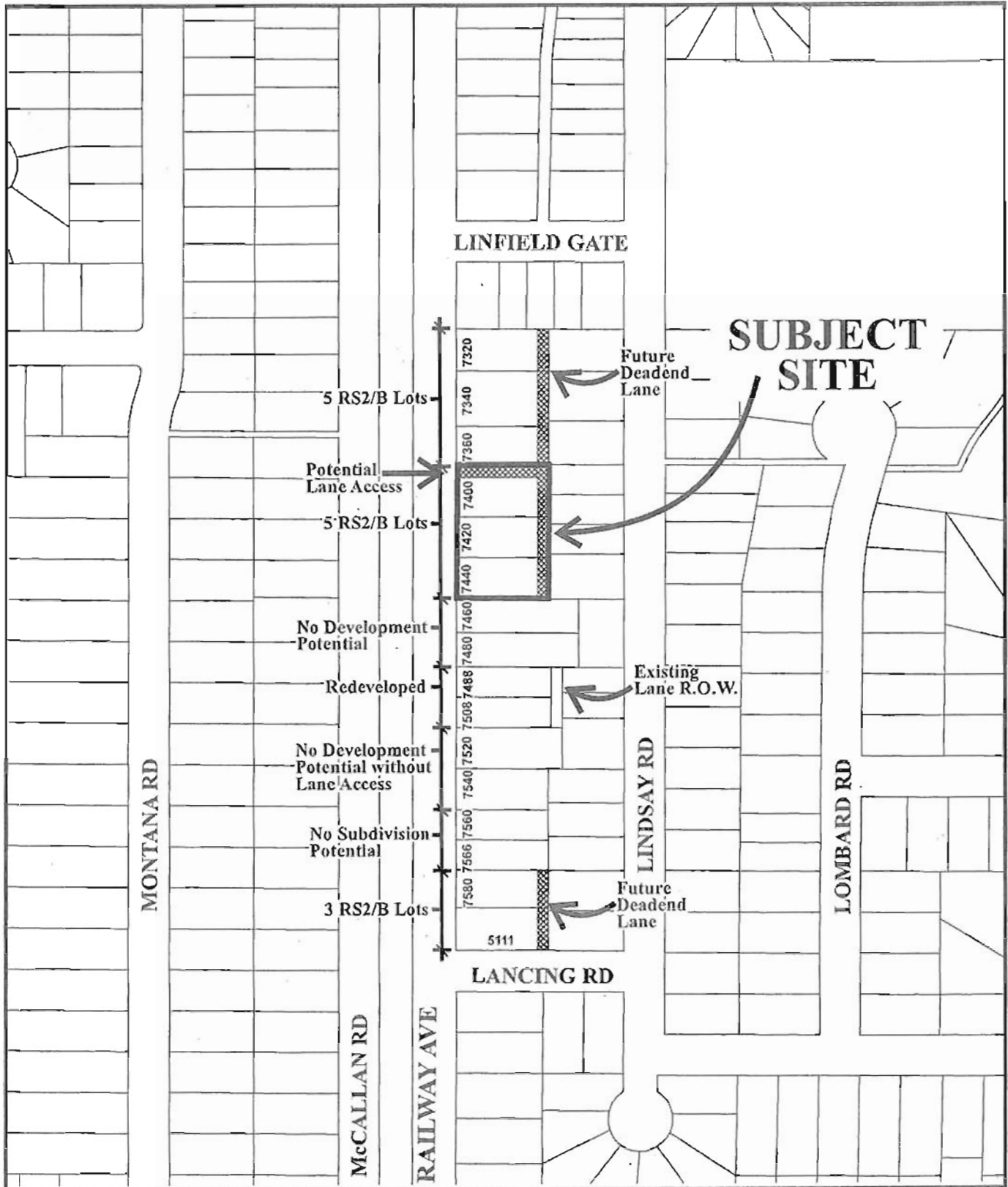


Subdivision permitted as per R1/B with the exception that R1/E applies to lots facing Railway Avenue that do not have a lane or internal road access.



POLICY 5463
SECTION 13, 4-7

Adopted Date: 02/19/96
Amended Date:

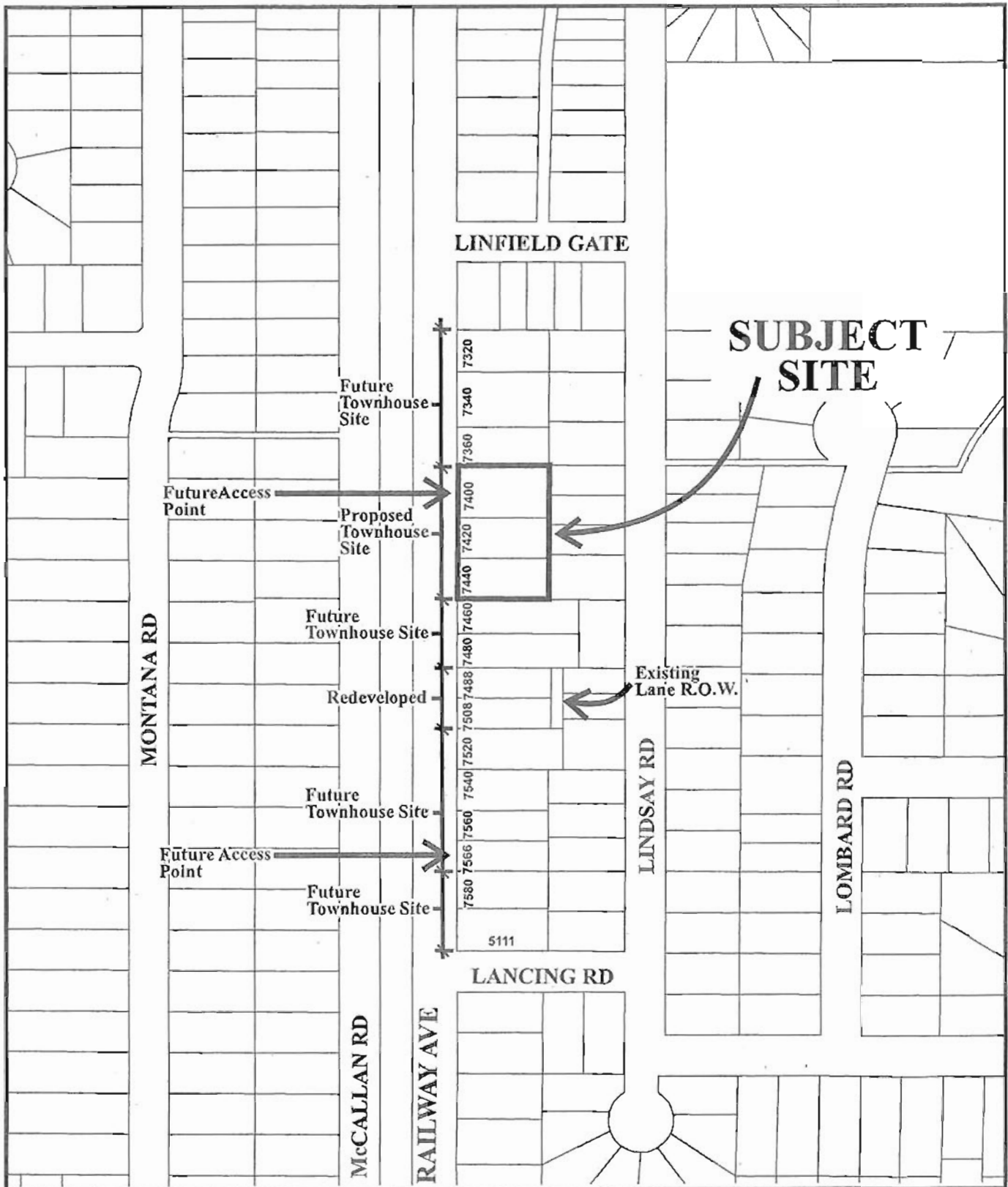


Potential Single-Family
Redevelopment Pattern
(Single Detached (RS2/B) with
Lane Access)

Original Date: 03/22/13

Revision Date:

Note: Dimensions are in METRES



Potential Low Density Townhouse
Development Pattern

Original Date: 03/22/13

Revision Date:

Note: Dimensions are in METRES



Rezoning Considerations

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

Address: 7400, 7420 and 7440 Railway Avenue

File No.: RZ 12-619835

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

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. Registration of a flood indemnity covenant on title.
3. Registration of a Public Rights-of-Passage (PROP) statutory rights-of-way (ROW), and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of future townhouse developments to the north and south. Language should be included in the ROW document that the City will not be responsible for maintenance or liability within this ROW.
4. Registration of a covenant to allow the City to restrict vehicular movements (both access and egress) at the driveway on Railway Avenue to right-in/out only as traffic volumes on Railway Avenue increase, at the discretion of the Director of Transportation.
5. City acceptance of the developer's offer to voluntarily contribute \$15,500.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City. If additional replacement trees (over and beyond the 13 replacement trees as proposed at the Rezoning stage) could be accommodated on-site (as determined at Development Permit stage), the above cash-in-lieu contribution would be reduced in the rate of \$500 per additional replacement trees to be planted on site.
6. Contribution of \$1000.00 per dwelling unit (e.g. \$15,000.00) in-lieu of on-site indoor amenity space.
7. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$39,082.44) to the City's affordable housing fund.
8. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
9. Enter into a Servicing Agreement* for the design and construction of frontage improvements along Railway Avenue. The frontage improvements to include, but not limited to:
 - a) Removal of the existing asphalt sidewalk, construction of a new 1.5 m concrete sidewalk and a 2.0 m grass boulevard (between existing curb and new sidewalk) extended south to the north property line 7488 Railway Avenue, and Street Lighting (replacing the existing Hydro lease lights). Street trees will not be required due to obstruction of the view corridor.
 - b) Upgrade the existing 450 mm diameter storm sewer along Railway Avenue frontage to 600 mm diameter. It is noted that existing large trees located near the south end of the site frontage may be impacted by the construction of the proposed storm sewer upgrade. The proposed servicing upgrade works must be under arborist supervision. The arborist must assess the impact of the proposed works to the protected trees at the Servicing Agreement stage or Development Permit stage (whichever comes first), and will conduct root pruning, if required. A summary report including future recommendations must be provided to the City as part of the Servicing Agreement or Development Permit process (whichever comes first).
 - c) Design to include water, storm & sanitary connections for the proposed Townhouse development.
 - i. The location for the sanitary service connection of the proposed site is to be at the northeast corner of 7400 Railway Avenue so that sanitary flow from the proposed site will be directed to the existing manhole and existing 200 mm diameter sanitary pipe along the north property line of 7371 Lindsay Road.
 - ii. The Water Connection to the proposed site is to be from the existing 300 mm diameter watermain at the west side of Railway Avenue. The existing 100 mm diameter AC watermain along the proposed site's

Railway Avenue frontage on the east side of Railway Avenue is to be abandoned and connected back to the 300 mm diameter at both ends of the abandoned section.

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

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

1. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted near and 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.
2. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit to ensure that the trees identified for retention will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

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 and sustainability features 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.

[signed copy on file]

Signed

Date



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

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

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

P.I.D. 002-372-088

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

P.I.D. 008-823-511

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

P.I.D. 001-923-927

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

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

FIRST READING APR 22 2013
A PUBLIC HEARING WAS HELD ON
SECOND READING
THIRD READING
OTHER REQUIREMENTS SATISFIED
ADOPTED



MAYOR

CORPORATE OFFICER

MayorandCouncillors

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: Monday, 13 May 2013 10:22 AM
To: MayorandCouncillors
Subject: Send a Submission Online (response #732)

Categories: 12-8060-20-9015 -

To Public Hearing
Date: <u>May 21, 2013</u>
Item # <u>5</u>
Re: <u>7400, 7420, 7440</u> <u>Railway. R212-619835</u>

Send a Submission Online (response #732)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	5/13/2013 10:30:00 AM

Survey Response

Your Name	yanjie he
Your Address	7488 railway ave
Subject Property Address OR Bylaw Number	9015 (RZ 12-619835)
Comments	<p>High density housing is not welcome in our single family neighbourhood, especially inserting between single family houses. It totally messes up the street view, making it ugly and inconsistant. We also do not think townhouses will add any value to our neighbourhood, instead, it may add noise, security, crime etc, all things bad. We have peace as a single family residential area. Railway Ave is a single lane street with increasing traffics. We do not want more cars on the street especially during peak hours. We paid a price to live in a nice area. Developers do not live here, the rezoning brings them profits, but brings all things bad to us. I strongly object to this rezoning. Sorry I am not able to attend the hearing. Please help make my voice heard. Thank you.</p>



City of Richmond

To Council - Apr 22, 2013
Report to Committee

To Planning: April 16, 2013

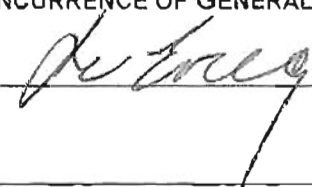
To: Planning Committee **Date:** April 8, 2013
From: Wayne Craig **File:** RZ 12-598503
Director of Development 12-8060-20-9016, 9017, 9022
Re: Application by Polygon Development 269 Ltd for Rezoning at 9311, 9331, 9431, 9451 and 9471 Alexandra Road from "Single Detached (RS1/F)" and 9393 Alexandra Road from "Residential/Limited Commercial (ZMU16) – Alexandra Neighbourhood (West Cambie)" to "Low Rise Apartment (ZLR25) – Alexandra Neighbourhood (West Cambie)"

Staff Recommendation

1. That Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 9016, to amend the City of Richmond 2041 Land Use Map (Schedule 1) to redesignate 9311, 9331 and the western half of 9393 Alexandra Road from "Mixed Use" to "Apartment Residential" be introduced and given first reading;
2. That Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 9021, to repeal the existing Alexandra Neighbourhood Land Use Map of Schedule 2.11A (West Cambie Area Plan) with "Schedule A attached to and forming part of Bylaw 9021" and amending certain maps and text within the Area Plan, be introduced and given first reading.
3. That Bylaws 9016 and 9021, having been considered in conjunction with:
 - the City's Financial and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;are hereby deemed to be consistent with said program and plans in accordance with Section 882 (3) of the Local Government Act;
4. That Bylaws 9016 and 9021 having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby deemed not to require further consultation;
5. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9017, to create "Low Rise Apartment (ZLR25) – Alexandra Neighbourhood (West Cambie)", and the rezoning of 9311, 9331, 9431, 9451 and 9471 Alexandra Road from "Single Detached, (RS1/F)" and 9393 Alexandra Road from "Residential/Limited Commercial (ZMU16) – Alexandra Neighbourhood (West Cambie)" to "Low Rise Apartment (ZLR25) – Alexandra Neighbourhood (West Cambie)", be introduced and given first reading;
6. That the affordable housing contribution for the rezoning of 9311, 9331, 9393, 9431, 9451 and 9471 Alexandra Road (RZ 12-598503) be allocated entirely (100%) to the capital Affordable Housing Reserve Fund established by Reserve Fund Establishment Bylaw No. 7812; and

- 7. That Termination of Housing Agreement at 9393 Alexandra Road (formerly 9371 and 9411 Alexandra Road) Bylaw 9022, to permit the City to terminate a Housing Agreement entered into pursuant to Bylaw 8539, be introduced and given first reading.


Wayne Craig
Director of Development
Att:

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

Staff Report

Origin

Polygon Development 269 Ltd. has applied to rezone 9311, 9331, 9431, 9451 and 9471 Alexandra Road from “Single Detached (RS1/F)” and 9393 Alexandra Road from “Residential/Limited Commercial (ZMU16) – Alexandra Neighbourhood (West Cambie)” to “Low Rise Apartment (ZLR25) – Alexandra Neighbourhood (West Cambie)” to permit the development of four (4) residential buildings containing approximately 546 residential apartment units and one indoor amenity building on the subject site (**Attachment 1**). The indoor amenity building includes one concierge suite and one guest suite as well as common areas for all residents. All of this is to be constructed in five and six storey buildings over one level of underground parking (**Attachment 2**).

Findings Of Fact

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

Surrounding Development

To the North (Across Tomicki Avenue):

- At 9288 Odlin Road, 9199 and 9299 Tomicki Avenue, a 259 unit, 4-storey apartment complex over one level of parking, on a property zoned “Low Rise Apartment (ZLR20) – Alexandra Neighbourhood (West Cambie)”;
- At 9388 Odlin Road (under construction), a 245 unit 4-storey apartment complex over one level of parking, on a property zoned “Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)”;
- At 9500 Odlin Road and 9399 Tomicki Avenue, a 228 unit, 4-storey apartment complex over one level of parking, on a property zoned “Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)”.

To the South: Across Alexandra Road the proposed Smart Centre retail complex. Currently under rezoning review (RZ 10-528877).

To the East: Across the future May Drive, existing Single Family lots, but the City has received a rezoning application (RZ 12-598506) for a low rise apartment complex consisting of approximately 280 units, in a 4-storey apartment complex over one level of parking, which is currently under rezoning review.

To the West: A proposed 132 unit, 4-storey apartment complex over one level of parking, fronted by a small footprint commercial retail unit that has gone through Development Permit Panel and is currently completing their Rezoning and Development Permit considerations.

Related Policies and Studies

Richmond Official Community Plan (OCP) – Schedule 1

The Richmond Official Community Plan (OCP) designates this subject site as both Mixed Use and Apartment Residential in its 2041 Land Use Map. Both permit multiple family housing with the Mixed Use component allowing additional uses such as commercial, industrial, office and

institutional. As the proposal is entirely for residential use, an amendment to the OCP map is needed to remove the “Mixed Use” designation from the affected properties of the subject site and changing it to “Apartment Residential”.

West Cambie Area Plan – Schedule 2.11A

West Cambie Area Plan – Alexandra Neighbourhood

To support this proposal, the Area Plan will require amendments to the following:

Removal of the High Street – This Mixed Use designation affects the western half of the subject site and is a component of the neighbourhood High Street, which provides a complementary commercial component to the Smart Centre site, as well as the Mixed Commercial hub of the neighbourhood running up Garden City Road (**Attachment 4**). The High Street is intended to promote people gathering through the use of public open spaces and commercial activity, helping meet the daily needs of local residents. The removal of the Mixed Use designation from the subject site is not anticipated to have a great impact on the High Street. Its location at the eastern end of the High Street combined with the introduction of Alexandra Way, a key pedestrian greenway in the neighbourhood at the western edge of the subject site acts as a logical separation between the residential use of Alexandra Road to the east and the commercial use of the High Street to the west.

Height – As the proposed development proposes five (5) and six (6) storey residential buildings, the Area Plan will need amending to increase the height provision that does consider five (5) storey non-combustible and concrete buildings to add six (6) storey combustible and non-combustible buildings as well.

Density – The base density in the apartment area of the Alexandra Area is 1.50 FAR with a 0.2 FAR density bonus provision to support affordable housing. The proposed base density of 1.68 FAR is supported to accommodate the commercial adjacency to the Mixed Use Commercial designation to the property to the south of Alexandra Road known as the Smart Centre proposal under (RZ 10-528877). The 0.2 FAR density bonus for a financial contribution to affordable housing will remain.

Floodplain Management Implementation Strategy

In accordance with the West Cambie Area Plan, the minimum allowable elevation for habitable space is 2.6 m GSC. A Flood Plain Covenant is to be registered on title prior to final adoption.

OCP Aircraft Noise Sensitive Development (ANSND) Policy

The site is located in Area 2 of the policy area of the ANSD map and the development is subject to noise mitigation measures and the registration of an Aircraft Noise Sensitive Use Restrictive Covenant prior to final adoption of the rezoning application.

The applicant is required to retain a registered professional qualified in acoustics to prepare a report that recommends site specific methods of mitigating interior noise levels from external sources such as overhead aircraft and other such noise sources that are generated at Vancouver International Airport. Design measures are to keep rooms from exceeding the following noise levels:

Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways and utility rooms	45 decibels

A separate report from a heating and cooling specialist is to accompany the acoustic report. The report should include methods of air cooling using the criteria set out in ASHRAE 55-2004 to avoid having residents to open doors and windows which would negate these sound measures.

Both these reports are to be submitted to the City for review during the Development Permit stage.

Consultation

Official Community Plan (OCP): The subject rezoning and OCP amendment is consistent with City policies regarding consultation with the Richmond School District No. 38 and Vancouver International Airport. No consultation with these agencies is necessary. The City will provide a copy of this report to the School board for information purposes only.

General Public: The statutory Public Hearing will provide area residents, businesses and property owners with opportunity to comment on the application.

Public Input

A notice board is posted on the subject property to notify the public of the proposed development. Staff have received no communication from the public in relation to this application. Should this application receive first reading, a public hearing will be scheduled.

Analysis

The analysis is set out in two parts to clarify the proposed OCP and Rezoning Bylaws.

PART 1 – OFFICIAL COMMUNITY PLAN (OCP) AMENDMENT TO THE WEST CAMBIE AREA PLAN (SCHEDULE 2.1D) AMENDMENT (BYLAW 9016 AND 9021)

The West Cambie Area Plan is designed to establish a complete community where people have the opportunity to live, work and play within the same neighbourhood. One of the unique components of the neighbourhood is the establishment of the High Street, a symbolic centre of the neighbourhood providing commercial space to complement the commercial designated lands to the south of Alexandra Road. The High Street offers a mixed use of predominately residential with a small plate commercial on the ground level fronting the street. The amendment is intended to remove a portion of the High Street from the north side of Alexandra Road from the eastern most part of the High Street and replace it with a Residential designation, without the commercial component.

The change in use is anticipated to have a minor impact as the extent of the High Street along the subject property is a small amount of the overall length of the High Street in the Alexandra Neighbourhood. Its location at the north end of Alexandra Road, east of the Alexandra Way Greenway entrance separates it from any other commercial linkage to the west. There will still be commercial activity south of Alexandra Road and west of the Alexandra Way Greenway.

The High Street concept has been protected to the west at 9251 and 9291 Alexandra Road through the proposed 132 unit apartment complex which has a small plate commercial space.

Items Requiring Amendment

The following bylaws will require amendment:

1. OCP (Schedule 1) 2041 Land Use Map to amend the Mixed Use designation of a portion of the subject site and replace it with Apartment Residential;
2. OCP (Schedule 2.11A), West Cambie Area Plan – Alexandra Neighbourhood Land Use Map to amend the subject site from its current land use designation to a new designation and symbol:

Residential Area 1B

1.68 base FAR (Max. 1.88 FAR with density bonusing for affordable housing contributions). (6 storey maximum).

3. OCP (Schedule 2.11A), West Cambie Area Plan :
 - a.) Text amendment to Section 8.1.5 (second bullet), to amend the wording “(five storeys may be considered for non-combustible or concrete construction, increased open space, and no additional overshadowing of neighbouring properties)” to “(five and six storeys may be considered for **combustible**, non-combustible or concrete construction, increased open space, and no additional overshadowing of neighbouring properties)”;
 - b.) Text amendment to Section 8.2.4 (under the Height Section), to amend the wording “(five storeys may be considered for, non-combustible or concrete construction, increased open space, and no additional overshadowing of neighbouring properties)” to “(five and six storeys may be considered for **combustible**, non-combustible or concrete construction, increased open space, and no additional overshadowing of neighbouring properties)”;
 - c.) Replace the following Area Plan maps to reflect the above changes:

West Cambie Area Plan (page #)	Section/Map to be amended
22	Section 8.2 - Alexandra Neighbourhood Character Areas Map
31	Section 8.2.3 - Character Area 3 – The High Street Map
33	Section 8.2.4 -Character Area 4 – Medium Density Housing Map

PART 2 – REZONING BYLAW 9017 FOR A 546 UNIT RESIDENTIAL COMPLEX AT 9311, 9331, 9393, 9431, 9451 AND 9471 ALEXANDRA ROAD (BYLAW 9017)

Proposed Zoning to Low Rise Apartment (ZLR25) – Alexandra Neighbourhood (West Cambie)

The proposed rezoning from RS1/F and ZMU16 to ZLR25 represents an increase in density by allowing more residential units on the site. The proposed amendments to the OCP and the Area Plan outlined above provide the policy basis for the proposed ZLR25 zone, which is anticipated to be a new and specialized zone for this project. Otherwise, the submitted proposal is in general conformance with the OCP and the West Cambie Area Plan - Alexandra Neighbourhood in its transformation toward a medium density neighbourhood through the development of low-rise apartment buildings.

Proposed Site Assembly

The applicant has assembled six (6) lots for this application consisting of approximately 2.8 hectares (7 acres), exceeding the minimum lot size requirements of one hectare (1 ha) in accordance with policy. As the site is either bordered by roads set out in the Area Plan or by an upcoming apartment complex to the west, there were no opportunities to assemble any additional land.

Phasing

The applicant is proposing this application to be done in four (4) phases. The first phase will incorporate the south-east building and its 137 residential units and an indoor amenity building (including a guest suite and a concierge suite). The second and third phases along the west half of the site will contain 136 residential units each, with the fourth and final phase at the north-east quadrant to provide the remaining 137 residential units.

The parkade will be done in two (2) phases with the south half of the structure being constructed during the first phase, with the north half being constructed during the third phase of development.

Transportation and Site Access

In accordance with the planned road network through this neighbourhood, the applicant will be dedicating ten (10) metres of land along the northern edge of the site for the purpose of designing and constructing the future Tomicki Avenue. The exception of this dedication is the property at 9393 Alexandra Road which already dedicated ten (10) metres at the northern end when it was granted rezoning to ZMU16 in accordance with its conditions outlined in RZ 08-410760. This dedication and road construction will present a near completion of Tomicki Avenue to its visualized completion as a full width road between May Drive to the east and Dubbert Street to the west. Another land dedication for the purpose of road construction is ten (10) metres off of the entire eastern edge of the subject site to support the development of the western half of May Drive. Triangular corner cuts of four (4) metres by four (4) metres in size will also need to be dedicated at the corners of Alexandra Road and May Drive as well as Tomicki Avenue and May Drive. No dedication requirements are required off of Alexandra Road.

Frontage improvements along all three (3) road frontages (Alexandra Road, May Drive and Tomicki Avenue) will be designed and constructed by the developer and will consist of a curb and gutter, boulevard and sidewalk. These frontage improvements and road construction will be detailed as part of the Servicing Agreement which will be completed prior to the adoption of this rezoning application.

Vehicular access to and from the site to the underground parkade is off both the future May Drive to the east and Tomicki Avenue to the north. Access to these points is provided by the May Drive connection to the existing Alexandra Road to the south and the existing May Drive section that extends from Odlin Road to the north and connecting to the existing portion of Tomicki Avenue that was constructed as part of the Cambridge Park development (RZ 08-408104).

The number of proposed parking stalls falls short of the Zoning Bylaw requirements of 1.5 resident stalls per unit and 0.2 stalls for visitors by around 142 parking spaces. To make up for this shortfall, the City's Transportation staff and the applicant have worked together and agreed on a Transportation Demand Management (TDM) plan that includes:

- Provide 120V electric plug-ins for 20% of all parking stalls;
- Provide 120V electric plug-ins for electric bikes, one for every 40 bicycle storage racks (if there are fewer than 40 bicycle racks in a storage compound, one 120V electric plug-in is required for the same compound);
- Provide minimum three benches along each of the three street frontages (or equivalent cash contribution of \$15,000 total);
- A voluntary cash contribution of \$30,000 towards a bus shelter with an accessible concrete pad in the area;
- A voluntary cash contribution of \$5,000 towards the provision of new benches in the area;
- As per OCP, an additional 25% of the parking stalls be constructed to accommodate the future installation of electric vehicle charging equipment (e.g., pre-ducted for future wiring); and

- A voluntary cash contribution of \$10,000 towards cycling-related infrastructures in the area (e.g., detector loops on Odlin Road at Garden City Road and No. 4 Road, and signage and pavement marking along Odlin Road)

These provisions are supported by the Director of Transportation for a revised parking count of 1.26 parking stalls per unit for residents and 0.18 stalls per unit for visitors (1.44 total stalls per unit). This parking count is consistent with the phasing plan outlined by the developer so that the number of provided stalls will meet the 1.44 total stalls per unit, per phase. The above noted measures will be secured through a legal agreement prior to the adoption of the rezoning application.

The applicant is providing sufficient loading bays to the complex. Confirmation to the manoeuvrability of the larger vehicles to and from this bay will be provided at the Development Permit stage.

The applicant has provided ample long and short term storage for bicycles that meet bylaw requirements.

Base Density Considerations

The typical density in the apartment area of the Alexandra Area is 1.50 FAR with a 0.2 FAR density bonus for the provision of affordable housing. The greater base density of 1.68 FAR proposed for the subject site takes into account considerations relating to the adjacency of the site to the proposed Smart Centre development (RZ 10-528877) south of Alexandra Road and affordable housing density reconciliations associated with earlier developments by the same developer.

As the subject site is located directly across from the mixed use retail commercial block to the south of Alexandra Road, additional density provision of 0.18 FAR (above the typical 1.5 FAR for apartment housing in the Alexandra Area) is proposed to be granted for the subject site to help make the retail centre lively and active through additional residents living in close proximity. This would provide for a maximum of an additional 48,557 square feet of residential space on the subject site.

When the Housing Agreements were terminated for developer's Mayfair Place (9399 Odlin Road and 9388 McKim Way) and Cambridge Park (9500 Odlin Road and 9399 Tomicki Avenue) development, the Affordable Housing Value Transfer (AHVT rate) used to calculate the contributions to the City was \$160 per ft² (see staff report dated May 30, 2012 from the General Manager, Community Services titled "Project Specific Financial and Policy Considerations for the Proposed Kiwanis Towers Affordable Housing Development at 6251 Minoru Boulevard"). This rate was based on the applicable affordable housing density is not being retained on the development site. Since the affordable housing units were already constructed on the Mayfair Place and Cambridge Park sites (and the density used on those sites), the developer had proposed that the density be reduced at the subject site to account for the excess density at the Mayfair Place and Cambridge Park sites. Also, on two of the developer's other earlier Alexandra area developments, Meridian Gate (9288 Odlin Road and 9199, 9299 Tomicki Avenue) and Hennessey Green (9800 Odlin Road), no affordable housing units were constructed and no density bonuses were provided. As a result, the full density potential of those sites were not achieved at the time of those developments and it is proposed that the density potential for those developments be taken into consideration in determining the base density of the subject site. The chart below identifies the balancing of the excess density at the Mayfair Place and Cambridge Park developments with the potential additional densities for the Meridian

Gate and Hennessey Green sites. It is proposed that the deficit of 4,066 ft² be deducted in determining the final base density for the subject site.

Name of Project	Description	Square footage
Meridian Gate	Potential affordable housing bonus density	17,998
Hennessey Green	Potential affordable housing bonus density	8,842
Cambridge Park	Affordable housing density converted to market housing	17,010 (deduct)
Mayfair Place	Affordable housing density converted to market housing	13,896 (deduct)
Total		4,066 (deficit)

The above considerations support a base density increase to 1.68 FAR for the subject site. Further, the increased base density is supported by the Mayfair Place development connecting to the Alexandra DEU, as this development would have been entitled to a base density increase for connecting to the ADEU as identified in the Area Plan. The Mayfair Place development has connected to the ADEU but did not take advantage of the additional density. This density is being applied to the subject site.

Affordable Housing

Polygon has identified the subject development as a possible affordable housing “donor site” for which the developer proposes to make a contribution to the City’s capital Affordable Housing Reserve Fund in lieu of building affordable housing units on site. This contribution is based on a recently proposed “Affordable Housing Value Transfer” approach, as per the report from the General Manager, Community Services dated May 30, 2012, which allows for a developer to make a cash contribution towards affordable housing in lieu of constructing affordable housing units in Council approved affordable housing special development circumstances.

The subject application proposes a site specific zone, “Low Rise Apartment (ZLR25) Alexandra Neighbourhood (West Cambie)”, that provides for a voluntary cash-in-lieu developer contribution of \$2,877,448.32 to the City’s Affordable Housing (capital fund) Reserve. The value of this affordable housing contribution is derived from:

- A floor area of 17,984.0 ft² (i.e. 1/3 of the 0.20 FAR allocated to affordable housing under the West Cambie Area Plan affordable housing density bonus policy); and
- An AHVT rate of \$160/ft² (i.e. as per the report from the General Manager, Community Services dated May 30, 2012, this rate assumes (i) wood construction and (ii) the developer building only 0.13333 FAR (2/3 of the 0.20 FAR) density bonus as a result of providing a cash contribution in lieu of constructing affordable housing units on the subject site).

Staff is supportive of the developer’s proposed voluntary AHVT cash-in-lieu contribution of \$2,877,448.32 to the City’s Capital Affordable Housing Reserve, which contribution shall be secured prior to adoption of the subject rezoning and in the form of:

- A cash sum of \$719,362.08; and
- Letters of Credit totalling \$2,158,068.24 plus CPI.

If Council approves the recommendations contained within this staff report, the proposed cash-in-lieu contribution will be allocated 100% to the City’s Capital Affordable Housing Reserve Fund and may, at the sole discretion of Council, be used to help facilitate the Kiwanis project.

NOTE: Subsequent to Council’s consideration of the report from the General Manager, Community Services, dated May 30, 2012, and the Kiwanis rezoning (RZ 11-591685), it was determined that the size of the subject site for density calculation purposes was larger than originally estimated and, therefore, the project’s above proposed buildable floor area and related affordable housing cash-in-lieu contribution are greater than previously estimated.

Affordable Housing Agreement Termination

The Housing Agreement registered as part of RZ 08-410760 (Bylaw 8539) for 9393 Alexandra Road (formerly 9371 and 9411 Alexandra Road) needs to be discharged.

The agreement was part of a previous rezoning and Development Permit (RZ 08-410760 and DP 09-472862) to secure eight (8) affordable apartment units within a 139 unit mixed-use apartment complex that included a small floor plate commercial unit fronting Alexandra Road. Polygon acquired the property after the rezoning and Development Permit were approved and the Housing Agreement Bylaw adopted. As the site is not considering on-site affordable housing, the Housing Agreement Bylaw and associated covenants (BB1695850 and BB1695851) must be discharged from title. Bylaw 9022 will authorize the City to terminate this Housing Agreement and discharge the associated Land Title charges.

Trees

An Arborist Report and survey plan (**Attachment 5**) was submitted to assess the condition and location of the trees both on the subject site and in the immediate area. The number of on-site trees, their condition and recommendations are summarised in the following table:

Tree Summary Table

Item	Number of Trees	Tree Compensation Rate	Tree Compensation Required	Comments
Total On Site Trees	49	2:1	98	Trees are in poor condition and not good candidates for retention. It is recommended that they all be removed and replaced in accordance with City policy.
Total Off Site Trees	10	See comment	See comment	All 10 trees were assessed during the review of rezoning application for what is now 9393 Alexandra Road as part of RZ 08-410760. All 10 trees are selected for removal. Compensation was provided during the previous rezoning process. Therefore, no further compensation is required.
Neighbouring Trees	1	See comment	See comment	In poor condition and identified for removal. Tree F is located on the adjacent property to the east which is owned by this applicant. The property currently has an application for rezoning (RZ 12-598506) currently under review.

City staff have reviewed the Arborist Report and conducted a site visit. It is recommended that the applicant be allowed to remove all on-site trees and to provide replacements at a 2:1 ratio. A

specific count of how many trees that will need to be planted will be a part of the Development Permit review process.

Amenity Space

The proposal provides for both indoor and outdoor amenity space for its residents.

Outdoor amenity space is provided in a central courtyard within the four buildings so it is separated away from the surrounding streets. Some of the main amenities for this space include:

- An entry plaza and court leading to and from Alexandra Road;
- An outdoor swimming pool and hot tub;
- A children's playground, consisting of play structures and lawn space;
- An orchard area, consisting of treed walkways, seating and picnic areas;
- Open lawn space; and
- A rock garden and outdoor recreation space for various uses (e.g. Tai Chi).

Indoor amenities are provided in a separate building within the central courtyard towards the south residential buildings, with direct access through the entry plaza leading to Alexandra Road. The building allows for flexible uses for gathering as well as a guest suite and a concierge suite, all on one level. The guest suite and concierge suite will require a covenant on title to specify that these are to be identified as common area within the strata, and to prevent the conversion and future sale of these units.

Also included in the indoor amenity building is space to support the connection to the City's ADEU.

Both outdoor and indoor amenity spaces meet the minimum requirements in accordance with policy.

Local Area Development Cost Charges (DCC)

The implementation of the Area Plan has some unique challenges given the original state of the neighbourhood, mainly in regards to the lack of services in the immediate area. As part of the implementation of the Area Plan, Local Area DCC fees were established to help offset the costs of providing appropriate infrastructure to the increased density the approved Area Plan has in store. These fees are a supplement to the city-wide DCC program.

Alexandra Neighbourhood Development Agreement

In accordance with the West Cambie Alexandra Neighbourhood Development Agreement, the applicant will be making a contribution of \$1,836.72 per unit (plus applicable interest) towards the total cost of infrastructure upgrades to the neighbourhood. Payment is due prior to the issuance of the Building Permit.

Advisory Design Panel and Proposed Development Permit (DP 13-631492)

The proposal was presented to the Advisory Design Panel (ADP) at the December 5, 2012 meeting for a preliminary review. **Attachment 6** outlines the Panel's comments as well as the Architect's reply in addressing the comments. Overall, the panel supports the direction the project is taking.

The proposal will be going back to ADP as part of the Development Permit process.

Alexandra's Liveability Guidelines

In addition to guidelines regulating design standards within the West Cambie Area Plan – Alexandra Neighbourhood, the provision of an integrated social infrastructure is also a

requirement. The Plan requires development proposals to respond to elements of well-being and liveability as articulated in the guidelines.

Childcare

The City of Richmond's Child Care Policy is included in the Official Community Plan (OCP); access to affordable, flexible, quality childcare is a priority. In response, the developer has agreed to a voluntary contribution toward the provision of childcare facilities at a rate of \$0.60/ft² based on the maximum floor area ratio (FAR) (\$304,290.16) in accordance with Council Policy 5044 (West Cambie-Alexandra Interim Amenity Guidelines). The voluntary contribution is payable prior to the adoption of the rezoning application.

Community and Engineering Planning Costs

To assist in paying for community planning and engineering costs to plan community land use, services and infrastructure, the developer proposes to provide a voluntary contribution based on a rate of \$0.07/ft² based on maximum FAR (\$35,500.52) in accordance with Council Policy 5044 (West Cambie-Alexandra Interim Amenity Guidelines). The voluntary contribution is payable prior to the adoption of the rezoning application.

City Public Realm Beautification

To assist in paying for City beautification works, such as High Street landscaping, public realm, walkways, plazas, and feature landscaping, the developer proposes to provide a voluntary contribution based on a rate of \$0.60/ft² based on maximum FAR (\$304,290.16) in accordance with Council Policy 5044 (West Cambie-Alexandra Interim Amenity Guidelines). The voluntary contribution is payable prior to the adoption of the rezoning application. This contribution will be reduced for design costs associated with Alexandra Way as determined by the Director of Development.

Public Art

In response to the City's commitment to the provision of Public Art, the developer is considering providing a piece of public art to the site. An option is to provide a voluntary contribution at a rate of approximately \$0.77/ft² based on maximum FAR (\$390,505.70) to secure participation in the program. The voluntary contribution is payable prior to the adoption of the rezoning application. Provision of Public Art will be done through the coordination between the developer and the City's Public Art coordinator.

Universal Access

To assist in ensuring accessibility is an option for residents of the Alexandra area, the applicant has notified the City that is supplying 32 out of the 546 units for conversion to Universal access for wheelchair accessibility in accordance with Section 4.16 of Zoning Bylaw 8500. Some of the items that are included during the construction of these units are:

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

To help compensate, the Zoning Bylaw allows for an additional 20ft² per unit to be excluded from the FAR calculations. To qualify for these, the applicant is to submit detailed floor plans outlining the provisions of Section 4.16 on the unit types they select.

All units are to provide aging in place features such as additional blocking for the future installation of grab bars, door handles, and wide door access to facilitate access for walkers and wheelchairs. Notation of these features is to appear on the Development Permit drawings.

Alexandra's Building Sustainability Guidelines

Similar to the Liveability Guidelines articulated above, the applicant has incorporated a response to the neighbourhood plans commitment to long-term environmental sustainability.

Alexandra District Energy Utility (ADEU)

The City encourages efforts to implement environmentally responsible services to new developments. One such service is the City's new District Energy Utility in the Alexandra Neighbourhood of West Cambie, which is now available for connection to new development projects. The developer has agreed to connect this development to the ADEU.

Sustainability Features

- Inclusion of water saving faucets and Energy Star appliances.
- Building efficiency measures (increased insulation ratings, weather stripping, and incorporation of LED light fixtures).
- Conscientious on-site storm water management (landscaping plant selection).
- Controllable systems (individual room temperature control).
- Low-emitting materials (selective use of water based paints and low VOC interior paints).
- Construction waste management (management of supplier and trades waste) will be provided at the time of making Building Permit application.
- Provisions to support alternative transportation are provided by the construction of Alexandra Way along the western edge of the property.

Alexandra Way Greenway

The development of Alexandra Way is a significant feature of the West Cambie Area Plan – Alexandra Neighbourhood and is intended to promote and facilitate accessibility and the movement of pedestrians, cyclists, wheelchairs and other alternative forms of transportation through the neighbourhood by a landscaped walkway running in-between apartment developments. While the Land Use Map (**Attachment 4**) identifies the conceptual location of Alexandra Way bisecting through the neighbourhood, it has been understood that the actual location of the walkway can and has been adjusted based on the land assemblies for each development project. In this case, the apartment proposal for the site directly to the west at 9251 and 9291 Alexandra Road established the location of the walkway along its eastern edge, with the intent they build half of the walkway on their development site, and provide a design for the future development that would include 9311 Alexandra Way (part of the subject site) so that the developer can complete the walkway to its full and final design.

As described in the Area Plan, Alexandra Way is a privately owned publicly accessible statutory right-of-way (PROP). As a condition of rezoning, the applicant is required to register a 5.0 metre PROP along the western edge of the subject property. In addition, the PROP is to widen at both ends of Alexandra Way by fanning out an additional 3 metres at the intersection of Alexandra Road and Tomicki Avenue, resulting in a wider PROP at both ends of the block to allow for greater visibility and access to the corridor. This extra width is reflected in the Land Use Map in **Attachment 4** where circles represent the widening of the walkway when it intersects the road, and is intended to provide design enhancements at the end of each block to act as a welcoming gateway. In addition, appropriate signage to indicate the permanent nature of

this PROP at each end of the block will be a condition of rezoning. The applicant will also be required to register a midpoint PROP in addition to the 5 meter wide PROP to establish the walkway. The purpose of the 12 metre long and 5 metre deep PROP is to establish a resting point along the walkway, as well as a point of entry into the development site.

The implementation and development of the walkway will be for the developer to contribute the second half of the required width of the walkway along the western edge of the subject site through the registration of the PROP. Combining this with the PROP on the development to the west will establish a full width and final appearance of the walkway along this block of the neighbourhood. A review of the final design of the greenway is currently underway with the review of the submitted Development Permit (DP 13-631492).

Discharge of Covenants

This report has outlined some covenants that will need to be registered on the subject site prior to the adoption of this rezoning application. Two of the individual properties that make up the subject site have existing covenants that have charges from the City of Richmond that should be removed as they are made either redundant with this proposal or run the risk of duplication when the new covenants are registered. The following chart outlines the current covenants that are currently registered on 9311 and 9393 Alexandra Road that should be discharged. The covenants to be discharged on 9393 Alexandra Road are similar to the covenants that are to be registered on the subject site, and should be discharged to avoid redundancy or duplication. The recent rezoning adoption and Development Permit issuance was for a project that was never constructed and the project was abandoned when Polygon purchased this property for the inclusion in their land assembly for this proposal.

9311 Alexandra Road	
Document Registration	Description
BN192756	Utility bill for a residential duplex building. Covenant is to recognise only one unit as the other is used for storage. This is considered redundant as the duplex is to be removed in favour of this project.
9393 Alexandra Road	
Document Registration	Description
BB1695855 and BB1695856	Aircraft Noise covenant that recognises the location of the property is in vicinity of Vancouver International Airport. The discharge of this covenant will avoid confusion of a new covenant that is to be registered.
BB1695859	Flood Plan Covenant. The discharge of this covenant will avoid confusion of a new covenant that is to be registered for the subject site.
BB1700224 and 1700225	Canopy encroachment. The previous application proposed a canopy over the commercial frontage of their proposal that extended beyond the property line and onto City property. Redundant as this project has been considered abandoned.
BB1700228	Tandem Parking Covenant. The parking stall configuration in the previous application had tandem parking stalls. The covenant was to ensure these stalls would be registered to the same residential unit. Redundant as this project has been considered abandoned.

Utilities and Site Servicing

A site servicing review has been conducted by the applicant's Engineering consultant and reviewed by the City's Engineering Department. The applicant is to provide upgrades to existing services and install new services and extensions in accordance with the following:

- Sanitary
 - Construct a new sanitary sewer from western property line of 9311 Alexandra Road to May Drive and connect to new system on May Drive.
 - Construct a new sanitary sewer extension along May Drive from Alexandra Road to Tomicki Avenue and connect to existing system on Tomicki Avenue. Existing manhole SMH52070 will need to be shifted approx. 4m to the south to accommodate ultimate alignment of system on Tomicki Avenue.
- Water
 - Replacement of existing AC watermain is required. Additional fire hydrants are required to achieve minimum spacing requirement for the multi-family areas.
 - Construct a new watermain along May Drive extension from Alexandra Road to Tomicki Avenue & connect to new system on Alexandra Road and Tomicki Avenue.
 - Along Tomicki Avenue, construct a new line from the western property line of 9311 Alexandra Road to May Drive and connect to new system on May Drive.
- Storm
 - Along Alexandra Road, the frontage must be upgraded to the greater of:
 - a) 600 mm; and
 - b) OCP size by the developer, as per City requirements.
 - A single storm sewer system is required near the centreline of the road dedication.
 - Construct a new storm sewer extension along May Drive from Alexandra Road to Tomicki Avenue and connect to new system on Alexandra Road and existing system on Tomicki Avenue. If the site drains to this frontage, then a storm analysis is required to the major conveyance.
 - Along Tomicki Avenue, construct a new storm sewer from the western property line of 9311 Alexandra Road to western property line of 9431 Alexandra Road and connect to existing systems on Tomicki Avenue. If the site drains to this frontage, then a storm analysis is required to the major conveyance.

These works will be reviewed as part of the Servicing Agreement, to be finalized prior to the adoption of rezoning.

Servicing Agreement

The applicant is to enter into a separate servicing agreement prior to rezoning adoption. Works include the above servicing improvements and other works, but not limited to the following:

- Frontage improvements along Alexandra Road to accommodate the following (from north to south):
 - 2.0 metre wide sidewalk at the new property line;
 - Minimum 1.5 metre wide treed/grassed boulevard. Exact measurements to be confirmed at the servicing agreement stage;
 - Curb and gutter;
 - Minimum 6.5 metre wide road pavement;
 - Minimum 1.0 metre wide shoulder; and
 - Appropriate side slope and tie-in to the properties to the south.

- May Drive: coordinate with the offsite works via RZ 12-598506 (under review) the road to the ultimate standards, which include:
 - 2.0 metre wide concrete sidewalks at the new property line;
 - Minimum 2.0 metre wide treed/grassed boulevard; and
 - Curb/gutter on both sides of May Drive and minimum 11.2 metre wide pavement width.
- Tomicki Avenue: construct the road to the following ultimate cross-section (from south to north):
 - 2.0 metre wide concrete sidewalk at the new property line;
 - Minimum 1.5m wide treed/grassed boulevard, exact width to be determined as part of the servicing agreement stage;
 - Curb and gutter;
 - Minimum 8.5 metre pavement width (11.2m desired to accommodate on-street parking); and
 - Reconstruction of the existing curb and widen the existing boulevard along the north side
- Construct the final portion of Alexandra Way, including intersection improvements at the both Alexandra Road and Tomicki Avenue.

Development Permit

A separate Development Permit application has been applied for (DP 13-631492). Staff are working with the applicant on the following items:

1. Design of the final design of the Alexandra Way Greenway. These designs are to include:
 - a) Connection with the units fronting the greenway;
 - b) Connection with the access to the central courtyard;
 - c) Intersection design at both Alexandra Road and Tomicki Avenue; and
 - d) Frontage improvements to and from the intersection to the crosswalk;
2. Overall appropriateness of the landscaping plan – in particular the central amenity area and courtyard.
3. Provide an illustration to show the manoeuvrability of SU9 vehicles to and from the loading bays.
4. Overall appropriateness to the form and character of the buildings and the interaction to the street.

Financial Impact

None expected.

Conclusion

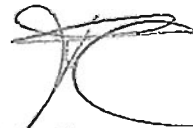
The applicant proposes to rezone the subject site to construct a 546 unit apartment complex over one level of underground parking.

The proposal meets the requirements of the Area Plan, but will require an amendment to redesignate the subject property to support the density and height requirements of this proposal.

The design requirements meet the Area Plan neighbourhood character guidelines and staff is confident the outstanding conditions will be met prior to final adoption.(Attachment 7). Staff therefore recommend that rezoning application RZ 12-598503 proceed to first reading.



David Johnson
Planner
(604-276-4193)

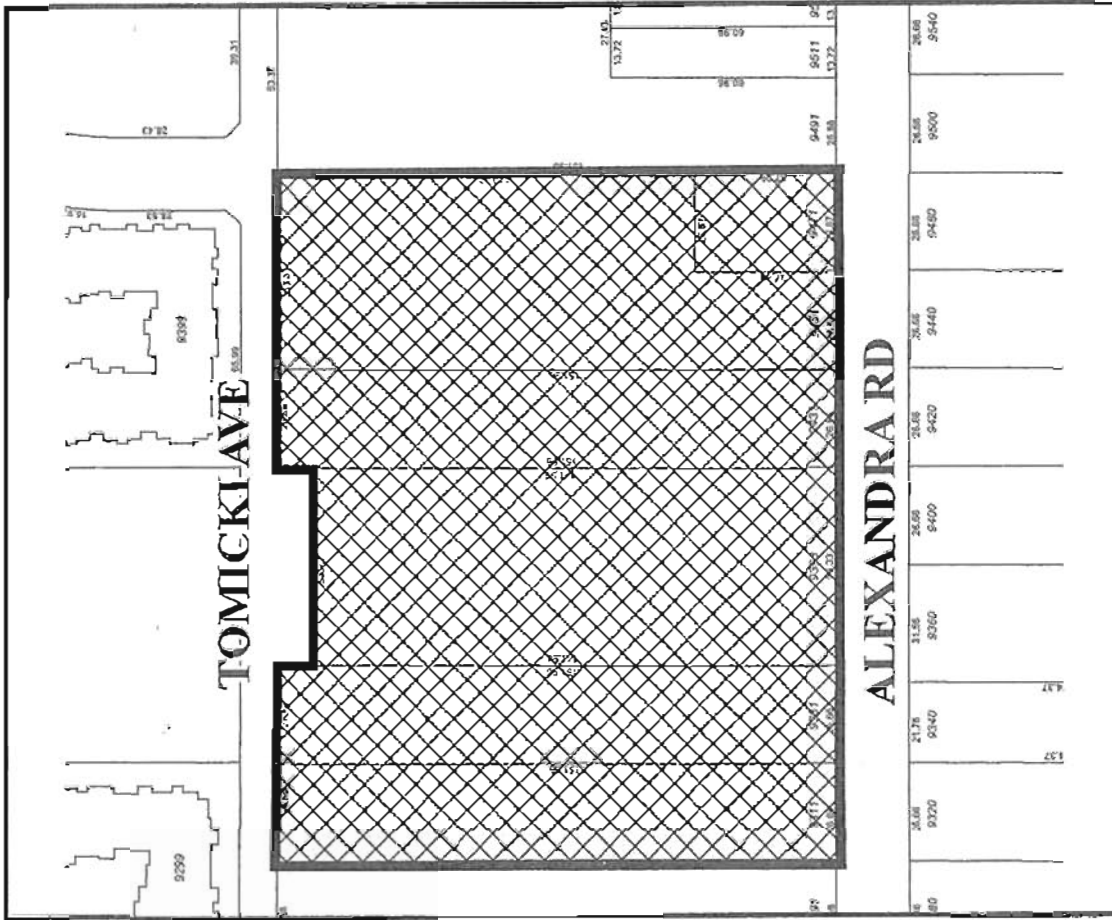


Terry Crowe
Manager, Policy Planning
(604-276-4139)

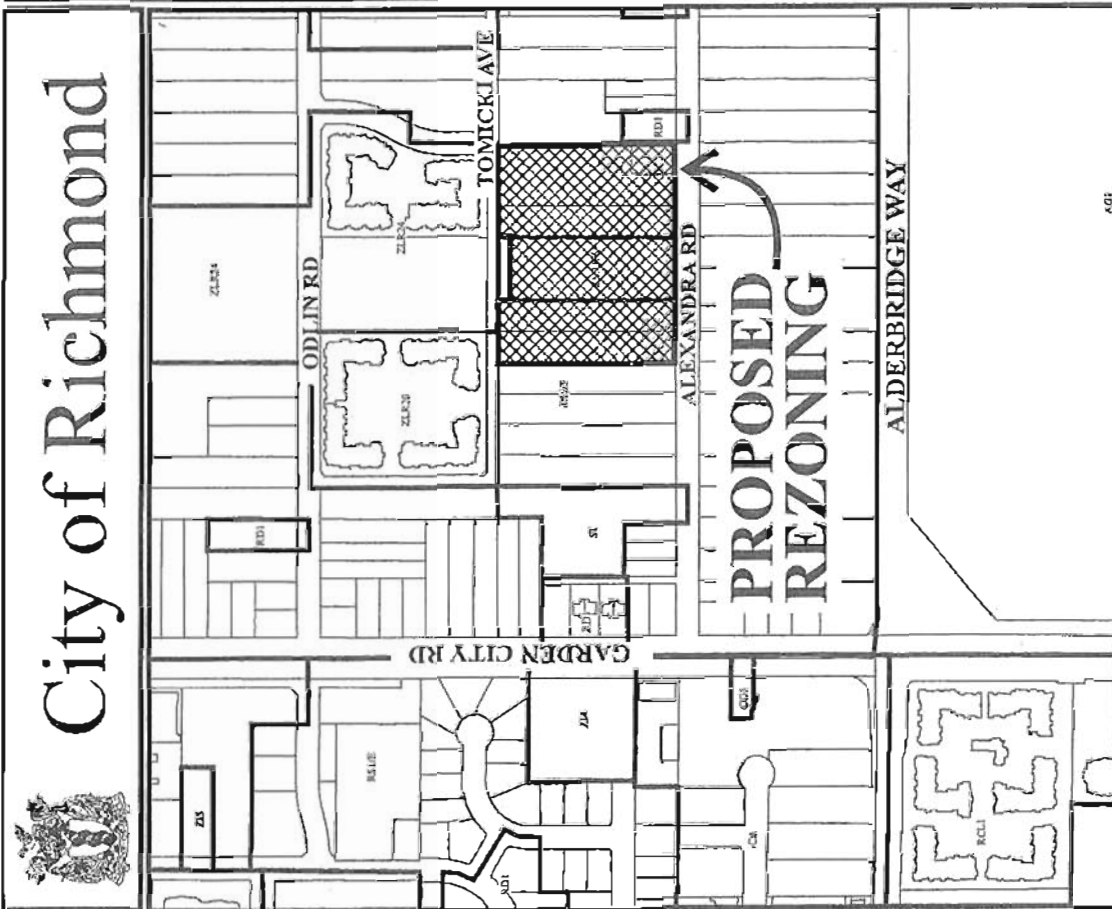
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List of Attachments

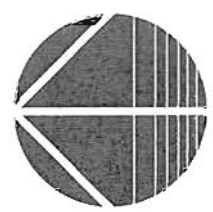
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|--------------|----------------------------------------------------------------------------------------------------------------------------|
| Attachment 1 | Location Map, Zoning Site Map and Site Context |
| Attachment 2 | Architectural and Landscaping Drawings |
| Attachment 3 | Development Application Data Sheet |
| Attachment 4 | West Cambie - Alexandra Area Land Use Map |
| Attachment 5 | Arborist Report - Tree Survey Plan |
| Attachment 6 | Advisory Design Panel Comments and the applicant's response from the December 5, 2012 meeting of the Advisory Design Panel |
| Attachment 7 | Conditional Rezoning Requirements |



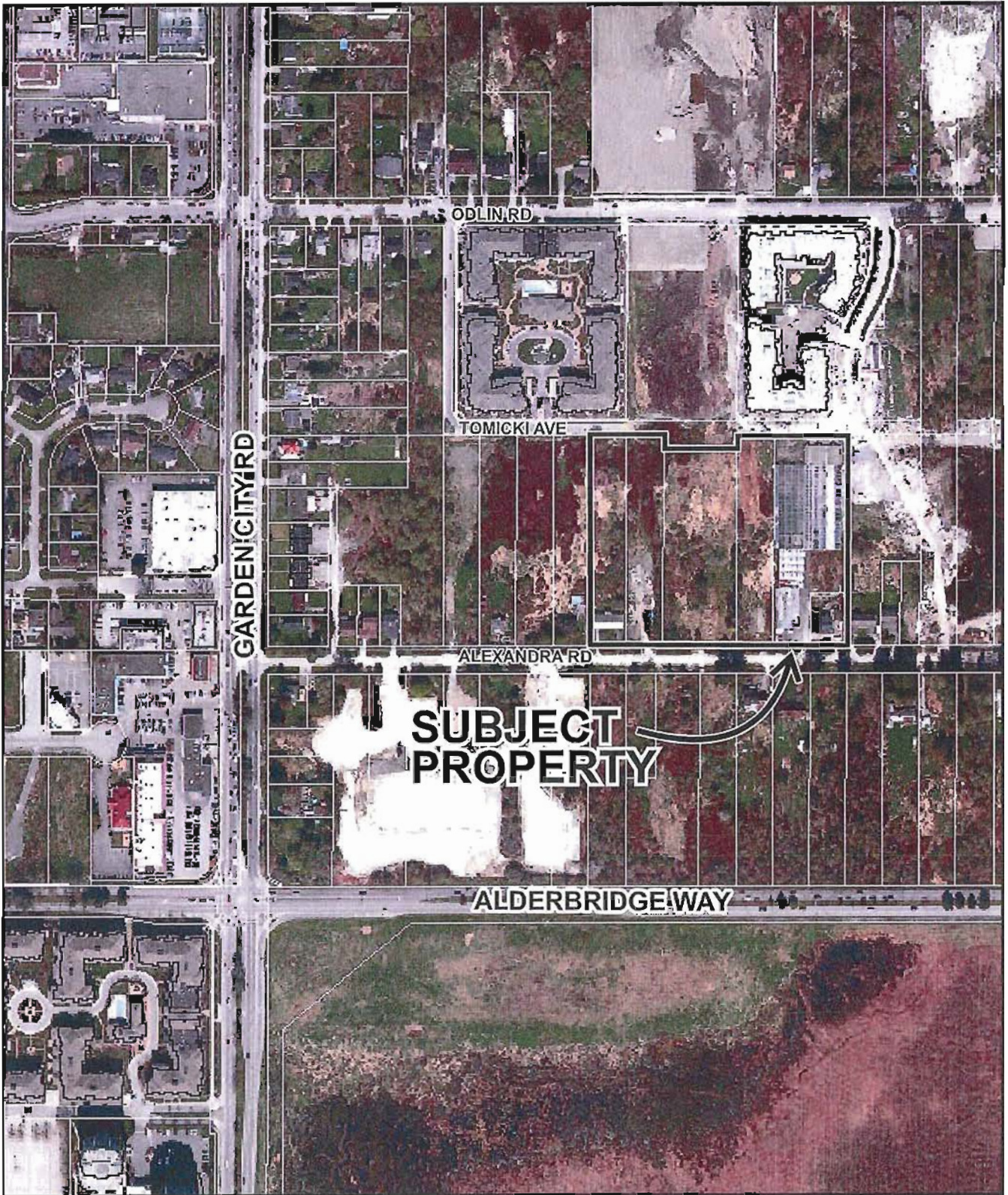
Original Date: 01/24/12
 Revision Date: 03/25/13
 Note: Dimensions are in METRES



RZ 12-598503



City of Richmond



RZ 12-598503

Original Date: 01/24/12

Amended Date: 03/25/13

Note: Dimensions are in METRES

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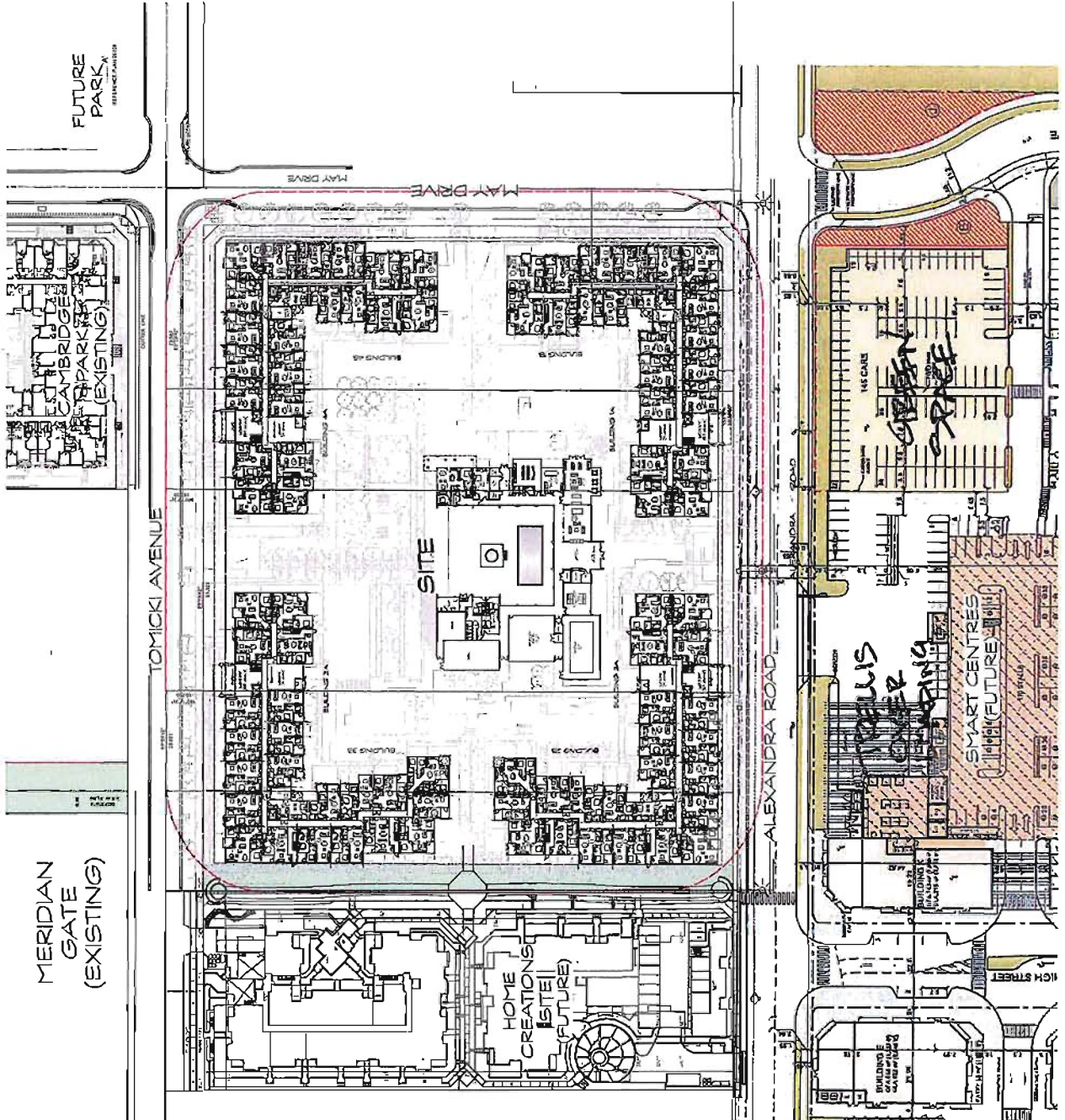


POLYGON

ALEXANDRA WEST
 2301 to 2471 Alexandra Rd
 Burnaby BC

Site Context
 Plan

AO-1



THIS DRAWING REPRESENTS THE GENERAL LAYOUT OF THE PROJECT. THE EXACT LAYOUT OF THE PROJECT SHALL BE DETERMINED BY THE ARCHITECTURE AND ENGINEERING FIRM. THE ARCHITECTURE AND ENGINEERING FIRM SHALL BE RESPONSIBLE FOR THE DESIGN OF THE PROJECT. THE ARCHITECTURE AND ENGINEERING FIRM SHALL BE RESPONSIBLE FOR THE DESIGN OF THE PROJECT. THE ARCHITECTURE AND ENGINEERING FIRM SHALL BE RESPONSIBLE FOR THE DESIGN OF THE PROJECT.

DATE	DESCRIPTION

PROJECT NO. PH-146
 SHEET NO. PH-146-1
 DATE: 10/20/2010



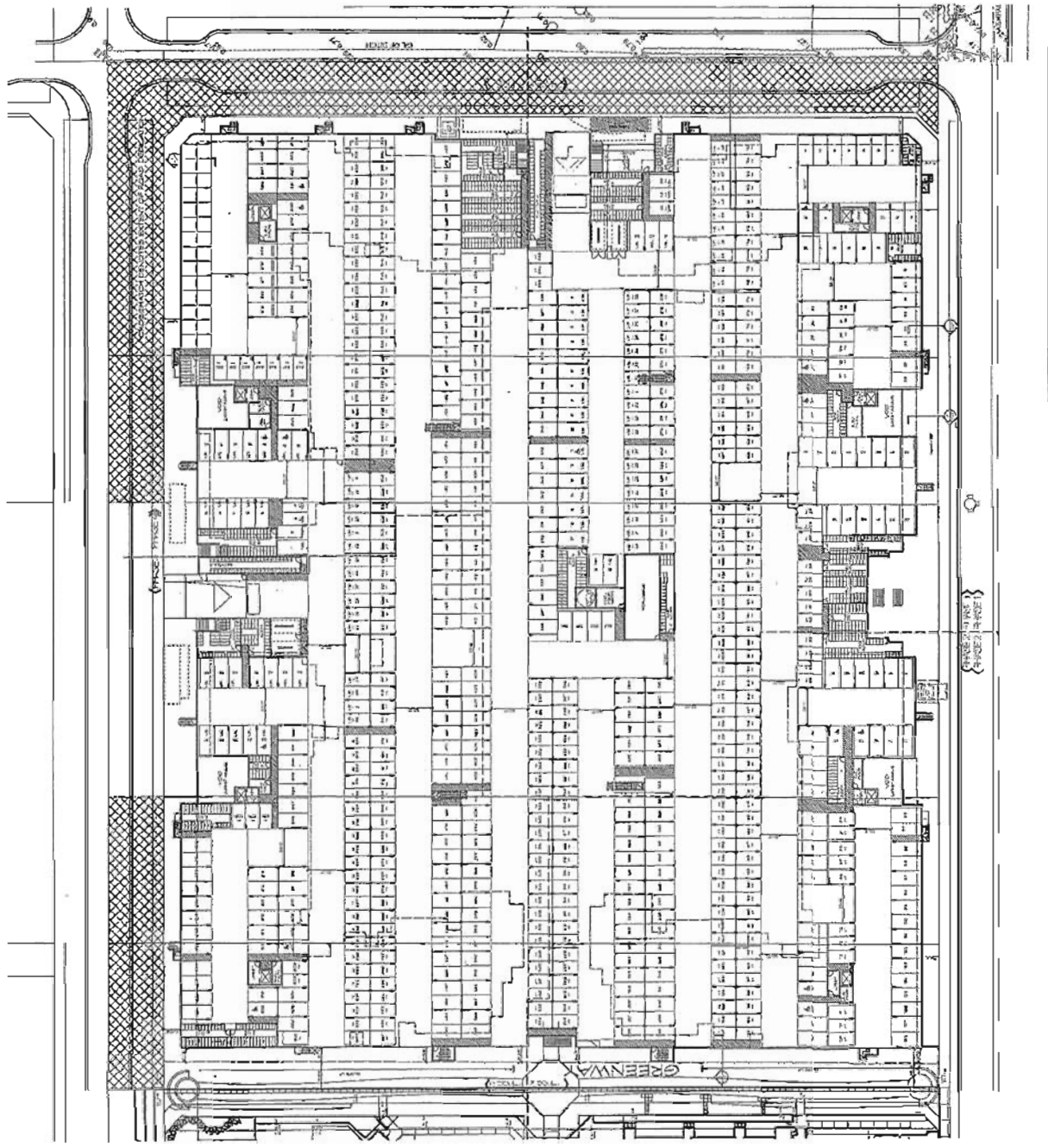
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OVERALL PARKING

A1.1



CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.

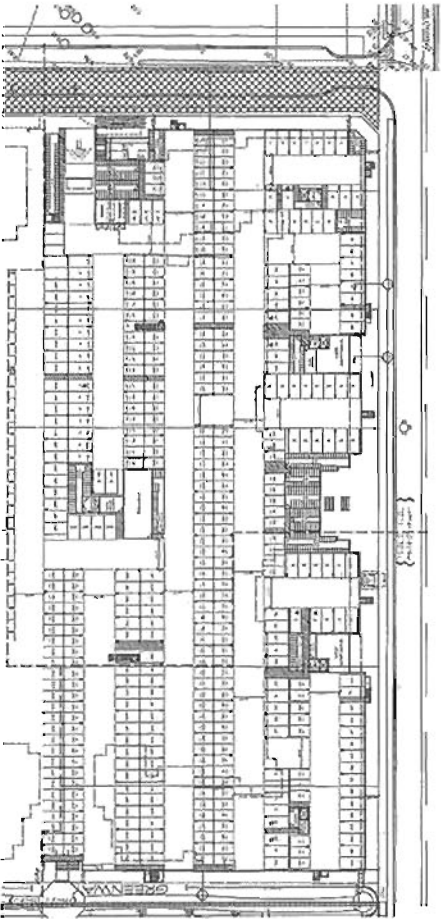
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PHASED PARKING

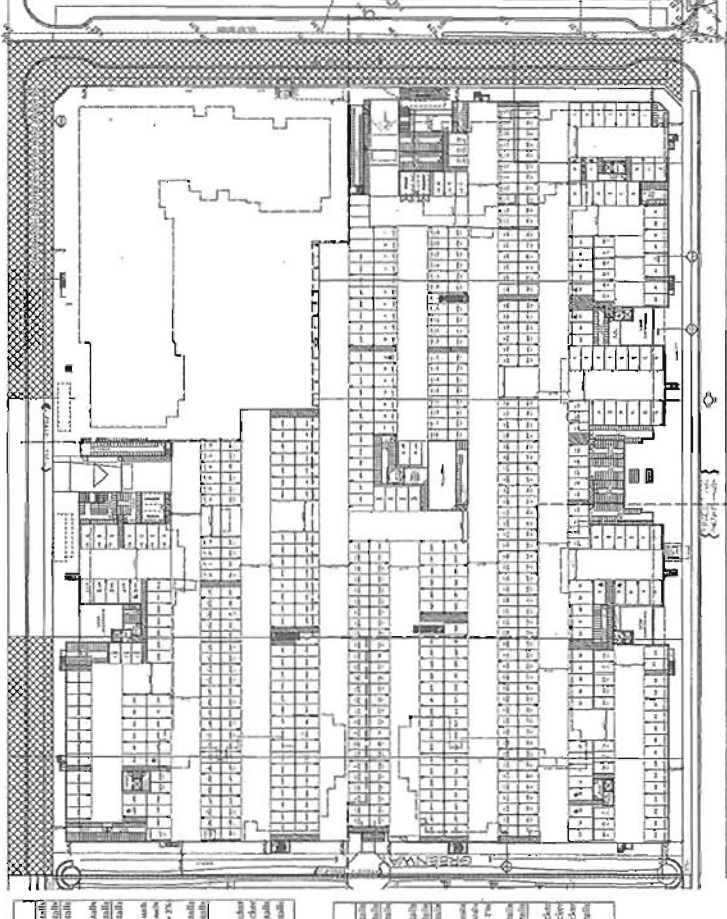
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1 PHASE 1 PARKING PLAN
SCALE: 1/8" = 1'-0"



2 PHASE 2 PARKING PLAN
SCALE: 1/8" = 1'-0"



3 PHASE 3 PARKING PLAN
SCALE: 1/8" = 1'-0"

Phase 1 Parking Summary

REQUIRED PARKING	137 Units x 1.25 Stall/Unit required = 171 stalls 137 Total Units x 0.18 Visitor Stall/Unit = 25 stalls
PROPOSED PARKING	216 stalls 216 stalls
TOTAL STALLS PROPOSED	216 stalls
SMALL CAR SPACES PERMITTED	103 stalls
SMALL CAR SPACES PROPOSED	103 stalls
ACCESSIBLE SPACES	14 stalls
REQUIRED	14 stalls
PROPOSED	14 stalls
BIKE LOCKERS	125 Lockers
REQUIRED	125 Lockers
PROPOSED	125 Lockers
REQUIRED	0.2 A/R
PROPOSED	0.2 A/R

Phase 2 Parking Summary

REQUIRED PARKING	277 Units x 1.25 Stall/Unit required = 346 stalls 277 Total Units x 0.18 Visitor Stall/Unit = 50 stalls
PROPOSED PARKING	316 stalls 316 stalls
TOTAL STALLS PROPOSED	316 stalls
SMALL CAR SPACES PERMITTED	158 stalls
SMALL CAR SPACES PROPOSED	158 stalls
ACCESSIBLE SPACES	17 stalls
REQUIRED	17 stalls
PROPOSED	17 stalls
BIKE LOCKERS	132 Lockers
REQUIRED	132 Lockers
PROPOSED	132 Lockers
REQUIRED	0.2 A/R
PROPOSED	0.2 A/R

Phase 3 Parking Summary

REQUIRED PARKING	409 Units x 1.25 Stall/Unit required = 511 stalls 409 Total Units x 0.18 Visitor Stall/Unit = 74 stalls
PROPOSED PARKING	511 stalls 511 stalls
TOTAL STALLS PROPOSED	511 stalls
SMALL CAR SPACES PERMITTED	261 stalls
SMALL CAR SPACES PROPOSED	261 stalls
ACCESSIBLE SPACES	27 stalls
REQUIRED	27 stalls
PROPOSED	27 stalls
BIKE LOCKERS	133 Lockers
REQUIRED	133 Lockers
PROPOSED	133 Lockers
REQUIRED	0.2 A/R
PROPOSED	0.2 A/R

Phase 4 (Overall) Parking Summary

REQUIRED PARKING	1046 Units x 1.25 Stall/Unit required = 1308 stalls 1046 Total Units x 0.18 Visitor Stall/Unit = 188 stalls
PROPOSED PARKING	1227 stalls 1227 stalls
TOTAL STALLS PROPOSED	1227 stalls
SMALL CAR SPACES PERMITTED	621 stalls
SMALL CAR SPACES PROPOSED	621 stalls
ACCESSIBLE SPACES	67 stalls
REQUIRED	67 stalls
PROPOSED	67 stalls
BIKE LOCKERS	525 Lockers
REQUIRED	525 Lockers
PROPOSED	525 Lockers
REQUIRED	0.2 A/R
PROPOSED	0.2 A/R

CONTRACTOR SHALL VERIFY ALL DIMENSIONS, ELEVATIONS, AND LOCATIONS OF ALL UTILITIES, TRENCHES AND STRUCTURES TO BE EXCAVATED OR INSTALLED PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND PUBLIC UTILITIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES TO REMAIN.



DATE:	10/15/2010
PROJECT:	ALEXANDRA WEST
SCALE:	AS SHOWN
BY:	[Signature]
CHECKED BY:	[Signature]

REVISION:	NO. 1	DATE	10/15/2010
DESCRIPTION:	REVISED FOR RECORD		



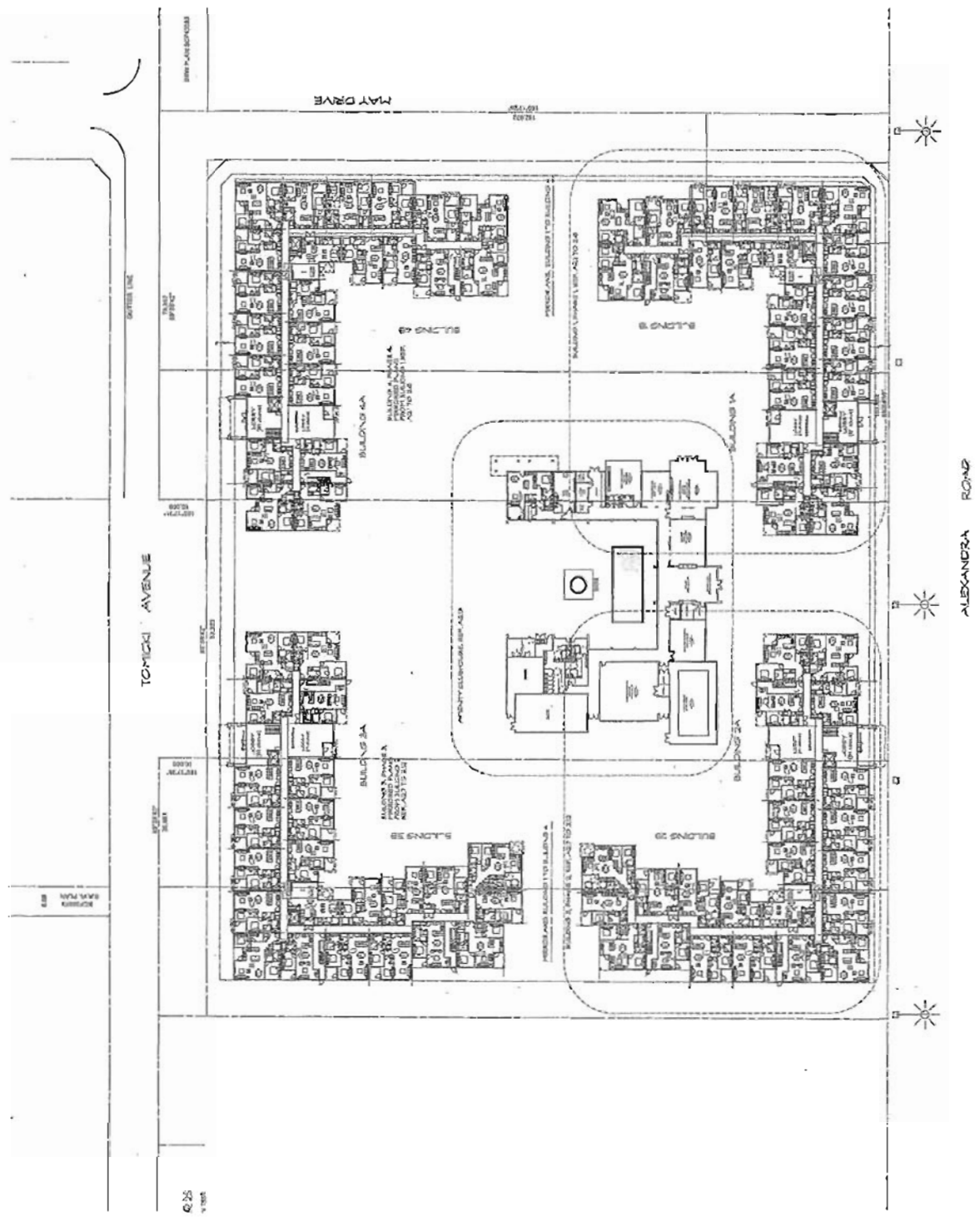
RCA

Robert C. Anderson Inc.
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 Vancouver, B.C.
 V6L 1A7
 Tel: (604) 687-2742
 Fax: (604) 687-4844
 rca@robertcanderson.com

ALEXANDRA WEST
 3317 to 3417 Alexandra Rd.
 Richmond BC

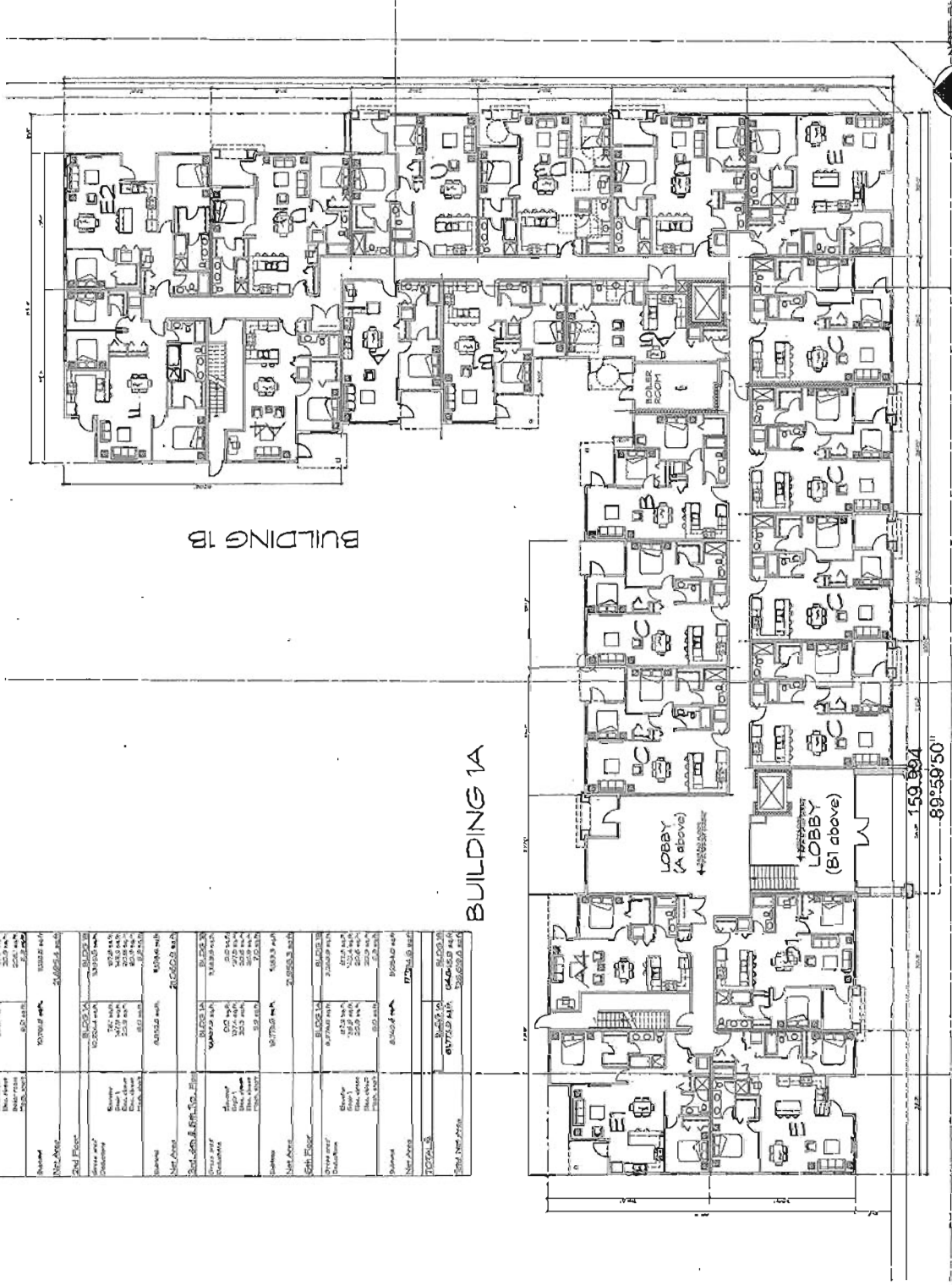
PROJECT:	ALEXANDRA WEST
SCALE:	AS SHOWN
DATE:	10/15/2010
BY:	[Signature]
CHECKED BY:	[Signature]

Overall Plan
 -
 A2.0



REVISIONS:

NO.	DATE	DESCRIPTION



THIS BUILDING PLAN IS
 PREPARED IN ACCORDANCE WITH
 EAST-WEST AXIS



BUILDING	FLOOR	AREA (sq. ft.)	PERCENTAGE
BUILDING 1 (BUILDINGS A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z)	1st Floor	10,000	10.0%
	2nd Floor	10,000	10.0%
	3rd Floor	10,000	10.0%
	4th Floor	10,000	10.0%
BUILDING 2 (BUILDINGS A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z)	1st Floor	10,000	10.0%
	2nd Floor	10,000	10.0%
	3rd Floor	10,000	10.0%
	4th Floor	10,000	10.0%

RCA
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 280 - 2555 Columbia Street
 Vancouver, B.C.
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 Fax: (604) 687-4841
 email: rca@clappertarchitectural.com

ALEXANDRA WEST
 2311 to 2317 Alouette Rd.
 Abbotsford BC

DATE: 03/20/04
 DRAWN BY: [Name]
 CHECKED BY: [Name]

Ground Floor Plan
 BLOG # 16 4

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

NO. 1 A2.1

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REVISIONS:
 NO. DATE DESCRIPTION

NO.	DATE	DESCRIPTION

PROJECT:
 NAME: ALEXANDRA WEST
 ADDRESS: 1500 WEST 10TH STREET
 CITY: TAMPA, FL 33604
 COUNTY: HILLSBOROUGH COUNTY
 PROJECT NO.: 1500W10TH

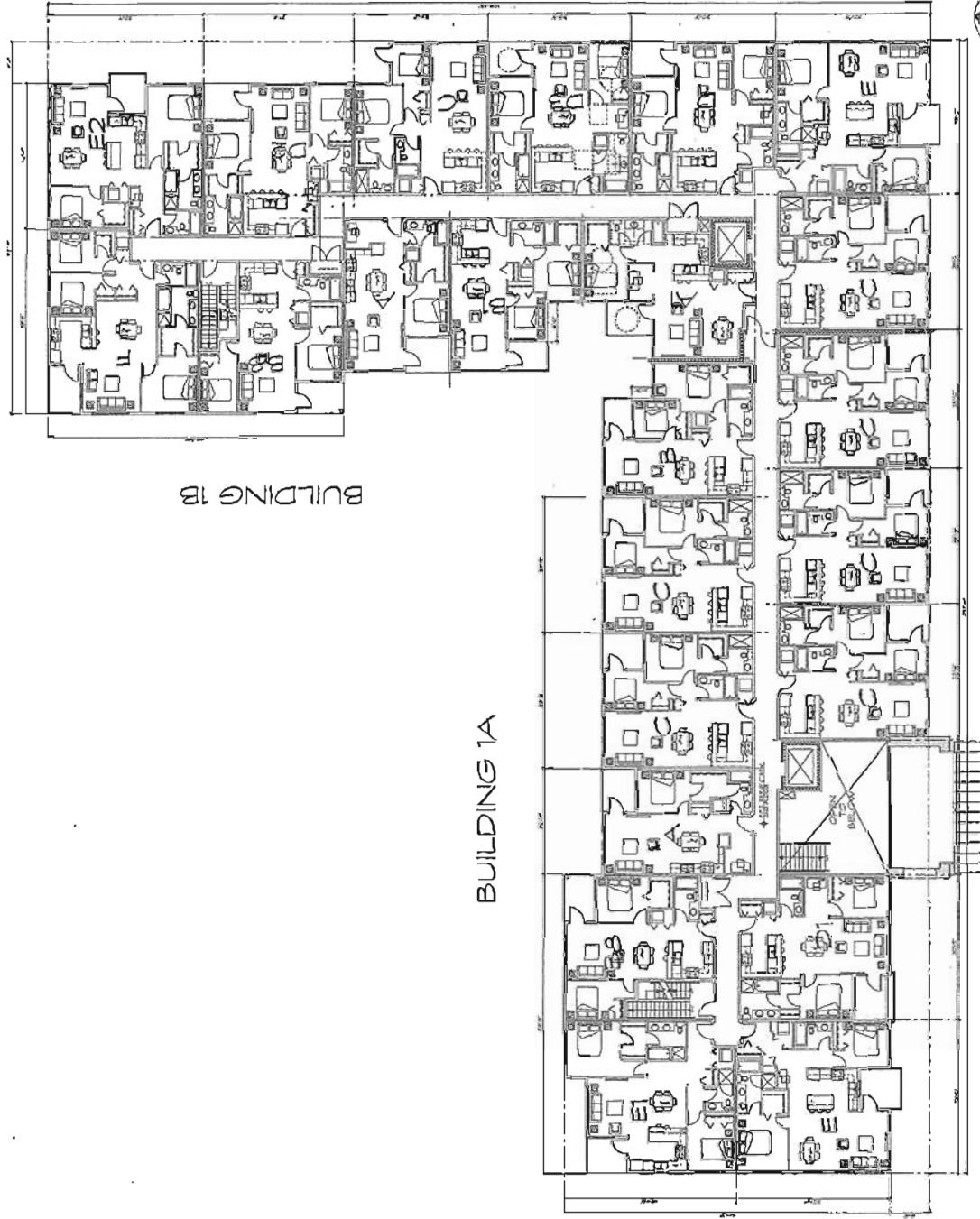


RCA
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 Fax: (888) 482-4411
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ALEXANDRA WEST
 2ND FLOOR PLAN
 BLDGS #1 & 4

DATE: 08/14/13
 DRAWN BY: JAC
 CHECKED BY: JAC
 PROJECT NO.: 1500W10TH

SCALE: AS SHOWN
 SHEET NO.: A2.2



BUILDING 1B

BUILDING 1A

NOTE: BUILDING 1B PLAN AS SHOWN IS TO BE RECORDED (ABOUT AND EAST/WEST AXIS)

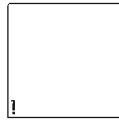


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PROJECT: ALEXANDRA WEST
 SHEET: 3RD / 4TH FLOOR PLAN
 DATE: 2014-03-10

REVISIONS:
 NO. DATE DESCRIPTION
 1 2014-03-10 INITIAL DESIGN



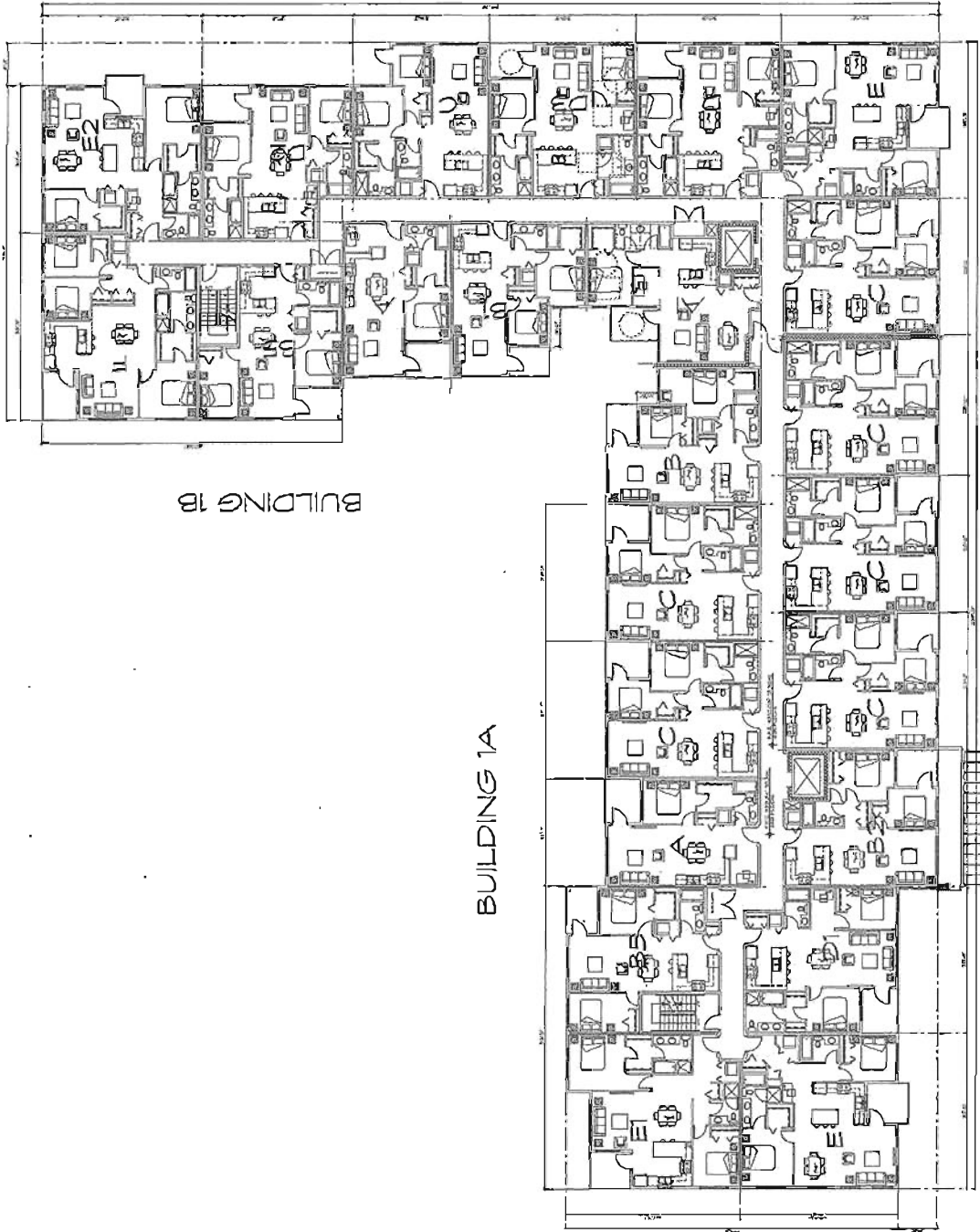
RCA

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 admin@rcaarchitects.com

ALEXANDRA WEST
 3035 LOR
 RICHMOND BC

3rd / 4th Floor Plan
 BLDG # 1E 2

Scale: 1/8" = 1'-0"
 A2.3



BUILDING 1B

BUILDING 1A



NOTE: BUILDING PLANS AS SHOWN. BUILDING 1 IS EAST/WEST (N/S) AND EAST/WEST (N/S)

THIS PLAN IS A REPRODUCTION OF THE ORIGINAL ARCHITECTURAL DRAWING. IT IS NOT TO BE USED FOR CONSTRUCTION OR FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT. THE ARCHITECT'S OFFICE IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THIS PLAN. THE ARCHITECT'S OFFICE IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THIS PLAN.

DATE	1/15/10
BY	ARCHITECT
PROJECT	ALEXANDRA WEST
NO.	5th Floor Plan
SCALE	AS SHOWN

REVISIONS

NO.	DATE	DESCRIPTION
1	1/15/10	ISSUED FOR BIDDING

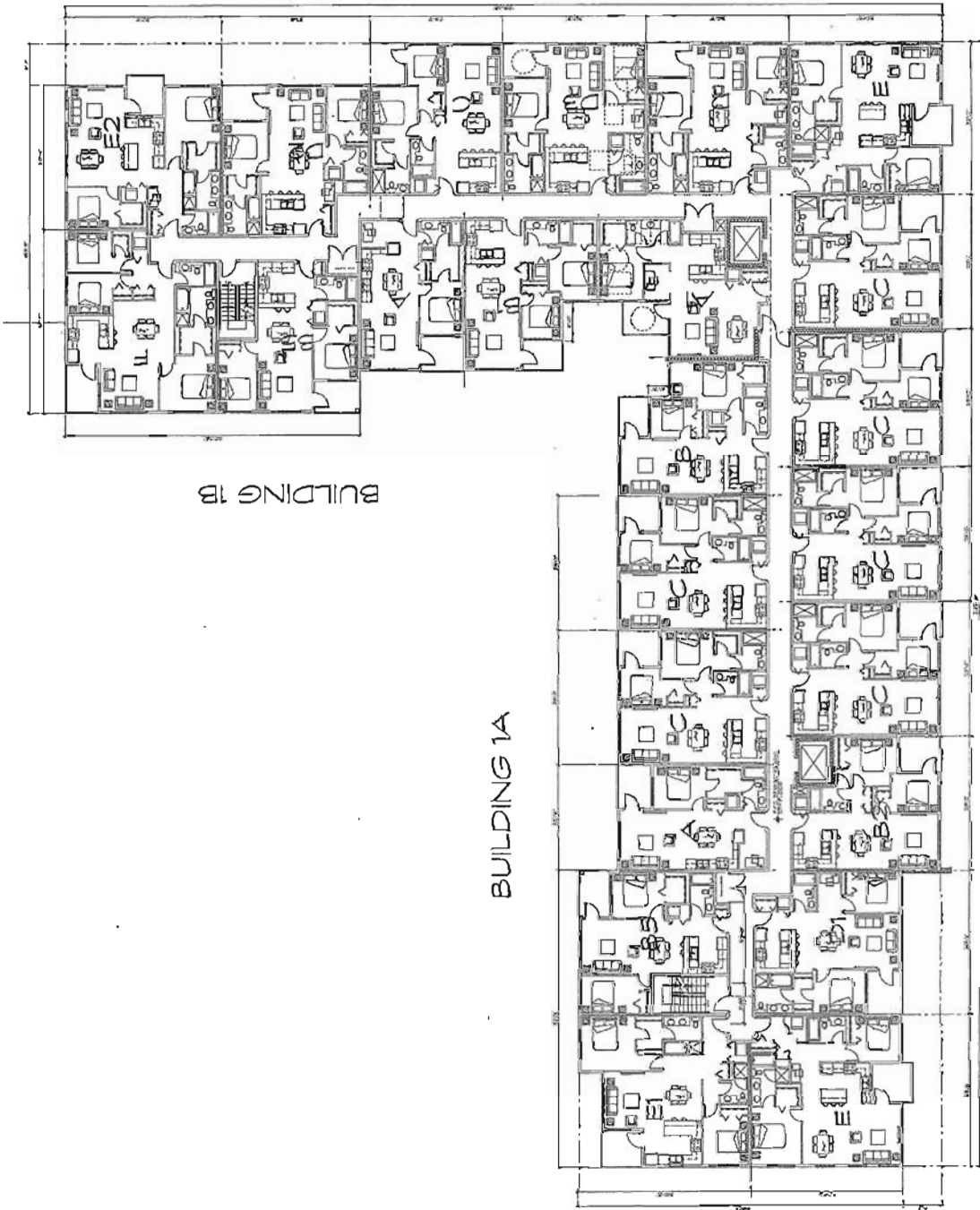


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 Fax: (604) 687-4641
 info@robertconrad.com

ALEXANDRA WEST
 237 - 247th Avenue S.
 Richmond BC

DATE	1/15/10
BY	ARCHITECT
PROJECT	ALEXANDRA WEST
NO.	5th Floor Plan
SCALE	AS SHOWN

A2.4



NOTE: BUILDING 1 PLAN AS SHOWN. BUILDING 1B IS MIRRORED (ABOUT AND EAST/WEST AXIS)



REVISIONS

NO.	DATE	DESCRIPTION

REVISIONS

NO.	DATE	DESCRIPTION

REVISIONS

NO.	DATE	DESCRIPTION



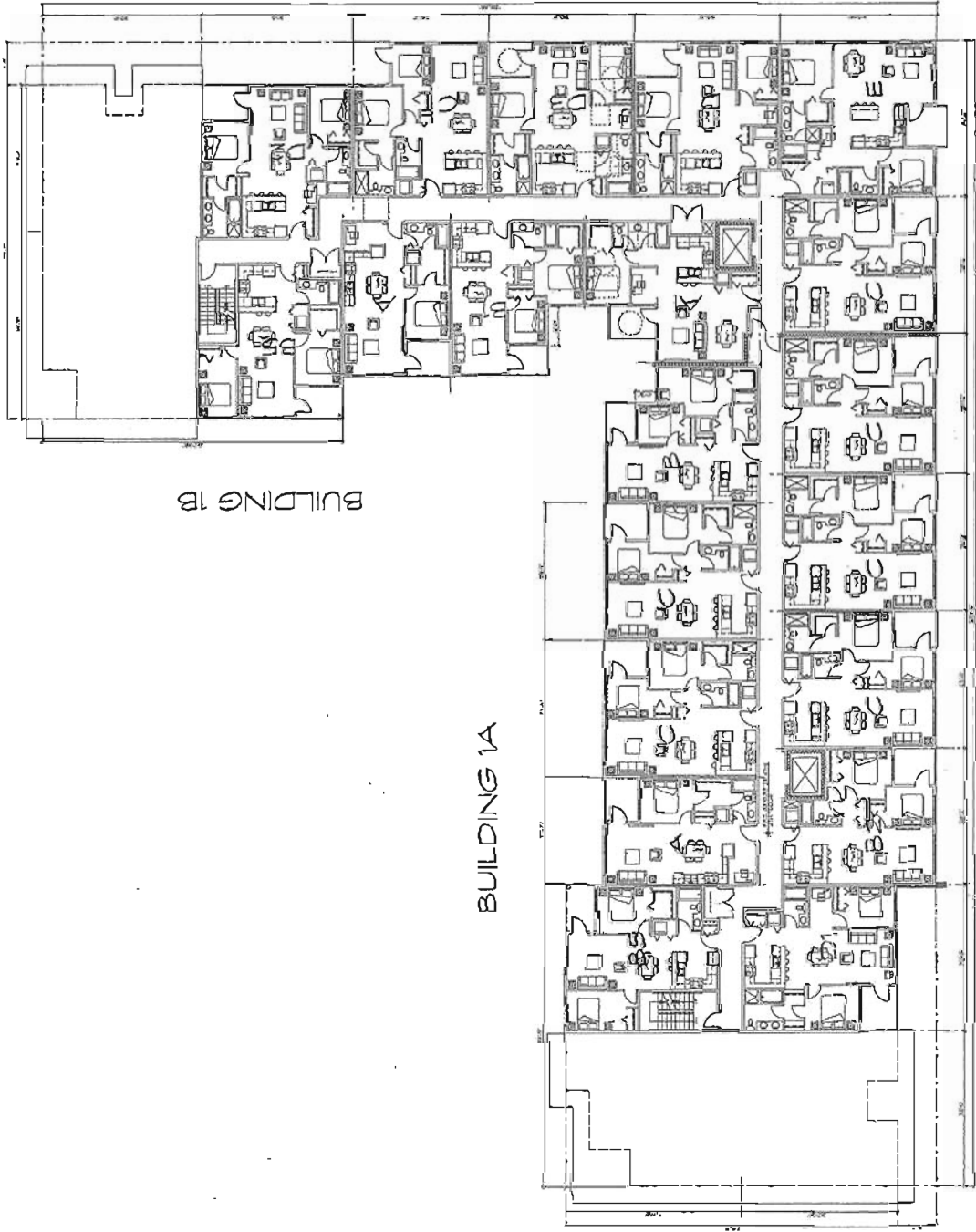
RCA

Robert Chappel Architecture Inc.
 200 7550 Bayview Street
 Toronto, Ontario M3J 1K7
 Tel: (416) 491-4641
 admin@rcaarchitectural.com

ALEXANDRA WEST
 2551, W. BAYVIEW AVE.
 SCARBOROUGH, ONT.

6th Floor Plan
 BLDG #1 & 2

A2.5



BUILDING 1B

BUILDING 1A

NOTE: BUILDING 1 PLAN AS SHOWN. BUILDING 2 IS PROPOSED (AS SHOWN EAST/WEST AXIS)



FOR THESE PLANS, THE DESIGNER HAS NOT CONDUCTED A VISUAL ANALYSIS OF THE PROJECT'S VISUAL IMPACT. VISUAL ANALYSIS IS THE RESPONSIBILITY OF THE CLIENT AND SHOULD BE CONDUCTED BY AN APPROPRIATELY LICENSED VISUAL ANALYSIS CONSULTANT. THE DESIGNER HAS CONDUCTED VISUAL ANALYSIS ONLY FOR THE PURPOSES OF THE ARCHITECTURAL DESIGN AND DOES NOT WARRANT THE ACCURACY OF THE VISUAL ANALYSIS INFORMATION.



REVISIONS:
 No. Description
 1. Initial Issue

DATE: 10/15/2014
 PROJECT: ALEXANDRA WEST
 SHEET: 1001-1001
 1001-1001 - ROOF PLAN FOR BLDG #1 & 4



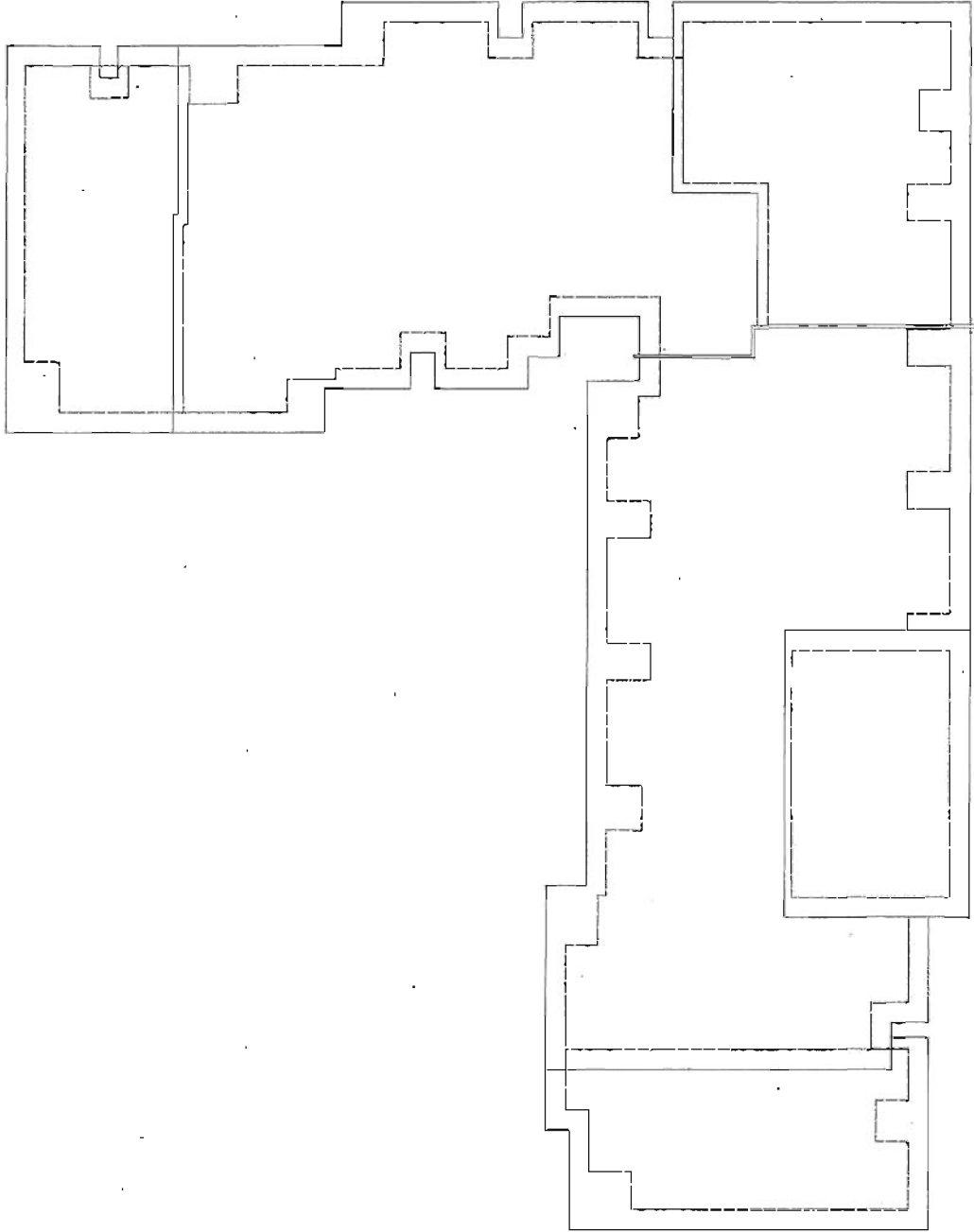
RCA

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 Tel: (604) 687-7771
 Fax: (604) 687-4541
 info@rcabuilding.com

ALEXANDRA WEST
 5051 to 5471 Alexandra Bl.
 Richmond BC

DATE: 10/15/2014
 PROJECT: ALEXANDRA WEST
 SHEET: 1001-1001
 1001-1001 - ROOF PLAN FOR BLDG #1 & 4

SCALE: 1/8" = 1'-0"
 1/4" = 3'-0"

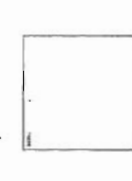


NOTE: BUILDING PLANS
 FOR BUILDING #1 & 4
 ARE PROVIDED ABOUT AND
 EAST/WEST AXIS

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DATE	NO.	DESCRIPTION

DATE: 11/11/11
 NO.: 11111
 DESCRIPTION: REVISED FOR REVISION



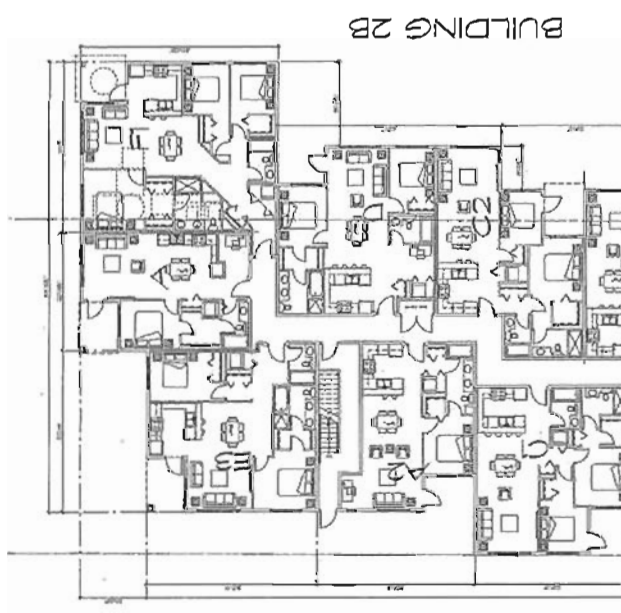
RCA
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 Tel: (604) 681-4741
 Fax: (604) 687-4661
 website: robertconrad.com

ALEXANDRA WEST
 805 to 847 Alexander RL
 Richmond BC

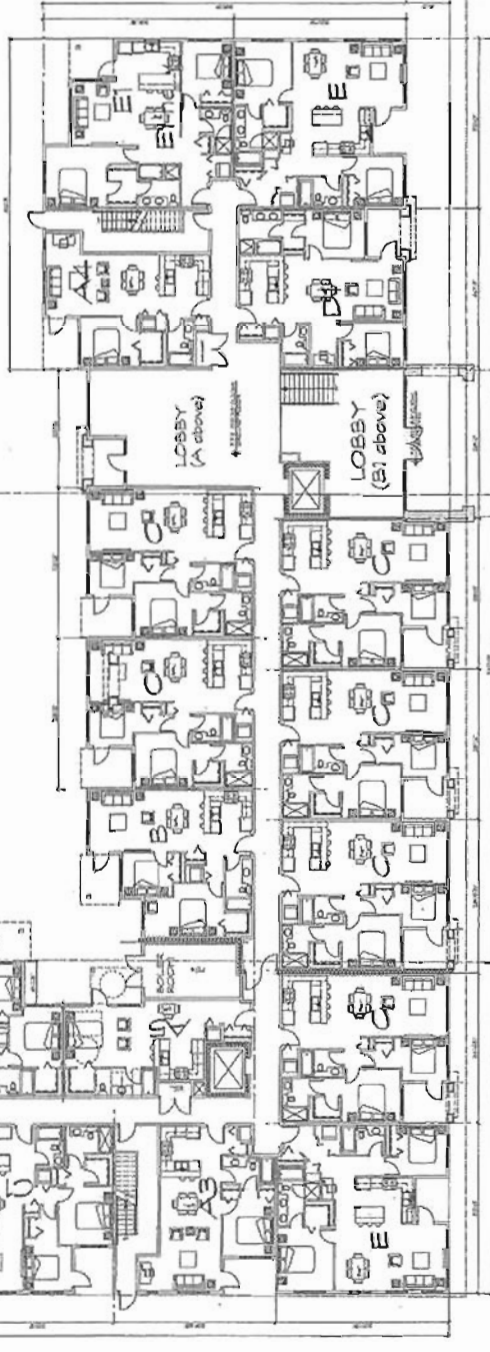
DATE: 11/11/11
 NO.: 11111
 DESCRIPTION: REVISED FOR REVISION

Ground Floor Plan
 BLDG # 2 & 3

Room No.	Room Name	Area (sq. ft.)	Area (sq. m.)
BLDG 2A			
101	Office	100	9.3
102	Office	100	9.3
103	Office	100	9.3
104	Office	100	9.3
105	Office	100	9.3
106	Office	100	9.3
107	Office	100	9.3
108	Office	100	9.3
109	Office	100	9.3
110	Office	100	9.3
111	Office	100	9.3
112	Office	100	9.3
113	Office	100	9.3
114	Office	100	9.3
115	Office	100	9.3
116	Office	100	9.3
117	Office	100	9.3
118	Office	100	9.3
119	Office	100	9.3
120	Office	100	9.3
121	Office	100	9.3
122	Office	100	9.3
123	Office	100	9.3
124	Office	100	9.3
125	Office	100	9.3
126	Office	100	9.3
127	Office	100	9.3
128	Office	100	9.3
129	Office	100	9.3
130	Office	100	9.3
131	Office	100	9.3
132	Office	100	9.3
133	Office	100	9.3
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135	Office	100	9.3
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146	Office	100	9.3
147	Office	100	9.3
148	Office	100	9.3
149	Office	100	9.3
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194	Office	100	9.3
195	Office	100	9.3
196	Office	100	9.3
197	Office	100	9.3
198	Office	100	9.3
199	Office	100	9.3
200	Office	100	9.3



BUILDING 2B



BUILDING 2A

NOTE: BUILDINGS SHOWN AS SHOWN, BUILDING 3 IS MIRRORED (ABOUT AND EAST/WEST AXIS)



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DATE:	1/11/2011
PROJECT:	ALEXANDRA WEST
CLIENT:	ALCANTARA
LOCATION:	1000 UNIVERSITY AVENUE, SUITE 1000, VANCOUVER, BC V6C 0B1

DATE:	1/11/2011
PROJECT:	ALEXANDRA WEST
CLIENT:	ALCANTARA
LOCATION:	1000 UNIVERSITY AVENUE, SUITE 1000, VANCOUVER, BC V6C 0B1



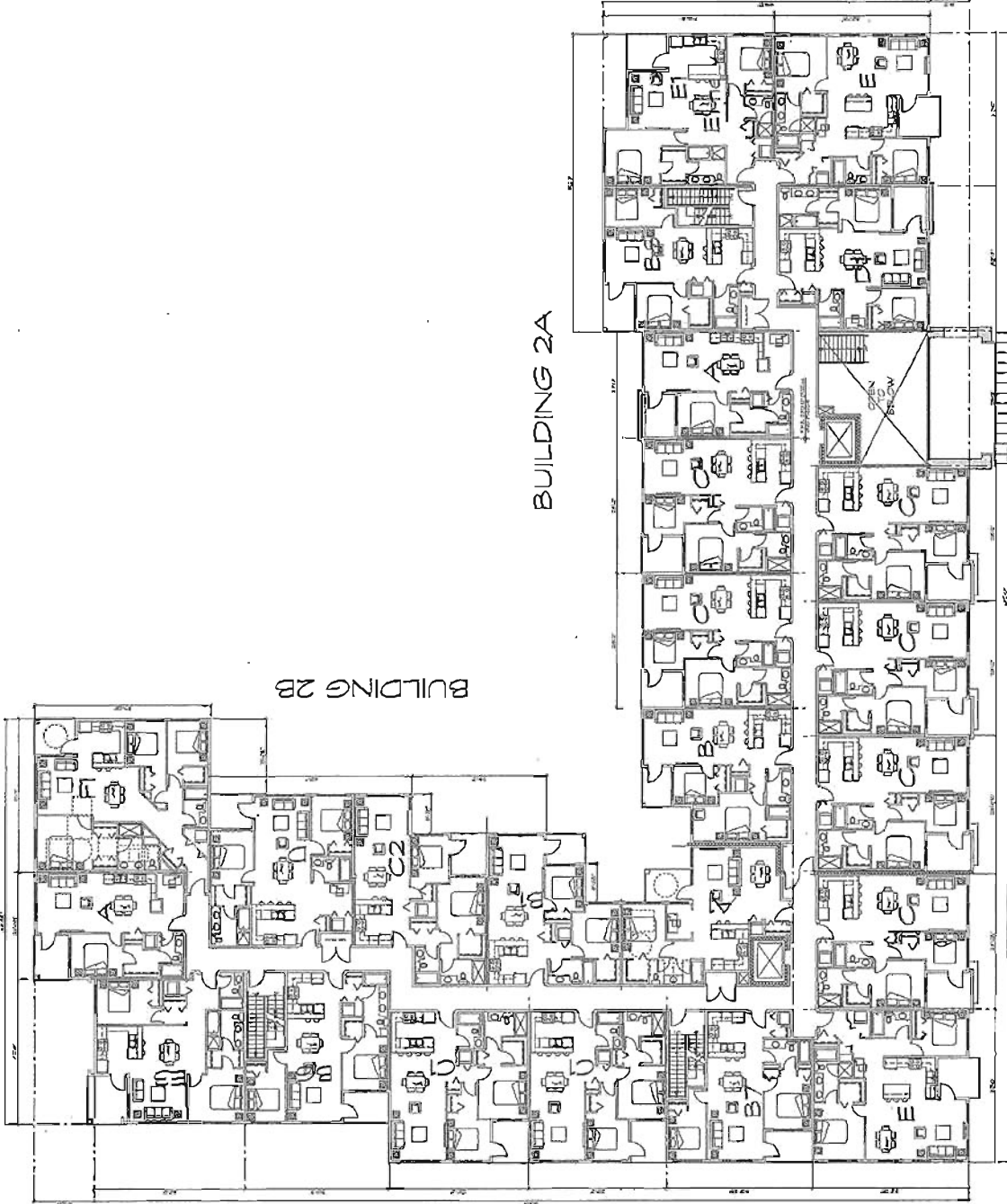
BCA

Robert Brown Architecture Inc.
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 Canada V5T 3T3
 Phone: (604) 677-4641
 admin@robertbrownarchitecture.com

ALEXANDRA WEST
 9311 to 9317 Alexandra Rd.
 Burnaby BC

DATE:	1/11/2011
PROJECT:	ALEXANDRA WEST
CLIENT:	ALCANTARA
LOCATION:	1000 UNIVERSITY AVENUE, SUITE 1000, VANCOUVER, BC V6C 0B1

A2.6



NOTE: BUILDING 2 PLAN AS SHOWN. BUILDING 3 IS PROPOSED (ABOUT AND EAST-WEST AXIS)



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REVISION	DATE	DESCRIPTION

DATE	DESCRIPTION



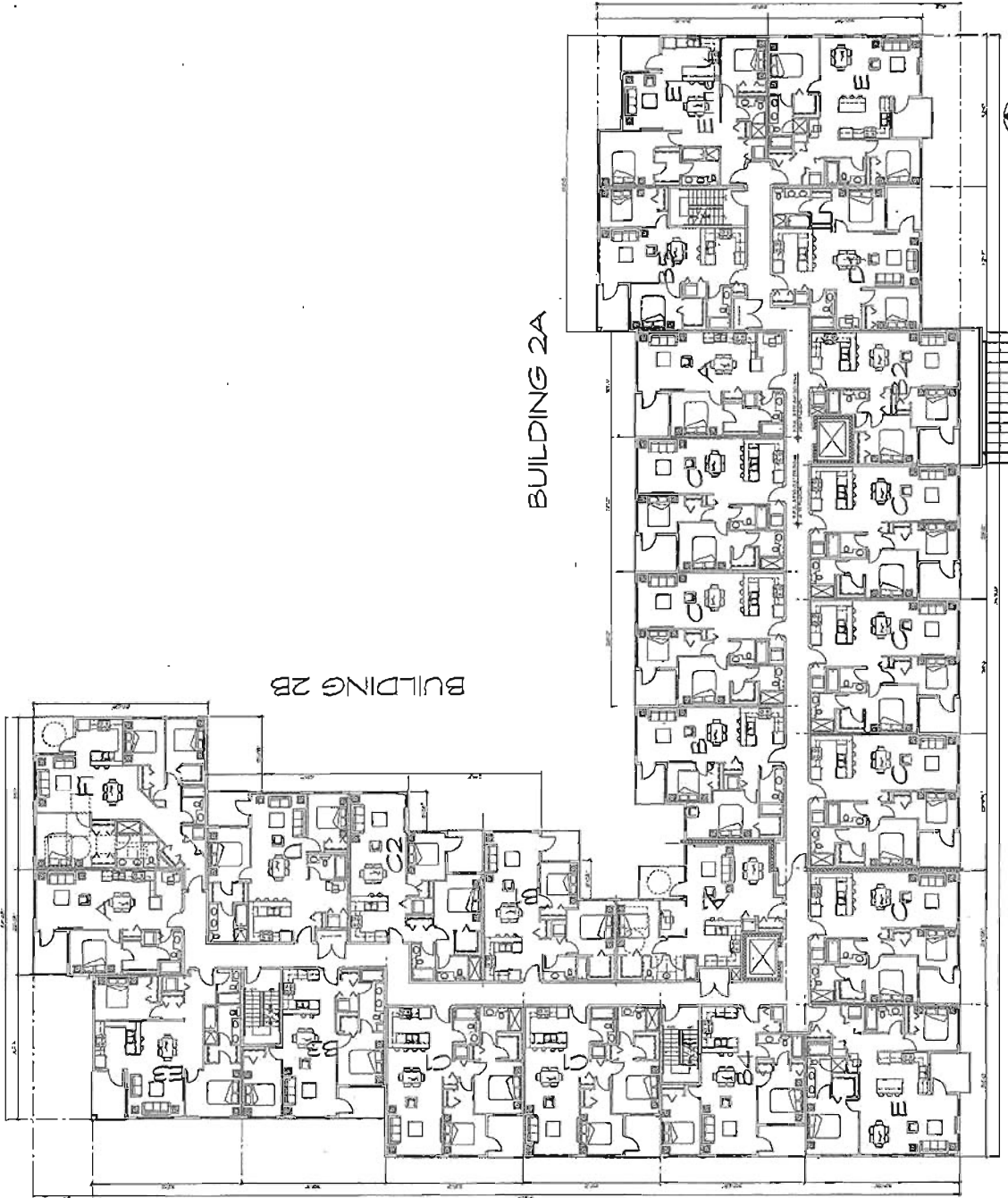
RCA

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 260 - 2339 Columbia Gate
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 info@rcaarchitecturalinc.com

ALEXANDRA WEST
 3201 W. 54TH AVENUE #6
 RICHMOND B.C.

DATE: 2023.10.10
 DRAWN BY: J. L. LEE
 CHECKED BY: J. L. LEE
 3rd / 4th Floor Plan
 BLDG 4 2 & 3

SCALE: 1/8" = 1'-0"
 SHEET: A2.9



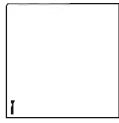
NOTE: BUILDING 2 PLAN AS SHOWN IN BUILDING 2 IS REVERSED (ABOUT AND EASTWEST AXIS)



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REVISIONS:
 No. Description
 1 Initial Issue

DATE: 08/15/2011
 DRAWN BY: J. B. BROWN
 CHECKED BY: J. B. BROWN
 SCALE: AS SHOWN
 STATUS: PRELIMINARY FOR DESIGN



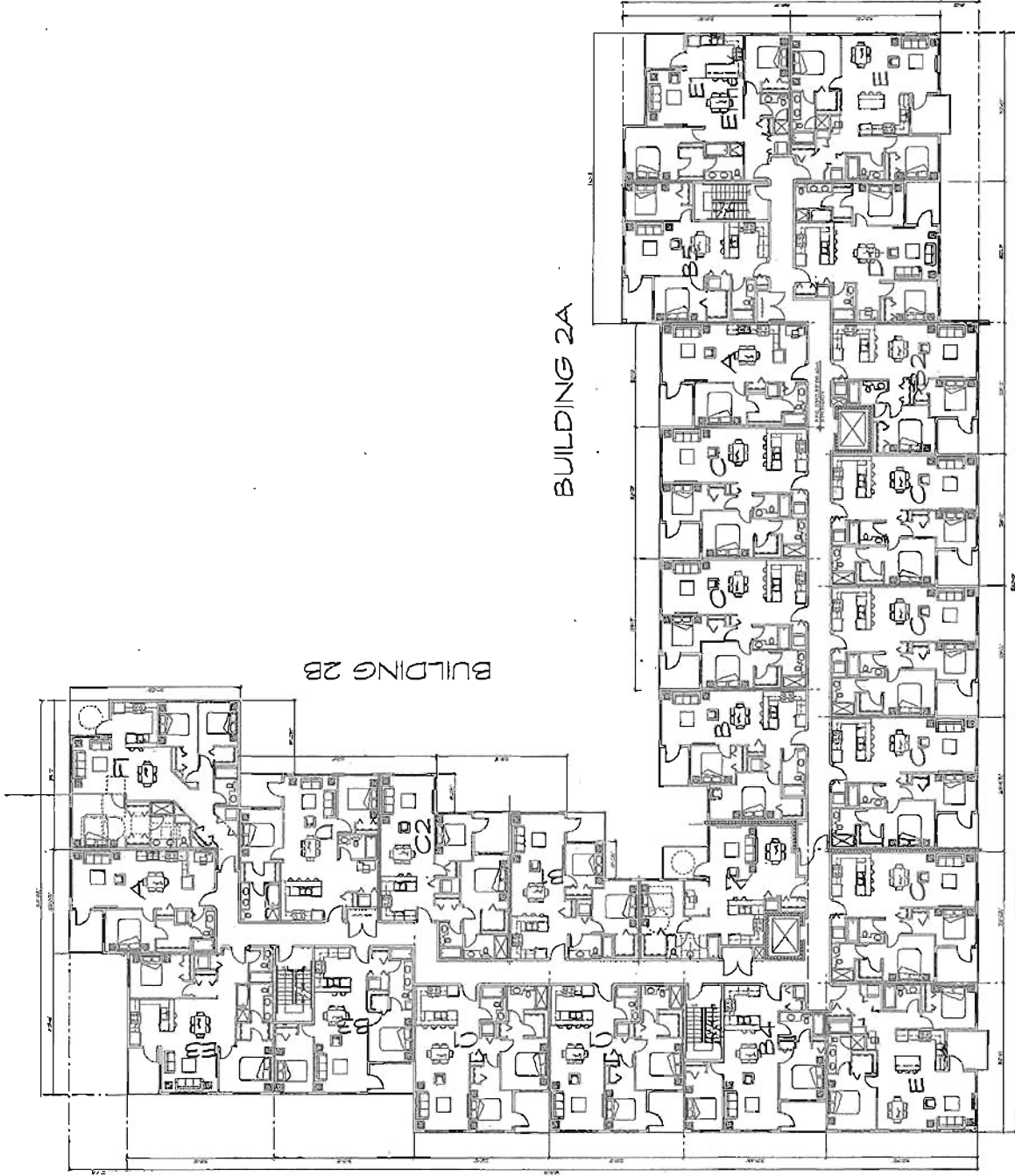
RCA

Reinforced Concrete Architecture Inc.
 200 - 3300 Cabotville Drive
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 Phone: (604) 687-4641
 Fax: (604) 687-4641
 info@recoarch.com

ALEXANDRA WEST
 5211 to 5477 Alexandra Rd.
 Richmond BC

DATE: 08/15/2011
 DRAWN BY: J. B. BROWN
 CHECKED BY: J. B. BROWN
 SCALE: AS SHOWN
 STATUS: PRELIMINARY FOR DESIGN

Sheet: A2.10



NOTE: BUILDING 2 PLAN AS SHOWN. BUILDING 3 IS SHOWN TO THE EAST (WEST AXIS).



EXPERIENCE REQUIRED: THIS DRAWING MUST BE
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 BEFORE ANY CONSTRUCTION BEGINS. THE ARCHITECT'S
 SIGNATURE AND SEAL MUST BE ON ALL DRAWINGS
 BEFORE ANY CONSTRUCTION BEGINS. THE ARCHITECT'S
 SIGNATURE AND SEAL MUST BE ON ALL DRAWINGS
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 SIGNATURE AND SEAL MUST BE ON ALL DRAWINGS
 BEFORE ANY CONSTRUCTION BEGINS.

NO.	DATE	DESCRIPTION

DATE: 10/15/2014
 DRAWING NO: 14-001
 PROJECT: 14-001
 SHEET: 14-001



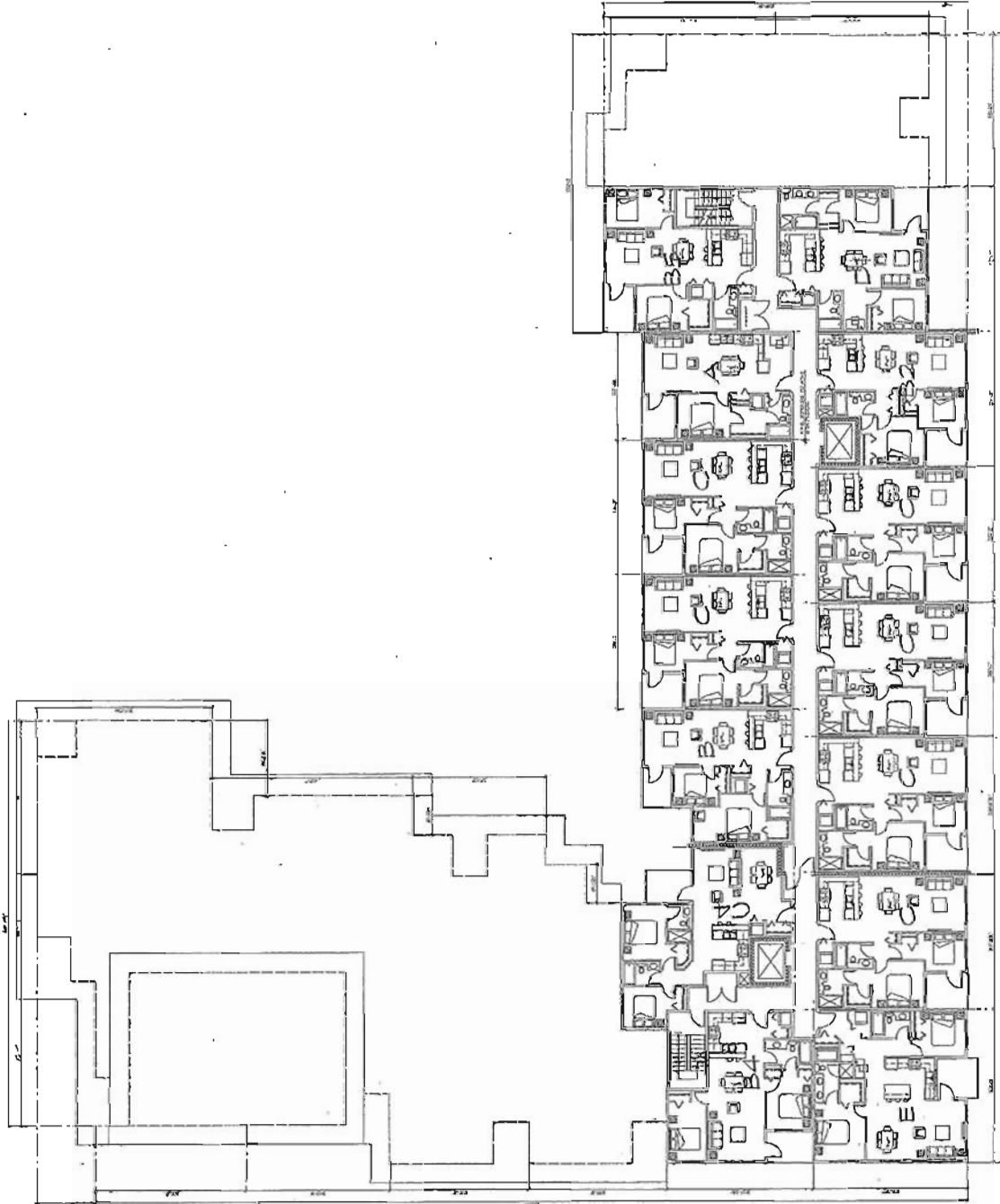
RCA

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 admin@rcaarchitects.com

ALEXANDRA WEST
 9971 W 13th Avenue W. Rd.
 Richmond B.C.

DATE: 10/15/2014
 DRAWING NO: 14-001
 PROJECT: 14-001
 SHEET: 14-001

SCALE: A2.11



NOTE: BUILDING 2 PLAN AS
 SHOWN. BUILDING 3 IS
 LOCATED EAST AND
 EASTWEST (AUG)



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DATE:	1/11/2011
BY:	ALW
PROJECT:	ALW
DESCRIPTION:	ALW

DATE:	1/11/2011
BY:	ALW
PROJECT:	ALW
DESCRIPTION:	ALW



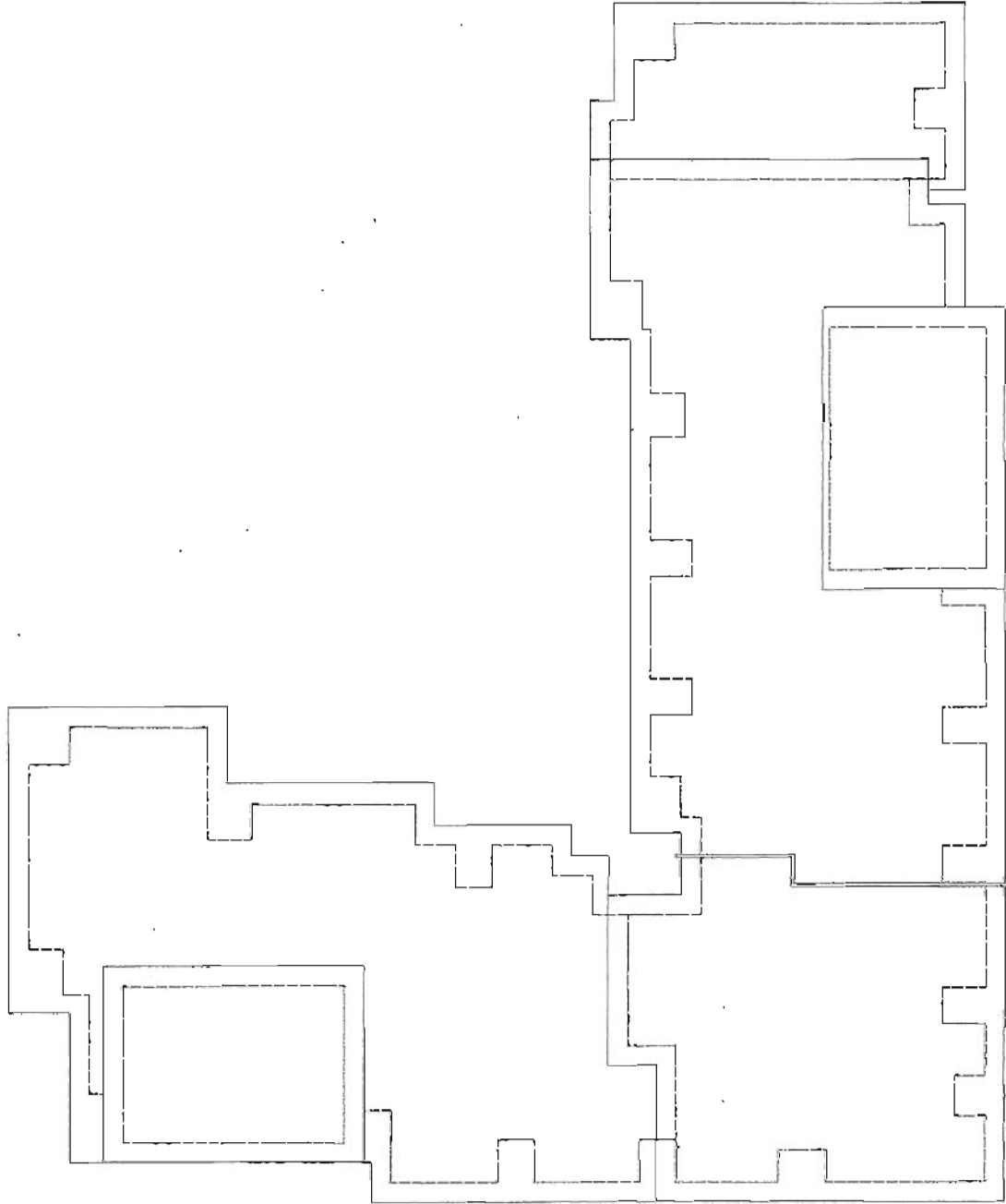
BCA

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 Canada V6J 1T7
 Tel: (604) 687-3724
 Fax: (604) 687-4544
 email: @cloustonarchitects.com

ALEXANDRA WEST
 5211 148th Avenue, Unit 104
 Richmond BC

DATE:	1/11/2011
BY:	ALW
PROJECT:	ALW
DESCRIPTION:	ALW

Roof Plan
BLDG # 2 & 3



NOTE: BUILDING 2 PLAN AS SHOWN IS THE PREVIOUS VERSION. BUILDING 3 IS THE PREVIOUS VERSION (AS OF AND EAST/WEST AXIS)

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NO.	REVISION	DATE

REVISIONS

NO. 1
DATE 10/10/13
REVISION: AS SHOWN FOR RECORD



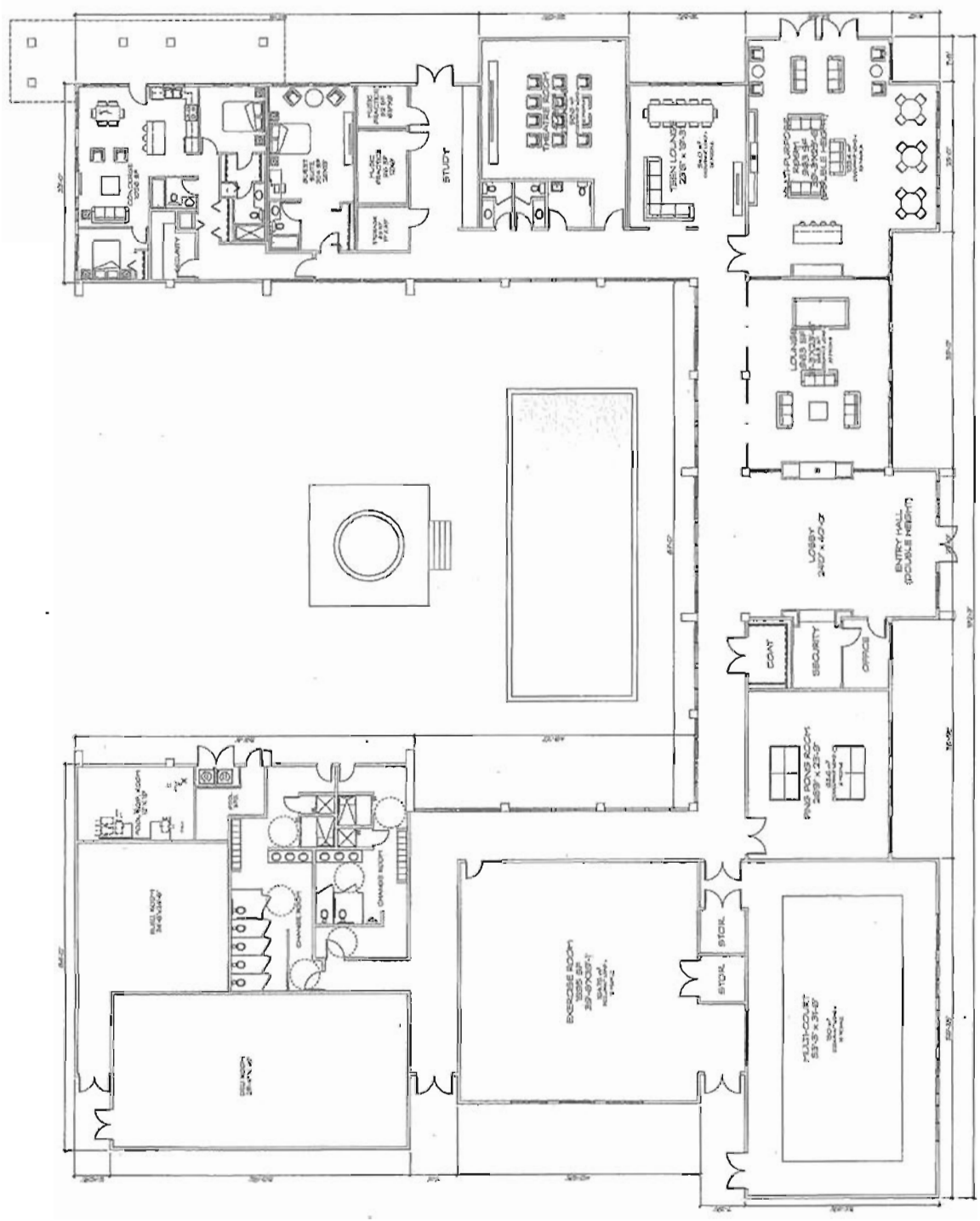
RCA
 Robert C. Anderson
 204 - 2200 Columbia Street
 Washington, DC 20001
 Tel: (202) 462-4241
 Fax: (202) 462-4241
 www.rcaarchitect.com



ALEXANDRA WEST
 2330 W. 20th Avenue, Suite 100
 Denver, CO 80202

UP: 100
 DOWN: 100
Amenity Plan

-
A2.13



AMENITY CLASSES

GROUP A: GYM, POOL, SPA, STEAM ROOM, HOT TUB, SAUNA, LOCKER ROOM, CHANGING ROOM, RESTROOM, SHOWER, STORAGE ROOM, COAT ROOM, SECURITY ROOM, OFFICE, LOBBY, CITY HALL, LOUNGE, BAR, KITCHEN, DINING ROOM, GAME ROOM, BILLIARD ROOM, TV ROOM, MUSIC ROOM.

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REVISION:	DATE:	DESCRIPTION:

DATE: 11/11/2011
 DRAWN BY: J. BROWN
 CHECKED BY: J. BROWN
 TITLE: UNIT PLAN A3



BCA

Robert Blackall Architecture Inc.
 2204 - 2328 Columbia Street
 Vancouver, B.C.
 Canada V5Y 2T4
 Tel: (604) 687-2774
 Fax: (604) 687-4461
 info@robertblackall.com



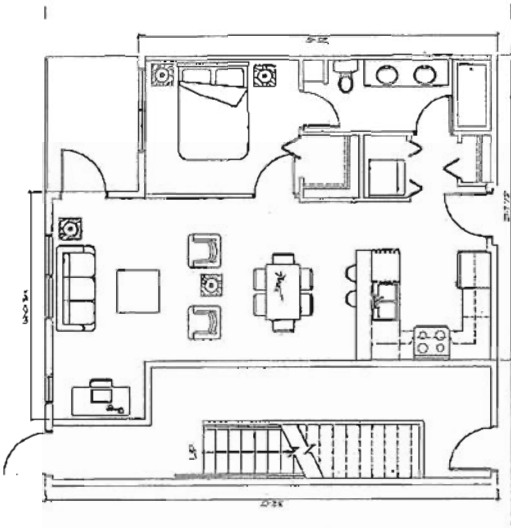
ALEXANDRA COURT
 2204 - 2328 Columbia Street
 Vancouver, B.C.

PROJECT NO.	10-001
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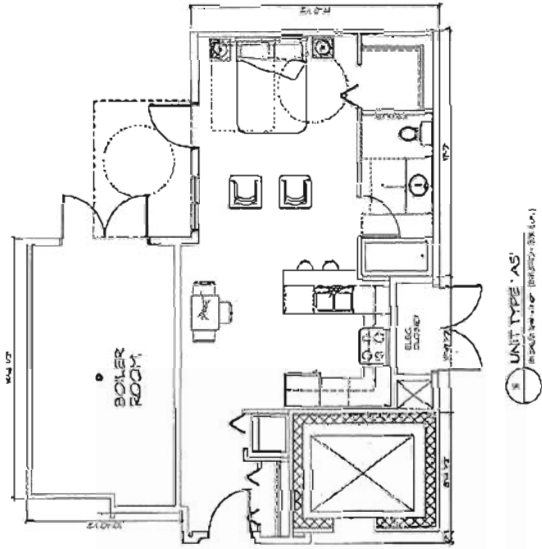
UNIT PLANS

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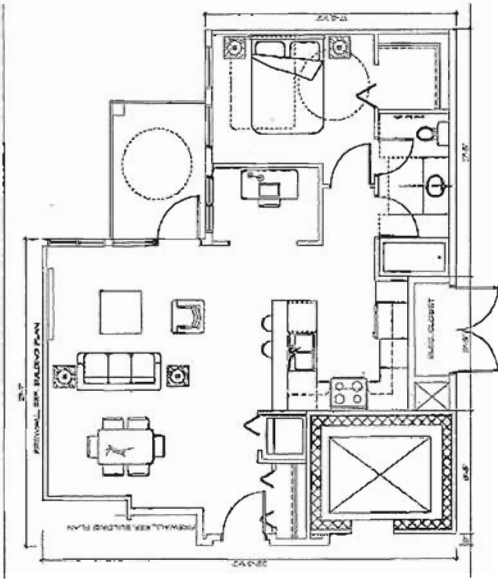
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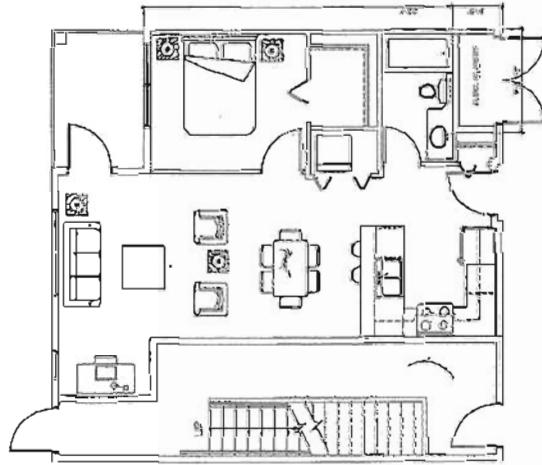
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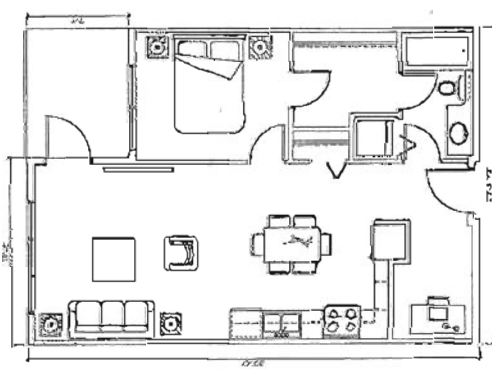
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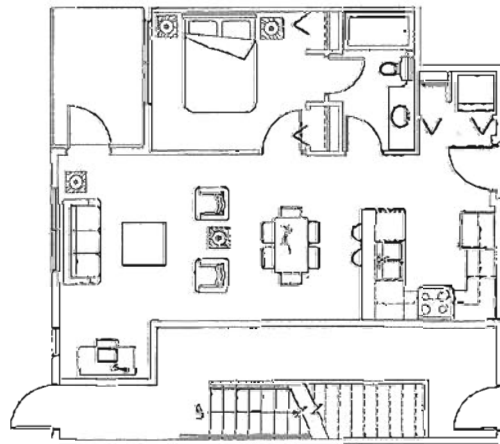
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UNIT TYPE 'A1'
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UNIT TYPE 'A3'
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REVISION:	DATE:	BY:

PROJECT: ALEXANDRA COURT
 8371 W. 247th Avenue S.E.
 Renton, WA 98057
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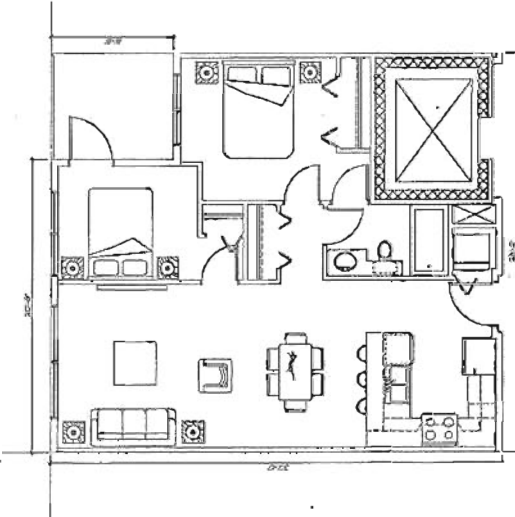
RCA
 Robert Rescott Architecture Inc.
 206-238-0388 Columbia, Robert
 Vancouver, B.C.
 Canada V6V 1Y4
 Tel: (604) 687-2441
 Fax: (604) 687-2441
 edr@robertrescottarchitecture.com



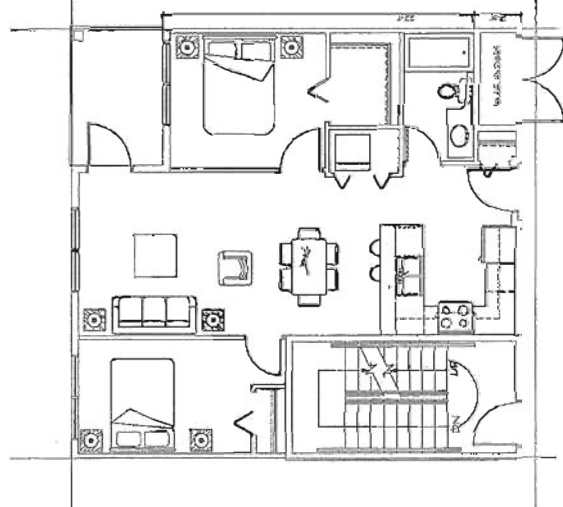
ALEXANDRA COURT
 8371 W. 247th Avenue S.E.
 Renton, WA 98057

DATE:	BY:	SCALE:

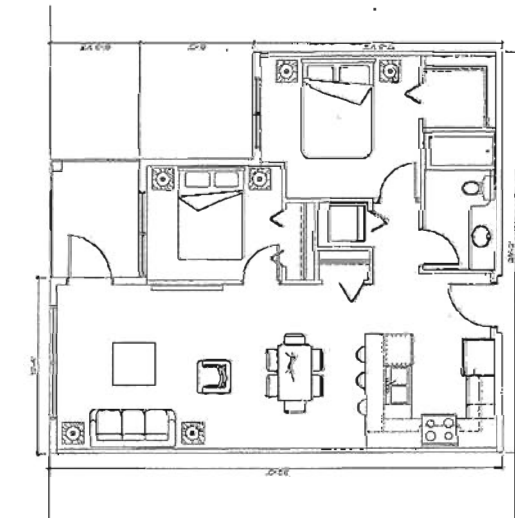
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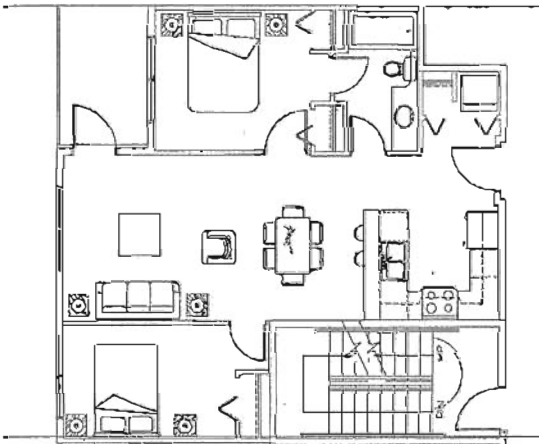
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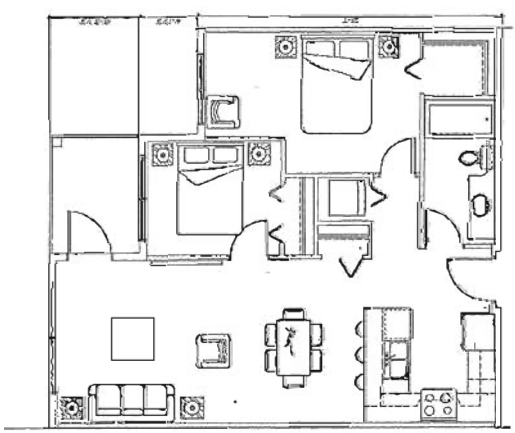
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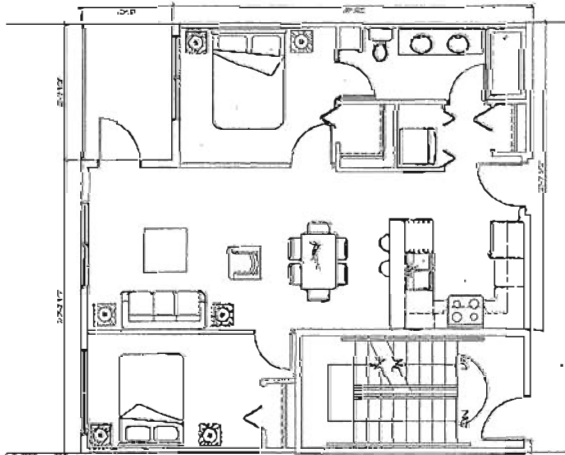
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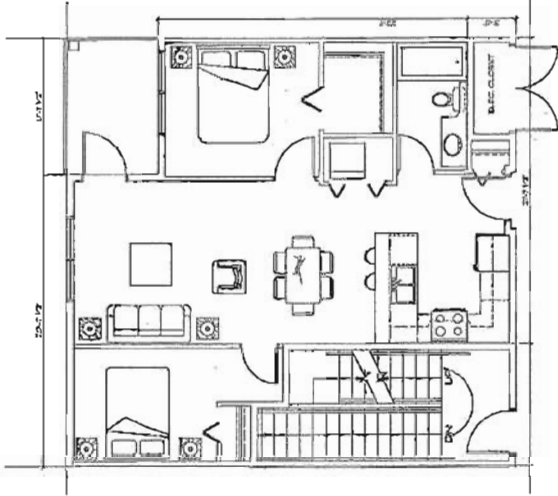
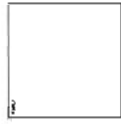
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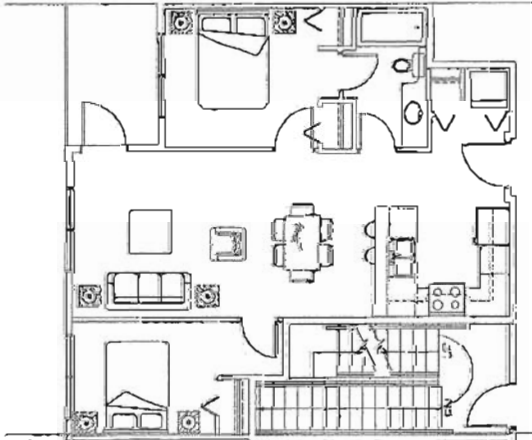
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REVISIONS:

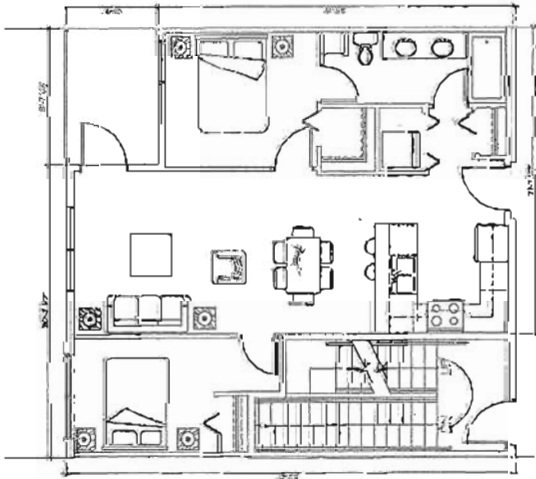
DATE: 10/15/2014
 DRAWN BY: J. B. BROWN
 CHECKED BY: J. B. BROWN
 APPROVED BY: J. B. BROWN



UNIT TYPE B5
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UNIT TYPE B7
 SQUARE FEET: 800 (APPROX.)



UNIT TYPE B6
 SQUARE FEET: 800 (APPROX.)

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 Robert Caspari Architects Inc.
 2300 - 2280 Columbia Street
 Vancouver, B.C.
 Canada V6K 3T9
 Phone: (604) 687-4641
 Website: www.rcainc.com

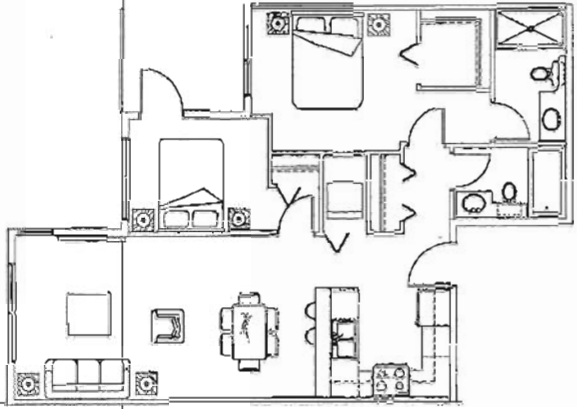


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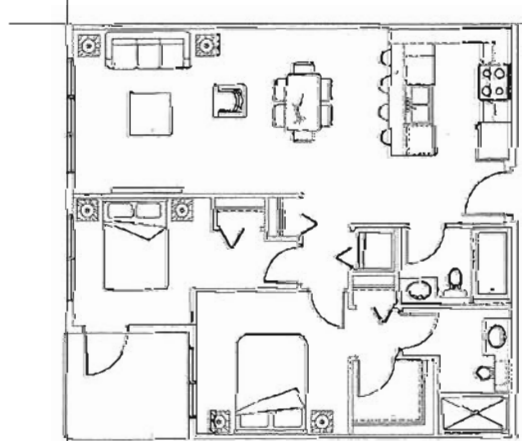
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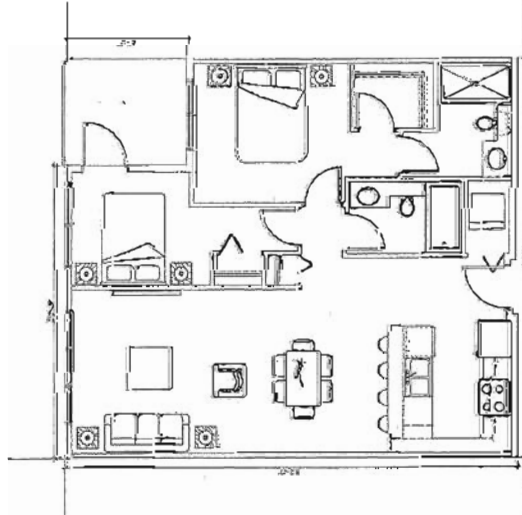
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UNIT TYPE C2
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UNIT TYPE C1
 SQUARE FEET: 800 (APPROX.)



UNIT TYPE C3
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 RICHMOND, VA 23220

ARCHITECT:
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 RICHMOND, VA 23220

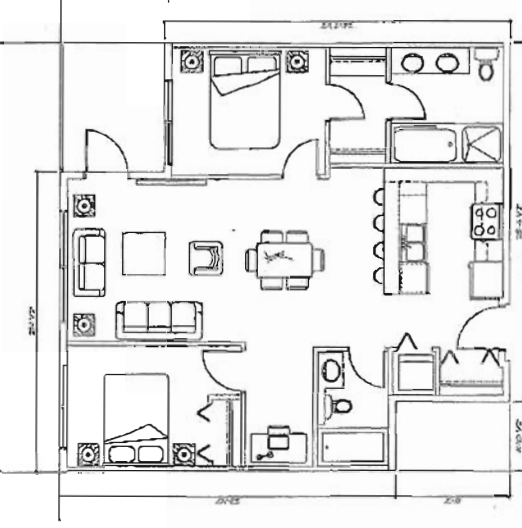
REA
 Robert Classical Architecture Inc.
 2001 W. 34TH AVENUE #6
 RICHMOND, VA 23220
 TEL: (804) 787-4641
 FAX: (804) 787-4641
 ADMIN@ROBERTCLASSICALARCHITECTURE.COM



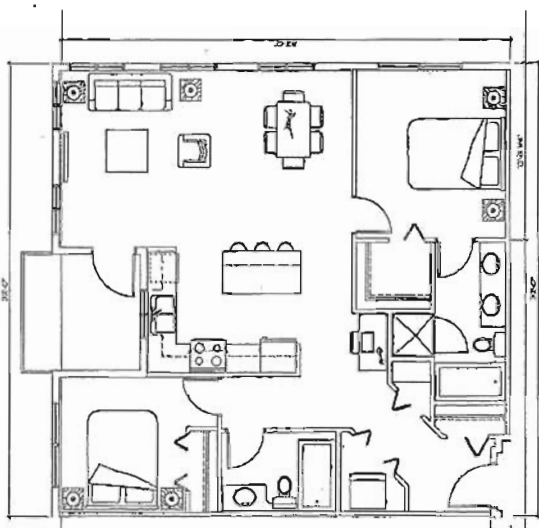
ALEXANDRA COURT
 2001 W. 34TH AVENUE #6
 RICHMOND, VA 23220

NO.	DATE	DESCRIPTION

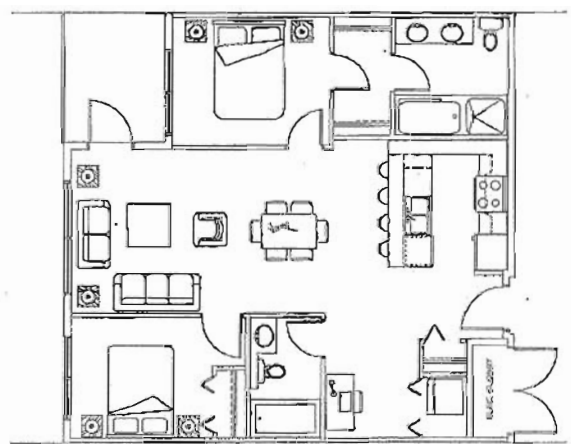
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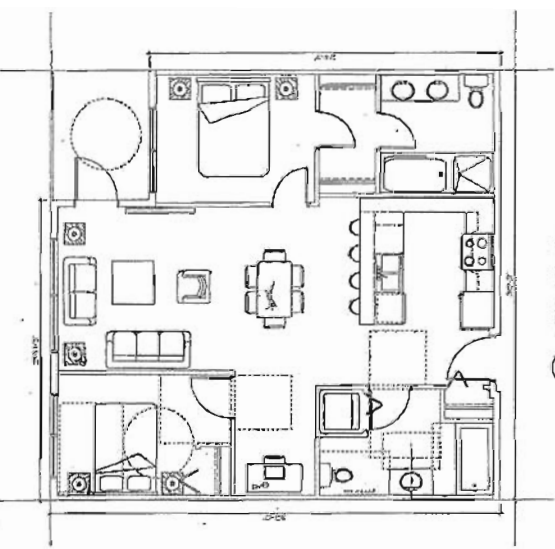
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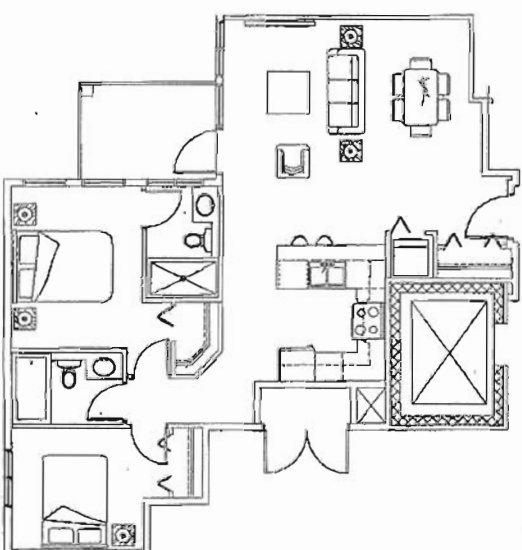
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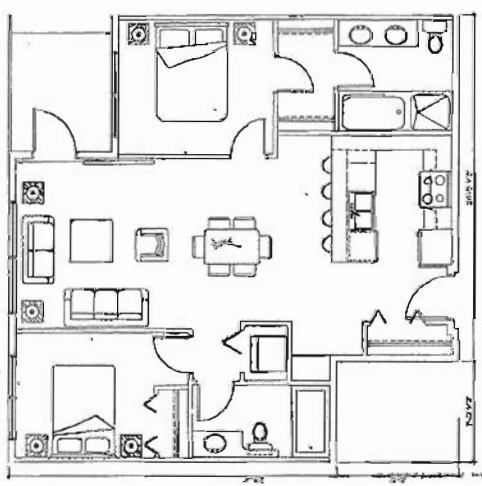
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UNIT TYPE 'D3'
 1000 SQ. FT. (3 BEDROOM + DINING + BATH)



UNIT TYPE 'D2'
 1000 SQ. FT. (3 BEDROOM + DINING + BATH)

PROPERTY DEVELOPER: THE HANCOCK GROUP
 1000 WESTERN AVENUE, SUITE 1000
 VANCOUVER, BC V6E 2R6
 PHONE: (604) 681-1111
 FAX: (604) 681-1112
 WWW.HANCOCKGROUP.COM

REVISIONS:	DATE:	DESCRIPTION:

DATE: 2011-03-22
 DRAWN BY: J. HANCOCK
 CHECKED BY: J. HANCOCK
 PROJECT: ALEXANDRA COURT
 UNIT: 1010



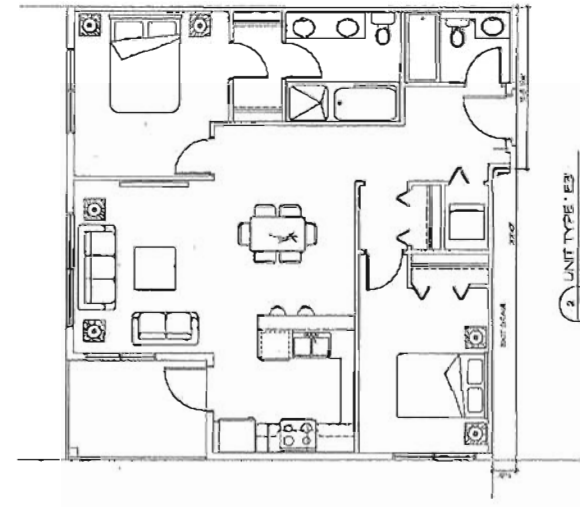
RCA
 Robert Cecil Architecture Inc.
 200 - 2330 Columbia Street
 Vancouver, B.C.
 Tel: (604) 687-2721
 Fax: (604) 687-2641
 admin@robertcecilarchitecture.com



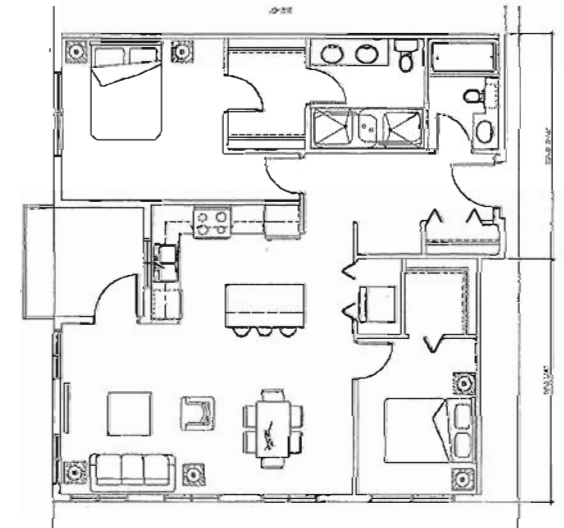
POLYGON
 ALEXANDRA COURT
 9311 W. 2477 Alexander Rd.
 Richmond BC

DATE:	2011-03-22
BY:	J. HANCOCK
CHECKED BY:	J. HANCOCK
UNIT PLANS	

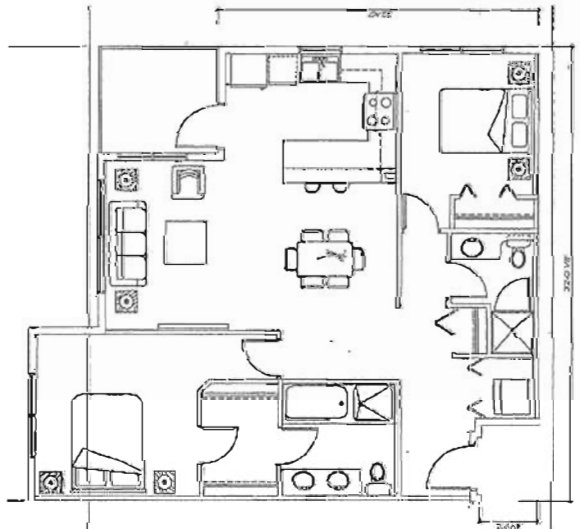
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PROJECT:	A3.3



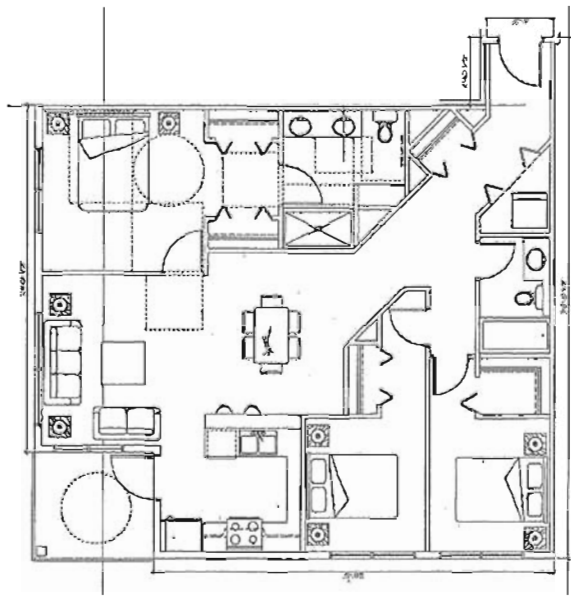
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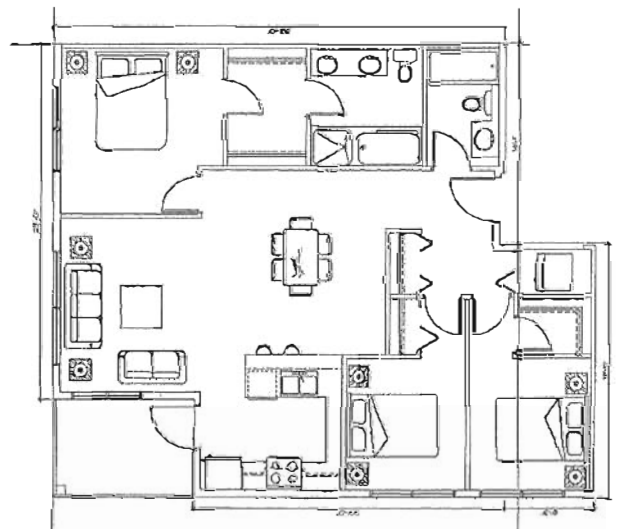
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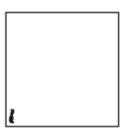


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DATE	DESCRIPTION

DATE	DESCRIPTION



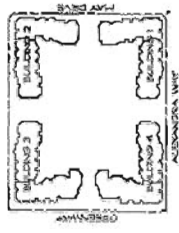
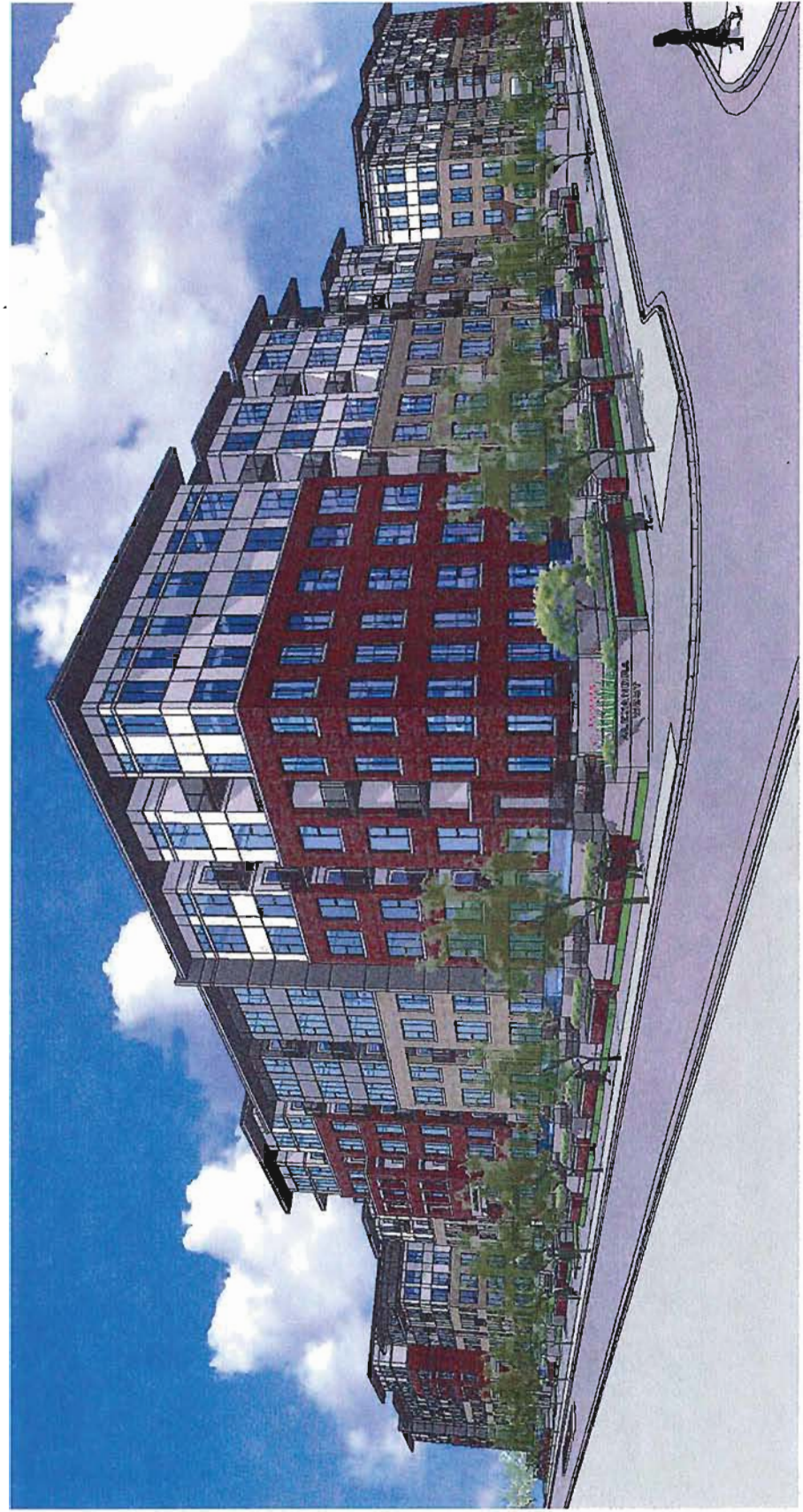
RCA
 Robert C. Ruppel Architecture Inc.
 830 - 2229 Oaklands Street
 Vancouver, B.C.
 V6E 2K1
 Tel: (604) 271-4244
 Fax: (604) 271-4241
 www.rca-architects.com



ALEXANDRA WEST
 8311 150 Street SW
 Edmonton AB

PERSPECTIVE

A4.0



1. BUILDING ONE FROM ALEXANDRA ROAD AND MAY DRIVE
 1/8" = 1'-0"

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DATE	DESCRIPTION

PROJECT: ALEXANDRA WEST
 ADDRESS: 2000 OLD SOUTH ROAD, #100
 ALEXANDRIA, VA 22304



BCA

Robert Clifton Architecture Inc.
 200 - 2200 Oakridge Blvd
 Alexandria, VA 22304
 Tel: (703) 897-2741
 Fax: (703) 897-2841
www.cliftonarch.com



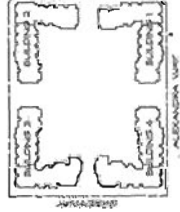
POLYGON

ALEXANDRA WEST
 2000 OLD SOUTH ROAD #100
 ALEXANDRIA, VA

DATE	DESCRIPTION

PERSPECTIVE

A4.1



BUILDING ONE FROM ALEXANDRA ROAD
 10/17/2018

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DATE:	10/15/2018
PROJECT:	ALEXANDRA WEST
LOCATION:	8335 TO 8471 CAIN RD ALEXANDRIA, VA

SCALE:	AS SHOWN
DATE:	10/15/2018
PROJECT:	ALEXANDRA WEST
LOCATION:	8335 TO 8471 CAIN RD ALEXANDRIA, VA



RC
A

Robert Cluzel Architects Inc.
1800 - 2208 Columbia Street
Vancouver, B.C.
Tel: (604) 687-4747
Fax: (604) 687-4841
www.rcacorp.com

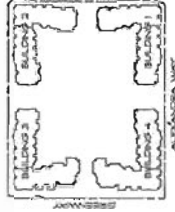


POLYGON

ALEXANDRA WEST
8335 TO 8471 CAIN RD
ALEXANDRIA, VA

DATE: 10/15/2018
PROJECT: ALEXANDRA WEST
VIEW: PERSPECTIVE

SCALE: -
SHEET: A4.2



1. BUILDING FOUR & AMENITY BUILDING FROM ALEXANDRA ROAD
Scale: 1/8" = 1'-0"

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DATE	DESCRIPTION



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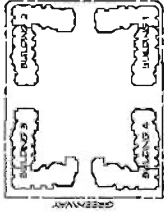
ROBERT CROSSLAND ARCHITECTS INC.
 300 - 2000 Columbia Road
 Alexandria, VA
 Tel: (703) 997-4741
 Fax: (703) 997-4741
 www.rcainc.com



POLYCON

ALEXANDRA WEST

5341 W 37th Ave, #2
 Aurora, CO



A4-3



1 BUILDING ONE LOBBY ENTRANCE
 SCALE: 1/8" = 1'-0"

THESE PLANS, SPECIFICATIONS, AND CONDITIONS SHALL BE KEPT ON FILE AT THE OFFICE OF THE ARCHITECT AND SHALL BE AVAILABLE FOR REVIEW BY THE ARCHITECT AND THE ARCHITECT'S REPRESENTATIVE AT ALL TIMES DURING THE CONSTRUCTION OF THE PROJECT. THE ARCHITECT'S REPRESENTATIVE SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES AND AUTHORITIES.

NO.	DATE	DESCRIPTION

PROJECT NO.	
PROJECT NAME	
PROJECT ADDRESS	
PROJECT CITY	
PROJECT STATE	
PROJECT ZIP	



RCA

Robert Clark Architects Inc.
 100 - 2200 Chesham Street
 Vancouver, B.C.
 Canada V6J 2R1
 Tel: (604) 681-4723
 Fax: (604) 687-4841
 www.rca-architects.com



POLYGON

ALEXANDRA WEST

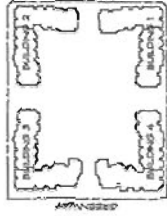
PHASE 1 TO PHASE 2
 1000 West 10th Street
 Vancouver BC

DATE	
BY	
FOR	

PERSPECTIVE

SCALE	

A4-4



PHASE 1 TO PHASE 2 FROM ALEXANDRA ROAD

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REVISIONS	
NO.	DESCRIPTION

CLIENT	
NAME	ALEXANDRA WEST
ADDRESS	1001 SOUTH CASH RD ALEXANDRIA, VA



RCMA

Robert Clough Architects Inc.
 200 - 2228 Columbia Street
 Vancouver, B.C.
 Tel: (604) 677-2711
 Fax: (604) 677-4841
 www.rcma.com



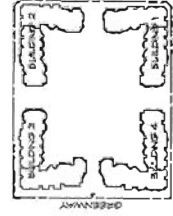
POLYGON

ALEXANDRA WEST

1001 SOUTH CASH RD
ALEXANDRIA, VA

DRAWING	
TITLE	PERSPECTIVE
DATE	
SCALE	

SHEET	
NO.	A4.5
TOTAL	

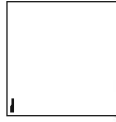


BUILDING FOUR FROM GREENWAY
 4.3 / 2018.10.18

CONTRACT AGREEMENT: THIS AGREEMENT SHALL BE VALID, UNLESS AND NOTWITHSTANDING TO THE CONTRACTOR'S OBLIGATION TO COMPLETE THE PROJECT AS SHOWN ON THE DRAWINGS AND SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

NO. 1	DATE	DESCRIPTION

NO. 1	DATE	DESCRIPTION



RCA

Robert Ricciardi Architecture Inc.
 100 - 1000 Colborne Blvd
 Unit 100, St. Catharines, ON
 L2R 1K1 (CAN) 905-771-7711
 Fax (CAN) 905-771-7711
 info@rcaarchitectural.com

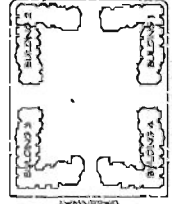
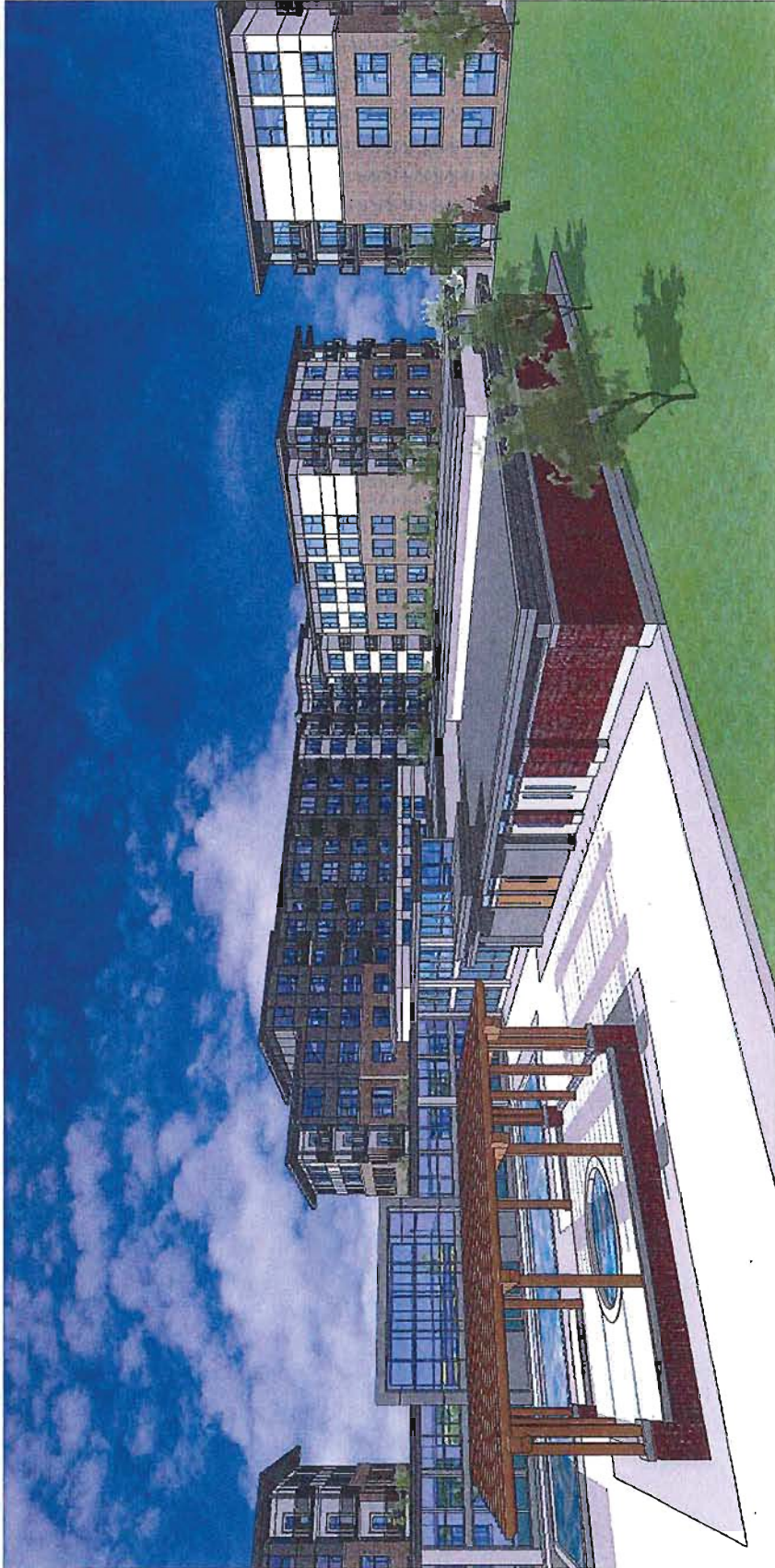


POLYGON

ALEXANDRA WEST
 2015 - 2016
 2015 - 2016
 2015 - 2016

NO. 1	DATE	DESCRIPTION

A4.6

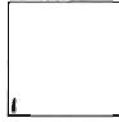


1. BUILDING FOUR FROM COURTYARD
 1/8" = 1'-0"

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NOTES:

DATE: 08/20/2018
PROJECT: ALEXANDRA WEST
LOCATION: RICHMOND, VA



PCA

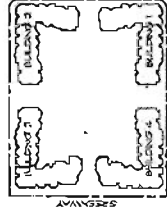
Robert C. Carroll Architecture, Inc.
 2500 - 2500 Commonwealth Blvd.
 Virginia Beach, VA 23462
 Phone: (757) 487-4242
 Fax: (757) 487-4244
 www.rca-architect.com



POLYGON

ALEXANDRA WEST

3931 TD 2470 Oak Rd
 Richmond, VA



PERSPECTIVE

A4.7

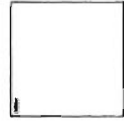


BUILDING FOUR FROM COURTYARD

CONTRACT AGREEMENT: THE ARCHITECT HAS BEEN SELECTED BY THE CLIENT TO PROVIDE ARCHITECTURAL SERVICES FOR THE PROJECT. THE CLIENT AGREES TO PAY THE ARCHITECT'S FEES AND REASONABLE AND NECESSARY EXPENSES INCURRED BY THE ARCHITECT IN THE PERFORMANCE OF HIS OBLIGATIONS UNDER THIS AGREEMENT. THE ARCHITECT'S OBLIGATIONS UNDER THIS AGREEMENT SHALL BE LIMITED TO THE SCOPE OF SERVICES SET FORTH IN THIS AGREEMENT.

DATE:	10/15/2014
PROJECT:	ALEXANDRA WEST
CLIENT:	TRISTAR DEVELOPMENT
DESIGNER:	ROBERT GIBSON ARCHITECTURE, INC.

PROJECT: ALEXANDRA WEST
 CLIENT: TRISTAR DEVELOPMENT
 DESIGNER: ROBERT GIBSON ARCHITECTURE, INC.



RGA
 Robert Gibson Architecture, Inc.
 300 - 12th Columbia Street
 Columbia, SC 29201
 Tel: (803) 897-4444
 Fax: (803) 897-4444
 www.rgarch.com



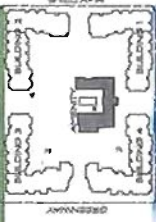
ALEXANDRA WEST
 8330 TUB CREEK RD
 RICHMOND, SC

DATE:	10/15/2014
PROJECT:	ALEXANDRA WEST
CLIENT:	TRISTAR DEVELOPMENT
DESIGNER:	ROBERT GIBSON ARCHITECTURE, INC.

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



1. VIEW OF GYM LOOKING NORTHWEST
 1/8" = 1'-0"



2. VIEW OF POOL / HOT TUB LOOKING SOUTH
 1/8" = 1'-0"



3. VIEW OF AMENITY ENTRY LOOKING NORTH
 1/8" = 1'-0"



4. VIEW OF DEU. / ELEC. ROOMS LOOKING SOUTHEAST
 1/8" = 1'-0"

CONTRACTOR RESPONSIBILITY: THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE AND FEDERAL AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE AND FEDERAL AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE AND FEDERAL AGENCIES.

DATE	DESCRIPTION

DATE	DESCRIPTION



RCA
Robert Conrad Architecture Inc.
100 - 2028 Columbia Street
Alexandria, VA 22304
Tel: (703) 841-4141
Fax: (703) 841-4141
www.rca-va.com



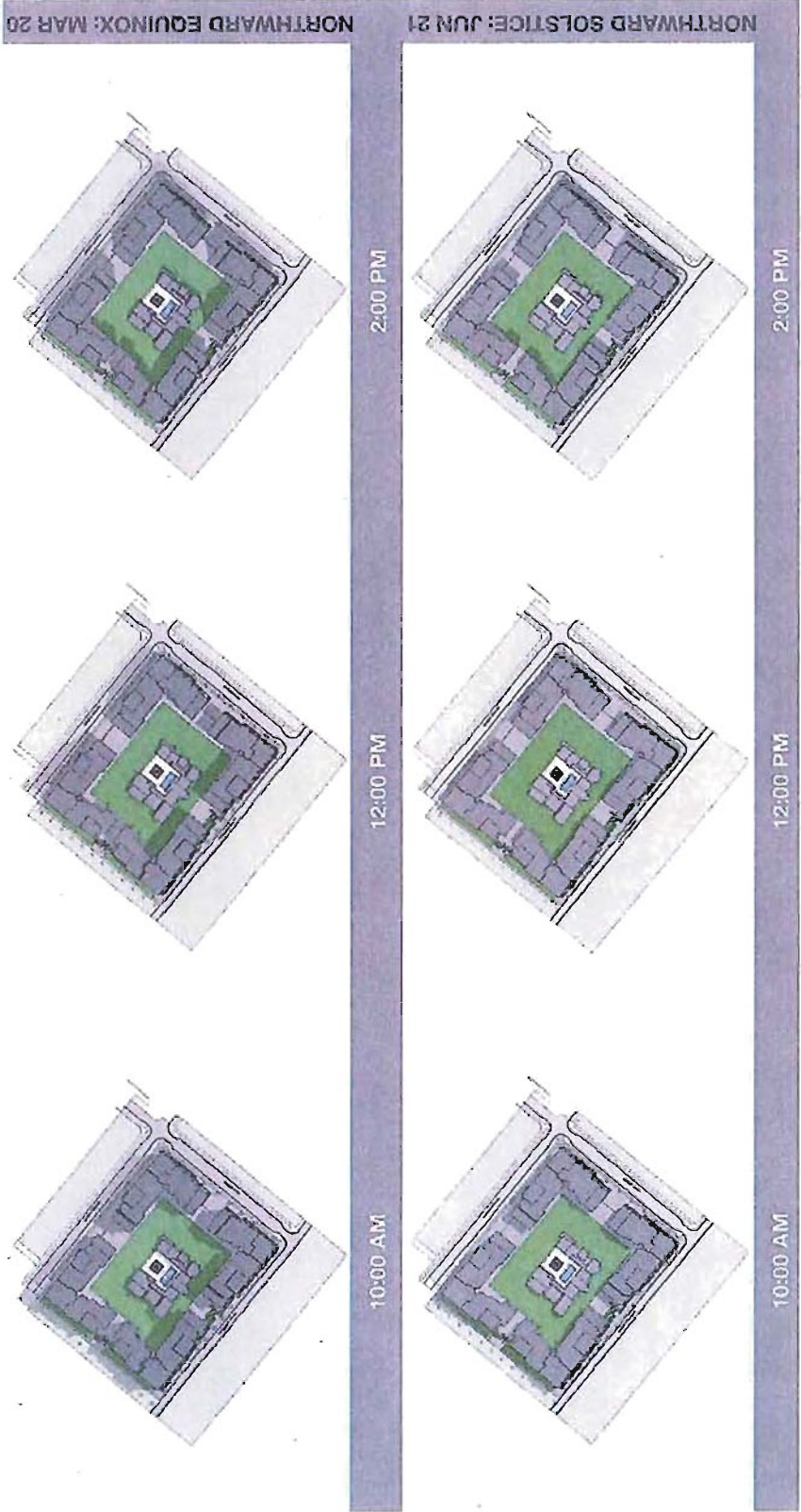
ALEXANDRA WEST
5531 W. 3475 66th Rd
Fairfax, VA 22030

DATE	DESCRIPTION

SHADOW STUDY

DATE	DESCRIPTION

A4.11



SHADOW STUDY: NORTHWARD EQUINOX AND NORTHWARD SOLSTICE

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BY:	
CHECKED BY:	

PROJECT:	
DATE:	
BY:	
CHECKED BY:	



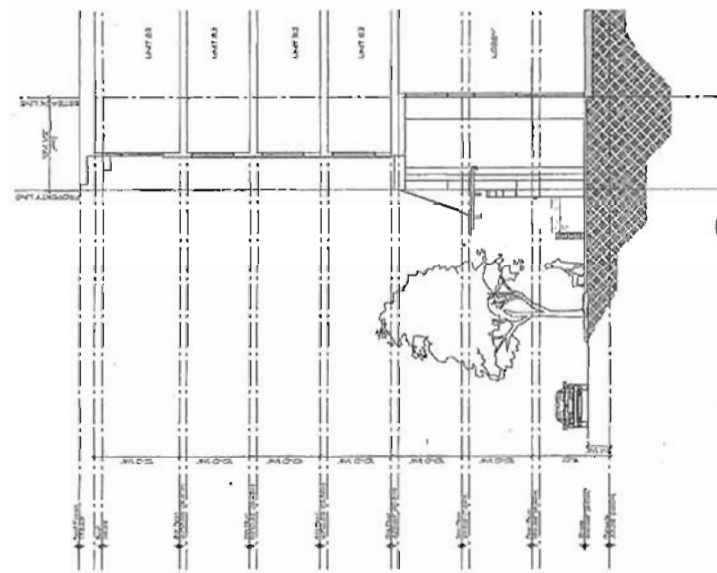
BCA
Barnett Concrete Collections Inc.
 280 - 2838 Columbia Street
 Vancouver, B.C.
 Canada V5R 2T2
 Tel: (604) 837-4543
 Fax: (604) 837-4641
 info@barnettconcrete.com



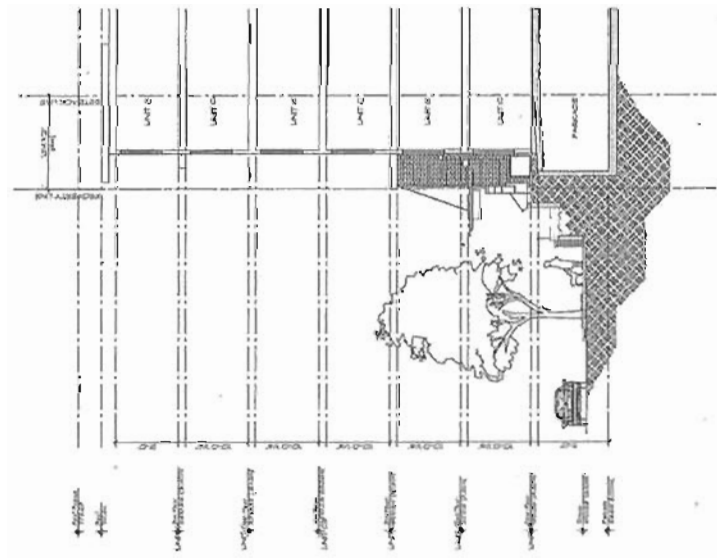
ALEXANDRA WEST
 8311 14 Street, Alexandra Rd.
 Richmond BC

DATE:	
BY:	
CHECKED BY:	
Wall Sections	

SCALE:	ASO
--------	-----



2 LOBBY AT ALEXANDRA WEST
 SCALE: 1/8" = 1'-0"



1 SECTION (C) UNIT AT ALEXANDRA (MCM) (SLOPE AS)
 SCALE: 1/8" = 1'-0"

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DATE	DESCRIPTION

PROJECT	
LOCATION	
OWNER	
ARCHITECT	



RCA
 Robert Clark Architecture Inc.
 230 - 2300 Columbia Street
 Vancouver, B.C.
 V6J 1R6
 Tel: (604) 687-4741
 Fax: (604) 687-4641
 admin@robertclark.ca www.rca.com

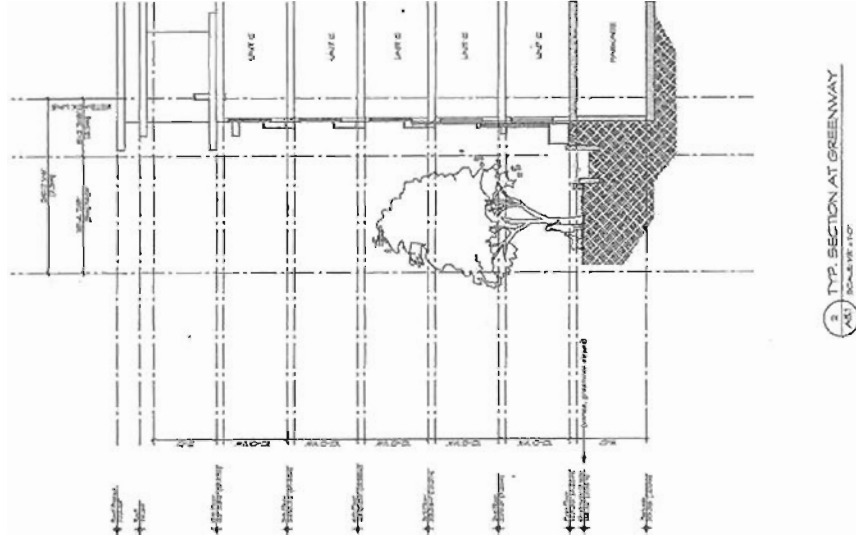


ALEXANDRA WEST
 8381 to 8417 Alderport Rd.
 Richmond BC

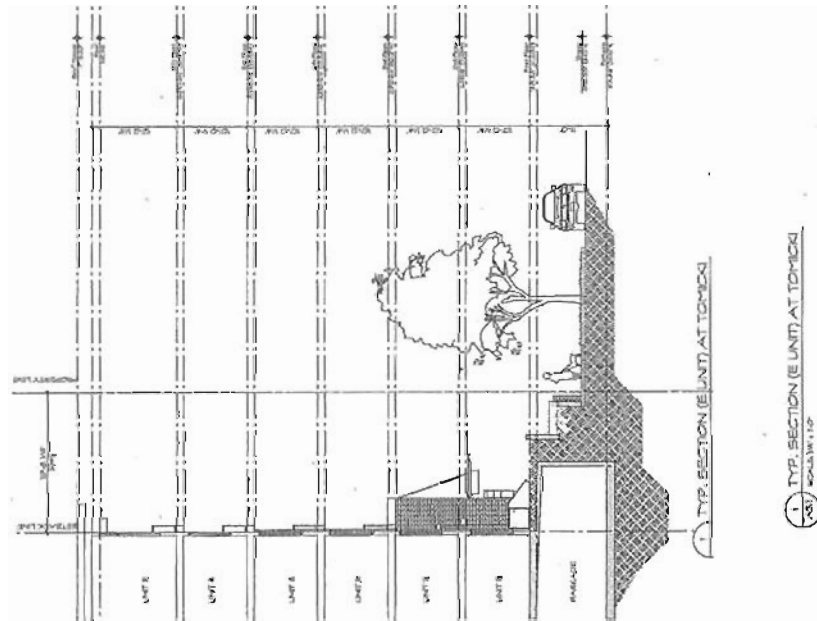
DATE	
BY	
CHECKED	

Wall Sections

SCALE	AS:1
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2 TYP. SECTION AT GREENWAY
 SCALE 1/8" = 1'-0"



1 TYP. SECTION (E UNIT) AT TOMICKI
 SCALE 1/8" = 1'-0"



NOTE:

1	1. SPECIAL PAVING
2	2. STREET FURNITURE
3	3. PLANTER
4	4. 5' WIDE CIP SIDEWALK
5	5. STREET TREE
6	6. SOO BOULEVARD
7	7. PARKADE ENTRY
8	8. UNIT ENTRY STAIR/W/ LANDING
9	9. STEPPED PLANTER
10	10. UNIT PATIO
11	11. INTERCOM
12	12. BIKE RACK
13	13. ADDRESS MARKER + ENTRY GATE
14	14. STEPPED PLANTER WITH SMALL TREE

SMARF & DIAMOND
LANDSCAPE ARCHITECTURE INC.
1000 WEST 10TH AVENUE
VANCOUVER, BC V6H 1T6
TEL: (604) 681-4411
www.smarfanddiamond.com

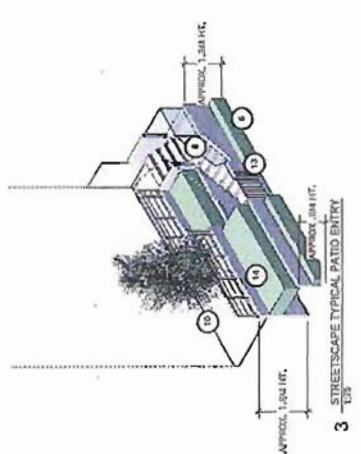
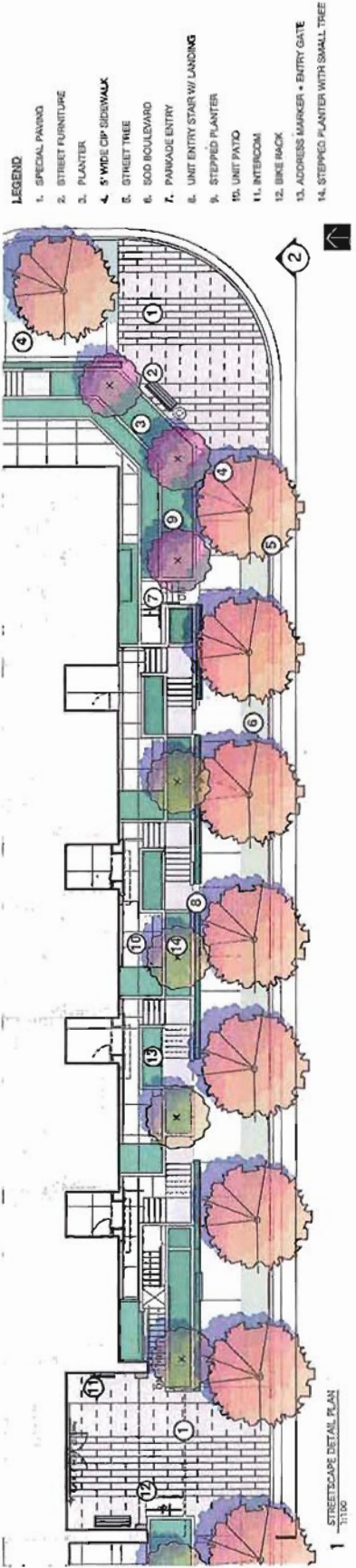
RCMA
Robert Christoff Architecture Inc.
300 - 2018 Columbia Street
Vancouver, BC V6J 1Y7
TEL: (604) 681-4411
www.rcma.ca

ALEXANDRA WEST
RICHMOND, BC

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POLYMER CONCRETE SYSTEMS
1000 WEST 10TH AVENUE
VANCOUVER, BC V6H 1T6

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200	05/15/35	ISSUED FOR PERMIT

LOBBY + STREETSCAPE
TYPICAL
L1.2



PH - 185



NOTES

NO.	DESCRIPTION	DATE
1	PRELIMINARY PLAZA	
2	COURT / PLAZA DETAIL	
3	ENTRY PLAZA	

SHARP & DIAMOND
ARCHITECTS
1000 COMMONWEALTH AVENUE
ALEXANDRIA, VA 22304
TEL: (703) 551-4274
WWW.SHARPD.COM

RCA
Robert Chasard Architects Inc.
2701 - 2520 Columbia Street
Alexandria, VA 22304
TEL: (703) 551-4274
WWW.RCA-VA.COM

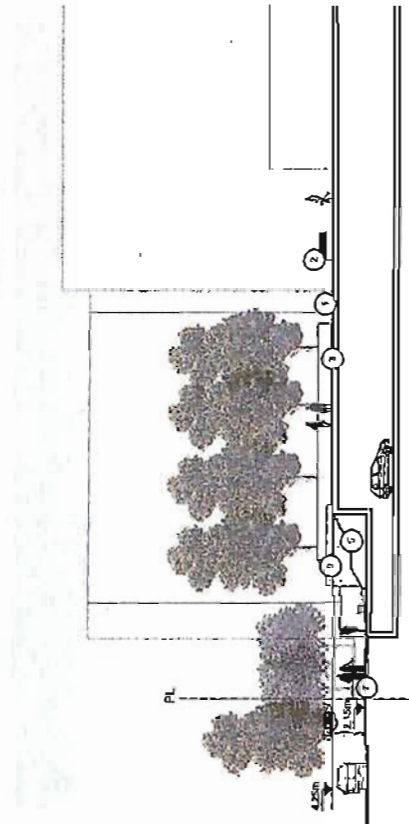
BY: **ALEXANDRA WEST**
RICHMOND, VA



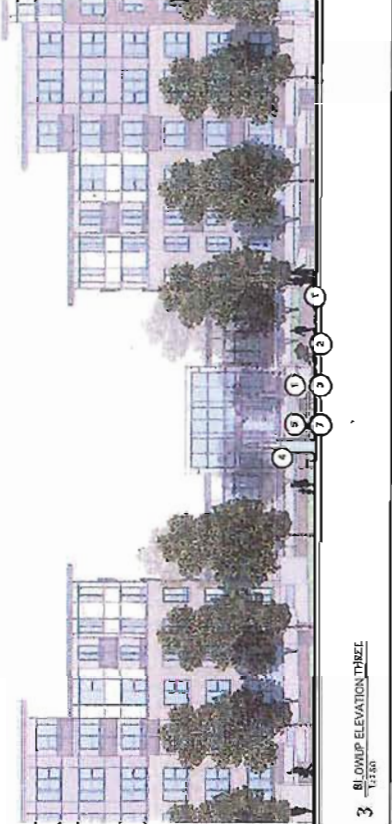
DATE	NO.	DESCRIPTION

PRELIMINARY ENTRY COURT / PLAZA DETAIL ENTRY PLAZA PLAN

L1.3

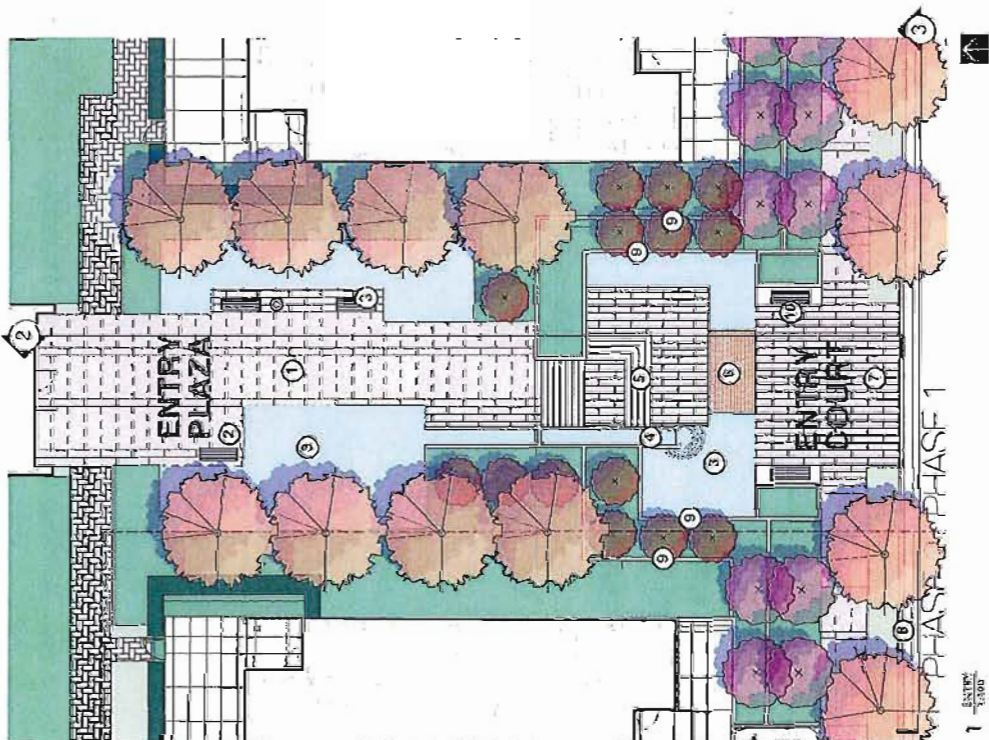


2 BLOWUP ELEVATION ONE 1:1.50



3 BLOWUP ELEVATION THREE 1:1.50

- LEGEND**
1. ENTRY PLAZA
 2. SITE FURNISHING
 3. REFLECTING POOL
 4. WATERFALL
 5. ENTRY STAIR
 6. STONE ENTRY BRIDGE
 7. ENTRY COURT
 8. PLAZA TREES
 9. STONE PLANTER WALL
 10. BENCH



PH - 186





NOTES:

NO.	DATE	DESCRIPTION
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2	11/15/10	REVISED
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SHARP & DIAMOND
ARCHITECTS

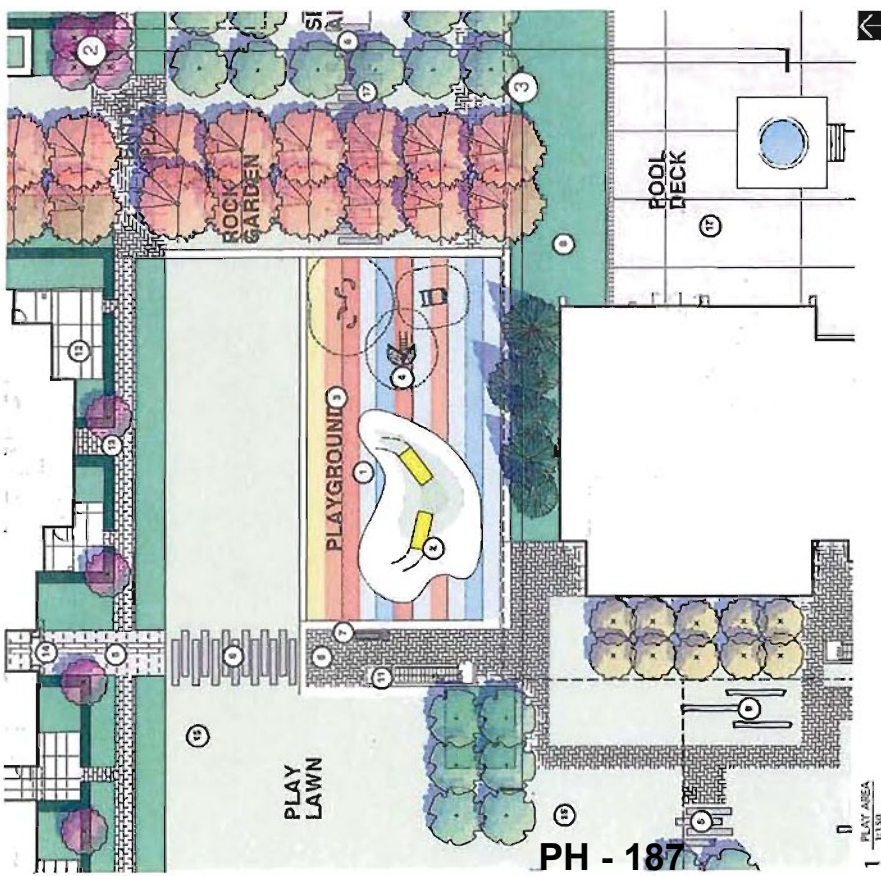
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 9. BASALT GLASS IN ROCK GARDEN
 10. FEATURE PLANTING
 11. PARADE ENTRY
 12. UNIT ENTRY & PATIO
 13. AUXILIARY ENTRY
 14. LOBBY
 15. LAWN
 16. BUFFER PLANTING
 17. CIP CONCRETE POOL DECK WITH PERM. FENCE
 18. RAISED PLANTER





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SHARP & DIAMOND
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 1000 COLLETT DRIVE
 ALEXANDRIA, VA 22304
 TEL: 703.835.1234
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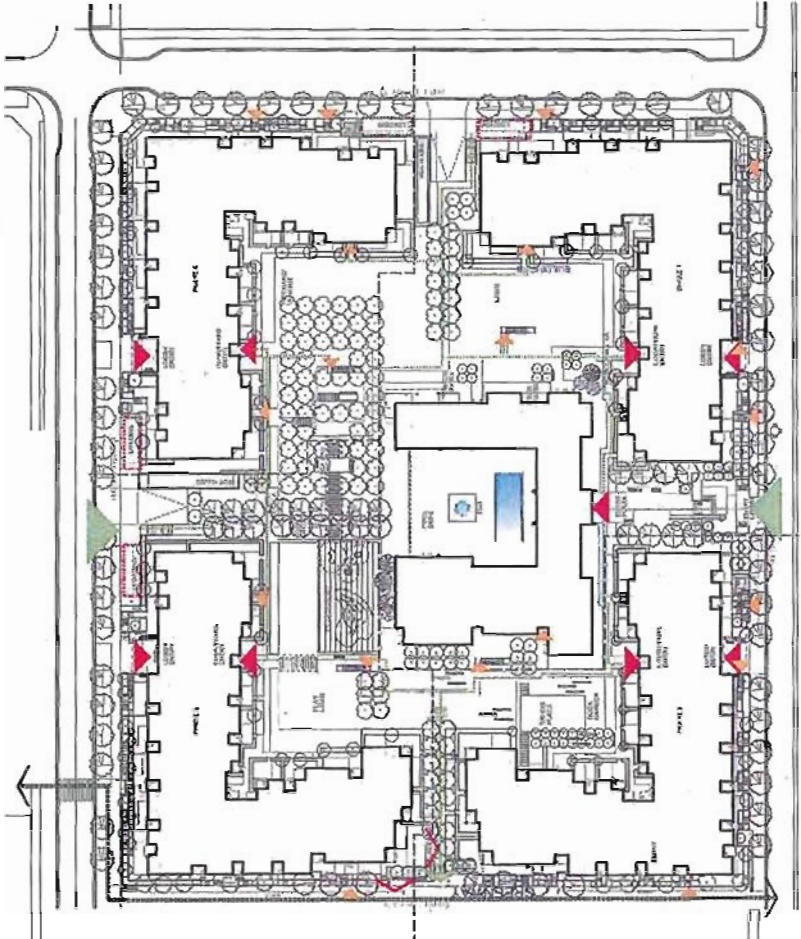
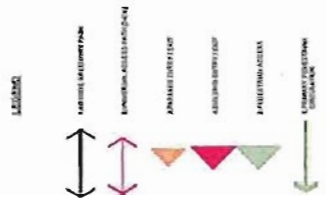
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 RICHMOND, VA



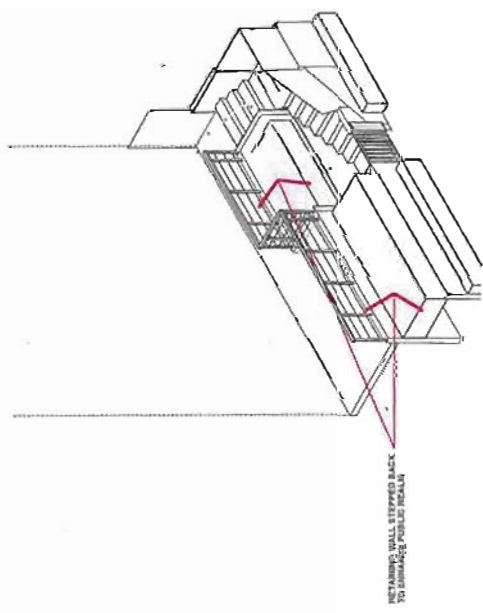
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OPTED + OPEN SPACE
DIAGRAMS

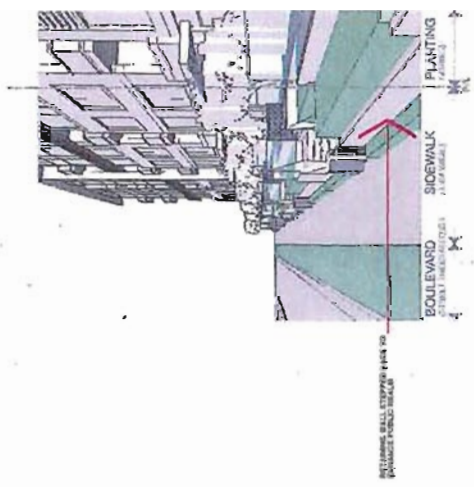
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3 CIRCULATION DIAGRAM



1 - STREETSCAPE TYPICAL PATIO ENTRY



2 - STREETSCAPE TYPICAL PATIO ENTRY



City of Richmond

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

Development Application Data Sheet

RZ 12-598503

Address: 9311, 9331, 9393, 9431, 9451 and 9471 Alexandra Road

Applicant: Polygon Development 269 Ltd.

Planning

Area(s): West Cambie Area Plan – Alexandra Neighbourhood (Schedule 2.11A)

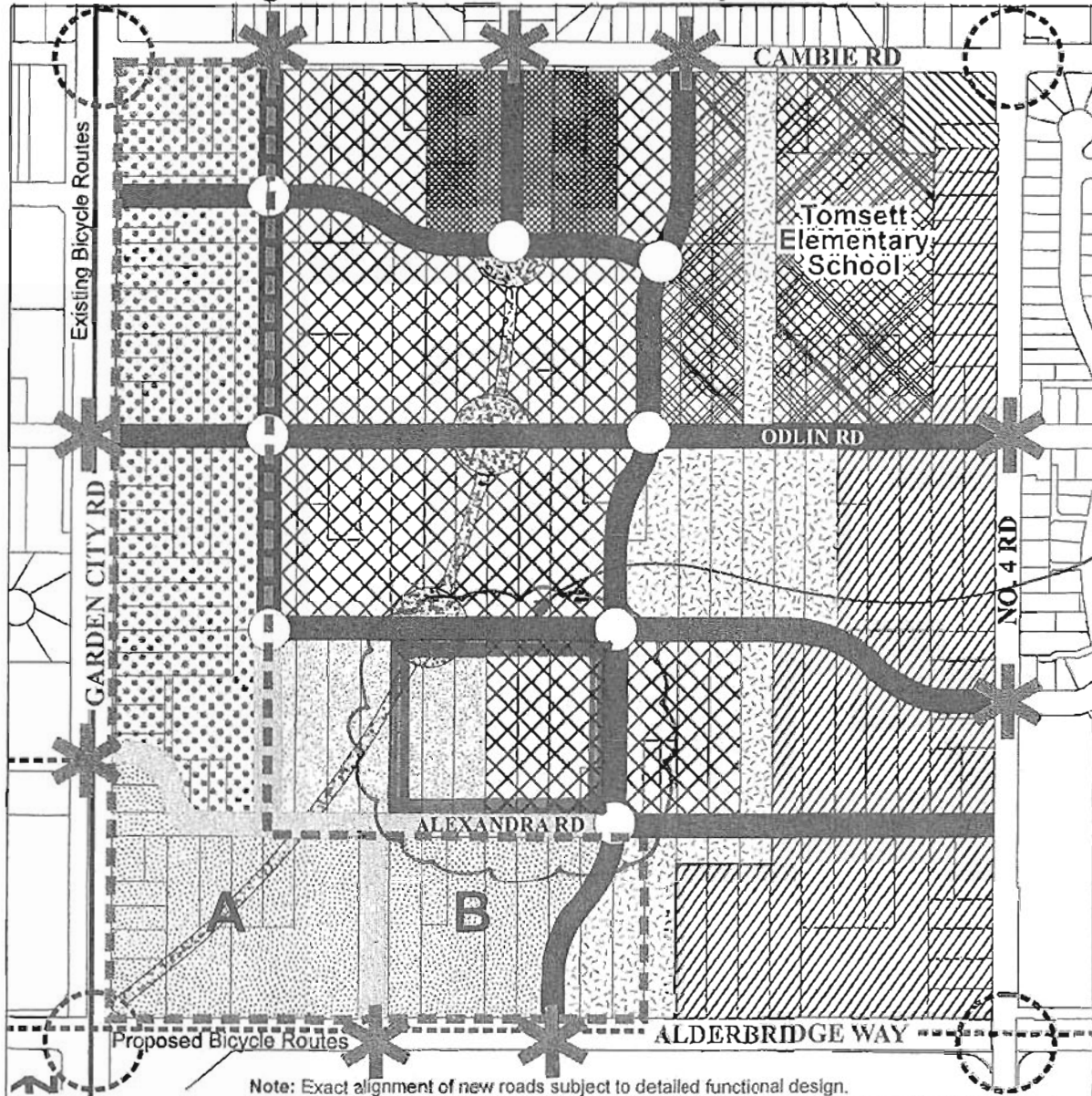
	Existing	Proposed
Civic Address:	9311 Alexandra Road 9331 Alexandra Road 9393 Alexandra Road 9431 Alexandra Road 9451 Alexandra Road 9471 Alexandra Road	To Be Determined
Owner or Applicant:	Polygon Development 269 Ltd.	No Change
Site Size (m ²):	2.838 ha (28,376.46m ²)	2.51 ha (25,060.78m ² after land dedication)
Land Uses:	Single Detached	Apartment Residential
OCP Designation	Apartment Residential Mixed Use	Apartment Residential
Area Plan Designation:	<p>Mixed Use:</p> <ul style="list-style-type: none"> Abutting the High Street, medium density residential over retail; Not abutting the High Street, medium density residential. <p>1.25 base FAR. Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing)</p> <p>Residential Area 1 – 1.50 base FAR (Max. 1.70 FAR with density bonusing for affordable housing) Townhouse, low-rise Apartments (4 storey typical).</p>	Residential Area 1B – 1.68 base FAR (Max. 1.88 FAR with density bonusing for affordable housing contributions) (6 storeys maximum)
Zoning:	<p>Single Detached (RS1/F)</p> <p>Residential / Limited Commercial (ZMU16) – Alexandra Neighbourhood (West Cambie)</p>	<p>Low-Rise Apartment (ZLR25) – Alexandra Neighbourhood (West Cambie)</p> <p>Permits Apartments at 1.88 F.A.R. with Density Bonusing if contributions toward affordable housing units provided.</p>
Number of Units:	1 Single-Detached Dwelling per existing lot.	546 Apartment Units on a consolidated lot.

	Bylaw Requirement	Proposed	Variance
Density (FAR):	Site Area =25,060.78m ² (1.88) = 47,114.26m ²	46,916.70m ² (1.87 FAR)	none permitted
Density (Indoor Amenity)	Site Area =25,060.78m ² (0.10) = 2,506.07m ² Maximum	1,198.61m ² (0.048 FAR)	none permitted
Lot Coverage – Building:	45% Max.	38.3%	none
Lot Size:	No lot size requirements	N/A	N/A
<u>Road Front Setback</u> Alexandra Road Parkade	4.0m Min. 3.0m Min.	4.0m 3.0m	none
<u>Road Front Setback</u> May Drive Parkade	4.0m Min. 3.0m Min.	4.0m 3.0m	none
<u>Road Front Setback</u> Tomicki Avenue Parkade	6.0m Min. 3.0m Min.	6.0m 3.0m	none
<u>Setback</u> West side yard Parkade	7.5m Min. 5.0m Min.	7.5m 5.0m	none
Height:	21.5m (max.)	21.45m	none
Off-street Parking Requirements:	Resident -- 819 Visitor -- 110 929 spaces required (min.)	786 spaces (142 shortfall)	None TDM measures accepted by Transportation
Assessable Parking Spaces	16	16	none
Small Car Ratio:	50% (min.) to be standard size spaces	50.3% standard size spaces	none
Amenity Space – Indoor:	100.0m ²	1,198.61m ²	none
Amenity Space – Outdoor:	6m ² minimum per unit x 546 units = 3,276.0m ²	Approximately 12,000.0m ²	none

City of Richmond

Alexandra Neighbourhood Land Use Map

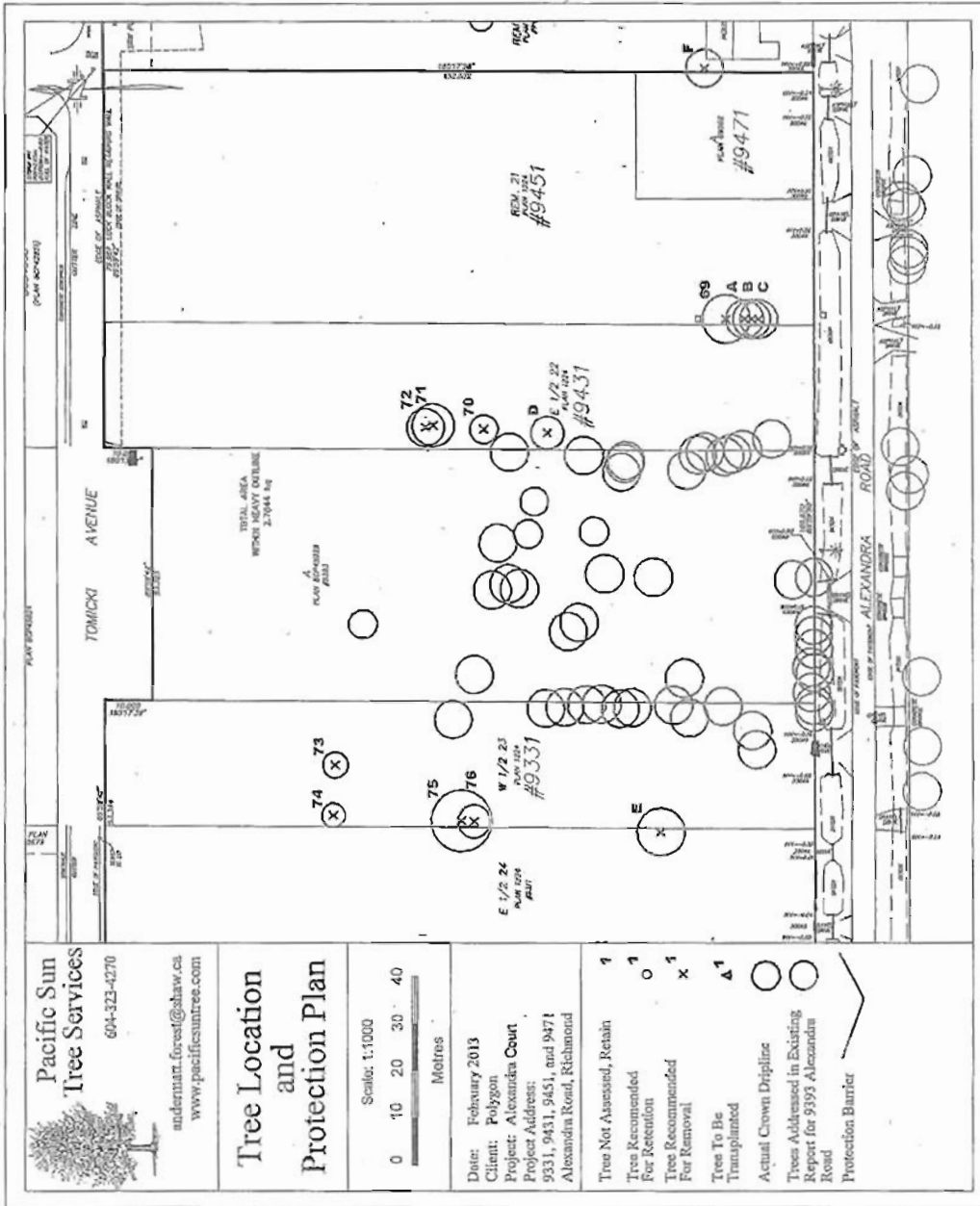
Bylaw 8945
2012/10/15



Note: Exact alignment of new roads subject to detailed functional design.

Area of No Housing Affected by Aircraft Noise	Residential Area 2 0.66 base FAR (Max. 0.75 FAR with density bonusing for affordable housing). 2 & 3-storey Townhouses.	Park: North Park Way, Central Park, South Park Way
Business/Office – office over retail FAR up to 1.26	Mixed Use: Hotel, office and streetfront retail commercial. Area A: Min. 1.25 FAR up to 2.0. Area B: Large and small floor plate up to 1.0 FAR.	Alexandra Way (Public Rights of Passage Right-of-way)
Convenience Commercial	Mixed Use: • abutting the High Street, medium density residential over retail; • not abutting the High Street, medium density residential.	Proposed Roadways
Residential Area 1 1.50 base FAR (Max. 1.70 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (4-storey typical).	1.25 base FAR. Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing).	High Street
Residential Area 1A 1.50 base FAR (Max. 1.75 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (6-storey maximum).	Community Institutional	New Traffic Signals
		Feature Intersections – details to be developed
		Feature Landmarks in combination with Traffic Calming Measures

Also refer to Section 8.4.5 – Alexandra District Energy Unit regarding district energy density bonusing policies.



ALL ON-SITE TREES
TO BE REMOVED

RZ 12-598503 – 5-6 STOREY APARTMENT COMPLEX WITH 546 UNITS IN 4 BUILDINGS AND ONE INDOOR AMENITY BUILDING

APPLICANT: Polygon Development 269 Ltd.

PROPERTY LOCATION: 9311, 9331, 9393, 9431, 9451 & 9471 Alexandra Road

Applicant's Presentation

Robert Ciccozzi and Karen Smith, Robert Ciccozzi Architecture, Inc., Robin Glover, Polygon, and Bruce Gauthier, Sharp and Diamond Landscape Architecture, Inc., provided a preliminary presentation of the project and replied to queries from the members of the Panel.

Panel Discussion

Comments from the Panel were as follows:

- building massing provides an urban streetscape;
- good rationale for the street wall; provides moments of pause;
- articulation and materials of the buildings are a little bit fuzzy; they respond more to the end of the buildings and the front door;
- inner courtyard looks formal; curious about the present orientation of the pool deck ; should be oriented to the west to allow for maximum sun exposure;
- entry to the amenity building/central courtyard off Alexandra Road may not be utilized by a lot of people; consider integrating the amenity building in one of the four buildings and ensure that the surrounding residual landscaped areas will not have the same proportions;
- landscaped areas in the central courtyard appear to be the same; would like to see the asymmetrical scenarios mentioned by the applicant;
- water feature on the north side of Buildings 1 and 4 helps reflectivity and lighten up their north edges; curious about the pool which is facing north;
- like the layout of the buildings which provides maximum “eyes on the street” and no deadspots; appreciate the natural set-up and surveillance;
- provide ramping at the four main entry/exit points for the central courtyard and amenity area to facilitate movement of families with strollers and people with disabilities;
- suggest that the applicant work with City staff to provide taxi/visitor onloading/offloading laybys near each building lobby;

- look forward to seeing more details in the formal presentation of the project to the Panel;
- consider use of sliding doors for ensuite washrooms to facilitate movement of seniors and people with disabilities and maximize the use of unit space;
- showers and washrooms in the amenity building should be designed to be accessible;
- proposed project is difficult to review as dimensions are not provided; request Planning to advise applicants to provide dimensions in plans for future submissions;
- congratulate the applicant for coming up with a six-storey wood framed building that is not trying to look like concrete;
- formality of the project and strong facades provide opportunity to create something fun and playful in the internal courtyard; a successful internal courtyard design will make the buildings work; internal courtyard space needs programming; like the idea of introducing water in the internal courtyard but consider redistributing it;
- the amenity building should be completely different from the rest of the project, i.e. almost a folly, in order to stand out; consider also rotating the amenity building a little bit to provide visual relief;
- consider raising the corners of the buildings and making the posts of balconies bigger to make the building corners become more prominent at the street intersections;
- consider stepping back building ends and immediate areas near the breaks between buildings to provide visual relief going into the internal courtyard;
- layout of the buildings is challenging; appears introverted and looks like a fort;
- understand the concept and advantages of providing one big amenity space but pose challenges to building treatment and landscaping; applicant is trying to visually break up the massing of four big identical buildings and creating four different zones in the internal courtyard space; concern that landscaping of the internal courtyard may not work;
- landscaping is not consistent with the style of the buildings; buildings are very symmetrical while the landscaping is curvy; landscaping and building design are going in different directions;

- overall concept in visually breaking down the massing of the building is not clear; would like to see a stronger concept; consider a different treatment for areas adjacent to the entry points to the internal courtyard to make them stand out and more visible in the elevation;
- consider enlarging and further landscaping at the four entries to the internal courtyard to provide better connection between the entry points and the internal courtyard;
- corner treatments are weak; could use a better design language; corner treatments should be differentiated from the rest of the buildings to make them stand out more;
- the greenway is the most important thing to consider in terms of the urban context of the project; the applicant should explain and describe the character of the greenway adjacent to the subject development and the responsibility of the adjacent development to the west; would like to see a more detailed section of the greenway from property line to property line in the formal presentation of the project;
- the Alexandra Way greenway should not take on the character of the development adjacent to it; the character of the greenway should be consistent throughout the neighbourhood; i.e., should be civic and public and not residential;
- the greenway adjacent to the subject development should be more public in character in view of the proposed development to the south (i.e. Walmart); furnishings and lighting along the whole length of the Alexandra Way greenway should also be consistent; Planning could provide advice to the applicant;
- consider further treatment at the ends of the greenway at the subject development to the north and the south to make them stand out better and more welcoming to pedestrians entering the greenway;
- would like to see a bigger section with dimensions to show the relationship of the public and private realms, e.g. wall heights relative to the sidewalk and the grade difference between the sidewalk and the floor level;
- the applicant needs to show the universal access points and a hierarchy of entrances to the internal courtyard;
- further design development is needed for the internal courtyard to create a relationship between the programmatic elements, e.g. the pool and the playground, so that parents lounging at the pool would have kids in view; the orchard appears isolated; could be integrated with other elements;

- the ponds at the north edges of Buildings 1 and 4 are a dramatic move; however, might create a claustrophobic effect to the north-facing units; consider reconfiguring the water feature and relate it to the pool or the main entrance;
- materials and massing seem to work well in the amenity building than in the main buildings; the applicant is advised to get some cues from the amenity buildings in terms of design, massing and articulation for the main buildings;
- corner conditions at street intersections need further investigation; don't appear to anchor the corners well and don't make the corners special or iconic; applicant is encouraged to do something completely different at the corners;
- applicant should consider the context of the proposed development, i.e. the future location of Walmart to the south of the subject development, and the developing May Drive entry gateway to the neighbourhood;
- the greenway is an important element of the project; staff is requested to make a presentation regarding the status and updates of the overall plan for the Alexandra Way greenway;
- applicant may just have to accept the fact that the buildings are long and repetitious; need not visually break them up too much but just keep the design clean and simple; consider emphasizing just one area, e.g. a stronger main entry off Alexandra Road, and make it a high point of the project with steps or changes to the buildings;
- the amenity area is close to Buildings 1 and 4; look at conditions of the amenity area during cloudy and sunny days; consider effects of shadows and tight spaces; consider opening up the area to provide more sun exposure to the southern part of the amenity building;
- the amenity building is an interesting design element looking from Alexandra Road; consider emphasizing it, e.g. using lighting to produce a lantern effect at night; the amenity building will help provide a gateway feature to the Alexandra Road entrance and visually break down the design of the large complex; and
- agree with comments on further design development to emphasize the north and south entry points to the greenway, e.g. through landscaping, lighting or signage.

David Johnson
Policy Planning Division
City of Richmond
6911 No.3 Road
Richmond BC

February 25, 2013

David,

RE: Alexandra Court: Updates since ADP

We have undertaken a number of substantial changes to the design since the preliminary ADP in response to the main comments from the Panel.

- General refinement and simplification of elevations. A number of design elements have been stripped out entirely to give better sense of clarity and allow the main mass of the building to recede while bringing the elevations to the forefront.
- Material changes and massing details continue to break down blocks into a series of smaller elements. Greater hierarchy of details and scale have added prominence to the lobby
- Lobbies redesigned to better highlight the set back in the building at that location (addresses the corner condition). More character and detail have been developed to bring visual prominence to the lobbies.
- New unit type has been designed for the outside corner conditions: corner now presents a strong, squared off brick mass by moving the balcony inboard. Material changes further reinforce the corners as a prominent element, secondary only to the lobbies.
- Buildings now step down to 5 stories at all mid-block breaks. Reduction in height reinforces the gaps between blocks. The west elevation of buildings along May Drive are now more consistently 6 stories, with only the end conditions stepping down. The stronger edge addresses the gateway aspect of May Drive. By contrast the east side of the buildings along the greenway remain mostly 5 storey massing to better address the scale of the greenway.
- Universal housing units have been identified (44 units total). They represent a range of studio, 1, 2 and 3 bedroom unit types and dispersed throughout all 4 buildings. Further notation and details of these units will be identified prior to Development Permit submission. Amenity facilities have been

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designed to provide accessibility throughout. Ramp access will be provided to the courtyard from the greenway; grade separation makes ramped access at other points unfeasible. Elevator access is provided at all building lobbies.

- The amenity clubhouse has undergone some redesign; as it was generally more well-received by the panel than the adjacent buildings and so most of its essential character has been maintained. The glazed entrance has been enlarged to provide a lantern like aspect from the street. Shadow studies have been provided to address concerns about access to light at the pool deck. As shown by these studies, during the summer months when the pool will be in use, the single-storey clubhouse overshadows the pool and deck very little.
- Sustainability features (ie. 20% plug-in stalls, low-flow fixtures, energy star appliances, recycling bins in all units) have been better clarified with client.
- All loading on Alexandra Road has been relocated to create an improved entry experience to the central courtyard, the greenway, and the building lobbies.
- Overall dimensions have been added to the building plans and site plan for clarity.
- Greenway design has been clarified by Planning as the responsibility of the applicant to the west. Therefore ADP comments pertaining to the greenway can be addressed only insofar as design elements at the edge of the greenway itself. We will work with the applicant to the west to coordinate elements on our property with their design.

Landscape has also been substantially redesigned throughout the courtyard to respond to ADP comments. The following is a summary from Sharp and Diamond of their updates:

- Overall concept is more orthogonal and less free form. More direct pathways and connections created.
- Ponds fronting units have been eliminated; water feature is concentrated around south courtyard entry.
- Trees and planting have been arranged to create a series of smaller, more pedestrian-friendly spaces.
- Area for outdoor amenity is 5000m²
- Sustainability features in the landscape include:
 - urban agriculture in the form of an Edible Bosque of trees;
 - a planted roof deck and deep planters for storm water detention and treatment
 - a low maintenance plant pallet that requires minimal water or fertilizing
 - an emphasis on native and adaptive plant species that create habitat opportunities for native species, while also providing strong aesthetics.

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- An emphasis on tree planting both on the roof deck and on grade that when mature will form a healthy tree canopy
- Overall dimensions have been added to landscape drawings for clarity.
- Paving materials have been added, to clearly define open spaces, entries, etc.
- Detail sections and elevations studies at a range of scales to more clearly illustrate grade changes, streetscape, unit patios, slab conditions and general relationship to the proposed architecture.
- Entries have been more clearly defined by introducing special paving, site furnishings, special plant spaces.
- More specific programming has been added; spaces are better defined and more diverse in use. Program elements include:
 - An Edible Bosque of Fruit Trees
 - An Outdoor Eating Area under the Fruit Tree Bosque.
 - A Tai Chi area separate from other activities.
 - An expanded children's play area that incorporates slides, a berm, a lawn area and several small play toys.
 - Several small seating areas meant to take advantage of internal views
 - A Water Feature at the main entry, designed to give the entry more prominence.
 - A passive lawn area that gets sun throughout most of the day.
 - An extension of the water feature above the Entry Plaza to create a more dramatic entry to the amenity building. Also an opportunity for a more pedestrian scale of seating, planting and paving.

We trust the above will assist in your review of the drawing resubmission and serve as a response to the design comments from the preliminary ADP. Please do not hesitate to contact us if you need further clarification of any of these revisions.

Regards,



Karen Smith Architect AIBC MRAIC
Project Architect
Robert Ciccozzi Architecture Inc.

Conditional Zoning Requirements
9311, 9331, 9393, 9431, 9451 and 9471 Alexandra Road
RZ 12-598503

Prior to final adoption of Zoning Amendment Bylaw 9017, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaws 9016 and 9021.
2. Final Adoption of Bylaw 9022 to terminate the housing agreement registered on 9393 Alexandra Road (formerly 9371 and 9411 Alexandra Road), including the owner executing a consent to the adoption of Bylaw 9022, entering into a legal agreement to terminate the Housing Agreement and discharge of Covenant BB1695850 and BB1695851.
3. Ten (10) metre road dedication along the entire northern edge of the subject site, except for 9393 Alexandra Road.
4. Ten (10) metre road dedication along the entire eastern edge of the subject site.
5. In addition to the above land dedications, four metre by four metre (4m by 4m) corner cuts at the corners of Alexandra Road and May Drive, and Tomicki Avenue and May Drive.
6. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
7. The granting of a 5.0 metre wide statutory privately owned public accessible right-of-way (PROP) along the western property line for the purpose of the developer contributing to the construction of the eastern portion of Alexandra Way. The developer will construct the PROP and the future strata corporation will maintain the soft landscaping and the City will maintain the paved walkway.
8. In addition, a 12.0 metre long and 5.0 metre deep PROP be located at the midpoint, directly next and attached at the eastern edge of the 5.0 metre PROP listed above, for the purpose of the developer constructing a mid-point resting area and entrance to the complex. The developer will construct the PROP and the future strata corporation will maintain the soft landscaping and the City will maintain the paved walkway.
9. In addition to the above and located at each intersection of Alexandra Way, an additional 3.0 metre wide PROP to the east of the 5.0 m wide PROP (listed in 7), and at the entrance of Alexandra Way at the south and north property line, narrowing to zero at a 1:1 angle to provide a wider entrance to Alexandra Way, for the purpose of a wider entrance to the walkway. The developer will construct the PROP and the future strata corporation will maintain the soft landscaping and the City will maintain the paved walkway.
10. Registration of an aircraft noise sensitive use covenant on title.
11. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.6 m GSC.
12. Registration of a restrictive covenant to ensure guest and concierge suites are registered as common property and to prevent future sale or conversion of the units.
13. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot (e.g. \$390,505.70) to the City's public art fund.
14. City acceptance of the developer's offer to voluntarily contribute \$0.07 per buildable square foot (e.g. \$35,500.52) to the City's Community and Engineering Costs.
15. City acceptance of the developer's offer to voluntarily contribute \$0.60 per buildable square foot (e.g. \$304,290.16) to the City's Child Care program.
16. City acceptance of the developer's offer to voluntarily contribute \$0.60 per buildable square foot (e.g. \$304,290.16) to the City's Beautification program. The total voluntary contribution will be reduced

by the amount of the design costs associated with Alexandra Way Greenway as determined by the Director of Development.

17. City acceptance of the developer's offer to voluntarily contribute \$2,877,448.32 to the City's capital Affordable Housing Reserve Fund (derived based on the 1/3 of the 0.2 FAR (0.06666 FAR) density bonusing provision of the gross building area of 269,760.78 ft² of the subject site (17,984.0 ft²) multiplied by \$160 / ft²), such contribution to be in the form of the developer providing, prior to rezoning adoption, a cash contribution of \$719,362.08 together with a Letter of Credit, satisfactory to the City, for \$2,158,086.24 plus:
- a) An amount equal to \$719,362.08 multiplied by the estimated consumer price index (CPI) for the period between the issuance of the Letter of Credit and September 30, 2014 or an alternative later date, as determined at the sole discretion of the City;
 - b) A further amount of \$719,362.08 multiplied by the estimated consumer price index (CPI) for the period between the issuance of the Letter of Credit and September 30, 2015 or an alternative later date, as determined at the sole discretion of the City; and
 - c) A further amount of \$719,362.08 multiplied by the estimated consumer price index (CPI) for the period between the issuance of the Letter of Credit and September 30, 2016 or an alternative later date, as determined at the sole discretion of the City.

Final Letter of Credit amount is to be determined by the City in its sole discretion.

100% of the contribution under this rezoning consideration (#17) will be allocated to the City's Capital Affordable Housing Reserve Fund.

18. Registration of a legal agreement, to the satisfaction of the City, on title of the subject site, specifying that in respect to:

Second Building on the Subject Development

- a) No Building Permit for a second building on the subject development will be issued until the developer provides to the City a cash contribution of a further \$719,362.08 (beyond the initial cash contribution set out in Rezoning Consideration 17) and if this cash contribution is made, the City will permit the Letter of Credit provided under Rezoning Consideration 17 to be reduced by this amount and the portion of the CPI attributable to this amount; and
- b) If the cash contribution of \$719,362.08 payable under Rezoning Consideration 18(a) is not made prior to September 30, 2014 or an alternative later date, as determined at the sole discretion of the City, the City may, in its sole discretion, draw upon all or a portion of the Letter of Credit provided under Rezoning Consideration 17, including at the discretion of the Director of Development and Manager, Community Social Development, that amount equivalent to CPI attributable to this contribution, and use such funds for any City purpose related to affordable housing (irrespective of whether or not a Building Permit has been applied for on the subject development);

Third Building on the Subject Development

- c) No Building Permit for a third building on the subject development will be issued until the developer provides to the City a cash contribution of a further \$719,362.08 (beyond the contributions made pursuant to Rezoning Considerations 17 and 18(a)) and if this cash contribution is made, the City will permit the Letter of Credit provided under Rezoning Consideration 17 to be reduced by this amount and the portion of the CPI attributable to this amount; and
- d) If the cash contribution of \$719,362.08 payable under Rezoning Consideration 18(c) is not made prior to September 30, 2015 or an alternative later date, as determined at the sole discretion of the City, the City may, in its sole discretion, draw upon all or a portion of the Letter of Credit provided under Rezoning Consideration 17, including at the discretion of the Director of Development and Manager, Community Social Development, that amount equivalent to CPI

attributable to this contribution, and use such funds for any City purpose related to affordable housing (irrespective of whether or not a Building Permit has been applied for on the subject development);

Fourth Building on the Subject Development

- e) No Building Permit for a fourth building on the subject development will be issued until the developer provides to the City a cash contribution of a further \$719,362.08 (beyond cash contributions made pursuant to Rezoning Considerations 17, 18(a) and 18(c)) and if this cash contribution is made, the City will permit the Letter of Credit provided under Rezoning Consideration 17 to be reduced by this amount and the portion of the CPI attributable to this amount; and
 - f) If the cash contribution of \$719,362.08 payable under Rezoning Consideration 18(e) is not made prior to September 30, 2016 or an alternative later date, as determined at the sole discretion of the City, the City may, in its sole discretion, draw upon all or a portion of the Letter of Credit provided under Rezoning Consideration 17, including at the discretion of the Director of Development and Manager, Community Social Development, that amount equivalent to CPI attributable to this contribution, and use such funds for any City purpose related to affordable housing (irrespective of whether or not a Building Permit has been applied for on the subject development);
19. Discharge of Land Title Charges BN192756 from 9311 Alexandra Road and, BB1695855, BB1695856, BB1695859, BB1700224, BB1700225 and BB1700228 from 9393 Alexandra Road.
 20. Voluntary contribution of \$30,000.00 to go towards development of a bus shelter and an accessible landing pad in the area.
 21. Voluntary contribution of \$5,000.00 towards the provision of new benches in the area.
 22. Voluntary contribution of \$10,000.00 to go towards cycling related infrastructure development in the area.
 23. Voluntary contribution of \$15,000.00, or the installation benches along each of the street frontages, or the provision and installation of one bench to be installed along each of the three street frontages.
 24. Registration of a legal agreement(s) regarding the developer's commitment to implement the Transportation Demand Management (TDM) plan to install electrical plug-ins and infrastructure as follows:
 - a) Provide 120V electric plug-ins for 20% of all parking stalls; and
 - b) Provide 120V electric plug-ins for electric bikes, one for every 40 bicycle storage racks (if there are fewer than 40 bicycle racks in a storage compound, one 120V electric plug-in is required for the same compound).
 - c) An additional 25% of the parking stalls be constructed to accommodate the future installation of electric vehicle charging equipment (e.g., pre-ducted for future wiring).
 25. Registration of a legal agreement(s) regarding the developer's commitment to connect to the West Cambie Alexandra District Energy Utility (ADEU), including the use of the ADEU and all associated obligations and agreement as determined by the Director of Engineering.
 26. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
 27. Enter into a Servicing Agreement* for the design and construction of frontage improvements along all three street frontages, utility installation and connection to the apartment development. Works include, but may not be limited to:
 - Frontage improvements along Alexandra Road to accommodate the following (from north to south):
 - 2.0 metre wide sidewalk at the new property line.

- Min. 1.5 metre wide treed/grassed boulevard. Exact measurements to be confirmed at the servicing agreement stage.
- Curb and gutter.
- Minimum 6.5 metre wide road pavement.
- Minimum 1.0 metre wide shoulder.
- Appropriate side slope and tie-in to the properties to the south.
- May Drive: coordinate with the offsite works via RZ 12-598506 (under review) the road to the ultimate standards, which include:
 - 2.0 metre wide concrete sidewalks at the new property line;
 - Minimum 2.0 metre wide treed/grassed boulevard; and
 - Curb/gutter on both sides of May Drive and minimum 11.2 metre wide pavement width.
- Tomicki Avenue: construct the road to the following ultimate cross-section (from south to north):
 - 2m wide concrete sidewalk at the new property line;
 - min. 1.5m wide treed/grassed boulevard, exact width to be determined as part of the SA process;
 - curb/gutter;
 - minimum 8.5m pavement width (11.2m desired to accommodate on-street parking); and
 - reconstruction of the existing curb and widen the existing boulevard along the north side.
- Construct the final portion of Alexandra Way, including intersection improvements at the both Alexandra Road and Tomicki Avenue

Prior to a Development Permit¹ being forwarded to the Development Permit Panel for consideration, the developer is required to:

1. Complete acoustical and thermal reports 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. Payment of the Supplementary Local Area DCC for the Alexandra Neighbourhood.
4. Payment of the \$1,836.72 per unit plus applicable interest, in accordance with the Alexandra Neighbourhood Development Agreement.

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

Note:

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

[Original signed on File]

Signed

Date



Richmond Official Community Plan Bylaw 9000
Amendment Bylaw 9016
(RZ 12-598503)
9311, 9331 and Western Half of 9393 Alexandra Road

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

- 1. Richmond Official Community Plan Bylaw 9000 (Schedule 1) 2041 Land Use Map is amended to redesignate 9311, 9331 and the western half of 9393 Alexandra Road from "Mixed Use" to "Apartment Residential".
2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 9016".

FIRST READING

APR 22 2013

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by [signature]
APPROVED by Director or Solicitor [signature]

MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500,
Amendment Bylaw 9017 (RZ 12-598503)
9311, 9331, 9393, 9431, 9451 and 9471 Alexandra Road**

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting as Section 18.25 thereof the following:

"18.25 Low Rise Apartment (ZLR25) – Alexandra Neighbourhood (West Cambie)

18.25.1 PURPOSE

The zone provides for residential **development** with a **density bonus** for a monetary contribution to the City's capital Affordable Housing Reserve Fund.

18.25.2 PERMITTED USES

- housing, apartment
- housing, town

18.25.3 SECONDARY USES

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

18.25.4 PERMITTED DENSITY

1. The maximum **floor area ratio** is 1.68, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 18.25.4.1, the reference to "1.68" is increased to a higher **density** of "1.88" if the **owner** has paid or secured to the satisfaction of the **City** a monetary contribution of \$2,877,448.32 to the **City's** capital Affordable Housing Reserve Fund established pursuant to Reserve Fund Establishment Bylaw No. 7812.

18.25.5 MAXIMUM LOT COVERAGE

1. Maximum Lot Coverage: 45%

18.25.6 MINIMUM SETBACKS FROM PROPERTY LINES

1. **Public Road Setback:**
 - a) 4.0 m from Alexandra Road
 - b) 4.0 m from May Drive
 - c) 6.0 m from Tomicki Avenue
2. Common entry features and unenclosed **balconies** may project into the public road **setback** for a maximum distance of 1.0 m.

3. A parking **structure** may project into the public road **setback**, provided that such encroachment is landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the City, but no closer than 3.0 m.
4. The minimum **setback** from the west **property line** is 7.5 m, with the parking **structure** being no closer than 5.0 m.

18.25.7 MAXIMUM HEIGHTS

1. **Buildings:** 21.50 m
2. **Accessory Buildings & Structures:** 9.0 m

18.25.8 SUBDIVISION PROVISIONS/MINIMUM LOT SIZE

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

18.25.9 LANDSCAPING AND SCREENING

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

18.25.10 ON-SITE PARKING AND LOADING

1. On-site vehicle and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that the number of on-site **parking spaces** required for **apartment housing** shall be:
 - a. 1.26 spaces per **dwelling unit** for residents; and
 - b. 0.18 spaces per **dwelling unit** for visitors.

18.25.11 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. Richmond Zoning Bylaw 8500, as amended, is further amended by repealing Section 20.16 Residential/Limited Commercial (ZMU16) – Alexandra Neighbourhood (West Cambie).
3. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following areas and by designating it "Low Rise Apartment (ZLR25) – Alexandra Neighbourhood (West Cambie)".

P.I.D 012-032-417

East Half Lot 24 Block "B" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

P.I.D 004-882-547

West Half Lot 23 Block "B" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

P.I.D 028-325-150

Lot A Section 34 Block 5 North Range 6 West New Westminster District Plan BCP45929

P.I.D 003-659-691
East Half Lot 22 Block "B" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

P.I.D 000-841-005
Lot 21 Except: Plan 69562, Block B Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

P.I.D 001-715-330
Lot A Section 34 Block 5 North Range 6 West New Westminster District Plan 69562

4. This Bylaw is cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9017".

FIRST READING

APR 22 2013

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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

MAYOR

CORPORATE OFFICE



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 9021
(RZ 12-598503)
9311, 9331, 9393, 9431, 9451 and 9471 Alexandra Road**

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

1. Schedule 2.11A (West Cambie Area Plan) of Richmond Official Community Plan Bylaw 7100 is amended at:
 - a) Section 8.1.5 by repealing the second bullet and replacing it with:
 - “With the exception of a potential hotel within the south-west commercial area, building heights will generally vary between two to four storeys (above one level of parking) — neither single storey nor lower development is appropriate within the residential areas (five and six storeys may be considered for combustible, non-combustible or concrete construction, increased open space, and no additional overshadowing of neighbouring properties).”; and
 - b) Section 8.2.4 by repealing the bullet under Height and replacing it with:
 - “Building heights should be primarily between two and four (five and six storeys may be considered for combustible, non-combustible or concrete construction, increased open space, and no additional overshadowing of neighbouring properties); no single storey or tower developments are appropriate.”
2. Schedule 2.11A (West Cambie Area Plan) of Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing “Alexandra Neighbourhood Land Use Map”, and replacing it with “Schedule A attached to and forming part of Bylaw No. 9021”;
3. Schedule 2.11A (West Cambie Area Plan) of Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing “Alexandra Neighbourhood Character Areas Map” on page 22 of the Area Plan, and replacing it with “Schedule B attached to and forming part of Bylaw No. 9021”;
4. Schedule 2.11A (West Cambie Area Plan) of Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing “Character Area 3 – The High Street” map on page 31 of the Area Plan, and replacing it with “Schedule C attached to and forming part of Bylaw No. 9021”;

- 5. Schedule 2.11A (West Cambie Area Plan) of Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing "Character Area 4 – Medium Density Housing" on page 33 of the Area Plan, and replacing it with "Schedule D attached to and forming part of Bylaw No. 9021";
- 6. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9021".

FIRST READING

APR 22 2013

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

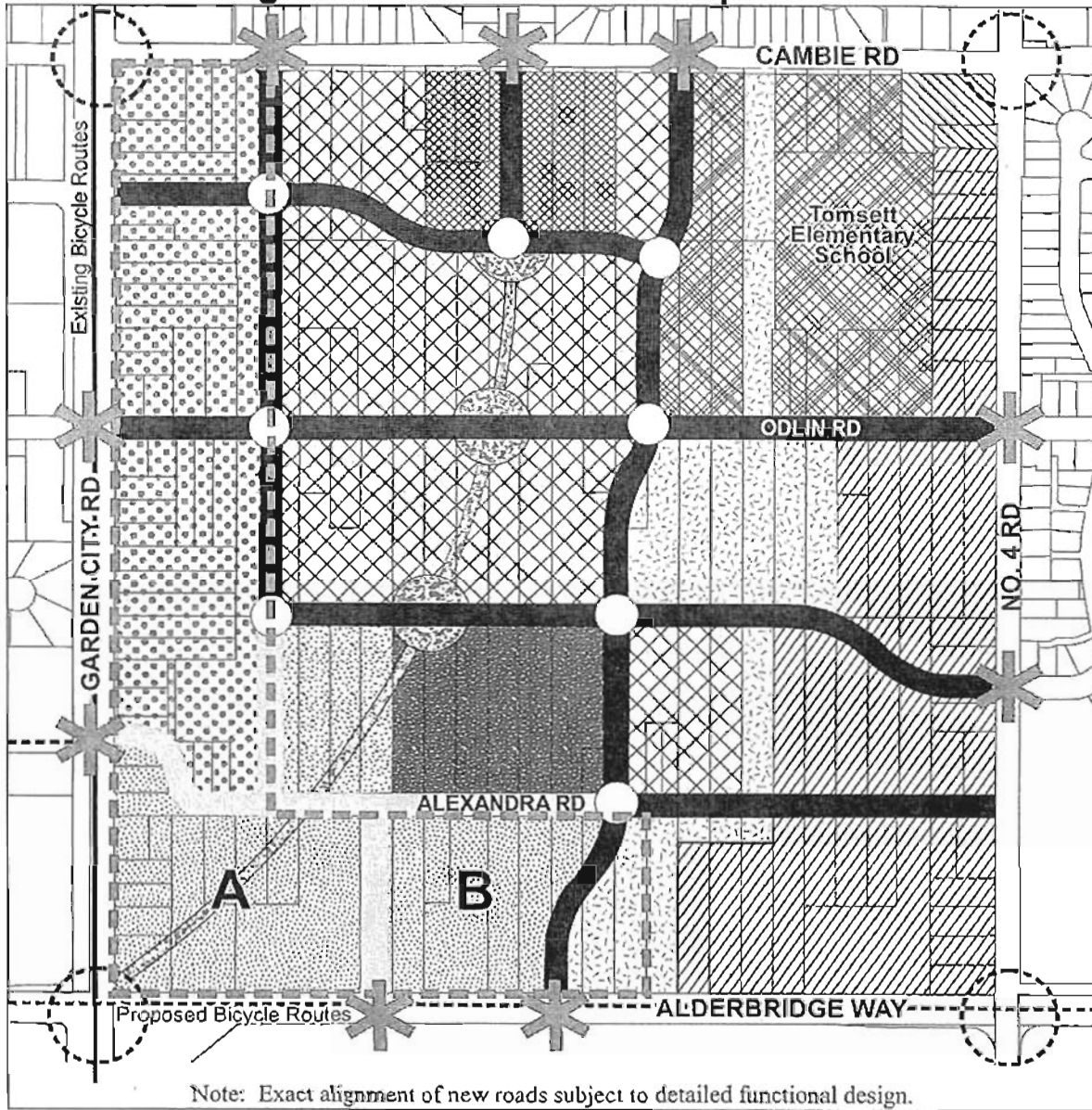
ADOPTED



MAYOR

CORPORATE OFFICER

Alexandra Neighbourhood Land Use Map



Note: Exact alignment of new roads subject to detailed functional design.

Area of No Housing Affected by Aircraft Noise	Residential Area 2 0.65 base FAR (Max. 0.75 FAR with density bonusing for affordable housing). 2 & 3-storey Townhouses.	Park: North Park Way, Central Park, South Park Way
Business/Office - office over retail FAR up to 1.25	Mixed Use: Hotel, office and streetfront retail commercial. Area A: Min. 1.25 FAR up to 2.0 Area B: Large and small floor plate up to 1.0 FAR	Alexandra Way (Public Rights of Passage Right-of-way)
Convenience Commercial	Mixed Use: • abutting the High Street, medium density residential over retail; • not abutting the High Street, medium density residential. 1.25 base FAR. Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing).	Proposed Roadways
Residential Area 1 1.50 base FAR (Max. 1.70 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (4-storey typical)	Community Institutional	High Street
Residential Area 1A 1.50 base FAR (Max. 1.75 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (6-storey maximum).		New Traffic Signals
Residential Area 1B 1.68 base FAR (Max. 1.88 FAR with density bonusing for affordable housing) (6-storey maximum).		Feature Intersections - details to be developed
		Feature Landmarks in Combination with Traffic Calming Measures

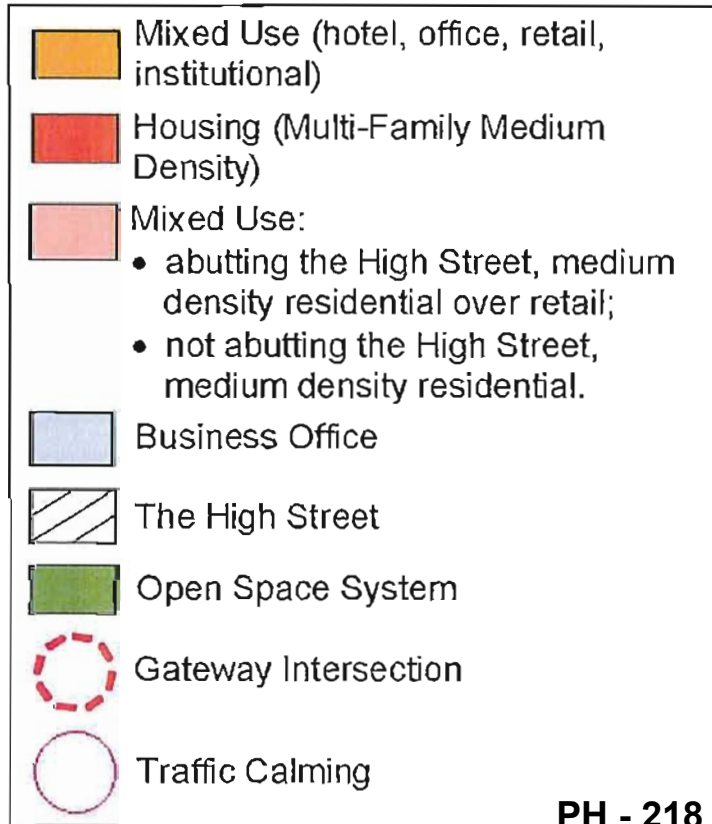
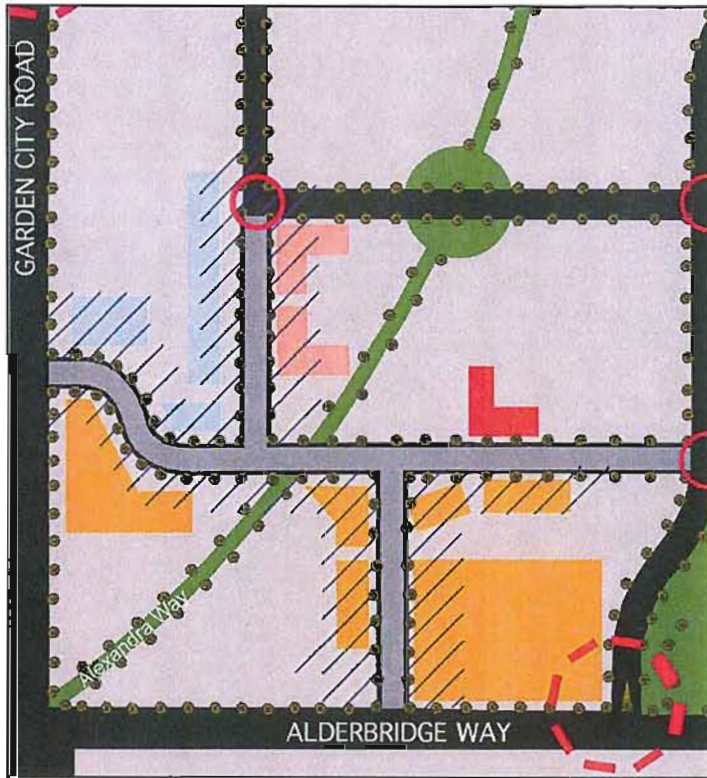
Alexandra Neighbourhood Character Areas Map



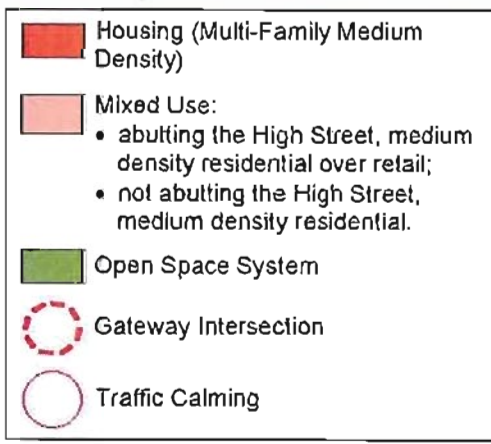
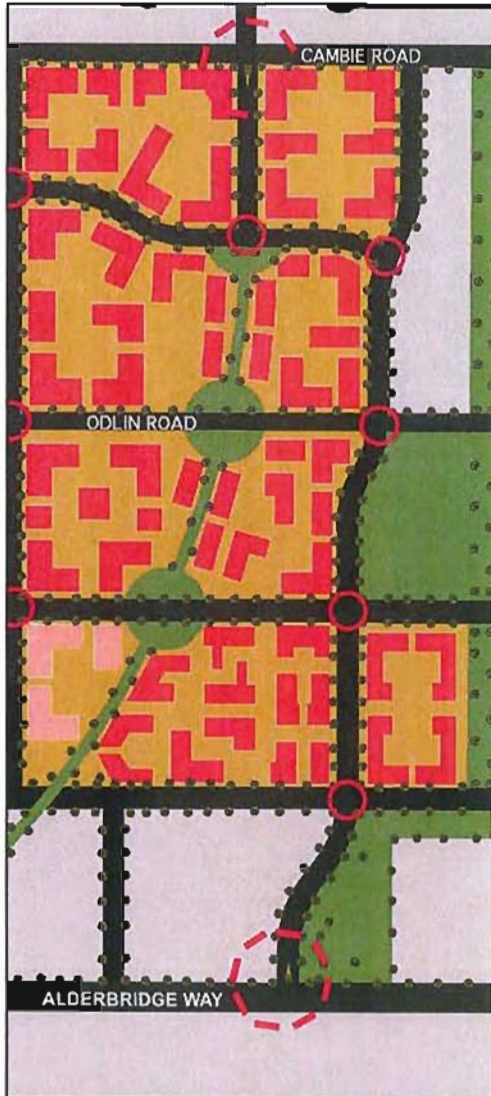
LEGEND

1 Business Office	5 Low Density Housing	Proposed Trails & Greenways	Gateway Intersection
2 Mixed Use (Retail/Office/Hotel)	Mixed Use: • abutting the High Street, medium density residential over retail; • not abutting the High Street, medium density residential.	Existing Cycle Routes	The images in this figure illustrate the range of built forms and open spaces that are envisioned for Alexandra. Each of the six character areas is described in the text and illustrated in more detail on figures 3 through 8.
3 The High Street	Open Space System	Proposed Cycle Routes	
4 Medium Density Housing		Traffic Calming	

Character Area 3 – The High Street



Character Area 4 – Medium Density Housing





**Termination of Housing Agreement at 9393 Alexandra Road (formerly
9371 and 9411 Alexandra Road) Bylaw 9022**

The Council of the City of Richmond enacts as follows:

1. The Mayor and Corporate Officer for the City of Richmond are authorized:
 - a) to execute an agreement to terminate the housing agreements referred to in **Housing Agreement (9371 & 9411 Alexandra Road) Bylaw No. 8539** (the "Housing Agreement");
 - b) to cause notices and other charges registered at the Land Title Office in respect to the Housing Agreement to be discharged from title; and
 - c) to execute such other documentation required to effect the termination of the Housing Agreement.

2. This Bylaw is cited as "**Termination of Housing Agreement at 9393 Alexandra Road (formerly 9371 and 9411 Alexandra Road) Bylaw 9022**".

FIRST READING

APR 22 2013

SECOND READING

THIRD READING

PUBLIC HEARING

OTHER CONDITIONS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER

Mayor and Councillors

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: Monday, 13 May 2013 9:24 PM
To: Mayor and Councillors
Subject: Send a Submission Online (response #733)

Categories: 12-8060-20-9016 & 9021 - 9311 to 9471 Alexandra Rd

To Public Hearing
Date: May 21, 2013
Item # 6
Re: DCP Bylaw 9000, Amendment
Bylaw 9016 + 9021
Zoning Bylaw 0500, Amendment
Bylaw 9017 and Termination
of Housing Agreement @
9393 Alexandra Rd
Bylaw 9022

Send a Submission Online (response #733)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	5/13/2013 9:32:03 PM

Survey Response

Your Name	ZHE WANG
Your Address	408-9299 Tomicki Ave, Richmond
Subject Property Address OR Bylaw Number	RW: 9311, 9331, 9393, 9431, 9451 and 9471 Alexandra Rd
Comments	<p>As a local resident, I do not agree with this plan. Now I really feel inconvenience living in this community. The whole community is like a big construction site, dirty and noisy. The population of the Community are too much now, while the relevant supporting facilities is not enough. This plan will have 546 units, that means at least 1600 people will move in. Throughout Richmond, is there any communities have such a large population density? With the increase of population, the security situation is getting worse, the crime rate is also increased. I think that the city hall should not approve more project for tax purpose, you should think about how to make our communities more livable. Urban planning should be visionary, rather than the pursuit of short-term economic benefits.</p>