



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

Monday, June 17, 2019 – 7 p.m.

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

OPENING STATEMENT

Page

1. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9983 (RZ 17-794287)**
(File Ref. No. RZ 17-794287; 12-8060-20-009983) (REDMS No. 6065565 v. 3; 6067594)

PH-6

[See Page PH-6 for full report](#)

Location: 7464, 7480, 7500, 7520, 7540, 7560/7580 and 7600 No. 1 Road

Applicant: 1132865 BC Ltd.

Purpose: To rezone the subject property from “Single Family Detached (RS1/E)” and “Two Unit Dwelling (RD1)” to “Medium Density Townhouse (RTM2)”, to permit the development of 30 townhouse units and three lock-off suites. Vehicle access will be from No. 1 Road.

First Reading: May 27, 2019

Order of Business:

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

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Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9983.



2. **OFFICIAL COMMUNITY PLAN BYLAW 7100, AMENDMENT BYLAW 10019, OFFICIAL COMMUNITY PLAN BYLAW 7100, AMENDMENT BYLAW 10034 AND RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9931 (RZ 18-821103)**

(File Ref. No. 12-8060-20-009931/010019/010034; RZ 18-821103) (REDMS No. 6156129 v. 6; 6166391; 6157112; 6157109; 6157114; 6157177; 5870814; 6186172; 6186068; 6166391)

PH-40

See Page PH-40 for full report

Location: 9520 Beckwith Road (Bylaw 10019 and Bylaw 9931)
City Centre Area Wide (Bylaw 10034)

Applicant: IBI Group Architects (Canada) Inc.

Purpose of OCP Amendment Bylaw 10019: To amend Schedule 2.10 of Official Community Plan Bylaw 7100 (City Centre Area Plan) to add to the “Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions” to provide a maximum density of 1.85 FAR and a maximum of 60% net floor area for non-industrial uses for 9520 Beckwith Road.

Purpose of OCP Amendment Bylaw 10034: To amend Schedule 2.10 of Official Community Plan Bylaw 7100 (City Centre Area Plan) to:

- Add to the definition of “Industrial Reserve”, in Appendix 1 – Definitions, the requirement that all office use within the “Industrial Reserve: Limited Commercial” area will be limited to one strata lot or one air space parcel per storey or a minimum floor area of 1,858m² (20,000ft²) where the total development density exceeds the density in the underlying Transect; and
- Add to the definition of “Village Centre Bonus” (VCB), in Appendix 1 – Definitions, require that all office use will be limited to one strata lot or one air space parcel per storey or a minimum floor area of 1,858m² (20,000ft²) where the VCB exceeds 1.0 FAR throughout the City Centre Area Plan.

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Purpose of Zoning Amendment Bylaw 9931: To rezone the subject property from "Single Detached (RS1/F)" to "Light Industrial and Office (ZI19) – Bridgeport Village (City Centre)" to permit the development of a seven-storey, 3,757 m² (40,436 ft²) light industrial and office building.

First Reading: May 13, 2019

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Official Community Plan Bylaw 7100, Amendment Bylaw 10019.

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2. Action on second and third readings of Official Community Plan Bylaw 7100, Amendment Bylaw 10034.

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3. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9931.

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4. Adoption of Official Community Plan Bylaw 7100, Amendment Bylaw 10034.

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3. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10022 (ZT 18-815709)**

(File Ref. No. 12-8060-20-010022; ZT 18-815709) (REDMS No. 5981442; 6157113)

PH-114

See Page PH-114 for full report

Location: 5800 Cedarbridge Way

Applicant: Paul Doroshenko

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Purpose: To amend the “Industrial Retail (IR1)” zone to add “microbrewery, winery and distillery” as a site-specific permitted use at 5800 Cedarbridge Way, to operate a distillery within one of the units of the existing building.

First Reading: May 13, 2019

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 10022.



4. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10028 (RZ 19-850544)**

(File Ref. No. RZ 19-850544; 12-8060-20-010028) (REDMS No. 6159780; 6161302)

PH-129

See Page PH-129 for full report

Location: 5428 Chemainus Drive

Applicant: Gursher S. Randhawa

Purpose: To rezone the subject property from “Single Detached (RS1/E)” zone to “Single Detached (RS2/B)” zone, to permit the property to be subdivided into two single family lots with vehicle access from Chemainus Drive.

First Reading: May 27, 2019

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 10028.

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5. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10030 (RZ 18-819258)**

(File Ref. No. 12-8060-010030; RZ 18-819258) (REDMS No. 6162976; 6163247)

PH-149

[See Page PH-149 for full report](#)

Location: 11540 Railway Avenue

Applicant: Evernu Developments

Purpose: To rezone the subject property from “Single Detached (RS1/E)” to “Arterial Road Two-Unit Dwellings (RDA)”, to permit development of one duplex.

First Reading: May 13, 2019

Order of Business:

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

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 10030.

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ADJOURNMENT

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City of Richmond

Report to Committee

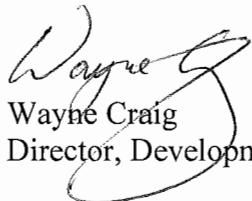
To: Planning Committee
From: Wayne Craig
Director, Development

Date: May 6, 2019
File: RZ 17-794287

Re: Application by 1132865 BC Ltd for Rezoning at 7464, 7480, 7500, 7520, 7540, 7560/7580 and 7600 No. 1 Road from "Single Family Detached (RS1/E)" and "Two Unit Dwelling (RD1)" to "Medium Density Townhouse (RTM2)"

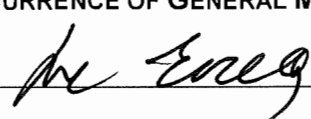
Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9983, for the rezoning of 7464, 7480, 7500, 7520, 7540, 7560/7580 and 7600 No. 1 Road from "Single Family Detached (RS1/E)" and "Two Unit Dwelling (RD1)" to "Medium Density Townhouse (RTM2)" to permit the development of 30 townhouse units, be introduced and given first reading.



Wayne Craig
Director, Development

WC:db
Att. 5

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

Staff Report

Origin

1132865 BC LTD has applied to the City of Richmond for the permission to rezone 7464, 7480, 7500, 7520, 7540, 7560/7580 and 7600 No. 1 Rd from “Single Family Detached (RS1/E)” and “Two Unit Dwelling (RD1)” to “Medium Density Townhouse (RTM2)” in order to construct 30 townhouse units on the consolidated property with access from No. 1 Road. The development proposal is for 18 three storey units in four separate buildings fronting onto No. 1 Road and another 12 two storey units in six buildings behind. The development will include three convertible units and three lock-off suites. A front-yard setback variance to No. 1 Road is requested to accommodate the proposed development and discussed later in this report.

Findings of Fact

The development site will require the consolidation of seven properties comprising of six existing single family dwellings and one two family dwelling. The subject properties are located in the Seafair Planning Area between Granville Avenue and Blundell Road (see the location map in Attachment 1).

All of the subject properties are generally below the level of the fronting sidewalk with the front yards or driveways typically having a gentle downward slope from the public sidewalk. The lots are regular shaped and range in depth between 41.0 m (134.5 ft.) and 43.74 m (143.5 ft.) deep.

Conceptual Development Plans are provided in Attachment 2. A Development Application Data Sheet providing details about the development proposal is provided in Attachment 4.

Subject Site Existing Housing Profile

The applicant has submitted a housing profile for each of the eight addressed properties. The submission indicates that all eight units are currently rented out. Seven of the addressed properties do not contain secondary suites. One half of the duplex unit (i.e. 7580 No. 1 Road) contains a rented unit on the main floor and a single two bedroom secondary suite in the upper floor of the structure.

Surrounding Development

Surrounding Development is as follows:

- To the North and South: Large lot single family residential zoned “Single Detached (RS1/E)”.
- To the East: Behind four of the subject lots are three large lots zoned “Two-Unit Dwellings (RD1)” containing three duplex dwellings fronting Burton Avenue. To the east of the three remaining subject lots are three large single family residential lots zoned “Single Detached (RS1/E)” fronting Amundsen Place.

- To the West: Across No. 1 Road are three lots (7471, 7491 and 7531 No. 1 Road) zoned “Low Density Townhouses (RTL1)”. The lots vary in size from 0.18 ha (0.43 ac) to 2.28 ha (5.64 ac) in area. The dwellings are typically two storeys in height.

Related Policies & Studies

Official Community Plan

Under the Official Community Plan (OCP) (Bylaw 9000) the subject lots are designated as “Neighbourhood Residential” which, by definition, includes multiple family housing (specifically townhouses). The proposed development for 30 townhouse dwellings conforms to the OCP “Neighbourhood Residential” designation.

Arterial Road Policy

The site is designated “Arterial Road Townhouse” in the City’s Arterial Road Housing Development Map. The proposed development complies with the Arterial Road Policy.

Floodplain Management Implementation Strategy

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

Analysis

Built Form and Architectural Character

The proposed townhouses are proposed to be arranged in two, north-south rows with a central vehicle access between the rows. Eighteen units will front No. 1 Road arranged in four three-storey buildings with four to five units per building with pedestrian connections to the street frontage. The second row of townhouses are proposed to be arranged in six buildings with two dwellings each. All of these units will be two storeys in height and provide pedestrian access to the internal drive aisle.

The Conceptual Development Plans (Attachment 2) show the townhouses as flat roofed allowing them to be shorter in height than townhouses with peaked roofs. The three storey units fronting No. 1 Road are proposed to be 9.91 m (32.5 ft.) tall which will appear closer to a typical two storey (9 m (29.5 ft.)) structure and therefore generally in keeping with the heights of the houses in the area. No rooftop decks are included in the development proposal.

Three convertible units (units 10, 12, 14) and three 26.5 m² (285 ft²) studio lock-off suites (secondary suite in units 1, 22 and 30) are proposed in the project. The Rezoning Considerations (Attachment 5) include requirements for agreements to be registered on Title to ensure that no final Building Permit inspection is granted until the secondary suites are constructed on site and that the secondary suites cannot be stratified or otherwise held under separate Title.

The Conceptual Development Plans show both vertical differentiation between floors and structural articulation across the building elevations. Additionally, several units / buildings are

slightly stepped in / out to provide visual relief to the building placement. Exterior materials and colors will be refined through a separate Development Permit (DP 18-829236) application and associated design review.

Existing Legal Encumbrances

Two Covenants (BE293306 and BE293307) on the titles of 7560 and 7580 No. 1 Road restricting the use of these properties to one-family dwellings will be removed prior to Bylaw adoption. This is reflected in the Rezoning Considerations (Attachment 5).

Right of Ways for sanitary sewer run along the eastern (rear) property boundaries of all the properties. Based on Engineering staff's review, no changes are indicated to the existing sanitary Right of Ways as a result of the proposed development. No building construction is proposed within the Right of Way.

The Rezoning Considerations (Attachment 5) include a requirement that Plan Strata Plan NW381 associated with 7560 and 7580 No. 1 Road must be dissolved prior to Rezoning adoption.

Transportation and Site Access

Vehicle access to the property will be provided via a central single access off No. 1 Road. A raised island at the vehicle entrance will enforce right-in and right-out passenger vehicle movements to/from No. 1 Road. The island will be designed to permit larger vehicles (e.g. SU-9) to partially drive onto the island to effect the turn.

Garbage and recycling facilities will be centralized adjacent to the vehicle entrance drive aisle allowing for efficient servicing.

Permeable pavers are proposed along the vehicle access and in front of the central amenity area providing a visual cue to drivers as to the locations of the outdoor amenity/play area and the vehicle entrance/exit for the site.

The development will be in full compliance with the Zoning Bylaw (No. 8500) through the provision of 60 parking spaces for residents and six parking spaces for visitors. No tandem parking spaces are proposed and the number of small parking spaces has been limited to 18 (27.3%) which will not exceed the 50% maximum permitted under the Zoning Bylaw. One accessible parking space will be required and is provided for in the proposed development.

The site's access and internal 6 m wide drive aisle are to be constructed to provide future access to adjacent properties to the north and south should those properties redevelop. To accomplish this, the Rezoning Considerations (Attachment 5) include a requirement for a Statutory Right-of-Way (SRW) with Public Right-of-Passage (PROP) to be registered on Title.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report (dated Dec. 4, 2017/ updated April 25, 2019); which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development.

The Report assesses 32 bylaw-sized trees on the subject property, eight trees on neighbouring properties plus two trees on a shared property line with the neighbour.

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

- A total of 31 trees (refer to Attachment 3) located on the development site are proposed for removal from the subject site due to tree health and structure. The majority of these trees are located in three groupings:
 - i. Most of the trees (Tag #705-711) in the group running along the property boundary between 7464 and 7480 No. 1 Road have been topped. Their condition ranges from fair to declining or poor which does not make any suitable for retention.
 - ii. A second group of trees (Tag #727-736) are located around the property boundary between 7580 and 7600 No. 1 Road. Only one tree, a Japanese Maple (Tag #734), has been assessed to be in good condition. The rest of the trees have various concerns with lean, having been topped, sheared or having decay which does not make them suitable for retention.
 - iii. The third group of trees (Tag #718-725) are located near the south-east property boundary. Five of these trees have been topped and structural condition has been rated as poor by the project Arborist. Only one tree (Tag #718) has been noted as having no defects however it's health does not make it a good candidate for long-term retention.

Overall, the majority of these trees are either dead, dying (sparse canopy foliage), have been previously topped or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions or will be in conflict with the proposed development. As a result, these trees are not good candidates for retention and should be replaced. Through discussion with staff, the applicant has agreed to attempt a relocation of the Japanese Maple (Tag # 734). A survival security of \$1,000 is included in the Rezoning Considerations (Attachment 5).

- Two trees (#716, 726) located on a shared property line with the neighbouring properties (4051/4033 Burton Ave. and 7660 No. 1 Road) should be retained and protected as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Eight trees (8) located on adjacent neighbouring properties (4051/4053, 4031/4033, 4040/4044 Burton Ave. and 4051 Amundsen Pl.) are identified to be retained and protected. Tree protection is to be provided as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

The locations of trees to be retained and removed are shown on Attachment 3.

Tree Replacement

The applicant wishes to remove 31 on-site trees (refer to Attachment 3). The 2:1 replacement ratio would require a total of 62 replacement trees. The applicant has agreed to plant a total of 62 trees. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
24	6 cm	3.5 m
16	8 cm	4 m
8	9 cm	5 m
6	10 cm	5.5 m
8	11 cm	6 m

Tree Protection

Ten trees (# 716, 726, 750, 751, 752, 753, 754, 755, 756 and 757) on, or neighbouring properties or shared property lines are to be retained and protected. The applicant has submitted a tree management plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 3). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

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

The Rezoning Considerations (Attachment 5) include a requirement for submission of a survival security for the two shared trees (#716 and # 726) in the amount of \$10,000 to be held for one year. The security will be released upon submission of a satisfactory report by a Certified Arborist.

Variance Requested

A variance will be requested through the Development Permit Application (DP 18-829236) to reduce the front yard setback from 6.0 m (19.7 ft.) to 4.5 m (14.8 ft.). The closest building face will be 7.71 m (25.29 ft.) away from the back of the curb along No. 1 Road. The variance request is consistent with the OCP Development Permit Guidelines for Townhouses on arterial roads which support front yard setbacks to 4.5m (14.8 ft.) where a 6 m (19.7 ft.) rear yard setback to both the ground and second floors of the rear units is provided. The proposed development complies with the criteria and the associated conditions (e.g. varied building setbacks, no impact to tree preservation, provision of a minimum of 30 m² (323 ft²) of private

outdoor space etc.). The result will provide a wider space between the rear units of the subject development and the single family and duplex units that back onto the subject site.

On-Site Fire Hydrant

Due to the distances between the proposed new City fire hydrant in the boulevard and the furthest units (units 10 and 21) a private fire hydrant will be located near the front of the central amenity area. The location of the on-site hydrant is shown on the submitted plan set and will be reconfirmed through the Development Permit review.

Affordable Housing Strategy

Under the proposed “Medium Density Townhouse (RTM2)” zoning a contribution to the City’s Affordable Housing Reserve is required for the 0.65 Floor Area Ratio (FAR) being requested. Affordable Housing staff have advised that, per the 2017 Affordable Housing Strategy, a cash in lieu contribution of \$344,097.00 ($\$8.50 \text{ per ft}^2 \times 40,482 \text{ ft}^2$) is required. The Rezoning Considerations (Attachment 5) include the requirement for the cash in lieu contribution prior the adoption of the Bylaw.

Townhouse Energy Efficiency and Renewable Energy

As this application was received prior to July 16, 2018, the applicant may meet the pre-step code energy compliance path (i.e. EnerGuide 82 and building to the BC Solar Hot Water Ready regulation). Under this approach the applicant will be required to submit an acceptable Building Energy Report prior to the Development Permit application (DP 18-829236) being forwarded to the Development Permit Panel. Staff note that this approach is acceptable as the application was submitted on December 22, 2017 and therefore qualifies as an “in-stream” application. However, to retain the “grandfathered” condition the applicant will be required to achieve Building Permit issuance before December 31, 2019.

The Rezoning Considerations (Attachment 5) include a requirement for registration of an agreement on Title, commitments to install all energy-efficiency upgrade measures and/or servicing agreements identified in the approved Building Energy Report prior to Bylaw adoption.

Amenity Space

The proposed development includes an outdoor amenity space of approximately 188 m^2 ($2,023.6 \text{ ft}^2$) in area which more than meets the Official Community Plan requirement of 180 m^2 for a project of this size. The amenity space will be centrally located and contain a children’s play area, a bench, mail kiosk, bike rack and open lawn space. The children’s play area will have a resilient surface and include natural play elements. Details of the play elements will be reviewed through the separate Development Permit application (DP 18-829236) and design review.

In lieu of the provision of indoor amenity space the applicant has agreed to provide a voluntary cash contribution of \$65,600 as permitted in the City’s OCP. The Rezoning Considerations (Attachment 5) include a cash contribution provision for this amount to be paid prior to Bylaw adoption.

Site Servicing and Frontage Improvements

The Rezoning Considerations (Attachment 5) include a requirement for the applicant to enter into a Servicing Agreement (SA) prior to the Bylaw adoption. The SA will address site servicing works and frontage improvements required for this development. A detailed listing of these works is included in the Rezoning Considerations. Highlights of the works include the following:

- Removal and replacement of water, storm and sanitary sewer connections to the site;
- Installation of various inspection chambers;
- Conduct a review of street lighting levels and install LED fixtures if required;
- Relocation of existing BC Hydro poles into the boulevard;
- Installation of a new 1.5 m wide concrete sidewalk, a 1.7 m wide boulevard with street trees and a 0.15 m wide curb along the site's frontage;
- Closure of all the existing driveways along No. 1 Road;
- Placement of new City fire hydrant within the boulevard near the entrance driveway;
- Upgrades to a nearby bus stop including a concrete bus pad with pre-ducting for a future bus shelter; and
- Installation of a raised island at the vehicle entrance to restrict access to right-in, right-out only.

The Rezoning Considerations (Attachment 5) also includes requirements for contributions toward the upgrading of the existing pedestrian traffic signal infrastructure at No. 1 Road and Morseby Drive and the upgrading of the traffic signal at No. 1 Road and Blundell Road.

The contribution for the pedestrian traffic signal, in the amount of \$8,500, will result in the following upgrades: Audible Pedestrian Signals (APS), pedestrian crossing countdown timers, and street light luminaire to new LED street light standard.

The contribution, in the amount of \$156,840, for the traffic signal at No. 1 Road and Blundell Road will result in the following upgrades: Uninterrupted Power Supply (UPS), Audible Pedestrian Signals (APS), signal upgrades (signal heads, hardware, bases, poles, arms, LED luminaires), cameras and LED street name signs.

Public Art

Based on the buildable square footage possible at the subject site a voluntary contribution of \$34,440.64 to the City's public art fund is anticipated for this development (i.e. \$0.85 per buildable square foot x 62,336 ft² x 0.65 FAR). The applicant has indicated that they will opt for a cash contribution to the City's public art fund reserve. The Rezoning Considerations (Attachment 5) include this contribution to be submitted prior to Rezoning adoption.

Development Permit Review

The proposed development will be required to undergo a separate Development Permit (DP 18-829236) application review wherein further design development could occur. Some of the elements that staff will verify through the DP review include:

- Landscaping species selections, sizes and placement;
- Confirming building setbacks and proposed encroachments;
- Placement of the project/address signage;
- Site grading along the east property boundary and options for reducing the height of the proposed retaining wall will be reviewed;
- Confirm placement of an on-site fire hydrant near the front of the amenity area;
- Detailed review of façade materials and colors, and;
- Detailed review of children's play space and equipment.

Financial Impact or Economic Impact

Engineering staff have indicated that the rezoning application will result in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

Conclusion

1132865 BC LTD has applied to the City of Richmond for the permission to rezone 7464, 7480, 7500, 7520, 7540, 7560/7580 and 7600 No 1 Rd from "Single Family Detached (RS1/E)" and "Two Unit Dwelling (RD1)" to "Medium Density Townhouse (RTM2)" in order to construct 30 townhouse units on the consolidated property. The accompanying conceptual development plans, in conjunction with the Rezoning Considerations, have appropriately addressed all the technical concerns identified by staff.

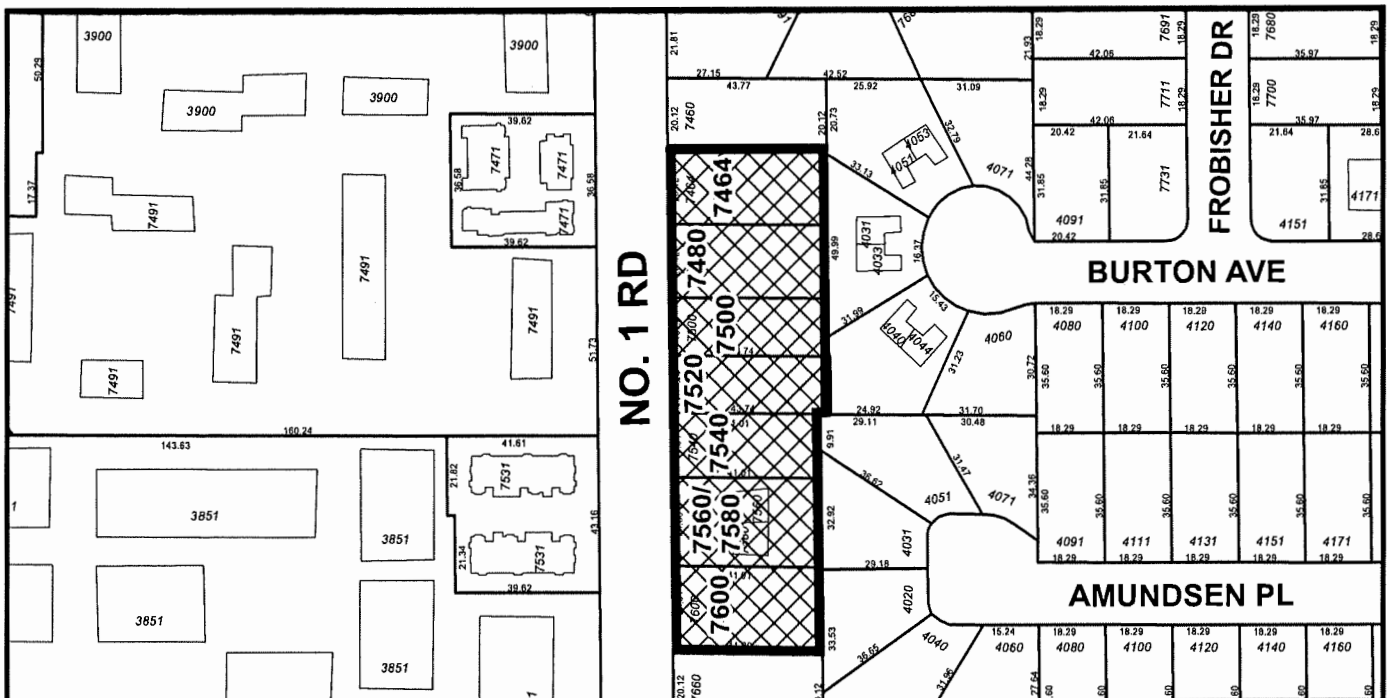
It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9983 be introduced and given first reading.



David Brownlee
Planner 2

DCB:rg

Attachment 1: Location Map
Attachment 2: Conceptual Development Plans
Attachment 3: Tree Management Plan
Attachment 4: Development Application Data Sheet
Attachment 5: Rezoning Considerations

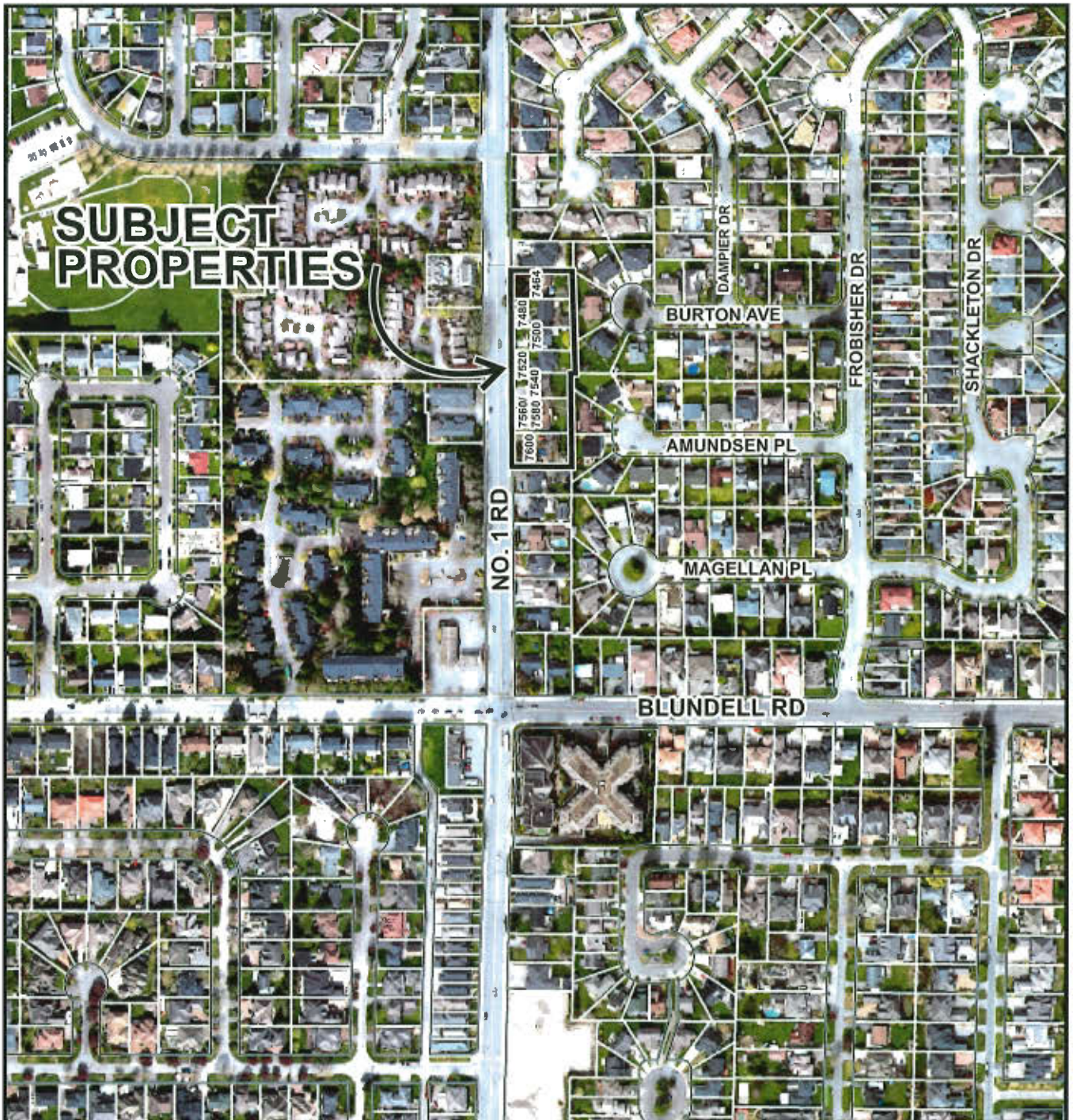
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RZ 17-794287

Note: Dimensions are in METRES



City of Richmond



RZ 17-794287

Original Date: 01/09/18

Revision Date: 04/01/19

Note: Dimensions are in METRES

30-JUNIT TOWNHOUSE DEVELOPMENT
7464, 7480, 7550, 7520, 7540, 7560, 7590, 7600
NUMBER 1 ROAD, RICHMOND BC

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CHRC ADDRESS	LEGAL DESCRIPTION	PACED ID	ZONING
(1) P1404	(1) REH LOTT 14 PLAN 1514	(1) P1C0100000000077	(1) REH140
(2) P1520	(2) REH LOTT 15 PLAN 1514	(2) P1C0100000000078	(2) REH150
(3) P1520	(3) REH LOTT 15 PLAN 1514	(3) P1C0100000000079	(3) REH150
(4) P1520	(4) REH LOTT 15 PLAN 1514	(4) P1C0100000000080	(4) REH150
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(14) P1520	(14) REH LOTT 15 PLAN 1514	(14) P1C0100000000090	(14) REH150
(15) P1520	(15) REH LOTT 15 PLAN 1514	(15) P1C0100000000091	(15) REH150
(16) P1520	(16) REH LOTT 15 PLAN 1514	(16) P1C0100000000092	(16) REH150
(17) P1520	(17) REH LOTT 15 PLAN 1514	(17) P1C0100000000093	(17) REH150
(18) P1520	(18) REH LOTT 15 PLAN 1514	(18) P1C0100000000094	(18) REH150
(19) P1520	(19) REH LOTT 15 PLAN 1514	(19) P1C0100000000095	(19) REH150
(20) P1520	(20) REH LOTT 15 PLAN 1514	(20) P1C0100000000096	(20) REH150
(21) P1520	(21) REH LOTT 15 PLAN 1514	(21) P1C0100000000097	(21) REH150
(22) P1520	(22) REH LOTT 15 PLAN 1514	(22) P1C0100000000098	(22) REH150
(23) P1520	(23) REH LOTT 15 PLAN 1514	(23) P1C0100000000099	(23) REH150
(24) P1520	(24) REH LOTT 15 PLAN 1514	(24) P1C0100000000100	(24) REH150
(25) P1520	(25) REH LOTT 15 PLAN 1514	(25) P1C0100000000101	(25) REH150
(26) P1520	(26) REH LOTT 15 PLAN 1514	(26) P1C0100000000102	(26) REH150
(27) P1520	(27) REH LOTT 15 PLAN 1514	(27) P1C0100000000103	(27) REH150
(28) P1520	(28) REH LOTT 15 PLAN 1514	(28) P1C0100000000104	(28) REH150
(29) P1520	(29) REH LOTT 15 PLAN 1514	(29) P1C0100000000105	(29) REH150
(30) P1520	(30) REH LOTT 15 PLAN 1514	(30) P1C0100000000106	(30) REH150
(31) P1520	(31) REH LOTT 15 PLAN 1514	(31) P1C0100000000107	(31) REH150
(32) P1520	(32) REH LOTT 15 PLAN 1514	(32) P1C0100000000108	(32) REH150
(33) P1520	(33) REH LOTT 15 PLAN 1514	(33) P1C0100000000109	(33) REH150
(34) P1520	(34) REH LOTT 15 PLAN 1514	(34) P1C0100000000110	(34) REH150
(35) P1520	(35) REH LOTT 15 PLAN 1514	(35) P1C0100000000111	(35) REH150
(36) P1520	(36) REH LOTT 15 PLAN 1514	(36) P1C0100000000112	(36) REH150
(37) P1520	(37) REH LOTT 15 PLAN 1514	(37) P1C0100000000113	(37) REH150
(38) P1520	(38) REH LOTT 15 PLAN 1514	(38) P1C0100000000114	(38) REH150
(39) P1520	(39) REH LOTT 15 PLAN 1514	(39) P1C0100000000115	(39) REH150
(40) P1520	(40) REH LOTT 15 PLAN 1514	(40) P1C0100000000116	(40) REH150
(41) P1520	(41) REH LOTT 15 PLAN 1514	(41) P1C0100000000117	(41) REH150
(42) P1520	(42) REH LOTT 15 PLAN 1514	(42) P1C0100000000118	(42) REH150
(43) P1520	(43) REH LOTT 15 PLAN 1514	(43) P1C0100000000119	(43) REH150
(44) P1520	(44) REH LOTT 15 PLAN 1514	(44) P1C0100000000120	(44) REH150
(45) P1520	(45) REH LOTT 15 PLAN 1514	(45) P1C0100000000121	(45) REH150
(46) P1520	(46) REH LOTT 15 PLAN 1514	(46) P1C0100000000122	(46) REH150
(47) P1520	(47) REH LOTT 15 PLAN 1514	(47) P1C0100000000123	(47) REH150
(48) P1520	(48) REH LOTT 15 PLAN 1514	(48) P1C0100000000124	(48) REH150
(49) P1520	(49) REH LOTT 15 PLAN 1514	(49) P1C0100000000125	(49) REH150
(50) P1520	(50) REH LOTT 15 PLAN 1514	(50) P1C0100000000	

	PZ RESUBMISSION
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	PZ APPLICATION

Figure 1 shows a schematic diagram of a building layout. The building is divided into several rooms, some of which are numbered (1) through (8). The layout includes a central corridor and various rooms of different sizes. A north arrow is located in the upper right corner, pointing towards the top right. The building is surrounded by a dashed line, and there are some external features like a small structure and a road indicated.

FAR AREA BY BUILDING				FAR AREA PER ACRE			
NO. OF BUILDINGS	SQ. FT. OF FAR AREA	SQ. FT. OF FAR AREA	SQ. FT. OF FAR AREA	SQ. FT. OF FAR AREA	SQ. FT. OF FAR AREA	SQ. FT. OF FAR AREA	SQ. FT. OF FAR AREA
1	4,414,344	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
2	8,828,688	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
3	13,243,032	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
4	17,657,376	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000
5	22,071,720	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
6	26,486,064	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000
7	30,899,408	7,000,000	7,000,000	7,000,000	7,000,000	7,000,000	7,000,000
8	35,313,752	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000
9	39,728,096	9,000,000	9,000,000	9,000,000	9,000,000	9,000,000	9,000,000
10	44,142,440	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
11	48,556,784	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000
12	52,971,128	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000
13	57,385,472	13,000,000	13,000,000	13,000,000	13,000,000	13,000,000	13,000,000
14	61,799,816	14,000,000	14,000,000	14,000,000	14,000,000	14,000,000	14,000,000
15	66,214,160	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000
16	70,628,504	16,000,000	16,000,000	16,000,000	16,000,000	16,000,000	16,000,000
17	75,042,848	17,000,000	17,000,000	17,000,000	17,000,000	17,000,000	17,000,000
18	79,457,192	18,000,000	18,000,000	18,000,000	18,000,000	18,000,000	18,000,000
19	83,871,536	19,000,000	19,000,000	19,000,000	19,000,000	19,000,000	19,000,000
20	88,285,880	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000
21	92,699,224	21,000,000	21,000,000	21,000,000	21,000,000	21,000,000	21,000,000
22	97,113,568	22,000,000	22,000,000	22,000,000	22,000,000	22,000,000	22,000,000
23	101,527,912	23,000,000	23,000,000	23,000,000	23,000,000	23,000,000	23,000,000
24	105,942,256	24,000,000	24,000,000	24,000,000	24,000,000	24,000,000	24,000,000
25	110,356,600	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000
26	114,770,944	26,000,000	26,000,000	26,000,000	26,000,000	26,000,000	26,000,000
27	119,185,288	27,000,000	27,000,000	27,000,000	27,000,000	27,000,000	27,000,000
28	123,599,632	28,000,000	28,000,000	28,000,000	28,000,000	28,000,000	28,000,000
29	128,013,976	29,000,000	29,000,000	29,000,000	29,000,000	29,000,000	29,000,000
30	132,428,320	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000
31	136,842,664	31,000,000	31,000,000	31,000,000	31,000,000	31,000,000	31,000,000
32	141,257,008	32,000,000	32,000,000	32,000,000	32,000,000	32,000,000	32,000,000
33	145,671,352	33,000,000	33,000,000	33,000,000	33,000,000	33,000,000	33,000,000
34	150,085,696	34,000,000	34,000,000	34,000,000	34,000,000	34,000,000	34,000,000
35	154,499,040	35,000,000	35,000,000	35,000,000	35,000,000	35,000,000	35,000,000
36	158,913,384	36,000,000	36,000,000	36,000,000	36,000,000	36,000,000	36,000,000
37	163,327,728	37,000,000	37,000,000	37,000,000	37,000,000	37,000,000	37,000,000
38	167,742,072	38,000,000	38,000,000	38,000,000	38,000,000	38,000,000	38,000,000
39	172,156,416	39,000,000	39,000,000	39,000,000	39,000,000	39,000,000	39,000,000
40	176,570,760	40,000,000	40,000,000	40,000,000	40,000,000	40,000,000	40,000,000
41	180,985,104	41,000,000	41,000,000	41,000,000	41,000,000	41,000,000	41,000,000
42	185,399,448	42,000,000	42,000,000	42,000,000	42,000,000	42,000,000	42,000,000
43	189,813,792	43,000,000	43,000,000	43,000,000	43,000,000	43,000,000	43,000,000
44	194,228,136	44,000,000	44,000,000	44,000,000	44,000,000	44,000,000	44,000,000
45	198,642,480	45,000,000	45,000,000	45,000,000	45,000,000	45,000,000	45,000,000
46	203,056,824	46,000,000	46,000,000	46,000,000	46,000,000	46,000,000	46,000,000
47	207,471,168	47,000,000	47,000,000	47,000,000	47,000,000	47,000,000	47,000,000
48	211,885,512	48,000,000	48,000,000	48,000,000	48,000,000	48,000,000	48,000,000
49	216,299,856	49,000,000	49,000,000	49,000,000	49,000,000	49,000,000	49,000,000
50	220,714,200	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000
51	225,128,544	51,000,000	51,000,000	51,000,000	51,000,000	51,000,000	51,000,000
52	229,542,888	52,000,000	52,000,000	52,000,000	52,000,000	52,000,000	52,000,000
53	233,957,232	53,000,000	53,000,000	53,000,000	53,000,000	53,000,000	53,000,000
54	238,371,576	54,000,000	54,000,000	54,000,000	54,000,000	54,000,000	54,000,000
55	242,785,920	55,000,000	55,000,000	55,000,000	55,000,000	55,000,000	55,000,000
56	247,199,264	56,000,000	56,000,000	56,000,000	56,000,000	56,000,000	56,000,000
57	251,613,608	57,000,000	57,000,000	57,000,000	57,000,000	57,000,000	57,000,000
58	256,027,952	58,000,000	58,000,000	58,000,000	58,000,000	58,000,000	58,000,000
59	260,442,296	59,000,000	59,000,000	59,000,000	59,000,000	59,000,000	59,000,000
60	264,856,640	60,000,000	60,000,000	60,000,000	60,000,000	60,000,000	60,000,000
61	269,270,984	61,000,000	61,000,000	61,000,000	61,000,000	61,000,000	61,000,000
62	273,685,328	62,000,000	62,000,000	62,000,000	62,000,000	62,000,000	62,000,000
63	278,099,672	63,000,000	63,000,000	63,000,000	63,000,000	63,000,000	63,000,000
64	282,514,016	64,000,000	64,000,000	64,000,000	64,000,000	64,000,000	64,000,000
65	286,928,360	65,000,000	65,000,000	65,000,000	65,000,000	65,000,000	65,000,000
66	291,342,704	66,000,000	66,000,000	66,000,000	66,000,000	66,000,000	66,000,000
67	295,757,048	67,000,000	67,000,000	67,000,000	67,000,000	67,000,000	67,000,000
68	300,171,392	68,000,000	68,000,000	68,000,000	68,000,000	68,000,000	68,000,000
69	304,585,736	69,000,000	69,000,000	69,000,000	69,000,000	69,000,000	69,000,000
70	308,999,080	70,000,000	70,000,000	70,000,000	70,000,000	70,000,000	70,000,000
71	313,413,424	71,000,000	71,000,000	71,000,000	71,000,000	71,000,000	71,000,000
72	317,827,768	72,000,000	72,000,000	72,000,000	72,000,000	72,000,000	72,000,000
73	322,242,112	73,000,000	73,000,000	73,000,000	73,000,000	73,000,000	73,000,000
74	326,656,456	74,000,000	74,000,000	74,000,000	74,000,000	74,000,000	74,000,000
75	331,070,800	75,000,000	75,000,000	75,000,000	75,000,000	75,000,000	75,000,000
76	335,485,144	76,000,000	76,000,000	76,000,000	76,000,000	76,000,000	76,000,000
77	339,899,488	77,000,000	77,000,000	77,000,000	77,000,000	77,000,000	77,000,000
78	344,313,832	78,000,000	78,000,000	78,000,000	78,000,000	78,000,000	78,000,000
79	348,728,176	79,000,000	79,000,000	79,000,000	79,000,000	79,000,000	79,000,000
80	353,142,520	80,000,000	80,000,000	80,000,000	80,000,000	80,000,000	80,000,000
81	357,556,864	81,000,000	81,000,000	81,000,000	81,000,000	81,000,000	81,000,000
82	361,971,208	82,000,000	82,000,000	82,000,000	82,000,000	82,000,000	82,000,000
83	366,385,552	83,000,000	83,000,000	83,000,000	83,000,000	83,000,000	83,000,000
84	370,799,896	84,000,000	84,000,000	84,000,000	84,000,000	84,000,000	84,000,000
85	375,214,240	85,000,000	85,000,000	85,000,000	85,000,000	85,000,000	85,000,000
86	379,628,584	86,000,000	86,000,000	86,000,000	86,000,000	86,000,000	86,000,000
87	384,042,928	87,000,000	87,000,000	87,000,000	87,000,000	87,000,000	87,000,000
88	388,457,272	88,000,000	88,000,000	88,000,000	88,000,000	88,000,000	88,000,000
89	392,871,616	89,000,000	89,000,000	89,000,000	89,000,000	89,000,000	89,000,000
90	397,285,960	90,000,000	90,000,000	90,000,000	90,000,000	90,000,000	90,000,000
91	401,700,304	91,000,000	91,000,000	91,000,000	91,000,000	91,000,000	91,000,000
92	406,114,648	92,000,000	92,000,000	92,000,000	92,000,000	92,000,000	92,000,000
93	410,528,992	93,000,000	93,000,000	93,000,000	93,000,000	93,000,000	93,000,000
94	414,943,336	94,000,000	94,000,000	94,000,000	94,000,000	94,000,000	94,000,000
95	419,357,680	95,000,000	95,000,000	95,000,000	95,000,000	95,000,000	95,000,000
96	423,772,024	96,000,000	96,000,000	96,000,000	96,000,000	96,000,000	96,000,000
97	428,186,368	97,000,000	97,000,000	97,000,000	97,000,000	97,000,000	97,000,000
98	432,600,712	98,000,000	98,000,000	98,000,000	98,000,000	98,000,000	98,000,000
99	437,015,056	99,000,000	99,000,000	99,000,000	99,000,000	99,000,000	99,000,000
100	441,429,400	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000

SITE	AVERAGE GRABBLE CALCULATION									
	BUILDING 1	BUILDING 2	BUILDING 3	BUILDING 4	BUILDING 5	BUILDING 6	BUILDING 7	BUILDING 8	BUILDING 9	TOTAL AVE.
225	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
226	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
227	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
228	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
229	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
230	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
231	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
232	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
233	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
234	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
235	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
236	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
237	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
238	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
239	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
240	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
241	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
242	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
243	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
244	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
245	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
246	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
247	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
248	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
249	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
250	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
251	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
252	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
253	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
254	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
255	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
256	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
257	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
258	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
259	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
260	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
261	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
262	2.4	2.4	2.3	2.3	2.3	2.2	2.4	2.4	2.4	
263	2.4	2.4	2.3	2.3	2.3	2.2				

AVERAGE GRANT CALCULATION									
SITE	BUILDING 1	BUILDING 2	BUILDING 3	BUILDING 4	BUILDING 5	BUILDING 6	BUILDING 7	BUILDING 8	TOTAL AVE
225	2.6	2.6	2.3	2.3	2.3	2.2	2.4	2.4	
SWY CORNER									
15	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
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RE CORNER									
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RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
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RE CORNER									
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RE CORNER									
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RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
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RE CORNER									
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RE CORNER									
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RE CORNER									
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RE CORNER									
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RE CORNER									
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RE CORNER									
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RE CORNER									
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RE CORNER									
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RE CORNER									
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RE CORNER									
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RE CORNER									
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RE CORNER									
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RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	
RE CORNER									
225	2.3	2.3	1.8	1.8	1.8	1.8	2.3	2.3	

[illegible]

*NOTE: RIGHT IN RIGHT OUT SITE ACCESS SUBJECT TO FINAL CITY ENGINEERING & SERVICING AGREEMENT.

*NOTE: LEVEL 2 EV ENERGIZED OUTLET TO BE PROVIDED IN EACH RESIDENTIAL PARKING SPACES PER ZONING BYLAW

PROPOSED SITE/PARKING PLAN

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

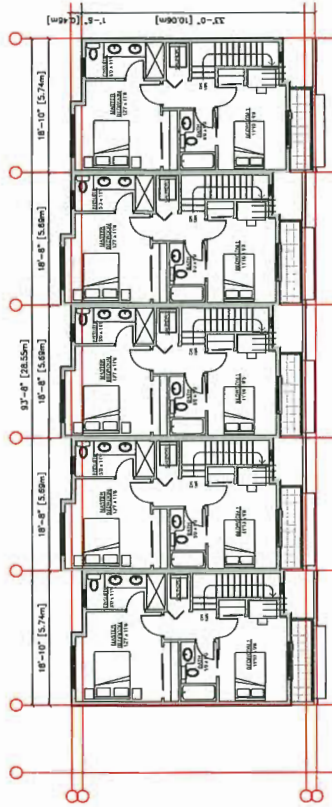
REVISIONS	
APR 26, 2019	RE SUBMISSION
MAY 06, 2019	RE SUBMISSION
JUN 14, 2019	RE SUBMISSION
DEC 07, 2018	RE SUBMISSION
AUG 16, 2018	DP APPLICATION
DEC 24, 2017	RE APPLICATION
CONSULTANTS	
<p>Architect: [Firm Name] 1000 [Address] [City, State, Zip] [Phone Number] [Email Address] [Website]</p>	
<p>Scale: 1/8" = 1'-0"</p>	

INTERFACE:

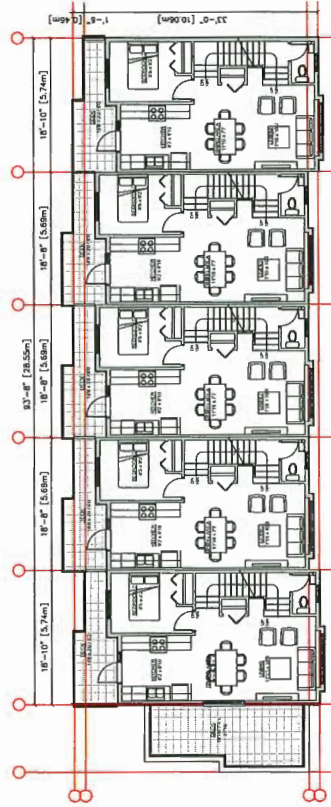
Scale 1/8" = 1'-0"
 1000 [Address]
 [City, State, Zip]
 [Phone Number]
 [Email Address]
 [Website]

PROJECT	Proposed 30-Unit Townhouse Development
2. LOT ASSUMPTION	7464 / 7460 / 7500 / 7501 / 7463 / 7503 / 7500 / 7500 RICHMOND, DC
PROJECT NO.	1717H/M1
SCALE	As Noted
DATE	JUNE 21, 2018
DRAWN BY	KYCLARK, KY
CHECKED BY	KYC
SHEET TITLE	BUILDING 1 PLANS & ELEVATIONS
DATE	

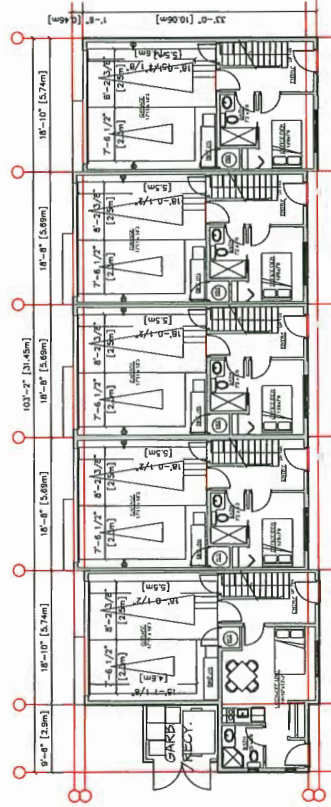
A2.1



FLOOR PLAN - LEVEL 3, BUILDING 1
 SCALE: 1/8" = 1'-0"

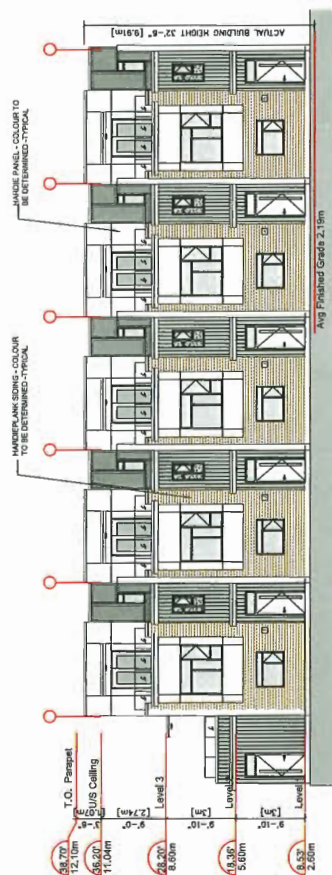


FLOOR PLAN - LEVEL 2, BUILDING 1
 SCALE: 1/8" = 1'-0"

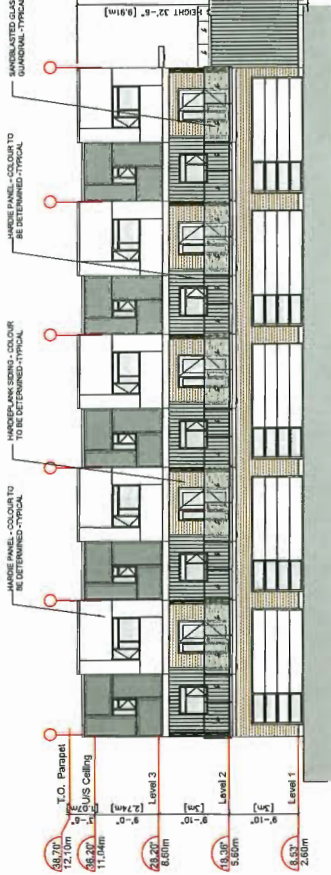


FLOOR PLAN - LEVEL 1, BUILDING 1
 SCALE: 1/8" = 1'-0"

NOTE: LEVEL 2 EV ENERGIZED OUTLET TO BE PROVIDED IN EACH
 RESIDENTIAL PARKING SPACES PER ZONING BYLAW



WEST ELEVATION (No.1 ROAD); BUILDING 1
 SCALE: 1/8" = 1'-0"

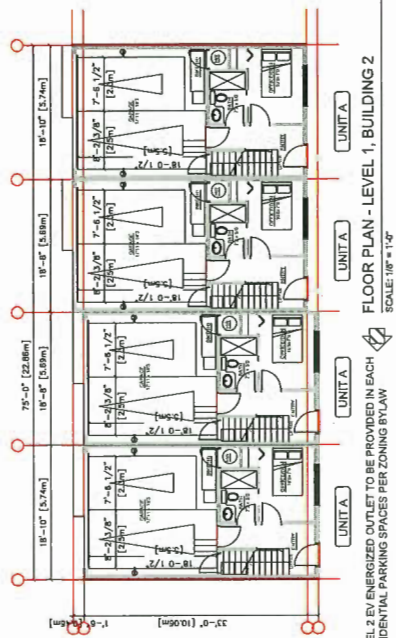
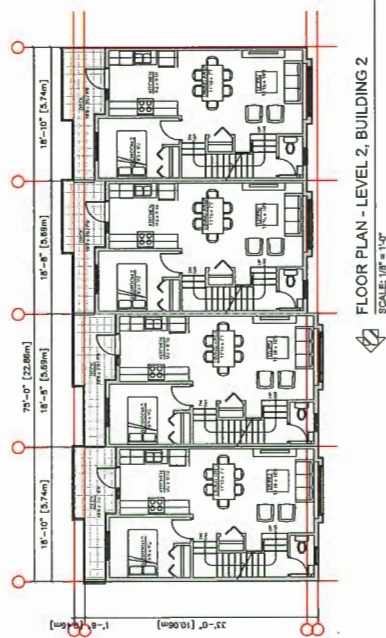


EAST ELEVATION (DRIVE AISLE); BUILDING 1
 SCALE: 1/8" = 1'-0"

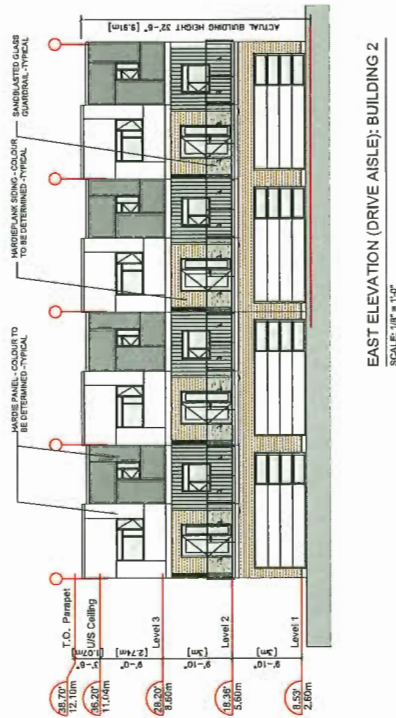
INTERFACE:
Suite 230
11500 Cambie Road
Richmond BC
Canada V6X 3Z5
T 604 821 1162
F 604 821 1145
www.interfacearchitecture.com

DRAWING

A2.2



*NOTE: LEVEL 2 EV ENERGIZED OUTLET TO BE PROVIDED IN EACH RESIDENTIAL PARKING SPACES PER ZONING BYLAW



[illegible]

ALL ROOMS	LARGEST TOOLS & TYPE ELECTRICAL SWITCHES
	LEVER TYPE DOOR HANDLES
	MINIMIZE THRESHOLD HEIGHTS LESS THAN 1/2" WHERE POSSIBLE
	MINIMIZE CONTRAST IN COLOURS OF FLOOR FINISHES WHERE POSSIBLE
	WALL COLOURS FOR FUTURE ADDITIONAL MAINTENANCE
STAIRS & LANDING	INTERMEDIATE STEPS IN LANDINGS WHERE POSSIBLE
	LESS STEEP HEADLINE DIMENSIONS WHERE POSSIBLE
BATHROOM	WALL FLOORING FOR FUTURE GRAB BAR INSTALLATION (AT BATH/TUB, TOILET)
	INTERMEDIATE STEPS IN LANDINGS WHERE POSSIBLE
	LESS STEEP HEADLINE DIMENSIONS WHERE POSSIBLE
KITCHEN	WALL FLOORING FOR FUTURE GRAB BAR INSTALLATION (AT BATH/TUB, TOILET)
	LEVER HANDLE TAPS AND FAUCETS
	2" x 6" SLIDING DOORS WHERE POSSIBLE
HALLWAYS	LEVER HANDLE TAPS AND FAUCETS
	MIN. 500 MM WIDTH



NOTE: LEVEL 2 EV ENERGIZED OUTLET TO BE PROVIDED IN EACH RESIDENTIAL PARKING SPACES PER ZONING BYLAW

 FLOOR PLAN - LEVEL 1, BUILDING 3, 4 & 5

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

[illegible]

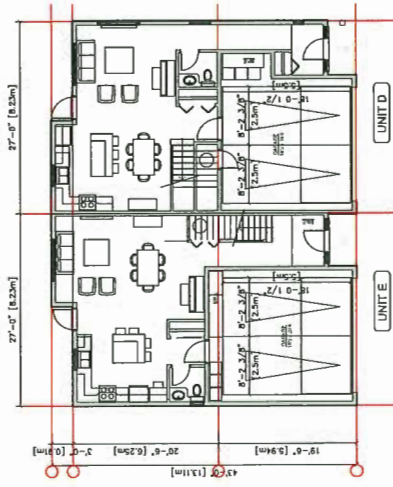
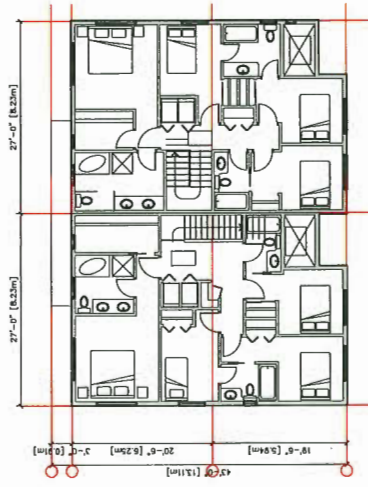
INTERFACE:
Suite 230
11500 Cambie Road
Richmond BC
Canada V6X 3Z5
T 604 821 1163
F 604 821 1146
www.interfacearchitecture.com

PROJECT	PROPOSED 34-ILL TOWHOUSE DEVELOPMENT ZLOT ASSEMBLY 7644 / 7450 / 7320 / 7540 / 7560 / 7580 / 7600 RICHMOND, BC
PROJECT NO.	1777-00-01
SCALE	A4 - H&M
DATE	JUNE 21, 2018
DRAWN BY	KYC, SRL, KY
CHECKED BY	KYC
SHEET TITLE	BUILDING 3, 4 & 5 PLANS & ELEVATIONS
DRAWING	A2.3

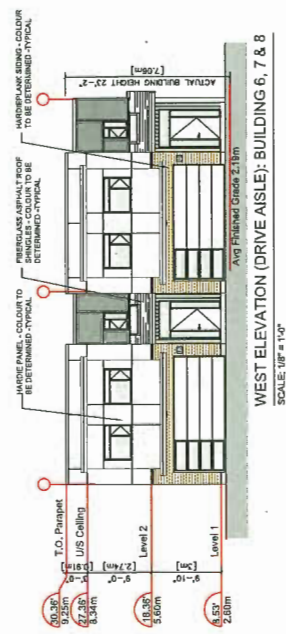
REVISIONS	
APR 26, 2019	KZ RE SUBMISSION
MAY 06, 2019	KZ RE SUBMISSION
JUN 16, 2019	KZ RE SUBMISSION
DEC 07, 2019	KZ RE SUBMISSION
JULY 16, 2018	DP APPLICATION
DEC 26, 2017	KZ APPLICATION
	CONSULTANTS
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INTERFACE:
 Suite 230
 11500 Connaught Road
 Richmond, BC
 Canada V6X 3Z5
 T 604 871 1162
 F 604 871 1163
 www.interfacecharters.com

PROJECT	Proposed 30-Unit Townhouse Development 2,107.63 SQ. FT. 7840 / 7850 / 7860 / 7869 / 7840 / 7850 / 7860 / 7869
PROJECT NO.	11774041
SCALE	As Noted
DATE	JUNE 21, 2018
DRAWN BY	KYC, SRS, KY
CHECKED BY	KYC
SHEET TITLE	BUILDING 6, 7 & 8 PLANS & ELEVATIONS
DRAWING	



*NOTE: LEVEL 2 EV ENERGIZED OUTLET TO BE PROVIDED IN EACH RESIDENTIAL PARKING SPACES PER ZONING BYLAW





INTERFACE:

Suite 230
11590 Cambie Road
Richmond BC
Canada V6X 3Z5
T 604 821 1162
F 604 821 1146
www.instrumentsforchile.cl/ine.com

PROJECT	Proposed 3D-Unit Townhouse Development 7107 ASSESSBLY 7444 / 7450 / 7520 / 7530 / 7540 / 7550 / 7560 / 7570 / 7580 / 7590 / 7600 NO. 1 ROAD RICHMOND, BC
PROJECT NO.	1777MKT
SCALE	As Noted
DATE	JUNE 2, 2018
DRAWN BY	KYC SRL, KY
CHECKED BY	KYC
SHEET TITLE	BUILDING 9 PLANS & ELEVATIONS
DRAWN BY	A2.5

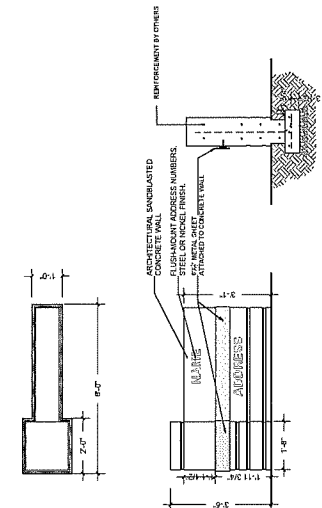
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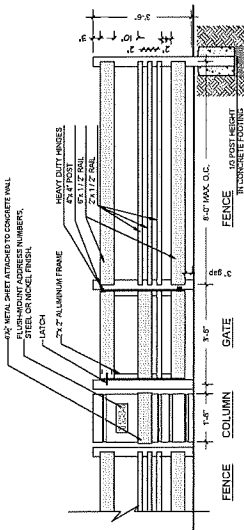
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pmg
LANDSCAPE
ARCHITECTS
Suite C100 - 4180 3rd Street Drive
Richmond, BC V6X 2C6
P: 604.294.4011 F: 604.294.4022

SEAL:

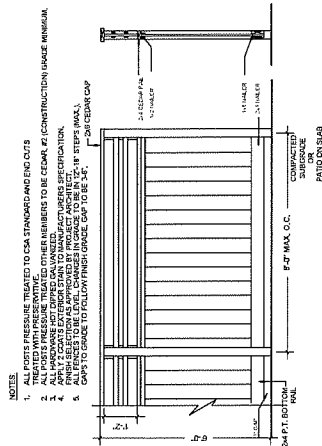


- NOTE:
1. ALL PARTS PRESERVE TREATED TO CSA STANDARDS AND END CUTS
 2. ALL PARTS PRESERVE TREATED OTHER NEIGHBORS TO BE CEMEX #2 (CONSTRUCTION GRADE MINIMUM)
 3. DATE HARDWARE TO BE CHOSEN BY OWNER
 4. ACTUAL FOR MANUFACTURE INSTRUCTIONS



42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN

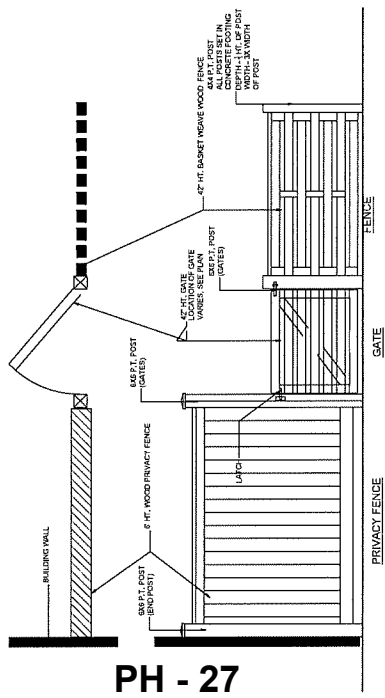
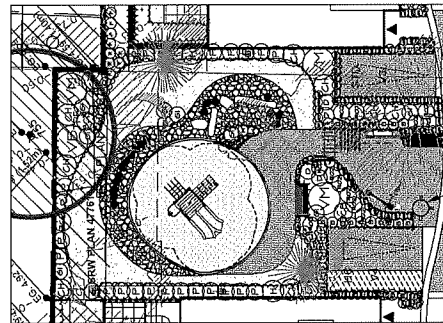
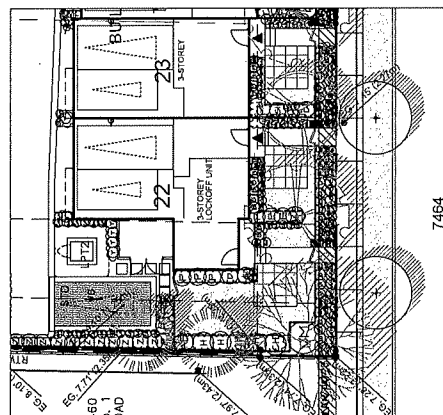
6'-0" HEIGHT PERIMETER FENCE



NOTE:

1. ALL PARTS PRESERVE TREATED TO CSA STANDARDS AND END CUTS
2. ALL PARTS PRESERVE TREATED OTHER NEIGHBORS TO BE CEMEX #2 (CONSTRUCTION GRADE MINIMUM)
3. DATE HARDWARE TO BE CHOSEN BY OWNER
4. ACTUAL FOR MANUFACTURE INSTRUCTIONS

42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN



PH - 27

BACKYARD FENCE LAYOUT

6'-0" HEIGHT PERIMETER FENCE

PLANT SCHEDULE	CONSTRUCTION	POST PROJECT NUMBER: 12-248
1. 6'-0" HEIGHT PERIMETER FENCE	6'-0" HEIGHT PERIMETER FENCE	1. 6'-0" HEIGHT PERIMETER FENCE
2. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	2. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
3. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	3. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
4. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	4. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
5. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	5. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
6. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	6. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
7. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	7. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
8. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	8. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
9. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	9. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
10. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	10. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
11. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	11. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
12. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	12. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
13. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	13. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
14. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	14. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
15. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	15. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
16. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	16. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
17. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	17. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
18. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	18. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
19. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	19. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
20. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	20. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
21. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	21. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
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23. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	23. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
24. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	24. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
25. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	25. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
26. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	26. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
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28. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	28. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
29. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	29. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
30. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	30. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
31. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	31. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
32. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	32. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
33. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	33. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
34. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	34. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
35. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	35. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
36. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	36. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
37. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	37. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
38. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	38. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
39. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	39. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
40. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	40. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
41. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	41. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN
42. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN	42. 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN

PROJECT:
30 UNIT TOWNHOUSE
DEVELOPMENT
7664-7690 No. 1 Road
RICHMOND

DRAWING TITLE:
LANDSCAPE
DETAILS

DATE: December 12, 2017
SCALE: 1/2" = 1'-0"
DESIGN: DO
CHECK: DO
DATE: 12/12/17

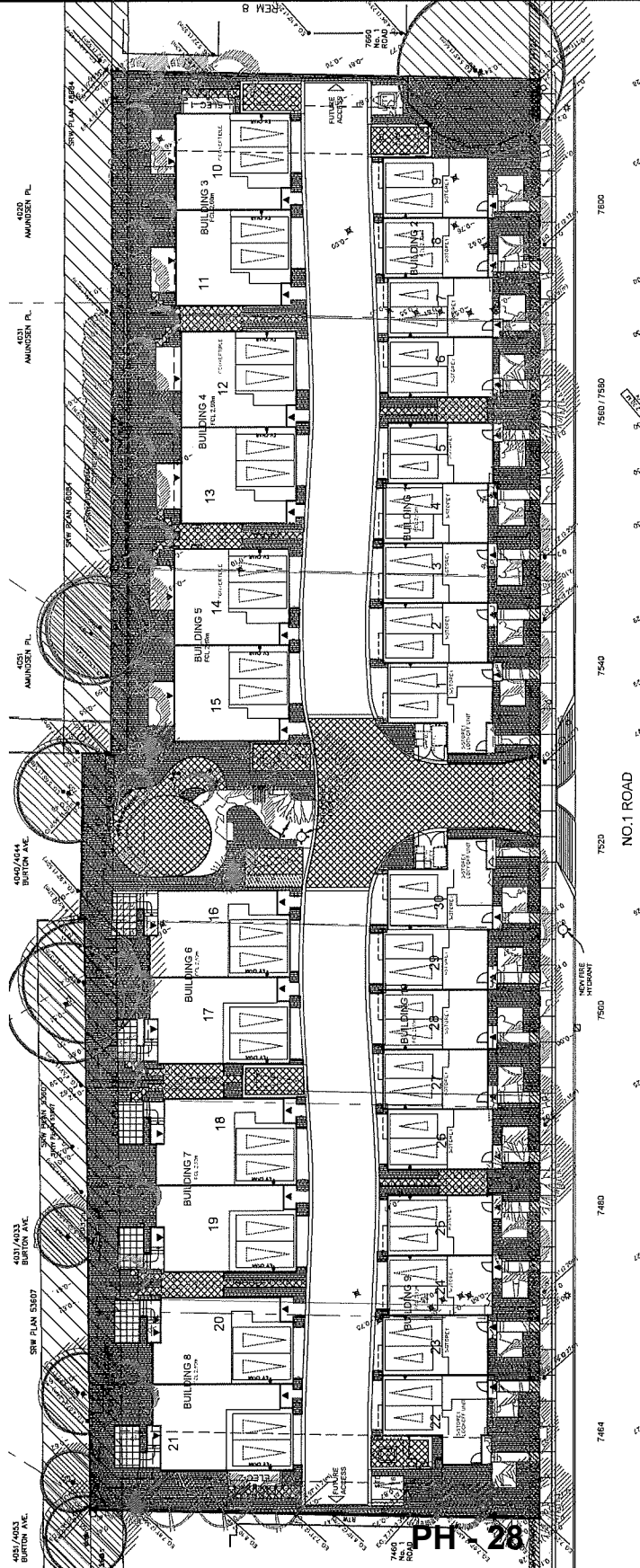
PROJECT NUMBER: 17544-229

17-268

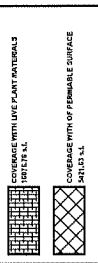
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SCALE



PH 28



PROJECT:
**30 UNIT TOWNHOUSE
DEVELOPMENT**
7464-7500 No.1 Road
RICHMOND

DRAWING TITLE:
**LOT COVERAGE
PLAN**

DATE: December 12, 2017
SCALE: 1/8"=1'-0"
DRAWN: DC
CHECKED: DC
DATE: 12/12/17
PROJECT NUMBER: 17-265

L4

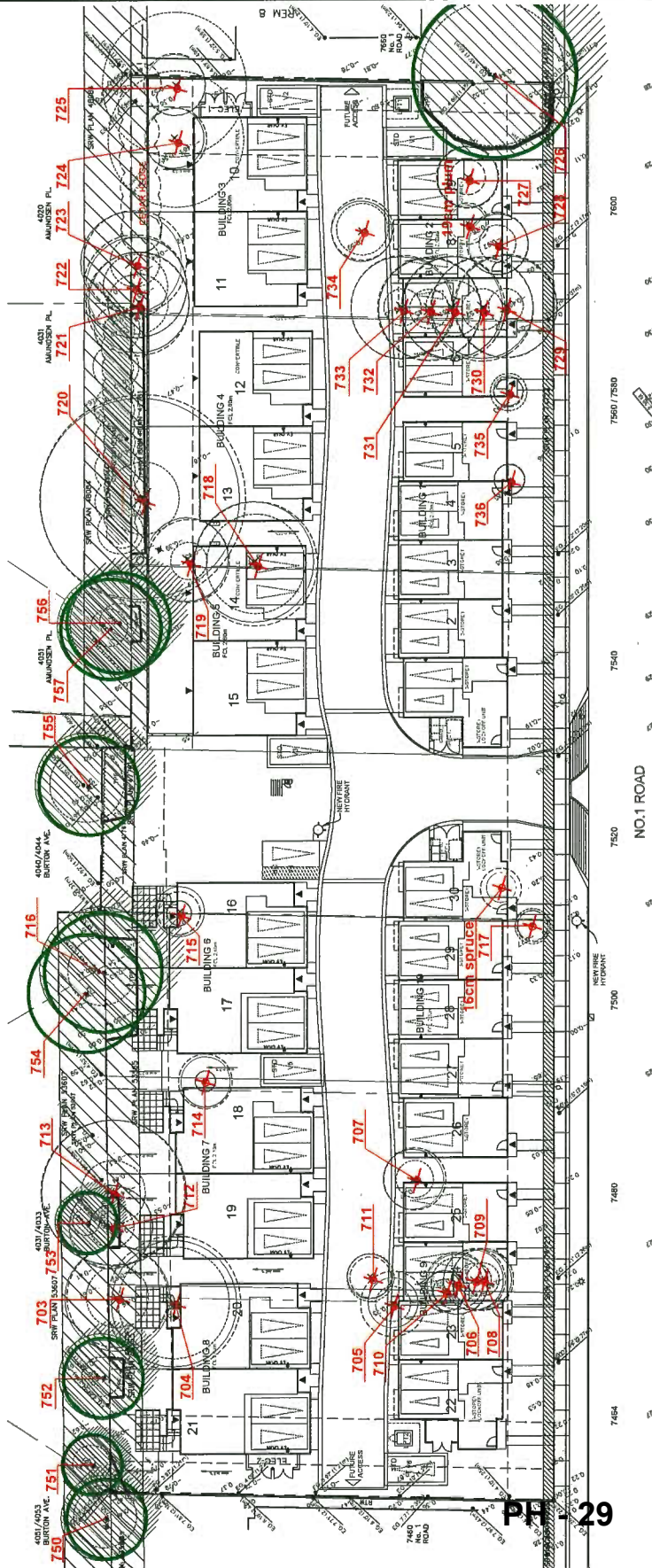
OF 4
17-265

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3/24/2017

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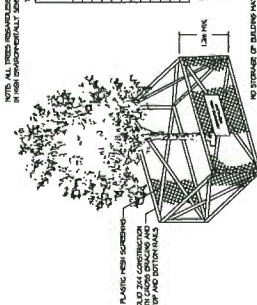
TREE INVENTORY

#	Type	Action	DBH	MPZ
703	Portuguese Laurel	Remove	35/28/25cm	3.0m
704	Cherry	Remove	90cm	5.4m
705	Portuguese Laurel	Remove	28cm	1.7m
706	Portuguese Laurel	Remove	20cm	1.2m
707	Apple	Remove	18/18cm	1.8m
708	Western Redcedar	Remove	27cm	1.6m
709	Cherry	Remove	26cm	1.6m
710	Western Redcedar	Remove	42cm	2.5m
711	Lawson Cypress	Remove	36cm	2.3m
712	Purple Plum	Remove	35cm	2.1m
713	Norway Maple	Remove	51cm	3.1m
714	Cherry	Remove	27/20cm	2.0m
715	Mountain Ash	Remove	20cm	1.2m
716	Norway Spruce	Remove	55cm	3.3m
717	Norway Spruce	Remove	28cm	1.7m
718	Cherry	Remove	80cm	4.8m
719	Portuguese Laurel	Remove	20/19cm	1.8m
720	English Walnut	Remove	98cm	3.5m
721	Deodar Cedar	Remove	49cm	2.9m
722	Deodar Cedar	Remove	51cm	3.1m
723	Deodar Cedar	Remove	40cm	2.4m
724	Lombardy Poplar	Remove	110cm	6.6m
725	Lombardy Poplar	Remove	110/90cm	7.0m
726	Sycamore Maple	Remove	75/75/50cm	7.0m
727	Purple Plum	Remove	28cm	1.7m
728	Purple Plum	Remove	30cm	1.8m
729	Laburnum	Remove	28cm	1.7m
730	Laburnum	Remove	25/20cm	2.0m
731	Laburnum	Remove	45cm	2.7m
732	Laburnum	Remove	32cm	1.9m
733	Laburnum	Remove	30cm	1.8m
734	Japanese Maple	Remove	22/12/12cm	2.5m
735	Lawson Cypress	Remove	30cm	1.8m
736	Blue Spruce	Remove	25cm	1.5m
737	Western Redcedar	Remove	35/35cm	3.0m
738	Western Redcedar	Remove	15/15cm	1.8m
739	Cherry	Remove	32cm	1.9m
740	Western Redcedar	Remove	22cm	1.3m
741	Western Redcedar	Remove	80cm	4.8m
742	Western Redcedar	Remove	60cm	3.6m
743	Lawson Cypress	Remove	28cm	1.7m
744	Lawson Cypress	Remove	30cm	1.8m
745	Cypress Hedge	Remove	20 to 35cm	2.2m



NOTE: ALL TREES, REGARDLESS OF SIZE, ARE PROTECTED BY A 1.8M DIAMETER PROTECTION FENCE.

TREE	PROTECTION FENCE
DBH	PROTECTION FENCE
20	1.8m
25	2.1m
30	2.4m
35	2.7m
40	3.0m
45	3.3m
50	3.6m
55	3.9m
60	4.2m



1A TREE PROTECTION BARRIER

PROJECT:
30 UNIT TOWNHOUSE
DEVELOPMENT
7650-7650 No.1 Road
RICHMOND

DRAWING TITLE
TREE MANAGEMENT
PLAN

DATE: December 12, 2017
SCALE: 1/8"=1'-0"
DRAWN: DD
CHECK: MCY
OF: 4

PNO PROJECT NUMBER: 17268-229

17-268



RZ 17-794287

Attachment 4

Address: 7464, 7480, 7500, 7520, 7540, 7560/7580 and 7600 No. 1 Road

Applicant: 1132865 BC Ltd

Planning Area(s): SeaFair

	Existing	Proposed
Owner:	1132865 BC Ltd	Same
Site Size (m²):	5,791.2 m ² (62,336 ft ²)	Same
Land Uses:	Single Family and Two-Unit Dwelling Residential	Townhouse Residential
OCP Designation:	Neighbourhood Residential	Same
Zoning:	Single Detached (RS1/E) and Two-Unit Dwelling (RD1)	Medium Density Townhouses (RTM2)
Number of Units:	8	30

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.65 with contribution to affordable housing	0.65	none permitted
Buildable Floor Area (m ²):*	3,764.3 m ² (40,518.4 ft ²)	3,760.90 m ² (40,482 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 40% Non-porous Surfaces: Max. 65%	Building: Max. 40% Non-porous Surfaces: Max. 65%	none
Lot Size:	1,750 m ² minimum	5,791 m ²	none
Lot Dimensions (m):	Width: 50 m Depth: 35 m	Width: 136.83 m Depth: 41 m	None
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 3.0 m Side (N): Min. 3.0 m Side (S): Min. 3.0 m	Front: Min. 4.52 m Rear: Min. 6.15 m Side (N): Min. 3.79 m Side (S): Min. 3.75 m	Variance for front yard setback
Height (m):	12 m	9.91 m - 3 storey front	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	Min. 2 (R) and 0.2 (V) per unit	2 (R) and 0.2 (V) per unit	none
Off-street Parking Spaces – Total:	Min. 60 (R) and 6 (V)	60 (R) and 6 (V)	none
Tandem Parking Spaces:	Permitted – Maximum of 50% of required spaces	0%	none
Accessible Spaces:	Min. 2% of spaces Min. (1 space)	1 space	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Bicycle Spaces:	Min. Class 1: 38 Min. Class 2: 6	Class 1: 39 Class 2: 6	none
Amenity Space – Indoor:	70 m ²	Pay in Lieu	none
Amenity Space – Outdoor:	180 m ²	188 m ²	none



Address: 7464, 7480, 7500, 7520, 7540, 7560/7580 and 7600 No. 1 Road **File No.:** RZ 17-794287

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9983, the developer is required to complete the following:

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
3. Submission of a Tree Survival Security to the City in the amount of \$10,000 for the two trees shared between the properties (tag# 716 and #726) to be retained. The security is to be held for one year and released upon a satisfactory report by a Certified Arborist.
4. Submission of a Tree Survival Security to the City in the amount of \$1,000 for the Japanese Maple tree (tag# 734) proposed to be relocated elsewhere on-site. The security is to be held for one year and released upon a satisfactory report by a Certified Arborist.
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 statutory right-of-way (SRW), and/or other legal agreements or measures; as determined to the satisfaction of the Director of Development, over the entire area of the proposed entry driveway from No. 1 Road and the internal north-south manoeuvring aisle, in favour of future residential development to the north and south. Language should be included in the SRW document that the City will not be responsible for maintenance or liability within the SRW and that utility SRW under the drive aisle is not required.
7. Registration of a flood indemnity covenant on title.
8. Strata Plan NW381 associated with 7560 and 7580 No. 1 Road must be dissolved.
9. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
10. City acceptance of the developer's offer to voluntarily contribute \$0.85 per buildable square foot (e.g. \$34,440.64 based on 62,336 ft² x 0.65 FAR) to the City's public art fund.
11. Contribution of \$65,600 in-lieu of on-site indoor amenity space.
12. City acceptance of the developer's offer to voluntarily contribute \$8,500 towards the upgrade of the existing pedestrian traffic signal infrastructure at No. 1 Road and Morseby Drive. The cash contribution is required for these upgrades: Audible Pedestrian Signals (APS), pedestrian crossing countdown timers, and street light luminaire to new LED street light standard. (Account 3550-10-556-55134-0000).
13. City acceptance of the developer's offer to voluntarily contribute \$156,840 towards the upgrade of the existing traffic signal infrastructure at No. 1 Road and Blundell Road. The cash contribution is required for these upgrades: Uninterrupted Power Supply (UPS), Audible Pedestrian Signals (APS), signal upgrades (signal heads, hardware, bases, poles, arms, LED luminaires), cameras and LED street name signs. (Account 3132-10-550-55005-0000).
14. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$344,097.00) to the City's affordable housing fund.
15. Registration of a legal agreement on Title, or other measures as determined to the satisfaction of the Director of Development, to ensure that:
 - a) No final Building Permit inspection is granted until three secondary suites are constructed on site, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw; and,

Initial: _____

- b) The secondary suites cannot be stratified or otherwise held under separate Title.
16. Discharge of Covenants BE293306 and BE293307 on the titles of 7560 and 7580 No. 1 Road restricting the use of the lands to be a site of a one-family dwelling.
17. Enter into a Servicing Agreement* for the design and construction of frontage works and utility upgrades. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to, the following:

Engineering Requirements

• Water Works:

- a. Using the OCP Model, there is 367.0 L/s of water available at a 20 psi residual at the No.1 Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220.0 L/s.
- b. The Developer is required to:
- Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
 - Install a new fire hydrant at the east side of No. 1 Road as required to meet City requirement of 75mm spacing between hydrants for townhouse developments.
- c. At Developers cost, the City is to:
- Cut and cap all existing water service connections that are currently serving the proposed development.
 - Install one new water service connection complete with meter and meter chamber (to be placed on-site) along the No. 1 Road frontage.
 - Provide a utility right of way for the required water meter chamber. The sizing of the required right of way shall be determined via the servicing agreement review process.

• Storm Sewer Works:

- a. The Developer is required to:
- Provide a 3m x 1.5m SRW for the future storm IC within development site.
- b. At Developers cost, the City is to:
- Cut and cap the existing storm sewer service connections and remove IC's serving the proposed development.
 - The storm service connection located at the south-west corner of the proposed development to be cut and capped at the IC. The IC is to be retained as it serves the neighbouring property (7660 No.1 Rd).
 - Install one new storm service connection complete with IC at the No. 1 Rd frontage. Location shall be determined via the SA design process.

• Sanitary Sewer Works:

- a. The Developer is required to:
- Not start onsite excavation and/or foundation works until the City has completed the proposed rear yard sanitary connections. Also indicate this as a note on the site plan and SA design plans.
 - Inspect the existing manhole SMH4589 to confirm its condition.
- b. At Developers cost, the City is to:
- Cut and cap the existing sanitary service connections and remove the existing ICs that are currently serving the proposed development.
 - Install one new sanitary service connection off of the existing manhole SMH4589.

- **Frontage Improvements:**

- a. Developer to coordinate with BC Hydro, Telus and other private communication service providers:
 - To underground the service lines for the proposed development.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc). Architects to coordinate with private utility companies to determine the onsite location prior to DP submission. Proposed onsite locations to be included within the DP drawings.
 - To relocate the existing BC Hydro poles into the new boulevard because the placement of the new sidewalk adjacent to the property line will put the existing poles approximately half a meter into the new sidewalk.
- b. Developer is required to:
 - Review street lighting levels along No. 1 Road frontage and provide lighting using LED fixtures if required.
 - Complete other frontage improvements as per Transportation's requirements.

- **General Items:**

- a. Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- b. Provide, prior to first SA design submission, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting or within the development site, proposed utility installations, the adjacent developments and provide mitigation recommendations. Any mitigation recommendations shall be incorporated into the first SA design submission or if necessary prior to pre-load.
- c. The fill and retaining wall system that are proposed within the existing utility right of way along the east property line of the proposed site require an encroachment agreement. An encroachment agreement between the property owner and the City shall be required and finalized prior to the servicing agreement being approved. The detail of the proposed fill and retaining wall, if required, will be reviewed and approved via the SA.
- d. Obtain an arborist's input/ recommendations to ensure that the proposed tree removals will not impact existing sanitary lines. Pre and post tree removal video inspections are required.
- e. Pre and post preload video inspections are required.
- f. New trees or hedges are not permitted within existing Sanitary SRW.

Transportation Requirements

No. 1 Road Development Frontage Improvements (works include, but are not limited to the following)

- 1) Remove the existing sidewalk and construct a new 1.5 m wide concrete sidewalk next to the property line. Construct a new boulevard with street trees over the remaining width between the new sidewalk and the existing

east curb of No. 1 Road. The new sidewalk and boulevard are to transition to meet the existing frontage treatments to the north and south of the subject site. The cross section of the frontage improvements shall include the following:

- a) East property line of the No. 1 Road right-of-way.
 - b) 1.5 m wide sidewalk.
 - c) 1.71 m wide boulevard with street trees.
 - d) 0.15 m wide curb.
- 2) All existing driveways along the No. 1 Road development frontage are to be closed permanently. The Developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, boulevard with street trees and concrete sidewalk per standards described under Items 1 above.
 - 3) Consult Parks on the requirements for tree protection/placement including tree species and spacing as part of the frontage works.
 - 4) Consult Engineering on lighting and other utility requirements as part of the frontage works.

Road Dedication and SRW Requirements

- 5) All above ground hydro/telephone kiosks and other third party equipment must not be placed within any frontage works area including sidewalk and boulevard. On-site SRW's are to be secured for the placement of this equipment.

Transit Amenities

- 6) As part of the Rezoning Considerations, the Developer is required to include in the Servicing Agreement upgrades to a near-by bus stop. The particulars of the bus stop upgrades are listed as follows:
 - a) Bus stop location – southbound bus stop on No. 1 Road just south of Morseyby Drive (ID #56495).
 - b) Upgrade requirements – construction of a 3.0 m x 9.0 m concrete bus pad measuring from the bus stop post towards Moresby Drive. The bus pad construction is to include electrical conduit pre-ducting for future bus shelter installation.
 - c) Design standards – the bus pad is to be constructed to meet TransLink Accessible Bus Stops standards.
 - d) Contact – contact City Traffic Operations staff to confirm the accessible bus pad location and dimensions before commencement of construction.

Site Vehicle Access

- 7) All existing driveways along the No. 1 Road development frontage are to be closed permanently. Vehicle access to the development is to be provided by a single driveway located on No. 1 Road at approximately mid-point of the site. The following are further details on the site vehicle access requirements:
 - a) Vehicle access to the site is to be restricted to right-in/right-out traffic movements.
 - b) A raised concrete island with rollover curb at the site access driveway is required to enforce the left turn restrictions.
 - c) No left turn signs to/from No. 1 Road are required on site.
- 8) City design standards for driveways are to be met (7.5 m driveway width at the P/L, with 0.9 m flares at the curb and 45° offsets to meet existing grade of sidewalk/boulevard). The driveway width can be tapered from the property line at 5:1 to a minimum drive aisle width of 6.0 m (driving surface excluding curb/gutter). A minimum 0.35 m wide setback (measured from edge of driving surface) is required on both sides of the drive aisle.
- 9) The following items are to be addressed as part of the SA design process:
 - a) The vehicle access to the site is to be restricted to right-in/right-out vehicle movements.
 - b) Enforcement is achieved by the provision of a raised concrete island and turn restriction signage.
 - c) The right-in/right-out driveway design is to follow the following standards:
 - Driveway letdown (not curb return).
 - The width of the driveway is to be 7.5 m wide at the PL. The driveway width can be tapered from the property line at 5:1 to a minimum drive aisle width of 6.0 m (driving surface excluding curb/gutter).
 - Dimensions at the curb:
 - 0.9 m flares at the curb and 45° offsets to meet existing grade of sidewalk/boulevard.
 - 6.4 m wide channelization for both right-in and right-out vehicle movements.
 - 5.0 m wide raised concrete island.

- d) To increase the size of the island, use a passenger car as the design vehicle to define the right-in/right-out channelizations.
- e) Use rollover curb around the edges of the island. Trucks are allowed to climb the rollover curb.
- f) Wheelchair ramps are to be provided at both sides of the driveway and at the raised concrete island if required (to be reviewed through the Servicing Agreement). The wheelchair ramps are to be oriented towards the raised island and not No. 1 Road. A landing area is to be provided at both sides of the driveway for the visually impaired and wheelchair bound pedestrians.
- g) (Note: The design of this driveway is to follow that contained in SA 06-347587 and details provided above).

18. Registration of a legal agreement on Title, identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating. Language should be included in the legal agreement that if an acceptable Building Permit application for the proposed development is not submitted to the City by December 31, 2019, the proposed development would be subject to the Energy Step Code.

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

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

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

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

Note:

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

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

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

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

- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed Copy in File

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 9983 (RZ 17-794287)
7464, 7480, 7500, 7520, 7540, 7560/7580 and 7600 No. 1 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 TOWNHOUSE (RTM2)**".

7464 No. 1 Road

P.I.D. 003-590-577

Lot 5 Except Part Subdivided by Plan 49938 Section 14 Block 4 North Range 7 West New Westminster District Plan 10114

7480 No. 1 Road

P.I.D. 003-987-191

Lot 6 Except Part Subdivided by Plan 49938 Section 14 Block 4 North Range 7 West New Westminster District Plan 10114

7500 No. 1 Road

P.I.D. 004-035-291

Lot 7 Except: Firstly: Part Subdivided by Plan 45816 and Secondly: Part Subdivided by Plan 49938 Section 14 Block 4 North Range 7 West New Westminster District Plan 10114

7520 No. 1 Road

P.I.D. 004-314-492

Lot 276 Section 14 Block 4 North Range 7 West New Westminster District Plan 45816

7540 No. 1 Road

P.I.D. 000-570-613

Lot 275 Except: Firstly: Part subdivided by Plan 45880 and Secondly: Part on Plan 46812 Section 14 Block 4 North Range 7 West New Westminster District Plan 45421

7560 No. 1 Road

P.I.D. 001-312-910

Strata Lot 1 Section 14 Block 14 North Range 7 West New Westminster District Strata Plan NW381 Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as Shown on Form 1

7580 No. 1 Road
P.I.D. 001-312-936

Strata Lot 2 Section 14 Block 4 North Range 7 West New Westminster District Strata Plan
NW381 Together with an Interest in the Common Property in Proportion to the Unit
Entitlement of the Strata Lot as Shown in Form 1

7600 No. 1 Road
P.I.D. 001-058-801

Parcel "A" (Explanatory Plan 16239 of Lot 20 Except: Part on Plan 46812; Section 14
Block 4 North Range 7 West New Westminster District Plan 10114

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9983"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAY 27 2019



MAYOR

CORPORATE OFFICER



To: Planning Committee
From: Wayne Craig
Director, Development

Date: April 24, 2019
File: RZ 18-821103

Re: **Application by IBI Group Architects (Canada) Inc. to Amend Schedule 2.10 of Official Community Bylaw 7100 (City Centre Area Plan), Create the “Light Industrial and Office (ZI19) – Bridgeport Village (City Centre)” Zone, and Rezone the Site at 9520 Beckwith Road from the “Single Detached (RS1/F)” Zone to the “Light Industrial and Office (ZI19) – Bridgeport Village (City Centre)” Zone**

Staff Recommendation

1. That Official Community Plan Amendment Bylaw 10019, to amend Schedule 2.10 of Official Community Plan Bylaw 7100 (City Centre Area Plan) to change the “Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions” to provide a maximum density of 1.85 floor area ratio (FAR) and a maximum of 60% of the net floor area for non-industrial uses within the “General Urban (T4) Area B – Industrial Reserve: Limited Commercial” designation for 9520 Beckwith Road, be introduced and given First Reading.
2. That Official Community Plan Amendment Bylaw 10034, to amend Schedule 2.10 of Official Community Plan Bylaw 7100 (City Centre Area Plan) to amend the term “Industrial Reserve” in Appendix 1 – Definitions to require that all office use within the “Industrial Reserve: Limited Commercial” area be limited to one strata lot or one air space parcel per storey or a minimum floor area of 1,858m² (20,000ft²) where the total development density exceeds that in the underlying Transect; and amend the term “Village Centre Bonus” in Appendix 1 – Definitions, to require that all office use within the Village Centre Bonus (VCB) floor area be limited to one strata lot or one air space parcel per storey or a minimum floor area of 1,858m² (20,000ft²) where the VCB exceeds 1.0 FAR, be introduced and given First Reading.
3. That Bylaw 10019 and Bylaw 1034, having been considered in conjunction with:
 - the City’s Financial Plan and Capital Program; and
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

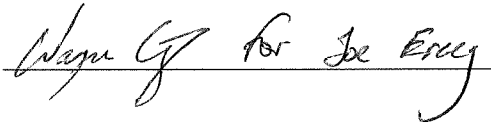
are hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*.

4. That Bylaw 10019 and Bylaw 10034, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby found not to require further consultation.

5. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9931, to create the "Light Industrial and Office (ZI19) – Bridgeport Village (City Centre)" zone, and to rezone 9520 Beckwith Road from the "Single Detached (RS1/F)" zone to the "Light Industrial and Office (ZI19) – Bridgeport Village (City Centre)" zone, be introduced and given First Reading.


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

WC:mm
Att. 8

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

Staff Report

Origin

IBI Group Architects (Canada) Inc. has applied to the City of Richmond to rezone a 0.21 ha (0.52 acre) site at 9520 Beckwith Road from the “Single Detached (RS1/F)” zone, create the new “Light Industrial and Office (ZI19) – Bridgeport Village (City Centre)” zone, and rezone it to permit the development of a seven-storey, 3,757 m² (40,436 ft²) light industrial and office building (Attachment 1).

In addition to Zoning Amendment Bylaw 9931, Official Community Plan (OCP) Amendment Bylaw 10019 proposes to amend the City Centre Area Plan (CCAP) to amend the “Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions” to provide a maximum density of 1.85 FAR for 9520 Beckwith Road provided that the total net floor area of non-industrial uses does not exceed 60% of the net floor area.

OCP Amendment Bylaw 10034 similarly proposes to amend the CCAP throughout the City Centre to:

- Amend the definition of “Village Centre Bonus”, in Appendix 1 – Definitions, to require that all office use within the Village Centre Bonus (VCB) floor area will be limited to one strata lot or one air space parcel per storey or a minimum floor area of 1,858m² (20,000ft²) where the VCB exceeds 1.0 FAR.
- Amend the definition of “Industrial Reserve”, in Appendix 1 – Definitions, to require that all office use within the “Industrial Reserve: Limited Commercial” area will be limited to one strata lot or one air space parcel per storey or a minimum floor area of 1,858m² (20,000ft²) where the total development density exceeds the density in the underlying Transect.

The subject application forms a fourth phase to be added to the three-phase development to the south and west on which City Council approved a rezoning to "Light Industrial, Office Hotel (ZI10) – Bridgeport Village (City Centre)" (RZ 10-539048) and issuance of a Development Permit (DP 11– 594571) on September 11, 2017.

The three phases within this adjacent development include an 11-storey office/light industrial building to the west at 9466 Beckwith Road (on which a Building Permit has been issued), and two hotels to the south at 9455 and 9533 Bridgeport Road. A new north-south street will be constructed which straddles the above-noted hotel and office building sites, and connects Bridgeport Road to Beckwith Road. Public access over this road is secured by a Statutory Right-of-Way (SRW) registered on Title as a condition of rezoning the above three sites

The two hotel sites are subject to a further Development Permit (DP 18-825006) to make several changes to the design of the hotels as required by the proposed hotel operator, Marriott Hotels International.

At its April 8, 2019 regular meeting, City Council issued Development Permit DP 18-825006 for the above-noted two hotels and named the north-south road as “Jow Street” (Attachment 2)

Jow Street is located immediately adjacent to, and provides access to, the subject development site at 9520 Beckwith Road which will be re-addressed to 2777 Jow Street at such time that a Building Permit application is made for the site.

The Servicing Agreement (SA 12-611073) for the above-noted buildings to the west and south includes improvements to Beckwith Road to which the subject development’s road works will be designed to match as discussed below. This SA also includes the design of the planned adjacent Jow Street. A further Servicing Agreement will be required as condition of rezoning for the subject development as discussed below under the section “Site Servicing and Frontage Improvements”.

Findings of Fact

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

Subject Site Existing Housing Profile

The subject lot contained a single-family dwelling that was vacated by the previous owner upon sale of the property to the current owner, and has since been demolished.

Surrounding Development

- To the north: Across Beckwith Road, existing single-family homes on lots zoned "Single Detached (RS1/F)" and designated “General Urban (T4) Area B – Industrial Reserve: Limited Commercial” within the City Centre Area Plan (CCAP).
- To the east: There are four large retail/commercial buildings on a site zoned “Auto-Oriented Commercial (CA)” and designated “General Urban (T4) Area B – Industrial Reserve: Limited Commercial” within the CCAP.
- To the south: A large lot at 9533 Bridgeport Road zoned “Light Industrial and Office (ZI10) – Bridgeport Village (City Centre)” and is subject to Development Permit (DP 18-825006) which authorizes the construction of a 10-storey hotel.
- To the west: A large lot at 9466 Beckwith Road zoned “Light Industrial and Office (ZI10) – Bridgeport Village (City Centre)” and subject to the above-noted approved Development Permit (DP 11-594571) which authorizes the construction of an 11-storey light industrial/office building on this lot.

Related Policies & Studies

Official Community Plan/City Centre Area Plan

Official Community Plan

The Official Community Plan (OCP) designates the subject site as “MEMP – Mixed Employment”. The proposed rezoning is consistent with this designation. The OCP also designates the southern portion of the site as being subject to an “Environmentally Sensitive Area” (ESA) Development Permit Area (discussed below under the Analysis section).

City Centre Area Plan

The City Centre Area Plan (CCAP) “Bridgeport Village Specific Land Use Map” designates the subject site as “General Urban (T4) Area B – Industrial Reserve: Limited Commercial” (see Attachment 3).

The proposed density of 1.85 floor area ratio (FAR) of the project exceeds the principle 1.2 FAR density within the “General Urban (T4) Area B – Industrial Reserve: Limited Commercial” designation. However, the CCAP permits discretion related to allowing increased density as indicated in under the following policies:

- CCAP – Bridgeport Village detailed transect description for “General Urban T4 (25 m) – Industrial Reserve: Limited Commercial” states additional density “To be determined on a site specific basis via City development application processes”.
- CCAP Section 3.2.2 Sub-Area A.2 Industrial Reserve – “Limited Commercial”, which states “Maximum Net Density: 1.2 FAR (additional density permitted where this benefits industry)”.

Stratification and Air Space Subdivision of Office Space

The City has no explicit policies related to whether new office space may be subdivided into strata lots or air space parcels. There is, however, policy in place to address the Strata Title Conversion of existing office space. Further to recent discussions regarding office development in the City Centre, the following policy discussion is provided below.

Background

The CCAP and supporting documents encourage the provision of large floor-plate office space through broad objectives and bonus policies. This is part of an effort to establish a network of commercial precincts in the City Centre to meet the special needs for office space. Specifically, the CCAP encourages the construction of non-residential space within strategic locations in the City Centre via the Village Centre Bonus (VCB) Density Bonus Policies. In some instances, the VCB is allocated exclusively for office space.

Currently, within new developments, developers are able to determine how the office space is subdivided (through stratification or air space subdivision) unless the City registers a legal agreement on Title restricting stratification and air space subdivision at the time of rezoning.

Stratified office provides several advantages and disadvantages as follows:

Advantages of Strata / Airspace Subdivision of Office Space

- Stratified office space is desired by certain types and scales of business as the ownership of office space provides certain benefits, including greater certainty on long term operating costs.
- Owned office space provides for long-term security of tenure that can be offered to small and large strata lot owners.
- Construction financing requirements can make it more difficult to build non-stratified office space in the city.

Disadvantages of Strata / Airspace Subdivision of Office Space

- Stratified office space potentially reduces the flexibility provided with large office spaces and limits the ability for large office tenants to expand their office area within a building.
- Limited availability of large floor plate office spaces may influence certain forms of business attraction and retention.

Incentives for Providing Additional Office Space

Staff are in ongoing discussions with applicants regarding potential expansion of the VCB area in strategic locations in the Lansdowne and Bridgeport Villages of the CCAP. These discussions involve providing the additional VCB bonus density exclusively for office space which supports the City's objectives to increase overall employment and the diversity of employment within the City Centre. Similarly, for the subject application at 9520 Beckwith Road, the applicant is proposing additional density for office space within the "General Urban (T4) Area B – Industrial Reserve: Limited Commercial" designation. Staff discussions with the applicant have included potential restrictions on stratification of both the office and light industrial space within the proposed building.

Options for Additional Office Space

Given the current discussion on limits to stratification for the subject application and more generally for other applications in the City Centre, potential options on stratification of office space are explored. Specifically, two policy options are proposed for stratification or air space parcel subdivisions of office space where it is included within additional density being proposed to be provided with rezonings and associated amendments to the CCAP.

Option 1 - Status Quo Market-Based Approach: The choice to stratify or create air space parcels would continue to be determined by the owner/developer in response to market demand and the economic viability of constructing the development.

Option 2 – Floor-by-Floor & Size Limit of Stratification / Airspace Subdivision (Recommended): The CCAP could be amended to limit stratification or air space subdivision of office space where additional density is permitted above the office density now included within the CCAP. In exchange for receiving additional office density through a rezoning, there would be a requirement to limit strata or airspace subdivision of this additional space on a floor-by-floor basis or the basis of a minimum floor area. Such a limit is proposed where additional office

space is provided above that currently permitted within the above-noted VCB or Industrial Reserve areas by the lesser of:

- One strata lot or air space parcel per floor of the building; this type of subdivision follows existing physical separations of floors instead of dividing the space into a large number of small strata lots or air space parcels; or
- One strata lot or one air space parcels with a minimum floor area of $1,858\text{m}^2$ ($20,000\text{ft}^2$). This approach allows for large floor-plate buildings to be divided and so not require purchase of very large areas. This approach would also assist in providing a measure of flexibility for purchasers and an incentive for those developers seeking to provide large floor plate buildings.

This approach would be achieved through the registration of a legal agreement on Title as a rezoning consideration.

Given the above discussion, it is recommended that an OCP amendment based on Option 2 (Floor-by-Floor and Size Limit of Stratification / Airspace Subdivision) be pursued as it is an incentive-based approach that:

- Permits office space to be leased in a range of sizes needed by various tenants in areas up to $1,858\text{m}^2$ ($20,000\text{ft}^2$) or floor-by floor.
- Allows potential intermediate office tenants wanting to purchase space on a floor-by-floor basis or in lots up to $1,858\text{m}^2$ ($20,000\text{ft}^2$) to secure a long-term tenure security.
- Allows building developers / owners to sell intermediate-size strata lots and air space parcels.

The above-noted approach is thereby included in OCP Amendment Bylaw 10034 as discussed below.

OCP Amendment Bylaw 10034: Limitation on Subdivision of Office Space in the City Centre

Further to the above discussion on subdivision of office space, Bylaw 10034 would:

- Amend the term “Village Centre Bonus” in Appendix 1 – Definitions, to require that all office use space within the VCB floor area will be limited to the lesser of one strata lot or one air space parcel per storey or a minimum floor area of $1,858\text{m}^2$ ($20,000\text{ft}^2$) where the VCB exceeds 1.0 FAR. This proposed amendment would apply to anywhere where additional floor space is proposed over 1.0 FAR within the Village Centre Bonus areas throughout the City Centre.
- Amend the term “Industrial Reserve: Limited Commercial” to require that all office use space within these areas be limited to the lesser of one strata lot or one air space parcel per storey or a minimum floor area of $1,858\text{m}^2$ ($20,000\text{ft}^2$) where the total development density exceeds the underlying Transect. This proposed amendment would apply to the whole “General Urban (T4) Area B – Industrial Reserve: Limited Commercial” designation in which the subject site at 9520 Beckwith Road is located.

At this point, staff do not believe further restrictions on the stratification of office space are warranted. Further restrictions on stratification of any office space provided through rezoning applications consistent with the CCAP would constitute a significant change since the CCAP was adopted in 2009. A large number of in-process rezoning applications and planning for development has proceeded on the basis of stratified office space being permitted.

Should the City wish to consider additional policies or restrictions on developments where no additional density above that currently permitted within the CCAP is being sought, it is recommended that there be public consultation that includes property owners and the development community. If Council should wish to provide such direction, the following draft resolution is provided:

That staff be directed to conduct public consultation with property owners, the development community and general public regarding whether potential restrictions on stratification and airspace subdivision of office space should be considered, and report back.

OCP Amendment Bylaw 10019: Site-Specific Amendment Applicable to 9520 Beckwith Road

To provide a clear limit, the subject OCP Amendment Bylaw 10019 proposes to provide a maximum density of 1.85 FAR and a maximum of 60% net floor area for non-industrial uses for 9520 Beckwith Road within the "General Urban (T4) Area B – Industrial Reserve: Limited Commercial" designation which states additional density may be considered "on a site specific basis via City development application processes".

This same approach was included in OCP Amendment Bylaw 8767 (RZ 10-539048) which included a specific 1.85 FAR density to facilitate the rezoning of the adjacent sites immediately to the south and west to "Light Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)".

The proposed additional density is supported by the following:

- The additional 0.65 FAR density for office use provides an incentive to construct two floors of light industrial space. This allows for a wide range of light industrial uses and custom manufacturing uses, some of which require two storeys of office space.
- The provision of additional floor heights of 15 ft. (4.6 m) on both of the industrial floors.
- The proximity of this light-industrial and office building to the Canada Line Bridgeport Station.
- The registration of an agreement on Title limiting the subdivision of the entire building (both the office and industrial floors) to one strata lot or air space parcel per floor.

A housekeeping amendment to the "General Urban (T4) Area B – Industrial Reserve: Limited Commercial" designation is also included to change the reference to the adjacent sites to the current addresses of 9455 and 9533 Bridgeport Road and 9466 Beckwith Road and the new addresses (2788, 2888 and 2899 Jow Street to be assigned at Building Permit application) from the previous reference to the former seven lots that comprised these three current lots.

Zoning Amendment Bylaw 9931: Rezoning of 9520 Beckwith Road

Given the above CCAP policies applicable to the subject site, Bylaw 9931 proposes to create the “Light Industrial and Office (ZI19) – Bridgeport Village (City Centre)” zone which would have a density of 1.85 FAR and the following permitted uses now included within the adjacent ZI10 zone:

- Industrial, General
- Office
- Manufacturing, Custom Indoor

The proposed new ZI19 zone includes “Education, Commercial” as a secondary use.

The proposed ZI19 zone also ensures that the first two storeys of any building are restricted to the industrial, general and manufacturing, custom indoor uses, and will not include office or education, commercial uses except for areas needed for lobbies and stairways. The restriction is consistent with the ZI10 zone on the adjacent lot to the west which restricts the use of the ground floor of the building to light and industrial and related uses.

Other Policies, Strategies & Bylaws*Floodplain Management Implementation Strategy:*

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

Aircraft Noise Sensitive Development Policy:

The proposed development is located in Area 1A (New Aircraft Noise Sensitive Uses Prohibited) on the Aircraft Noise Sensitive Development Map. The project includes non-aircraft sensitive uses in compliance with the Policy. Thus, registration of an aircraft noise indemnification covenant is required prior to rezoning adoption.

Mixed-Use Noise, Commercial Noise and City Centre Impacts:

The proposed development must address additional OCP Noise Management Policies related to mixed-use, commercial and ambient noise, as well as other impacts of densification.

In this regard, the applicant will also be required to register a legal agreement on Title for the proposed light industrial and office development. This legal agreement requires that an acoustical engineering report be provided to the City prior to issuance of the Building Permit that confirms that the project mitigates unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City’s Noise Bylaw and noise generated from rooftop HVAC units will comply with the City’s Noise Bylaw 8856.

Public Consultation

A rezoning sign has been installed on the subject property. Staff have received general comments from the public about the subject rezoning application during review and consideration of Development Permit DP 18-825006 for the adjacent two hotel sites to the south. The applicant has also contacted the neighbouring residents on the north side of Beckwith Road to discuss the construction of the proposed overall four-phase development which includes the subject site, adjacent hotels to the south and office tower to the west.

Staff have also received support from the manager of the commercial property to the west for the placement of additional landscape along their shared property line with the subject site.

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

Staff have reviewed the proposed OCP and zoning amendments, with respect to the *Local Government Act* and the City's OCP Consultation Policy No. 5043 requirements, and recommend that this report does not require referral to external stakeholders.

Public notification for the Public Hearing will be provided as per the *Local Government Act*. The table below clarifies this recommendation as it relates to the proposed OCP amendment.

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
BC Land Reserve Co.	No referral necessary, as the proposed amendments are not located within or adjacent to the Agricultural Land Reserve.
Richmond School Board	No referral necessary, as the proposed amendments do not include any residential uses.
The Board of Metro Vancouver	No referral necessary, as the proposed amendments are consistent with the City-wide OCP previously referred to Metro Vancouver.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as First Nations' interests are not affected by these amendments.
TransLink	No referral necessary; no major transportation changes are proposed.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary, as port facilities are not affected by these amendments.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary, as the proposed amendments are consistent with YVR's Airport Height Zoning and City's OCP Aircraft Noise Policy.
Richmond Coastal Health Authority	No referral necessary, as the proposed amendments are consistent with the City-wide OCP previously referred to Metro Vancouver.
Stakeholder	Referral Comment (No Referral necessary)
Community Groups and Neighbours	No referral necessary as the community will be consulted through Public Hearing notices that would be sent property owners and

	occupiers of lots within 50m of the subject site.
All relevant Federal and Provincial Government Agencies	No referral necessary, as the proposed amendments do not affect other agencies. Note, that the associated Zoning Amendment Bylaw 9931 was referred to the Ministry of Transportation and Infrastructure which provided preliminary approval to the bylaw.

Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10019 and Official Community Plan Bylaw 7100, Amendment Bylaw 10034, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby found to not require further consultation.

The public will have an opportunity to comment further on all of the proposed amendments at the Public Hearing.

School District

This application was not referred to School District No. 38 (Richmond) because it does not have the potential to generate 50 or more school aged children. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family housing units). The proposed Bylaw 10019 and Bylaw 10034 do not involve any residential uses.

Ministry of Transportation and Infrastructure

The Ministry of Transportation and Infrastructure (MOTI) has provided preliminary approval of Bylaw 9931 as the site is located within 800 metres of Highway 99. MOTI final approval of Bylaw 9931 will be required prior Council consideration of adoption of the bylaw,

Analysis

Built Form and Architectural Character

The conceptual development plans within Attachment 5 detail the project with the following form and character elements:

- The architectural character of the building is generally similar to the 11-storey office and light industrial building being constructed on the adjacent lot to the west of the subject site.
- On the prominent elevations facing Beckwith Road and Jow Street, the building includes substantial use of glass curtain wall with solid vertical corner elements clad in metal panels.
- Further visual interest is achieved by terracing inwards the fifth and sixth floors of the building on the north, south and east elevations.
- Visual interest is also achieved by cantilevering outward of the third and fourth storeys facing Beckwith Road and the third to sixth floors outward towards to Jow Street.
- The east side elevation is located just off the east property facing the side parking lot and concrete side wall of the adjacent Michael's store. To add visual interest to the first four

floors, attractive patterning has been added to the building's east wall. The fifth and sixth floors are terraced inward to reduce the massing of the building.

- The seventh floor is effectively a small penthouse set further back from the sixth floor on all but the south side.
- The terraces on the fifth to seventh floor of the building are well landscaped for design and ESA compensation purposes.
- The stepping back of the fifth to seventh floors of the building reduces shadowing and apparent mass of the building on its north and east elevations.
- The grove of existing trees along the south property line will be preserved and protected and additional trees planted as discussed under the following report sections on tree retention and Environmentally Sensitive Areas.

Transportation and Site Access

Access

Vehicle and pedestrian access is proposed to be provided by the proposed Jow Street that straddles the west side of the subject site and that connects Bridgeport Road to Beckwith Road. This private road is secured for public access via registration of a SRW on Title of the adjacent lot. To provide for traffic calming, Jow Street is proposed to include 20 km/h speed limit signage, two speed humps, and stop signs at both ends of the street and mid-block.

The Traffic Impact Study (TIS) undertaken as part of the rezoning of the adjacent sites to the west and south indicated that the majority of traffic on Jow Street will enter and exit through its south intersection with Bridgeport Road. The Transportation Department advises that the subject smaller development under the current application is anticipated to also have the majority of its traffic enter and leave via the south intersection of Jow Street with Bridgeport Road, similar to the adjacent larger developments.

Parking

There are 72 parking spaces within the third and fourth floors of the proposed building and four surface parking spaces (including the two accessible parking spaces) in compliance with Zoning Bylaw 8500. The project also will include two medium (SU9) on-site loading spaces within the building and share one WB-17 (large) loading space provided with adjacent development to the west at 9466 Beckwith Road as permitted under Zoning Bylaw 8500.

To accommodate the four surface parking spaces proposed to be located immediately adjacent to the building's front entrance along Jow Street and to share the WB-17 (large) loading space on the development to the west, the applicant will be required to register a restrictive covenant and easement on both the subject lot (9520 Beckwith Road), and adjacent lot (9466 Beckwith Road), to ensure access to these parking spaces and loading space are available for use in perpetuity as required under Zoning Bylaw 8500.

Construction Traffic Management and Parking (CTMP) Plans

The applicant has prepared a CTMP Plan for the adjacent development site for 9466 Beckwith Road to the east and hotel sites to the south, and will be preparing similar plans for the subject site at 9520 Beckwith Road prior to issuance of Building Permit.

These CTMPs focus most construction traffic onto Bridgeport Road to reduce construction traffic on Beckwith Road to the greatest extent possible. The applicant is providing construction parking within their overall four-phase site with additional construction parking within the parking lot on the commercial site immediately to the east.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 23 bylaw-sized trees on the subject property, 18 trees on neighbouring properties to the south and east, and three street trees on City property as discussed below and shown on Attachment 6.

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

- 10 large trees located on-site (tag# 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 on Attachment 5) along the south property line are identified in good condition and should be retained and protected. These trees include a mix of native and non-native species including Western Red Cedar, Western Hemlock, Douglas Fir, European Mountain Ash, Lawson Cypress, Golden Chain and Hazel trees.
- 18 trees located on adjacent neighbouring properties, with six trees located on the property to the east and 12 trees are identified on the property to the south; all of which are in good condition and are to be retained and protected under the Development Permit issued for the site.

Tree Replacement

The applicant intends to remove 13 on-site trees as they are within the development envelopment. Of these 13 trees, seven are in good condition but are in conflict with the proposed development and six are not good candidates for retention due to health and structure. The OCP 2:1 replacement ratio would require a total of 26 replacement trees within Development Permit plans. The replacement trees are to be of the sizes required under Tree Protection Bylaw No. 8057.

Trees on Adjacent Site

The 10 large coniferous trees proposed to be retained on the subject site will complement the further 12 trees being protected on the site to the south at 9533 Bridgeport Road on which the above-noted hotel is planned to be built. Together, these on-site and off-site trees form a viable grove of 22 coniferous and deciduous trees. A Tree Survival Security of \$80,000 for these 10 trees will be provided and retained by the City for a period of three years after occupancy of the building.

To provide a soft green landscape buffer to the east side of the proposed building, the applicant will obtain written approval from the adjacent commercial property immediately to the east to allow for the planting the three additional Maple trees and shrubs. The trees and shrubs are in addition to the six existing maple trees located along the property line on the adjacent site (See landscape plan L-04 in Attachment 5) which are to be maintained.

Trees on City Property

There are three trees located within the Beckwith Road allowance. Two trees are required to be relocated by a certified tree moving company, at the developer's cost, to a new location on City property subject to the approval of the Parks Department (see shaded trees nos. C6 and C7 on Tree Preservation Plan in Attachment 6). The Parks Department has approved the removal of one tree (no. C8) in the road allowance subject to payment of \$1,300 to the City Tree Compensation Fund.

Environmentally Sensitive Area (ESA)

Along the southern property line, there is 270 m² (2,906 ft²) of mapped ESA Development Permit Area. Given this ESA would be subject to a Development Permit, the applicant engaged a Qualified Environmental Professional (QEP) to assess the ESA area (Attachment 7). The QEP identified that 146 m² (1,571.5 ft²) of the mapped ESA as natural area which includes the above-noted 10 trees proposed to be retained near the south property line and that are outside of the adjacent lawn area to the north.

To protect this area, the applicant has shifted the building 3.0 m (9.8 ft.) northwards towards the front of the site on Beckwith Road. The result is that the existing 146 m² (1,571 ft²) of natural area within the ESA area is proposed to be preserved, and the remaining 124 m² (1,344 ft²) of non-natural mapped ESA (lawn area) is proposed to be removed.

The QEP assessed the remaining lawn area of 124 m² (1,335 ft²) within the mapped ESA area has having very low environmental value to invertebrates and birds. While this area is proposed to be removed for the project, the QEP has proposed ESA compensation areas for this removed lawn area.

The City has required that the applicant provide a net gain in ecological benefit over the total existing total on-site ESA area of 270 m² (2,906 ft²). The applicant proposes to provide a combined total of 603 m² (6,490 ft²) of persevered ESA area and ESA compensation areas onsite to provide a net gain of 333 m² (3,584 ft²) as follows:

- Remaining natural ESA area of 146 m² (1,571 ft²) with the existing trees to be maintained, and the understory being enhanced with the removal of invasive of species and the planting of three native trees and shrubs.
- ESA compensation on level 5 of the building of 198 m² (2,131 ft²) with the planting of native plants.
- ESA compensation on level 7 of the building of 259 m² (2,788 ft²) with the planting of native plants.

Immediately adjacent to the natural on-site ESA area of 146 m² (1,571 ft²), there is 256m² (2,756 ft²) of natural ESA area on 9533 Bridgeport Road in which ten trees are to be maintained and

enhancement by removal of invasive species removal (e.g. blackberries) and planting of native shrubs.

Staff have reviewed the QEP Report and agree that the proposed prescription provides both a net gain in quality and quantity over the current on-site ESA natural area 146 m² (1,571 ft²) to be maintained within the site and adjacent off-site area 256m² (2,756 ft²) of natural ESA to be maintained due to the following:

- Preservation of the natural ESA areas.
- Additional ESA compensation areas.
- Vertical and lateral connectivity of ESA within the site.
- Removal of the invasive plant species.
- The extensive planting of native shrubs on the ground-level ESA area and roof-top ESA compensation areas, with plant species selected for suitability to urban ecosystems.

The QEP report outlines how the proposed native shrub plantings proposed include a mix of flowering plants which will provide cover throughout the year and native berries that will benefit pollinators and birds and improve the habitat value of the remaining trees to be preserved. There will also be planting of three addition trees within the on-site ESA area.

As part of the Development Permit required for project, the applicant will be required to provide a further detailed Stage 2 ESA Report to:

- Include a detailed invasive species removal plan.
- Provide detailed site planting and construction monitoring plans.
- Provide a plan for removing any invasive species in the other identified landscape areas outside of the ground-level on-site and off-site ESA areas to be maintained and the ESA compensation areas.
- Provide irrigation plans for the ground-level ESA and roof-top ESA compensation areas.
- Provide estimates for the value of the ground-level and roof-top portions of the works/plantings, and the cost of a QEP five-year monitoring plan.

The Stage 2 ESA report, proposed planting plans and building design will be undertaken with the advice of an ornithologist to ensure planting does not create bird strike risks.

There will also be registration of a legal agreement for the purpose of ensuring the planting and maintenance of the ESA and ESA compensations areas comprising a minimum total on-site area of 603m² and off-site area of 256m² (2,756 ft²) on 9533 Bridgeport Road to be confirmed in the Stage 2 ESA Report prepared by the QEP and by a BCLS surveyor. The agreement will provide for:

- The developer/owner completing and maintaining the ESA plantings.
- A maintenance security being provided and released three (3) years after completion of the works/plantings, and which may be extended to be five years if needed.
- The right of the City to enter onto the site to undertake the planting or maintenance if needed.
- Maintenance of the ESA plantings and restriction of other non-compatible uses of these areas.

Leadership in Energy and Environmental Design (LEED)

As a Development Permit application (DP 18-829207) for the project was received prior to the City's adoption of the Energy Step Code on July 16, 2018, the subject project is not subject to the BC Energy Step Code. In order to continue to be grandfathered from the BC Energy Step Code Level 2, the applicant must also be issued a Building Permit prior to December 31, 2019. Therefore, in accordance with the CCAP, the development is required to be confirmed to be LEED Silver equivalent prior to consideration of the Development Permit by the Development Permit Panel and consideration of approval of Bylaw 9931 by Council.

Public Art Contribution

As a rezoning consideration, the applicant will be making a voluntarily contribution of \$15,235.16 (final amount to be confirmed with the final Development Permit plans) to the City's Public Art Fund.

CCAP Planning Contribution

As a rezoning consideration, the applicant will be making a voluntarily contribution of \$12,130.80 (final amount to be confirmed with the final Development Permit plans) for future City community planning studies, as set out in the City Centre Area Plan.

District Energy Utility (DEU)

The applicant will be required to register a legal agreement on title securing the owner's commitment to connect to a District Energy Utility (DEU) that provides that:

- No building permit will be issued unless the building is designed with the capability to connect to and be serviced by a DEU.
- If a low carbon energy plant district energy utility (LCDEU) service area bylaw, covering the site, has been adopted by Council prior to the issuance of the Development Permit for the site, no building permit will be issued unless the owner designs a low carbon energy plant with the capability to connect to and be serviced by a DEU in the future.
- If a DEU is available for connection and the City has directed the owner to connect, no occupancy of the building will be permitted until it is connected to the DEU and enters into a Service Provider Agreement for that building with the DEU service provider.
- If a DEU is not available for connection, but a LCDEU service area bylaw, covering the site, has been adopted by Council prior to the issuance of the Development Permit for the subject site, no final occupancy of a building will be granted unless the City receives confirmation that the building is connected to a low carbon energy plant supplied and installed by the owner. The owner would be required to transfer ownership of the low carbon energy plant to the City or City's DEU service provider or at no cost to the City, on terms and conditions satisfactory to the City.

Site Servicing and Frontage Improvements

As a rezoning consideration, the applicant will be required to enter into a Servicing Agreement for the design and construction of the following:

- Frontage works along Beckwith Road that includes the widening of the southern half of Beckwith Road to accommodate a 2.0 m wide concrete sidewalk, 1.5 m wide landscaped boulevard, 1.8 m wide bike lane, 3.25 m wide curb lane and 3.1 m wide centre lane.
- Upgrade of the existing water main along Beckwith Road from development site to the Gage Road intersection (if these works are not first completed under the Servicing Agreement for the adjacent development to the west).
- Upgrade of the existing 900 mm storm sewer along the development's Beckwith Road frontage to 1050 mm.
- Removal of the existing 600 mm storm culvert along the development's Beckwith Road frontage.
- The City will install a new fire hydrant near the northwest corner of the development site and install new water, sanitary and storm sewer connections, all at the applicant's cost.

Financial Impact or Economic Impact

There are no financial impacts associated with this application.

Conclusion

The proposed rezoning of 9520 Beckwith Road to permit the development of a seven-storey light industrial and office building adds to the inventory of office space and light industrial space within Bridgeport Village. The proposed building will also provide an addition to the adjacent three-phase light industrial, office and hotel development approved by City Council in 2017.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9931 be introduced and given first reading.



Mark McMullen
Senior Coordinator - Major Projects
(604-276-4173)

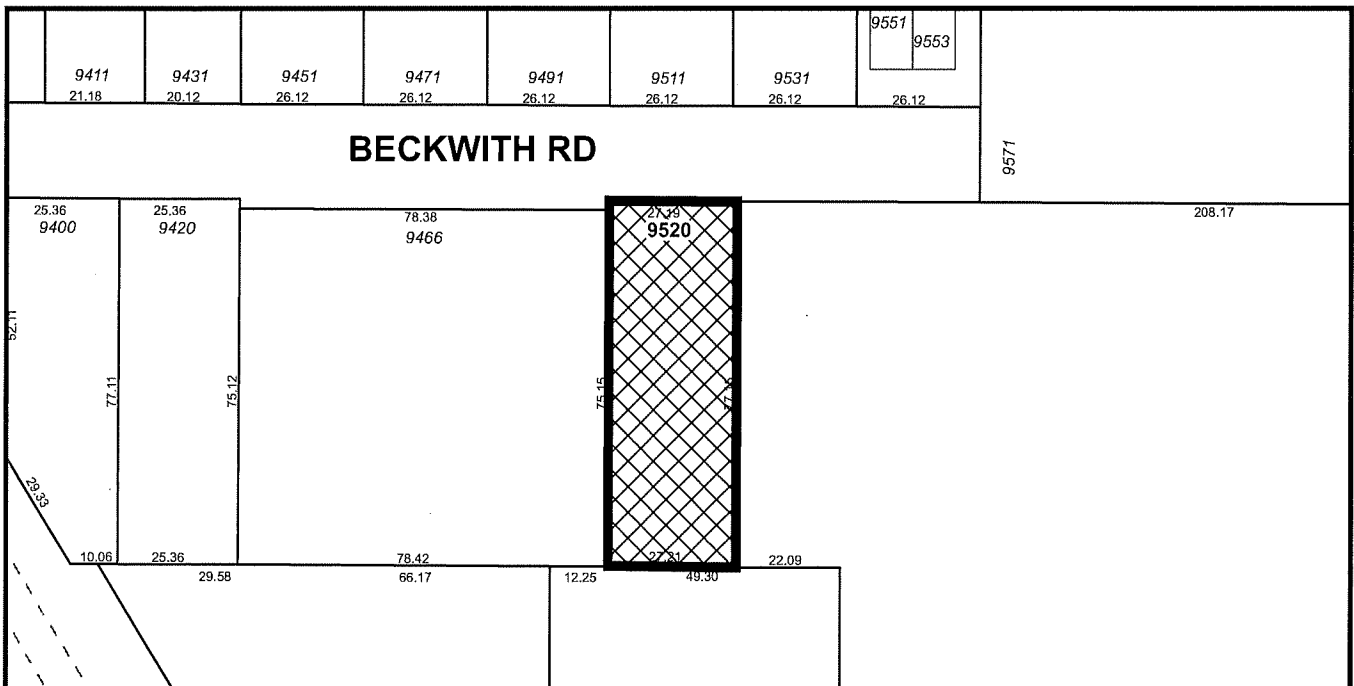
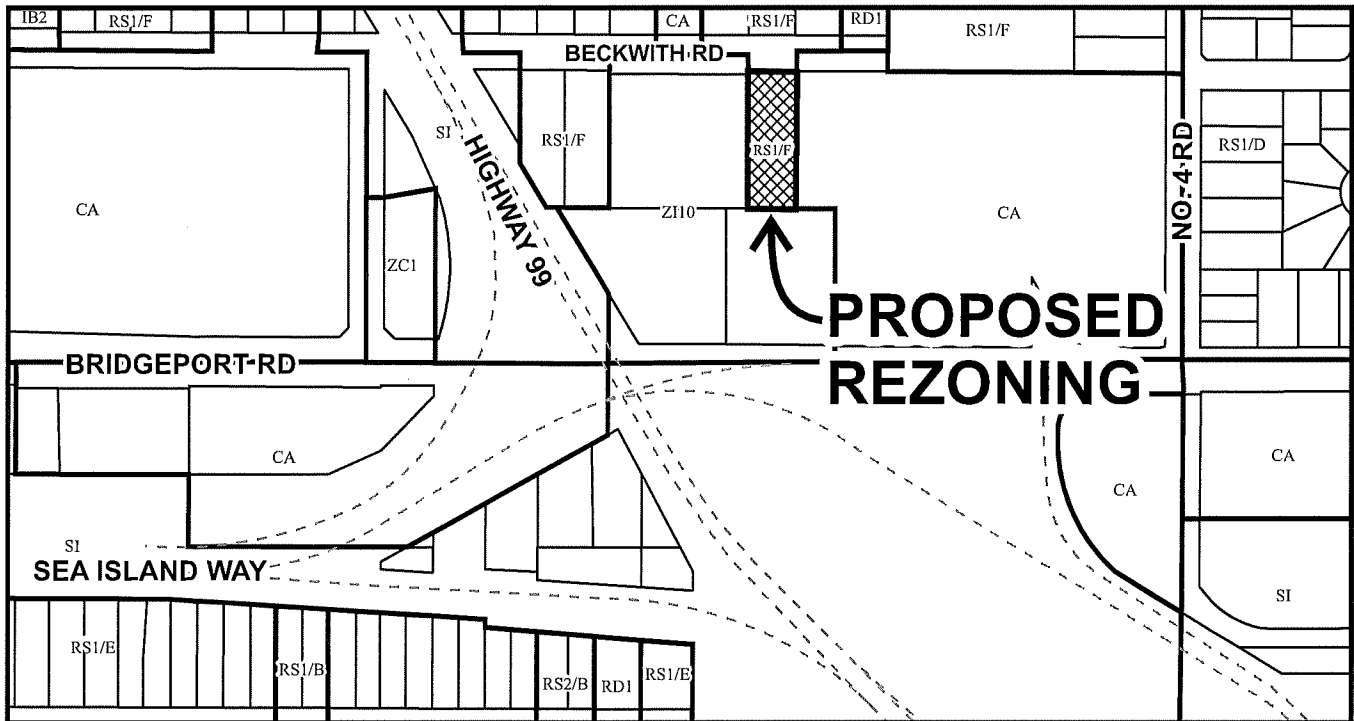
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Attachments:

- Attachment 1: Location Map
- Attachment 2: Site Context Map
- Attachment 3: Development Application Data Sheet
- Attachment 4: CCAP Bridgeport Village Specific Land Use Map (Showing Proposed Changes)
- Attachment 5: Conceptual Development Plans
- Attachment 6: Tree Preservation Plan
- Attachment 7: Excerpts from QEP Report on the Environmentally Sensitive Area
- Attachment 8: Rezoning Considerations



City of Richmond



RZ 18-821103

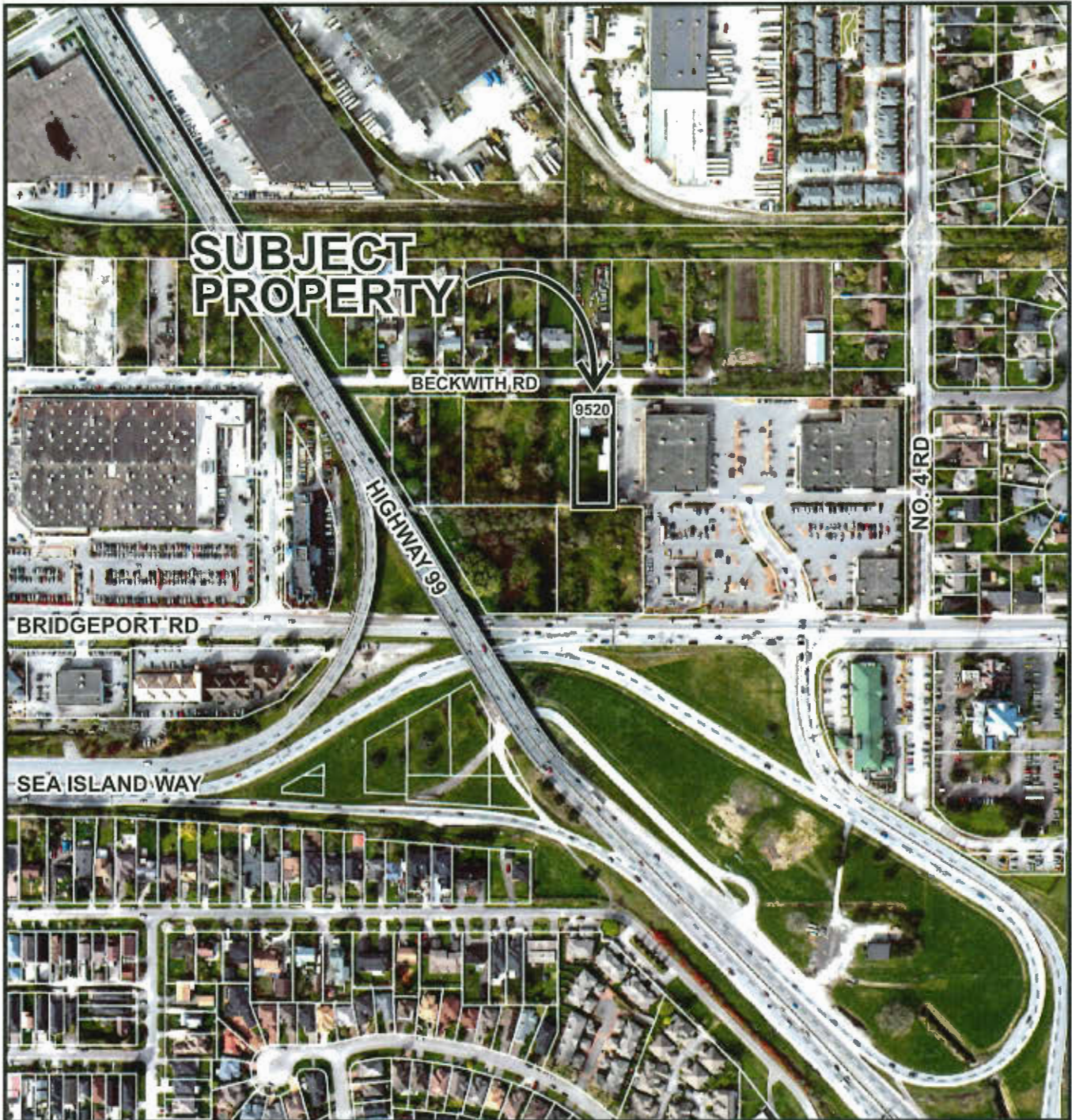
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Revision Date:

Note: Dimensions are in METRES



City of Richmond



RZ 18-821103

Original Date: 05/24/18

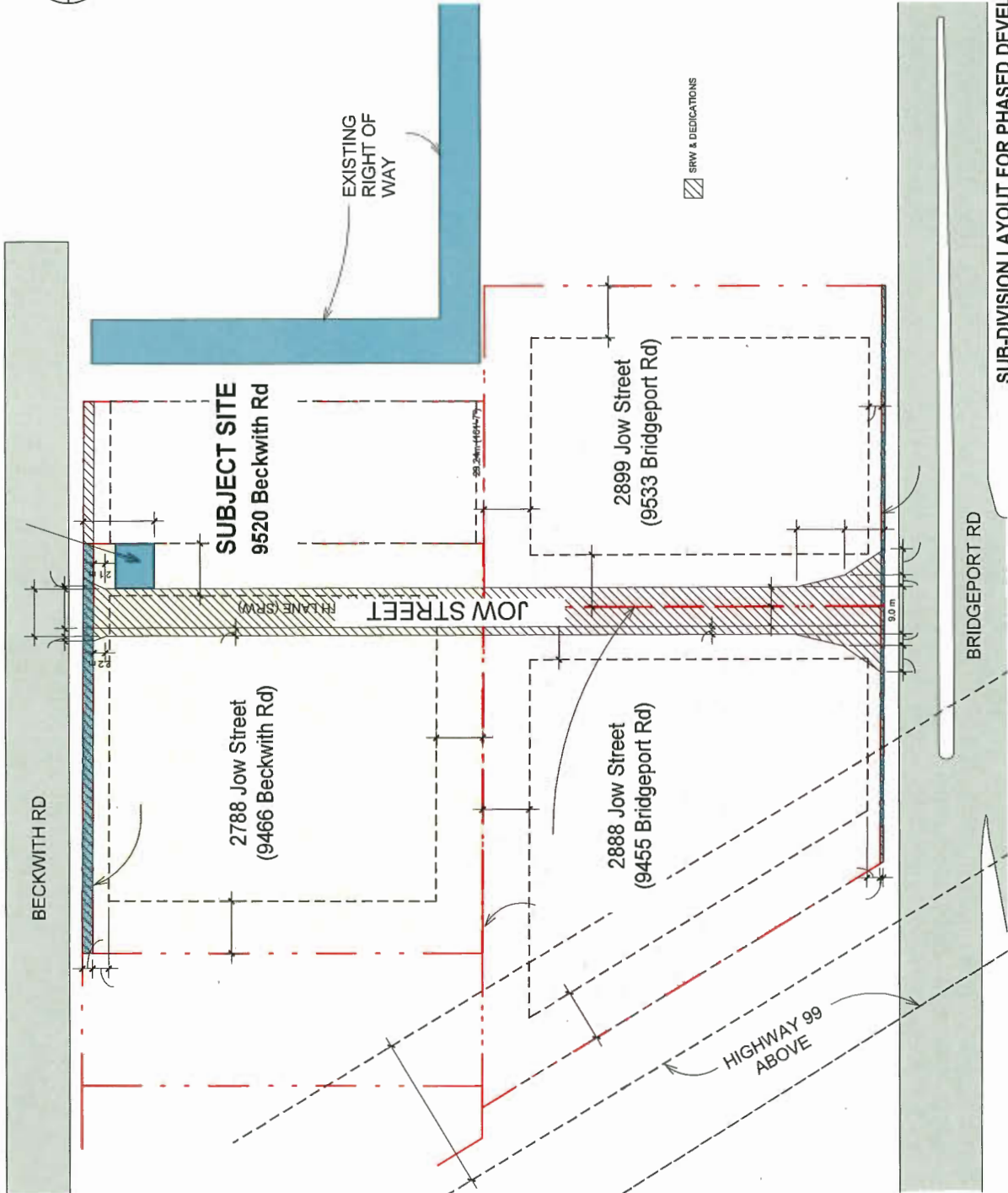
Revision Date:

Note: Dimensions are in METRES



NEW NORTH-SOUTH ROAD CONNECTING
BRIDGEPORT RD WITH BECKWITH ROAD

A 1007



SUB-DIVISION LAYOUT FOR PHASED DEVELOPMENT

1/32" = 1'-0"



RZ 18-821103

Attachment 3

Address: 9520 Beckwith Road (2777 Jow Street)

Applicant: IBI Group Architects (Canada) Inc.

Planning Area(s): City Centre Area Plan

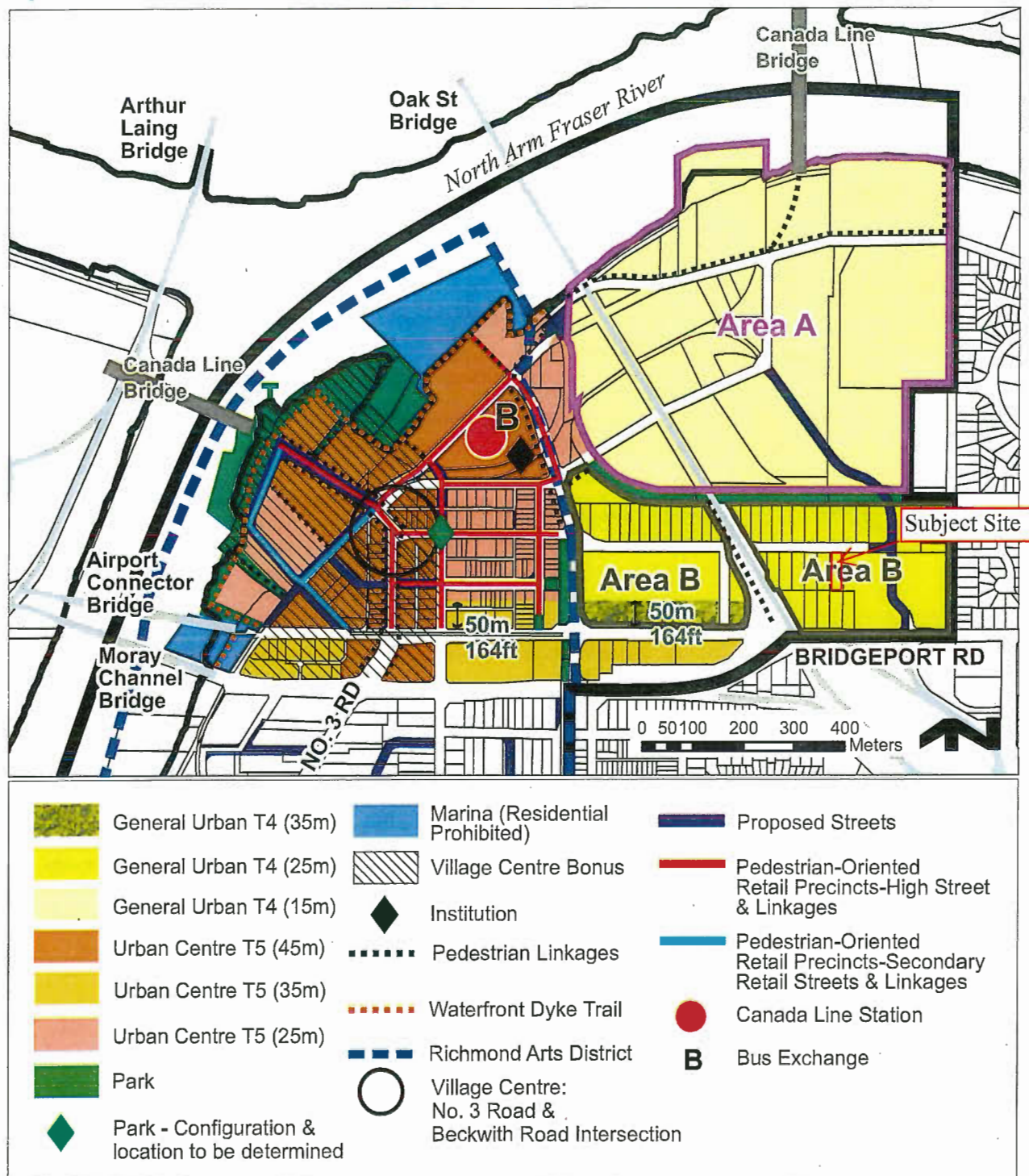
	Existing	Proposed
Owner:	1128457 B.C. Ltd	1128457 B.C. Ltd
Site Size (m²):	2,097.7 m ²	2,043.3 m ²
Land Uses:	Vacant	Office and Light Industrial
OCP Designation:	MEMP – Mixed Employment	MEMP – Mixed Employment
Area Plan Designation:	General Urban (T4) Area B – Industrial Reserve: Limited Commercial	General Urban (T4) Area B – Industrial Reserve: Limited Commercial
Zoning:	Single Detached (RS1/F)	Light Industrial and Office (ZI19) – Bridgeport Village (City Centre)
Number of Units:	None	None
Other Designations:	Environmentally Sensitive Area	Environmentally Sensitive Area

On Future Subdivided Lots	Bylaw Requirement Proposed ZI19 Zone	Proposed	Variance
Floor Area Ratio:	Max. 1.85	1.84	none permitted
Lot Coverage (% of lot area):	Max. 75 %	72.7%	None
Buildable Floor Area (m ²)	Max. 3,780 m ²	3,757 m ²	none permitted
Lot Size:	none	2,043 m ²	None
Lot Dimensions (m):	Width: none Depth: none	Width: 27.2 m Depth: 75.1 m	None
Setbacks (m):	Front: Min. 3.0 m Rear: Min. 10.0 m West Side: Min. 0.5 m East Side: Min. 0.0 m	Front: 3.0 m Rear: 14.1 m West Side: 0.7 m East Side: 0.2 m	None
Height (m):	Max. 30 m	28 m	None
Off-street Parking Spaces – Total:	Min. 74	76	None
Tandem Parking Spaces:	none permitted	none permitted	none

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

City of Richmond

Specific Land Use Map: Bridgeport Village (2031)

Bylaw 9041
2016/07/25

Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions		
Land Use Map Designation	Permitted Uses	Maximum Average Net Development Site Density
General Urban (T4)		
<p>For Area A: Residential prohibited.</p> <ul style="list-style-type: none"> Overlay: <ul style="list-style-type: none"> a) Industrial Reserve – "Industry-Only". <p>For Area B: Residential prohibited.</p> <ul style="list-style-type: none"> Overlay: <ul style="list-style-type: none"> a) Industrial Reserve – "Limited Commercial". <p>Additional Land Use Considerations for Areas A & B:</p> <ul style="list-style-type: none"> a) Community Centre (North) – This facility may be situated in Bridgeport, Aberdeen, or Capstan Village; b) Library Lending Services – This service should be situated within 400 m (1,312 ft.) of Bridgeport Village's designated Village Centre. 	<p>For Area A:</p> <ul style="list-style-type: none"> Light Industry Accessory Use <p>For Area B:</p> <ul style="list-style-type: none"> Light Industry The following uses, provided that such uses are not situated on the ground floor of the building (excluding building entrance lobbies): <ul style="list-style-type: none"> a) Office; b) Education (excluding schools offering provincially mandated K-12 programs). The following uses, provided that such uses are not situated more than 50 m (164 ft.) from a property line abutting Great Canadian Way or Bridgeport Road: <ul style="list-style-type: none"> a) Hotel; b) Retail Trade & Services; c) Restaurant; d) Neighbourhood Pub; e) Institutional Use; f) Recreation; g) Studio. Community Use (excluding child care) Accessory Uses 	<p>For Area A:</p> <ul style="list-style-type: none"> 1.2 <p>For Area B:</p> <ul style="list-style-type: none"> 1.2, provided that: <ul style="list-style-type: none"> a) the total floor area of non-industrial uses may not exceed that of industrial uses (excluding parking); b) non-industrial uses do not share a common building entrance with industrial uses (excluding accessory uses). <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> Industrial Reserve – "Limited Commercial": To be determined on a site specific basis via City development application processes. 1.85, specifically for 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road, provided that the total net floor area of non-industrial uses does not exceed 60% of the net floor area for the entire site.
Urban Centre (T5)		
<ul style="list-style-type: none"> Residential prohibited. Overlays: <ul style="list-style-type: none"> a) Commercial Reserve; b) Village Centre Bonus; c) Institution d) Richmond Arts District RAD); e) Pedestrian-Oriented Retail Precincts – "High Streets & Linkages"; f) Pedestrian-Oriented Retail Precincts – "Secondary Retail Streets & Linkages". <p>Additional Land Use Considerations:</p> <ul style="list-style-type: none"> a) Community Centre (North) – This facility may be situated in Bridgeport, Aberdeen, or Capstan Village; b) Library Lending Services – This service should be situated within 400 m (1,312 ft.) of Bridgeport Village's designated Village Centre. 	<ul style="list-style-type: none"> Office Hotel Institutional Use Studio (Studio spaces that provide for a high degree of transparency and public access along fronting streets and open spaces shall be considered to satisfy requirements for retail continuity in Pedestrian-Oriented Retail Precincts.) Accessory Uses <p>Additional uses are permitted north of Bridgeport Road, including:</p> <ul style="list-style-type: none"> Retail Trade & Services Restaurant Entertainment Education (excluding schools offering provincially-mandated kindergarten to grade 12 programs) Neighbourhood Pub Recreation Community Use (excluding child care) 	<ul style="list-style-type: none"> 2.0 <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> Institution: To be determined on a site specific basis via City development application processes; Village Centre Bonus: 1.0 for the provision of office uses only.

Bylaw 8767
2017/09/11

Text Being
Amended

Note: Richmond's Aircraft Noise Sensitive Development (ANSND) Policy applies (OCP Schedule 1) throughout this Village.

Cover Sheet

BRIDGEPORT LOW RISE OFFICE BUILDING

PROJECT OVERVIEW

The proposed mixed-use commercial project is located at the lot 9520 Beckwith Road and will form as part of the Bridgeport Hotels & Business Center Complex that is currently at Building Permit stage. The east neighbour is a commercial complex that includes retail spaces and a restaurant. The immediate north is primarily old residential buildings those are identified for rezoning as Sub Area-A2. The site is approximately 800m (10 – 15 minutes), walking distance from Bridgeport sky train station.

The primary design approach, is to maximize the full potential of the strategic location of the site that is close to major arterial roads, proximity to airport, sky train station and surrounding mixed-commercial uses. The project is in close vicinity to the Bridgeport Road at south, Highway-99 Oak Street Bridge at west and Beckwith Road at north. The proposed Light Industrial/Office commercial uses will be a vibrant addition to the emerging mixed-use neighbourhood.

The building has been designed in 7 levels. The first and second floors will be dedicated to flexible commercial spaces which are primarily light industrial. Provision for internal stairs connecting the two levels are provided for flexibility in having stacked spaces, those may be ideal for light industrial uses. The upper three levels are designed as office spaces that will be useful for single or multiple tenants. The parking stalls are located in the third and fourth floors sandwiched between light industrial and office uses providing clear separation between the uses.

The design for the main elevations - west and north have modular patterns of window system treatments creating a well-balanced character breaking the long leaner mass along the north-south direction. The west facing windows of the office levels have slopping façade to animate the west elevation of the neighbouring Business Centre building by creating visual interest, and providing passive solar shading from the afternoon sun glare. The west elevation of the two storey parking located at the 3rd and 4th floors, mimic the vocabulary of the elevation of the office in smaller modules of curtain wall treatments creating individuality and harmony at the same time. Expression of window segments in elevational treatments is a theme adopted from the Bridgeport Hotels and Business Centre to create a cohesive experience from the public realm.

The articulated landscape treatment of north-south internal road which is connected to Bridgeport at south and to Beckwith at north serves as the main approach to the building from the west side. The parking entrance and loading areas access is from the south side of building along the latitudinal east-west internal road.

The key effort in the design of the building, was to respect the Richmond OCP guidelines, implement environmentally friendly sustainable design approach and enforce strong design elements that will enhance the City's vision of future mixed-use commercial urban growth for the neighbourhood.

OWNER	MAILIN CHEN CHUNGHWA INVESTMENT 1800-570 GRANVILLE STREET VANCOUVER, BC V6C 3P1 CONTACT: JOHN CHENG EMAIL: john@chunghwa.ca
ARCHITECT	IBI GROUP ARCHITECTS (CANADA) INC. SUITE 700 - 1285 WEST PENDER STREET VANCOUVER, BC V6E 4B1 TEL: (604) 683-8797 FAX: (604) 683-0492 CONTACT: SALIM NARAYANAN EMAIL: SNarayanan@ibigroup.com
PROPERTY ADDRESS	9520 BECKWITH ROAD
LEGAL DESCRIPTION	Parcel "A" (Explanatory Plan 25441) Lots 18 and 19, Section 22, Block 5 North Range 6 West, New Westminster District Plan 8931



ATTACHMENT 5

A0.01

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2019-02-20

Overall Aerial View



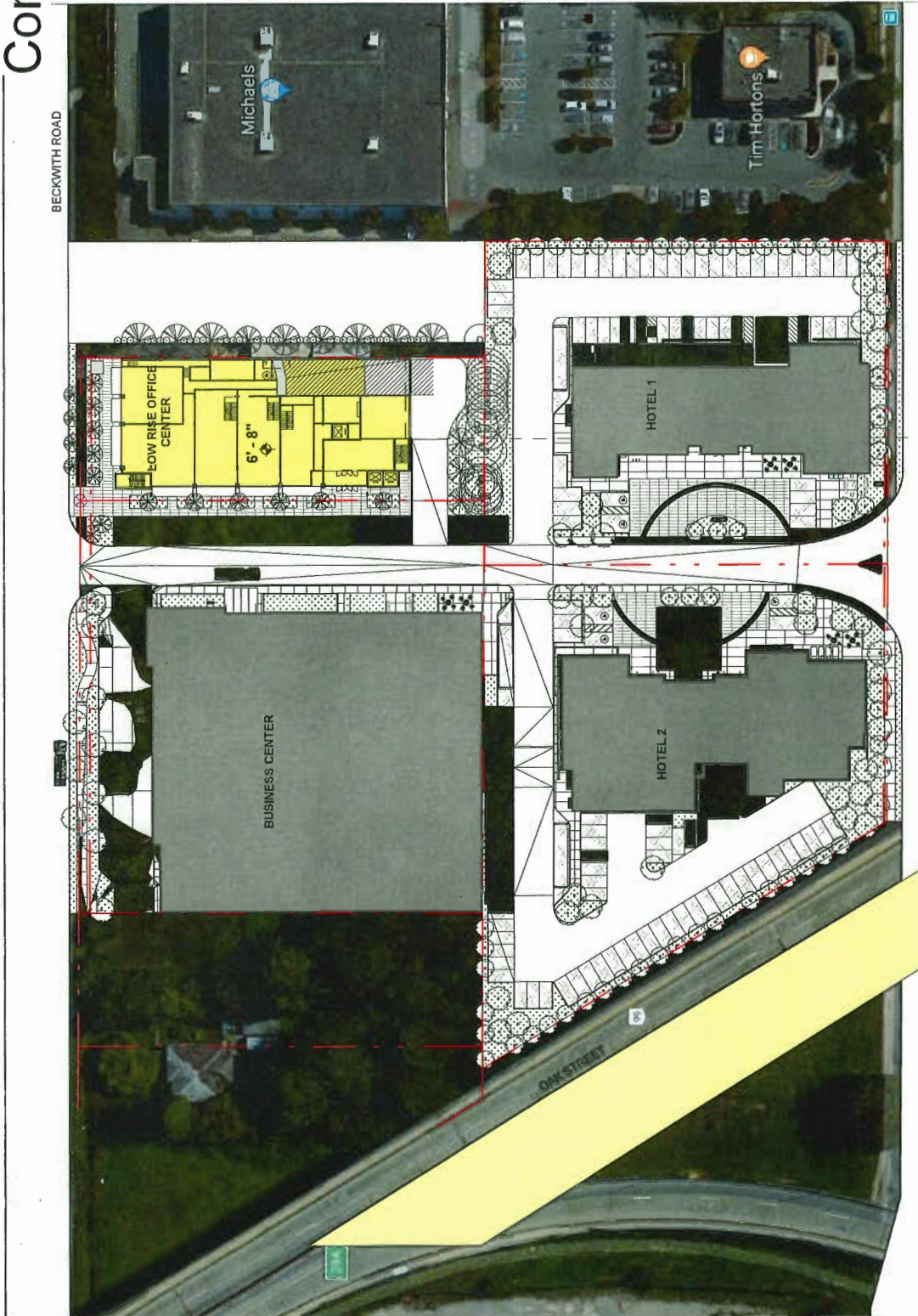
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Context Plan



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2019-02-20

A0.07

Project Statistics

AREA BREAKDOWN						
	FSR		FAR SUB-TOTAL	NON FSR (MEP/SERV)	GROSS FLOOR AREA	
	LIGHT INDUSTRY	OFFICE				
7		2,780	2,780	159	2,939	
6		9,117	9,117		9,117	
5		10,409	10,409		10,409	
4			-	13,115	13,115	
3			-	9,878	9,878	
2	7,244	160	7,404	1,140	8,544	
1	8,998	1,730	10,728	2,115	12,843	
TOTAL	16,240	24,196	40,436	36,407	86,843	
FLOOR AREA RATIO	40.2%	59.8%	TOTAL FLOORS AREA / FAR PROVIDED			
CAR PARKING REQUIRED (BEFORE TDM REDUCTION)	12	62				
CLASS 1 BICYCLE PARKING REQUIRED	3	6	7 HORIZONTAL+7 VERTICAL PROVIDED			
CLASS 2 BICYCLE PARKING REQUIRED	3	9	15 PROVIDED ON SITE WITHIN 15M OF MAIN ENTRANCE			
NOTE	PARKING RATIO CALCULATED BASED ON THE GROSS LEASABLE FLOOR AREA PER SECTION 7.7					
GROSS LEASABLE FLOOR AREA	13,224	22,290	PARKING RATIO CALCULATED BASED ON THE GROSS LEASABLE FLOOR AREA PER SECTION 7.7			
TOTAL BUILDING SITE COVERAGE	TOTAL SITE AREA	TOTAL BUILDING COVERAGE W/PROJECTIONS	TOTAL BUILDING SITE COVERAGE PERCENTAGE			
	21,994	15,995	72.72%			

PROJECT STATISTICS						
9520 Beckwith Rd.						
ZONING SUB-AREA		A EA-B: SUB AREA : A2 (EXPECTING OVERLAP)				
SITE AREA (BEFORE DEDICATION)		(S.F.)		22,579		
SITE AREA (AFTER DEDICATION)		(S.F.)		21,994		
FAR ALLOWED		(S.F.)		FSR 1.85 PER AREA-B (T4)		
				TARGET: FSR 1.85 (T4)		
FAR PROVIDED		(S.F.)		40,436		
				FSR		
DIFFERENCE		(S.F.)		1.84		
				253		
		FSR		MEP/SERV.		GROSS
		(S.F.)		(S.F.)		(S.F.)
LOW RISE OFFICE		40,436		26,407		66,843
BIKE PARKING SUMMARY						
		CLASS 1		CLASS 2		TOTAL
LOW RISE OFFICE		REQ 9	REQ 12	REQ 15	REQ 21	
		PROV 14	PROV 15	PROV 29	PROV 29	
LOADING SUMMARY						
		OFFICE		LIGHT INDUSTRIAL		COMMENTS
MEDIUM SIZE SPACE		1		1		1 PER EACH USE
LARGE SIZE SPACE				1		SHARED WITHIN 50M ON BECKWITH 9466

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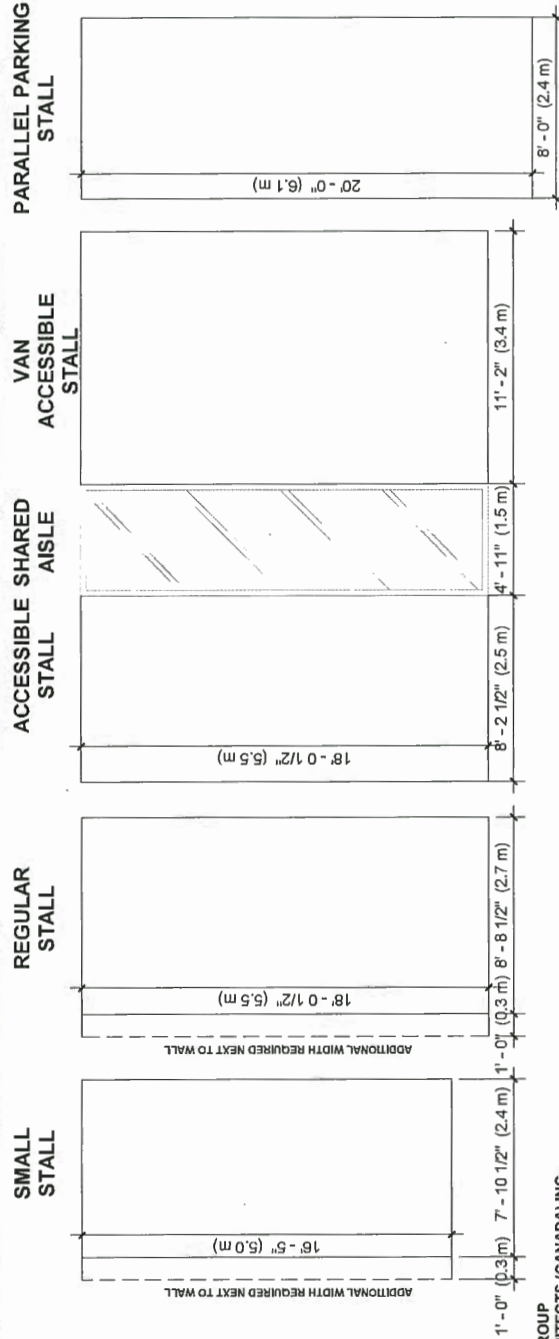
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9520 BECKWITH RD

Parking Statistics

PARKING RATIO				PARKING BREAKDOWN				
		REQUIRED BASED ON BYLAW	PROPOSED PARKING	HC STALLS 2% OF EACH LAND USE		SMALL STALLS 50%MAX OF EACH LAND USE		REGULAR STALLS
				TOTAL				
LOW RISE OFFICE	LIGHT INDUSTRY	12	74 (+ 2 STALLS FOR OPTIONAL FUTURE CARSHARE)			1	4 40%	6 60%
	OFFICE	62 (3/1076)				1	21 34%	41 66%
TOTAL		74		76		2	25	47
NOTE				PARKING RATIO CALCULATED BASED ON THE GROSS LEASABLE FLOOR AREA PER SECTION 7.7 (SEE A0.08)				



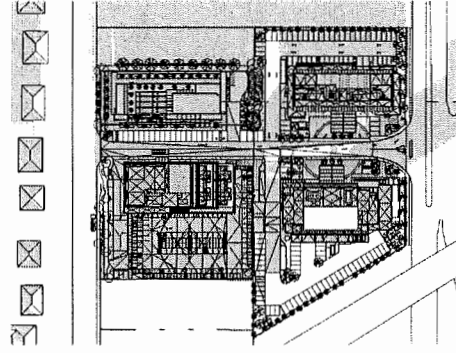
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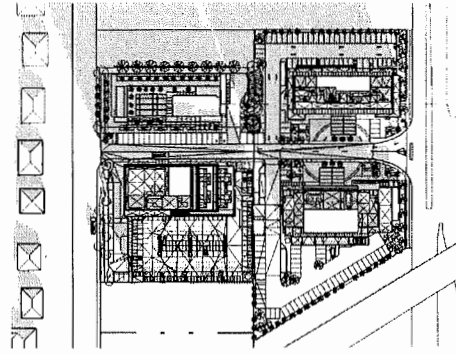
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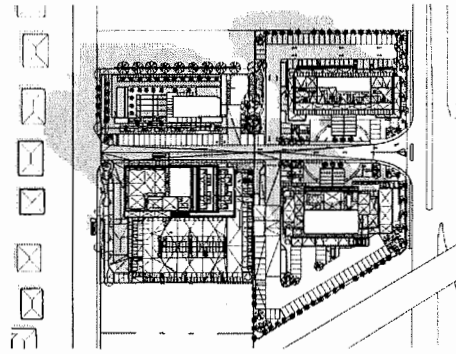
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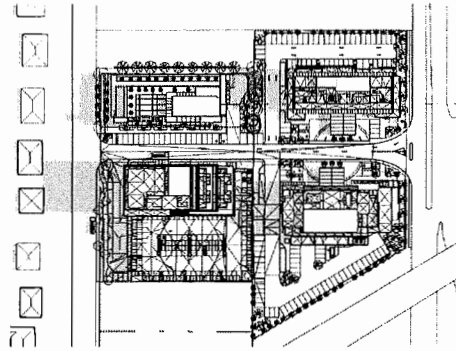
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@ 4pm



MARCH 21
@ 2pm

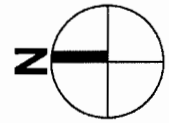


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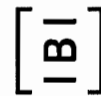
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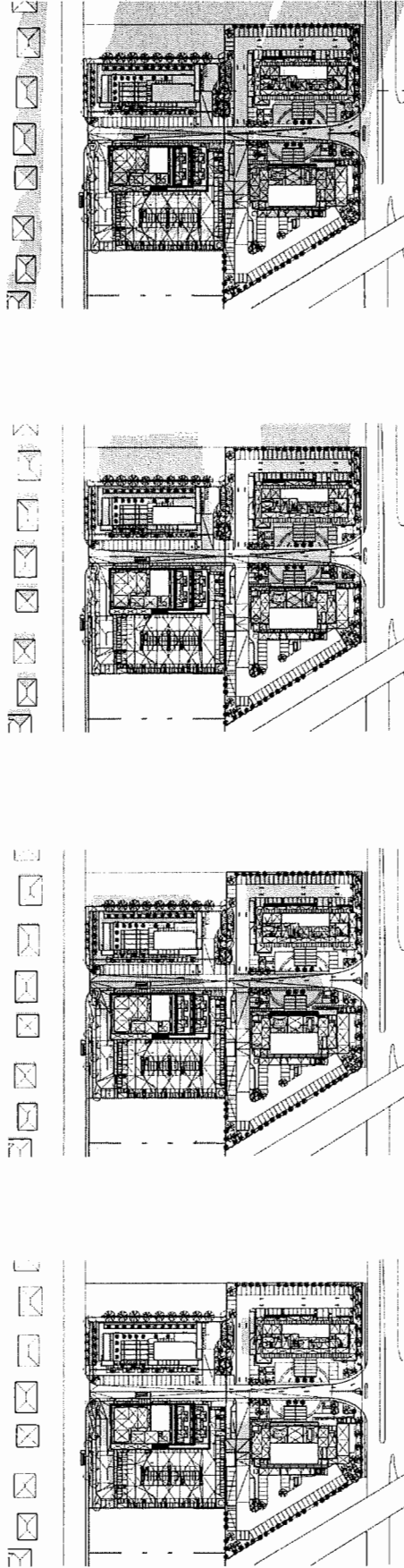
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9520 BECKWITH RD

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Shadow Study



JUNE 21 @
10am

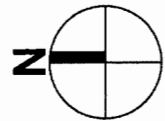
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JUNE 21
@ 2pm

JUNE 21
@ 4pm

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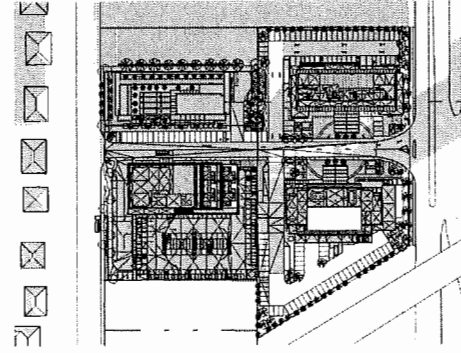


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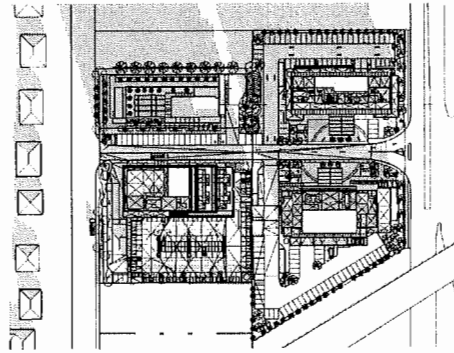
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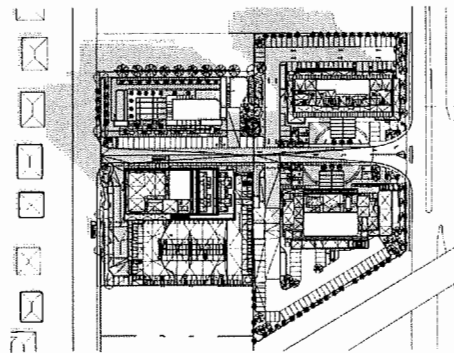
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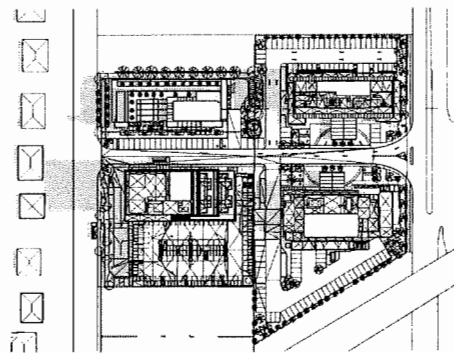
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@ 4pm



SEPTEMBER 22
@ 2pm



SEPTEMBER 22
@ 12pm



SEPTEMBER 22
@ 10am

PH - 70



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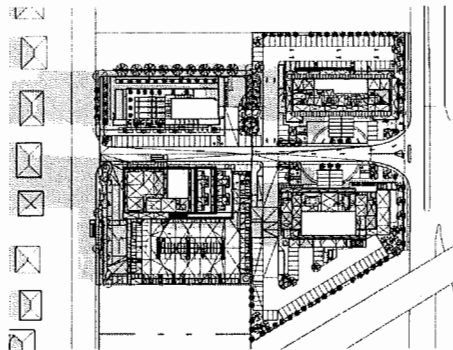


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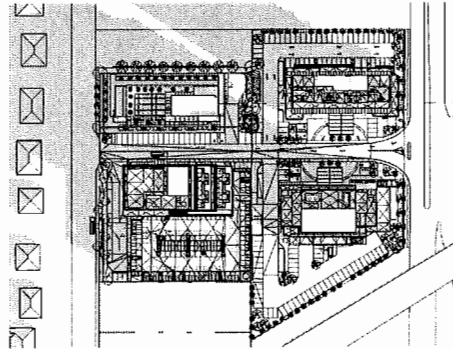
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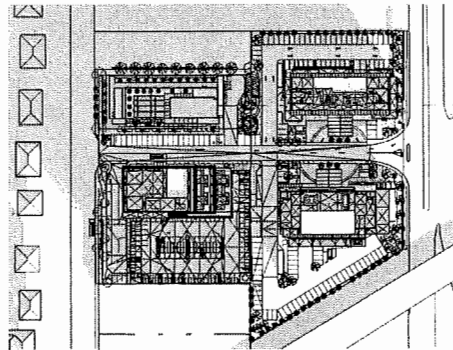
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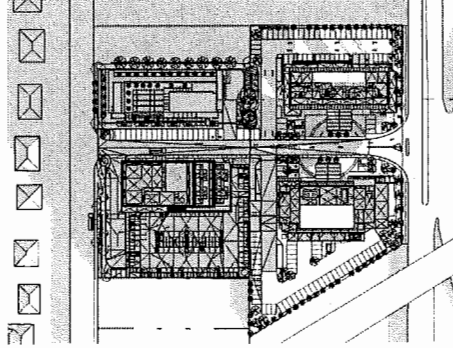
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@ 10am



DECEMBER 21
@ 12pm



DECEMBER 21
@ 2pm



DECEMBER 21
@ 4pm

PH - 71

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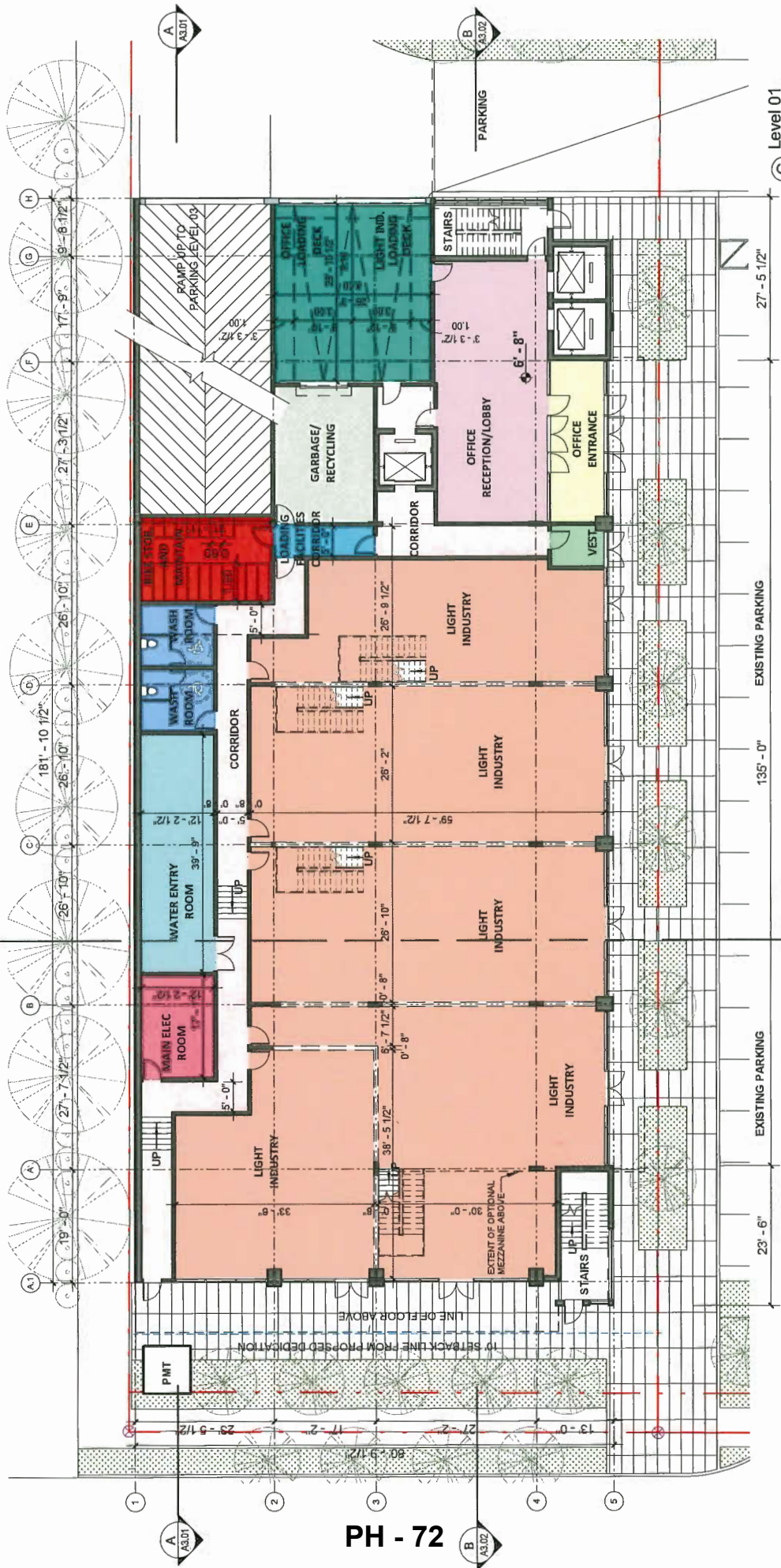


04/03/19

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9520 BECKWITH RD

Level 01 - Floor Plan



Level 01
1/16" = 1'-0"

A1.01

9520 BECKWITH RD

2019-04-11



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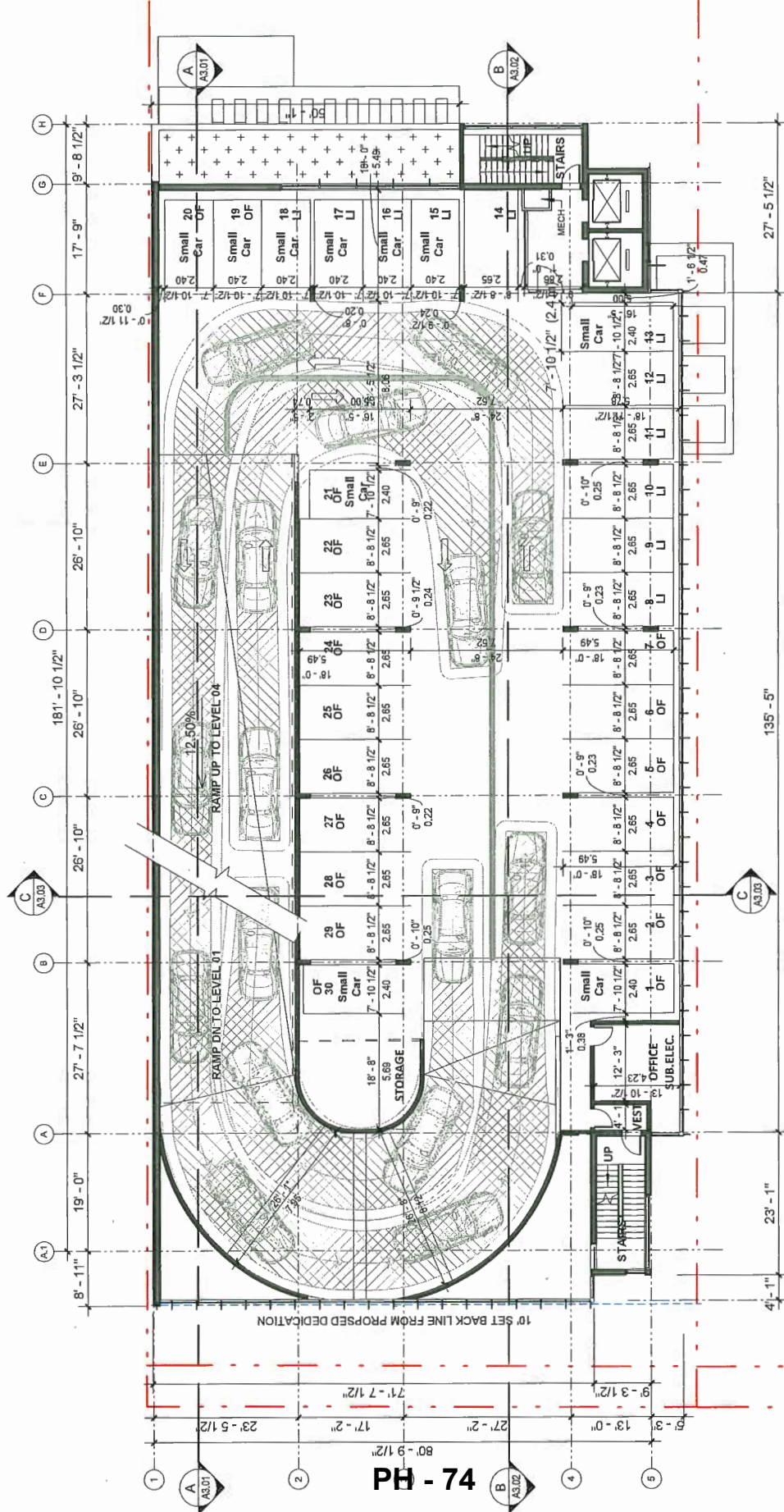


9520 BECKWITH RD

① Level 02
1/16" = 1'-0"

A1.02

Parking Level 03 - Floor Plan



PH - 74

① Parking Level 03
1/16" = 1'-0"

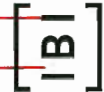
A1.03

9520 BECKWITH RD

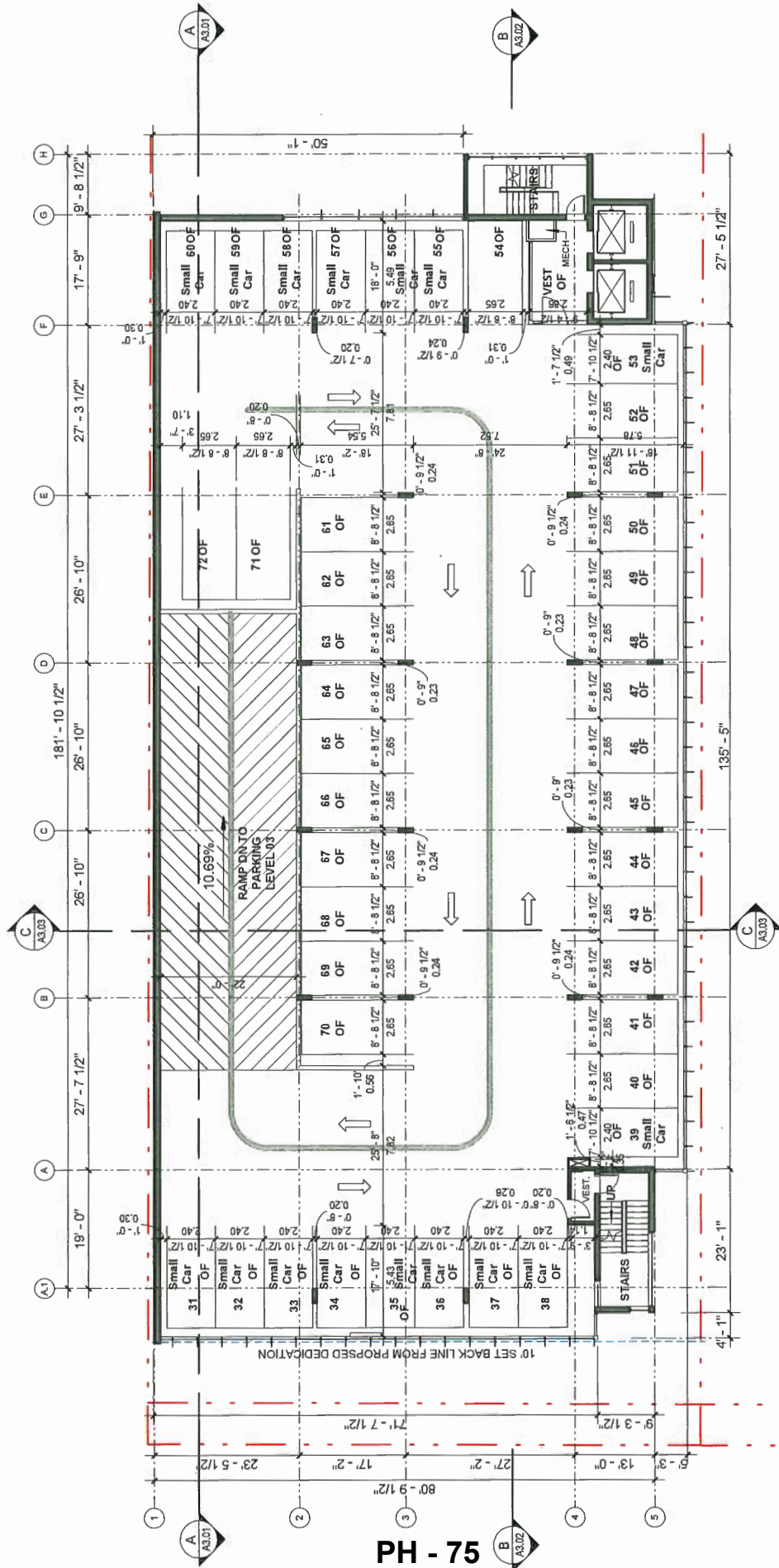
2019-04-11



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Parking Level 04 - Floor Plan



PH - 75

① Parking Level 04
1/16" = 1'-0"

A1.04

9520 BECKWITH RD

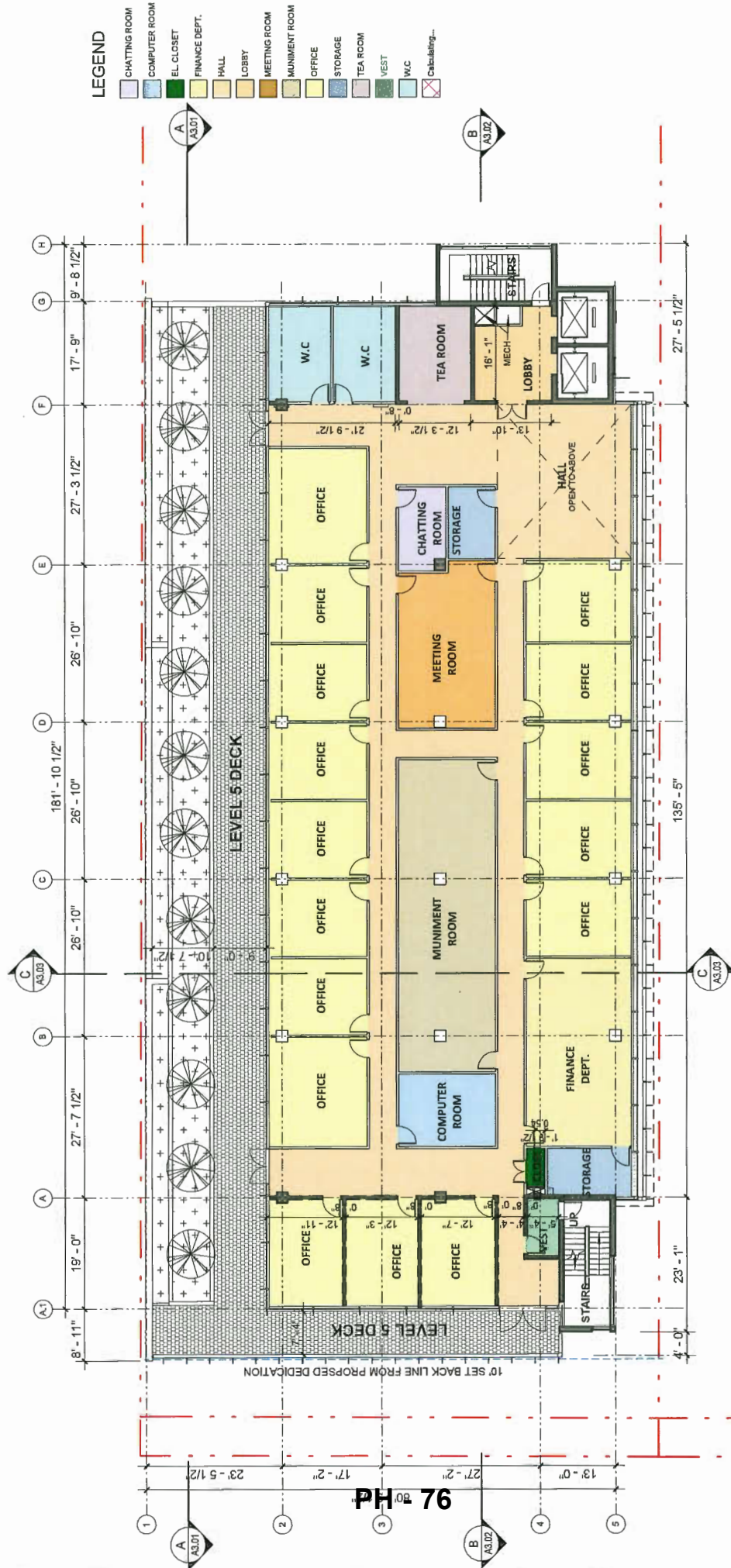
2019-04-11



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Level 05 - Floor Plan



① Level 05
1/16" = 1'-0"

A1.05

9520 BECKWITH RD

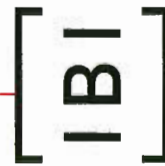
2019-04-11



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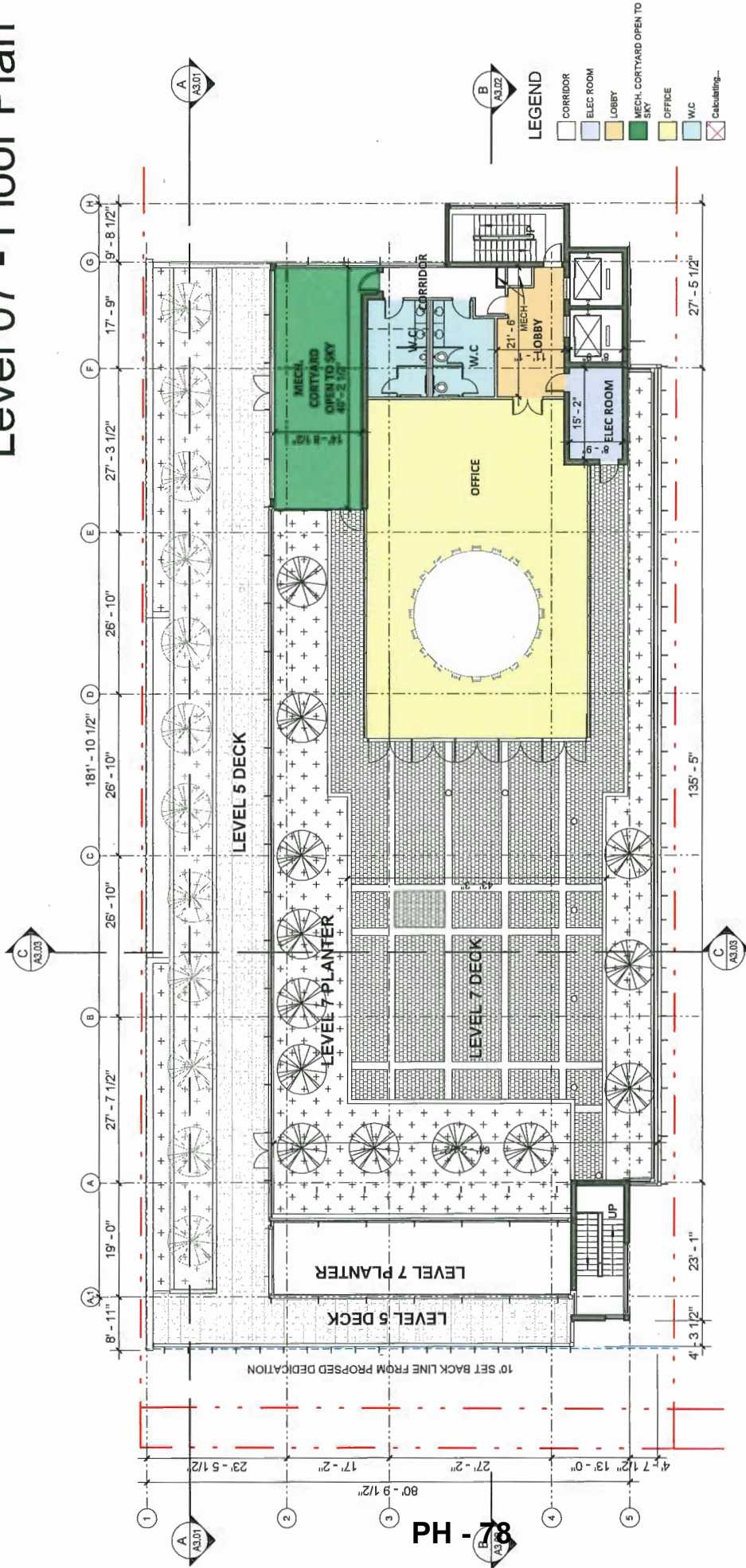
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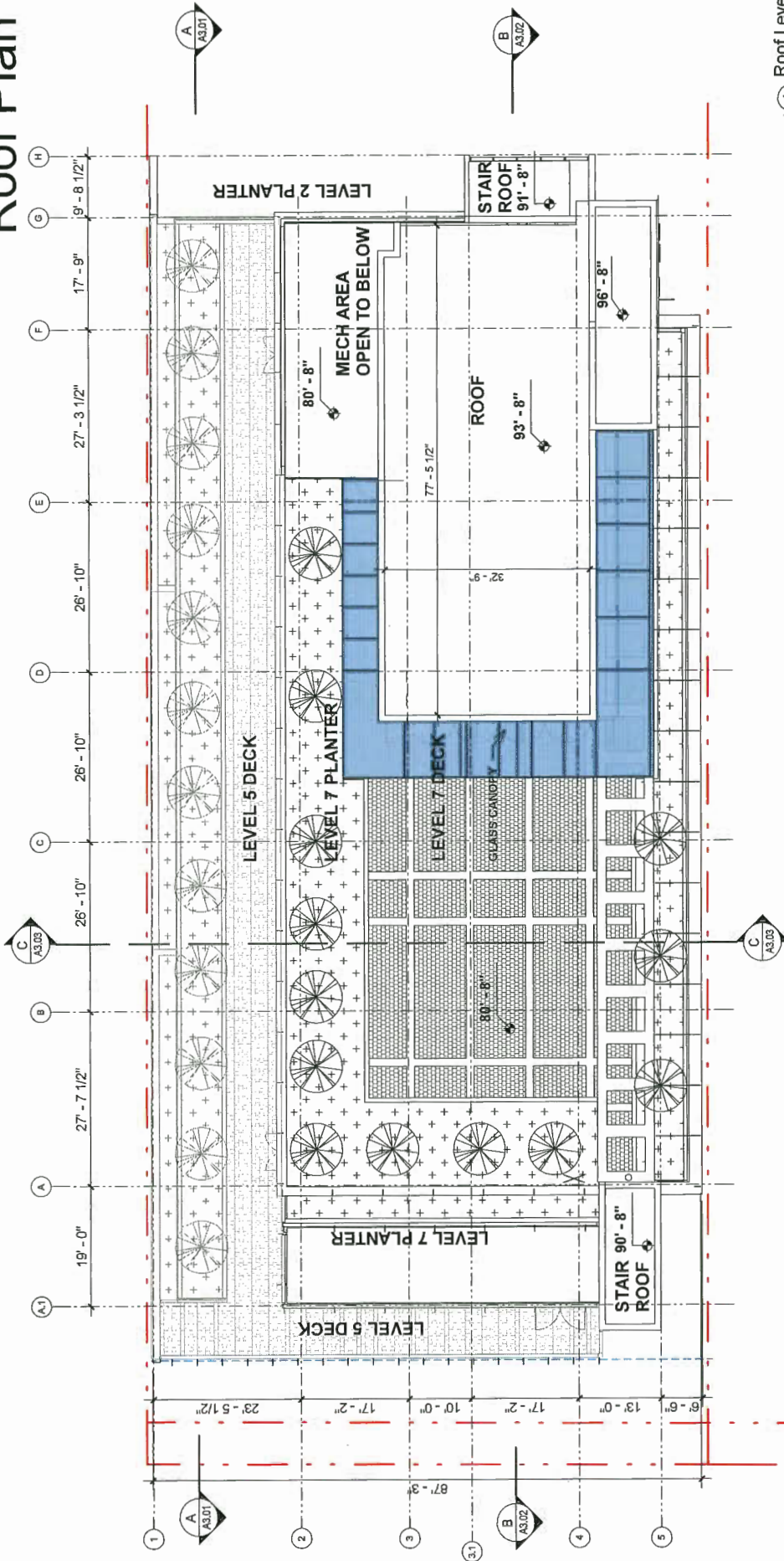
9520 BECKWITH RD

A1.06

Level 07 - Floor Plan



Roof Plan



① Roof Level
1/16" = 1'-0"



2019-04-11

A1.08

9520 BECKWITH RD

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North Elevation

MATERIAL LIST

- 1A LOW-E GLAZED WINDOW SYSTEM
- 1B FROSTED GLASS WINDOW SYSTEM
- 1C SPANDREL GLAZED WINDOW SYSTEM
- 2 STORE FRONT GLAZING
- 3 METAL PANEL CLADDING
- 4 PAINTED CONCRETE



① North Elevation
1/16" = 1'-0"

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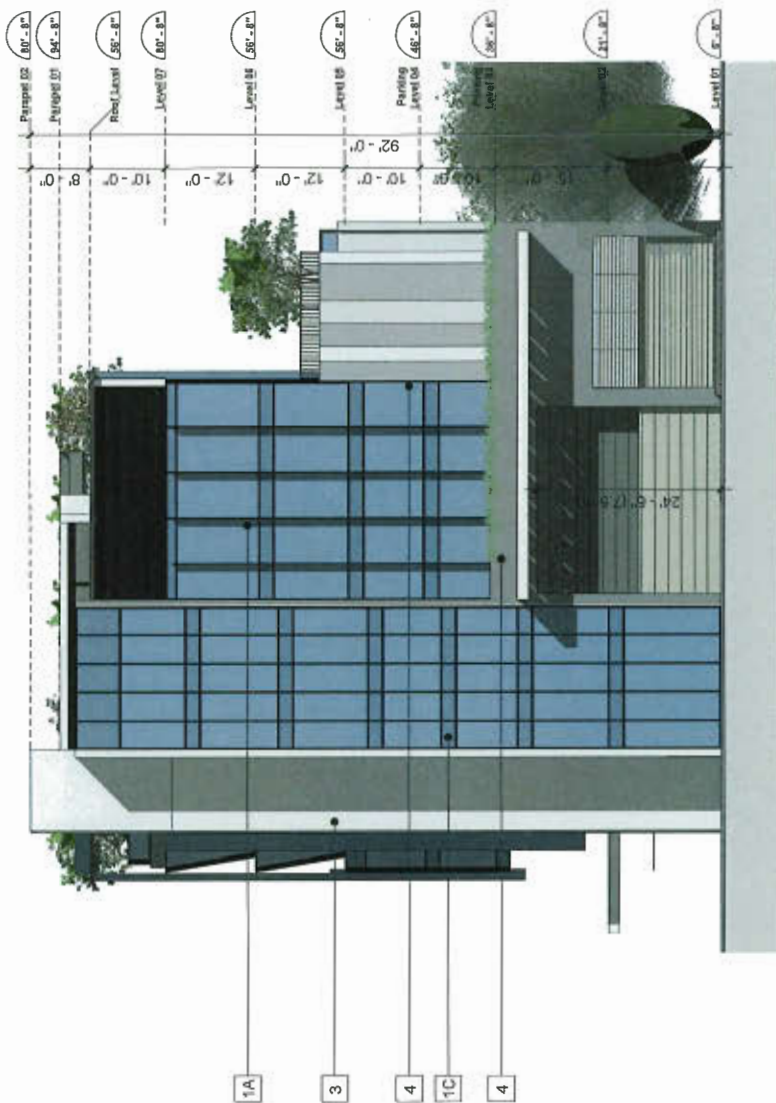
2019-02-20

A2.01

South Elevation

MATERIAL LIST

- 1A LOW-E GLAZED WINDOW SYSTEM
- 1B FROSTED GLASS WINDOW SYSTEM
- 1C SPANDREL GLAZED WINDOW SYSTEM
- 2 STORE FRONT GLAZING
- 3 METAL PANEL CLADDING
- 4 PAINTED CONCRETE



West Elevations

MATERIAL LIST

- 1A LOW-E GLAZED WINDOW SYSTEM
- 1B FROSTED GLASS WINDOW SYSTEM
- 1C SPANDREL GLAZED WINDOW SYSTEM
- 2 STORE FRONT GLAZING
- 3 METAL PANEL CLADDING
- 4 PAINTED CONCRETE



PH - 82

2019-02-20

A2.03

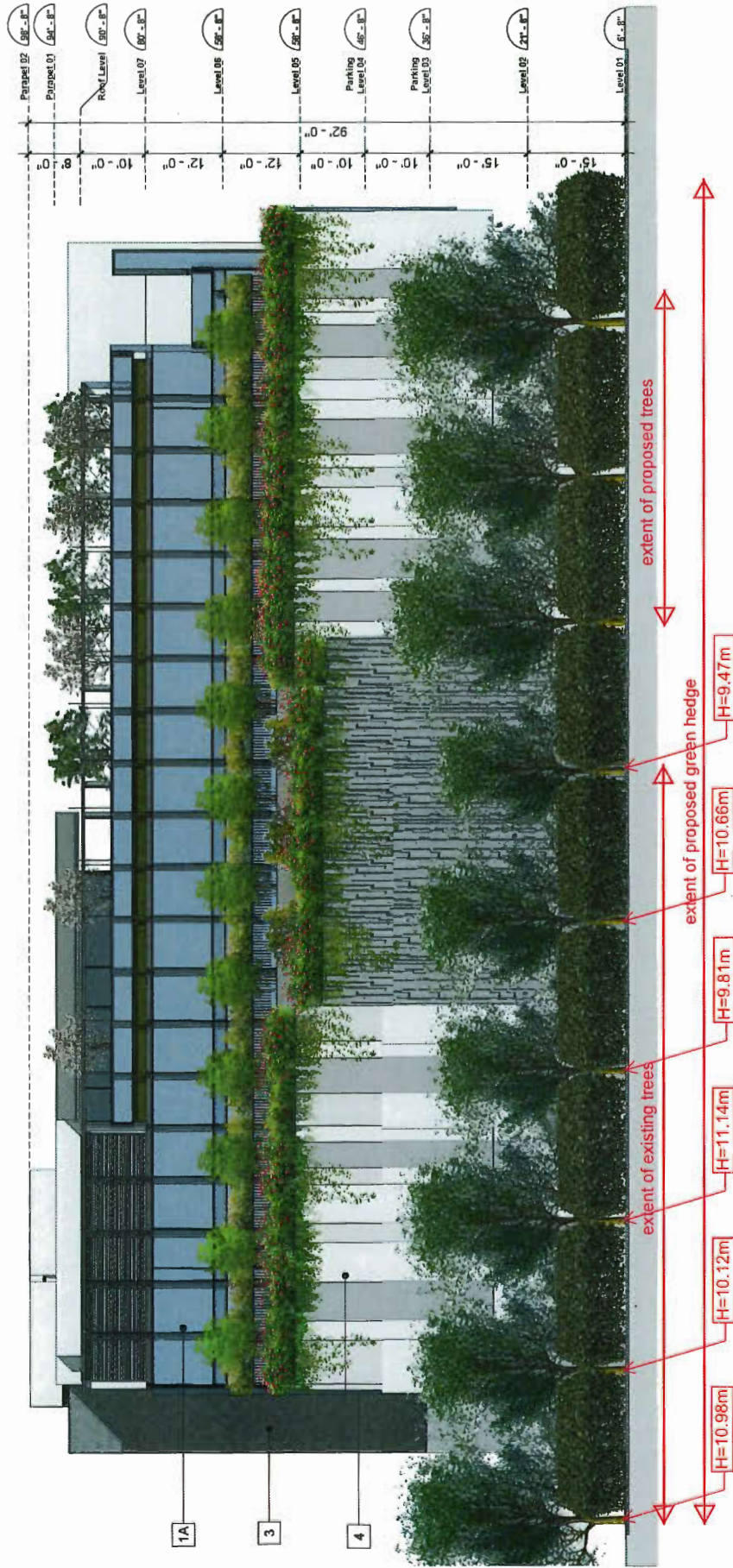
IBI GROUP
ARCHITECTS (CANADA) INC.
700 - 1285 West Pender Street
Vancouver BC V6E 4B1 Canada
tel 604 683 8787 fax 604 683 0492
ibigroup.com



East Elevation

MATERIAL LIST

- 1A LOW-E GLAZED WINDOW SYSTEM
- 1B FROSTED GLASS WINDOW SYSTEM
- 1C SPANDREL GLAZED WINDOW SYSTEM
- 2 STORE FRONT GLAZING
- 3 METAL PANEL CLADDING
- 4 PAINTED CONCRETE



PH - 83

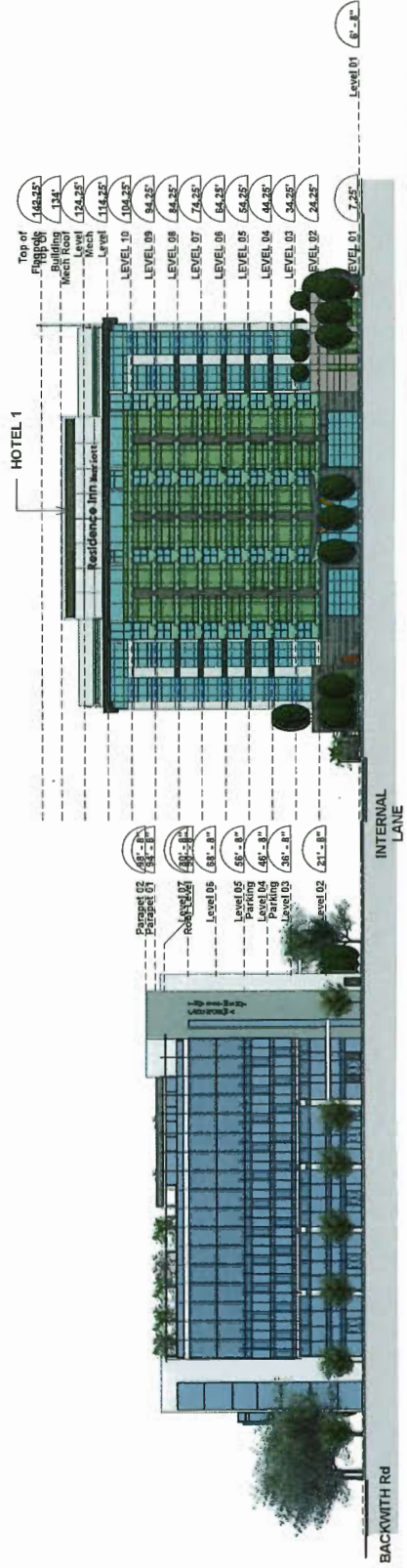


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Vancouver BC V6E 4B1 Canada
tel 604 683 8797 fax 604 683 0492
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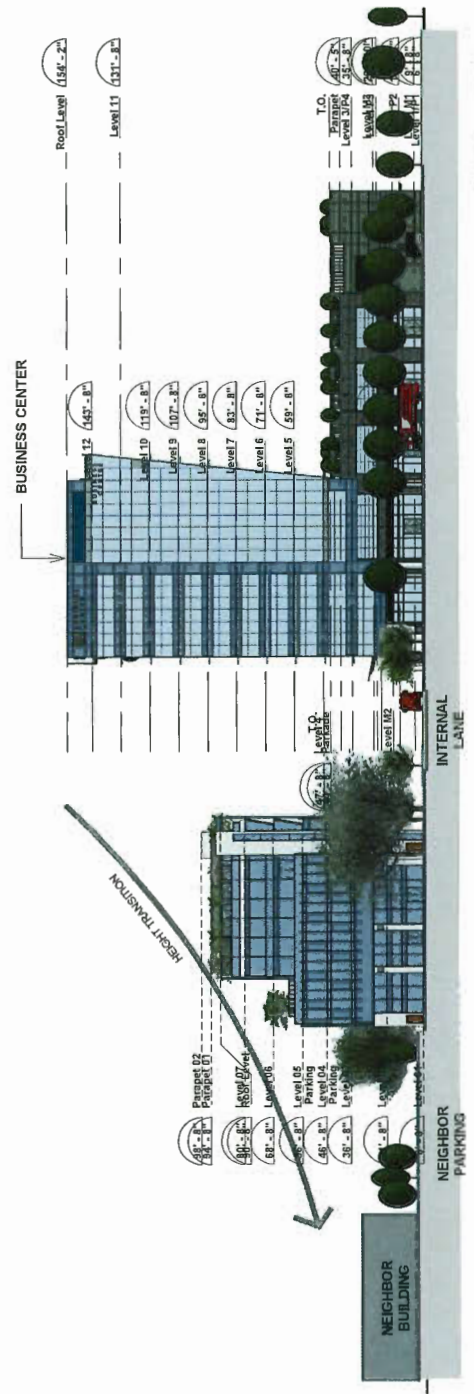
2019-02-20

A2.04

Streetscapes



ALONG NORTH SOUTH INTERNAL LANE



Backwith Streetscape

2019-02-20

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A2.05

South-West View



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2019-02-20

A2.06

North-West View



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2019-02-20

A2.07

South-East View



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tel 604 683 8797 fax 604 683 0492
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2019-02-20

A2.08

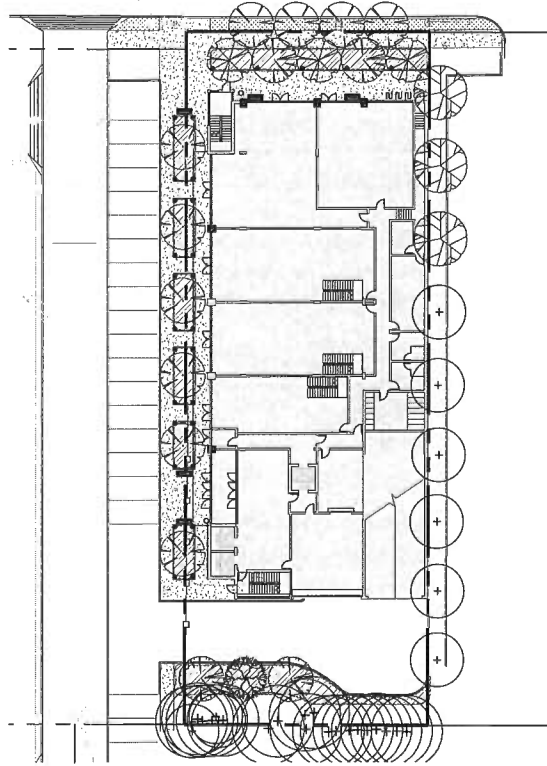
9520 Beckwith Road

Issued for Development Permit

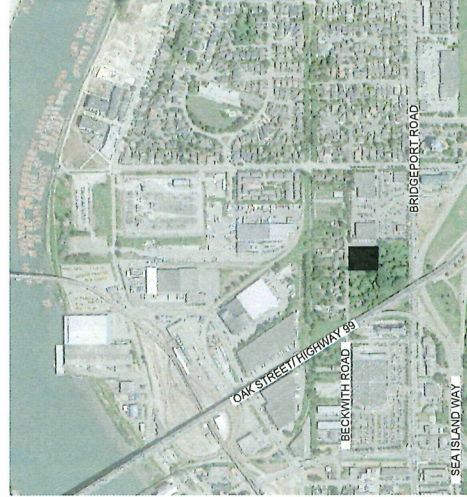
Contact Information	Other Key Contacts:
van der Zalm + associates inc. Project Location: Richmond Suite 1 - 20177 52th Avenue Richmond, BC V6V 2G9 T: 604 882 0024 F: 604 882 0042 Primary project contact: Andrew Davidson a. 604 960 0031 Alternate contact (please email): Merv van der Zalm m. 604 960 0031 Project Engineer: Jennifer Davidson j. 604 960 0030	Chungwa Investment Co. Ltd. Project Owner Unit 1100 - 570 Gamwell Street Vancouver, BC V6C 3P1 T: 604 683 8871 P: 604 683 8877 BLI Group Architects Inc. Project Building Architect 700-1285 West Pender Street Vancouver, BC V6E 4B1 P: 604 683 8877
Legal Address and Description:	

Sheet List Table

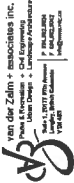
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L-01	COVER PAGE
L-02A	SITE PLAN - LEVEL 1
L-02B	SITE PLAN - LEVEL 5
L-02C	SITE PLAN - LEVEL 7
L-03A	PLANTING PLAN - LEVEL 1
L-03B	PLANTING PLAN - LEVEL 5
L-03C	PLANTING PLAN - LEVEL 7
L-04	OFFSITE PLAN - ADJACENT SITE TO EAST
L-05	TREE PRESERVATION PLAN
LD-01	DETAILS
LD-02	DETAILS
LD-03	DETAILS
LD-04	DETAILS



1 SITE PLAN OVERVIEW
Scale: 1:500



2 LOCATION MAP
Scale: 1:500

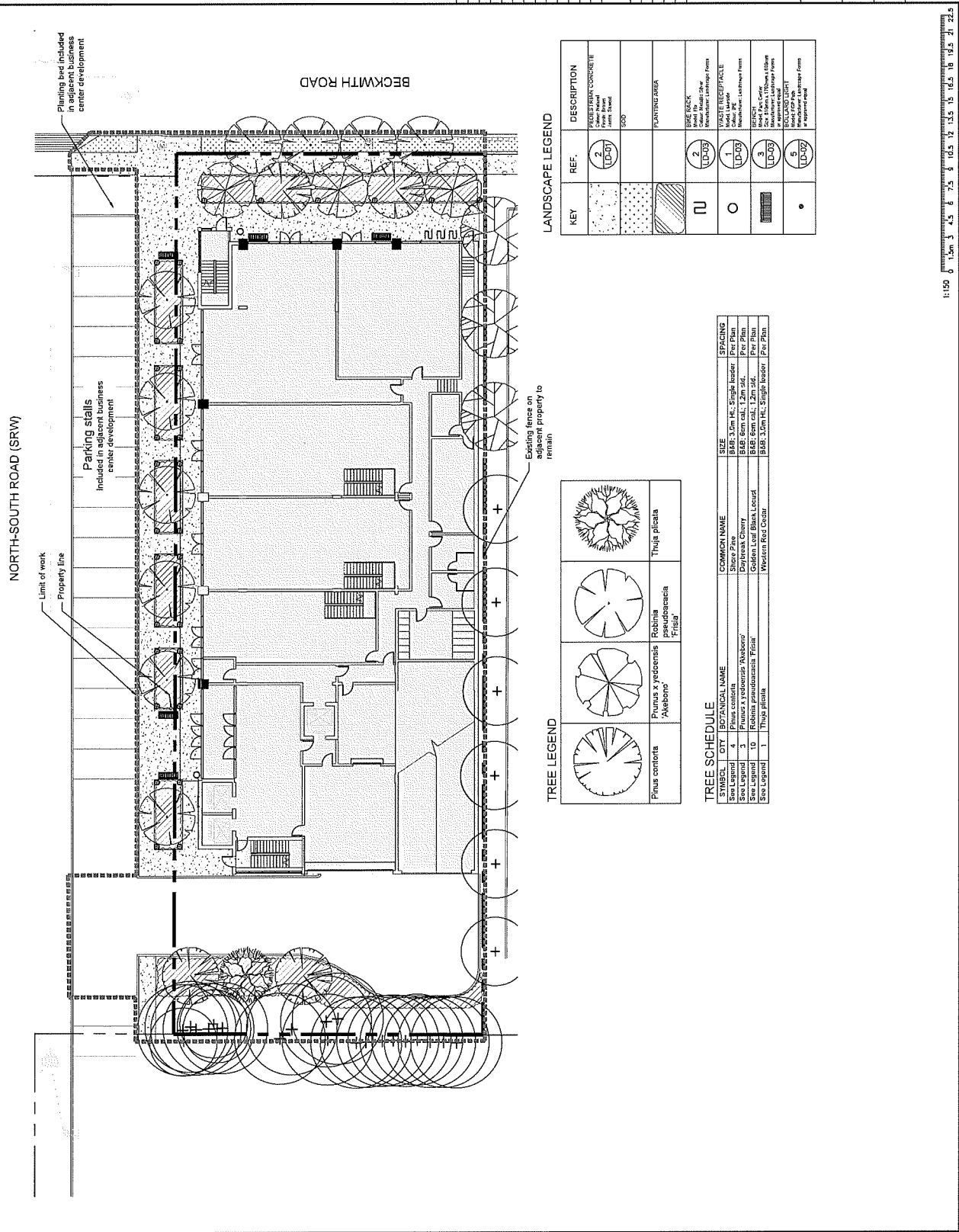
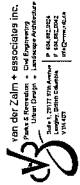


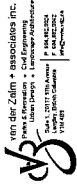
van der Zalm + associates inc.
Professional Engineers - Civil Engineering
Professional Geotechnical Engineers
Professional Surveyors - Land Surveying
2017-2018 BC Association of Professional Engineers
2017-2018 BC Association of Professional Geotechnical Engineers
2017-2018 BC Association of Professional Surveyors

COVER PAGE
Drawing Title:
VZD Project #:
DP2018-29

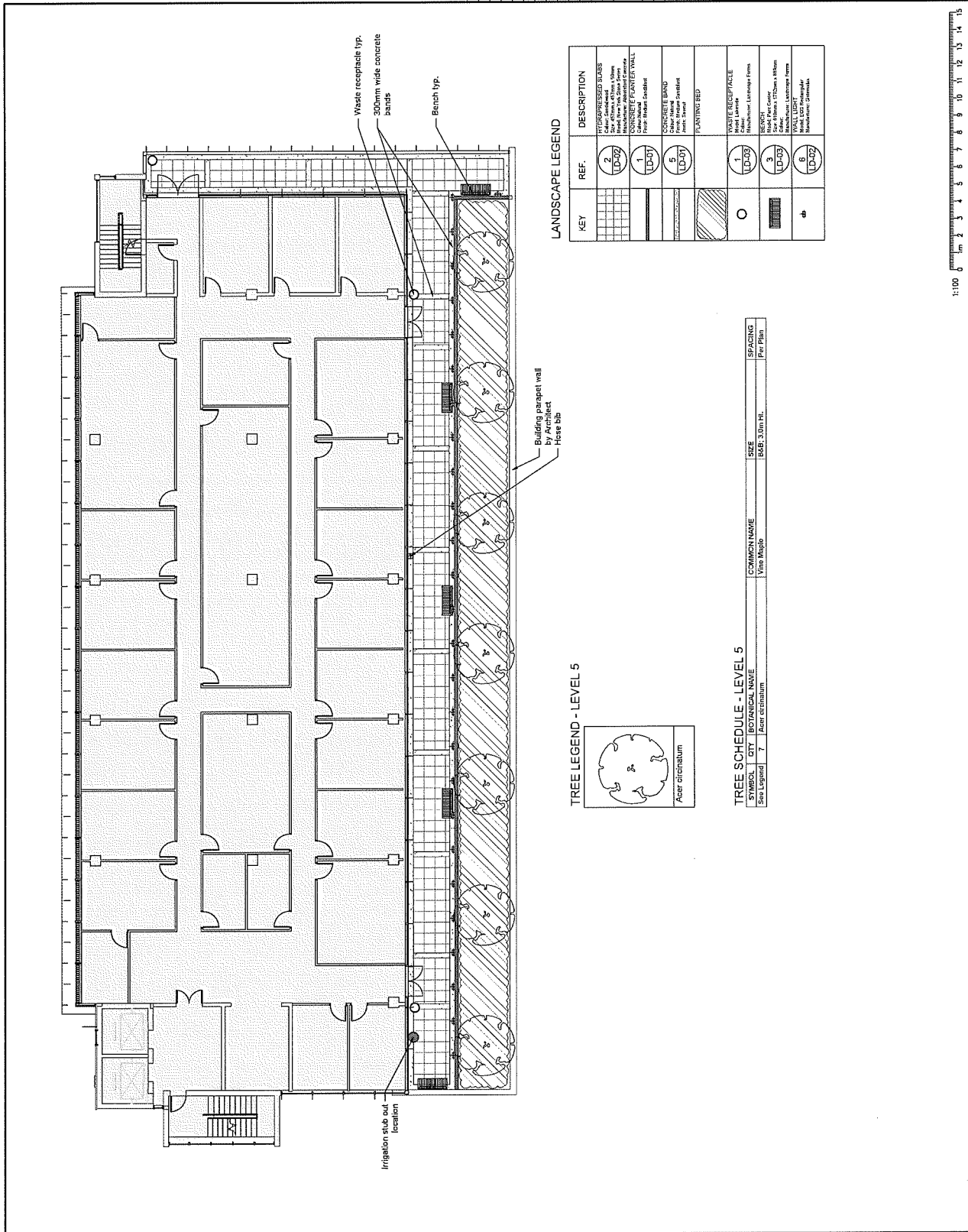


Drawing #:
L-01





van der Zalm + associates inc.
Professional Engineer
1000 Highway 104, Suite 100
Richmond, BC V6X 1A6
Tel: 604.273.1100
Fax: 604.273.1101
www.vdz.ca



LANDSCAPE LEGEND

KEY	REF.	DESCRIPTION
	2	WASTE RECEPTACLE
	1	BENCH
	5	CONCRETE BAND
	6	PLANTING BED
	1	WASTE RECEPTACLE
	2	BENCH
	5	CONCRETE BAND
	6	PLANTING BED

TREE LEGEND - LEVEL 5

	Acer glaberrimum
--	------------------

TREE SCHEDULE - LEVEL 5

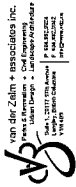
SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	7	Acer glaberrimum	Vine Maple	18x18, 3.0m HL	Per Plan

1:100
1m 2 3 4 5 6 7 8 9 10 11 12 13 14 15

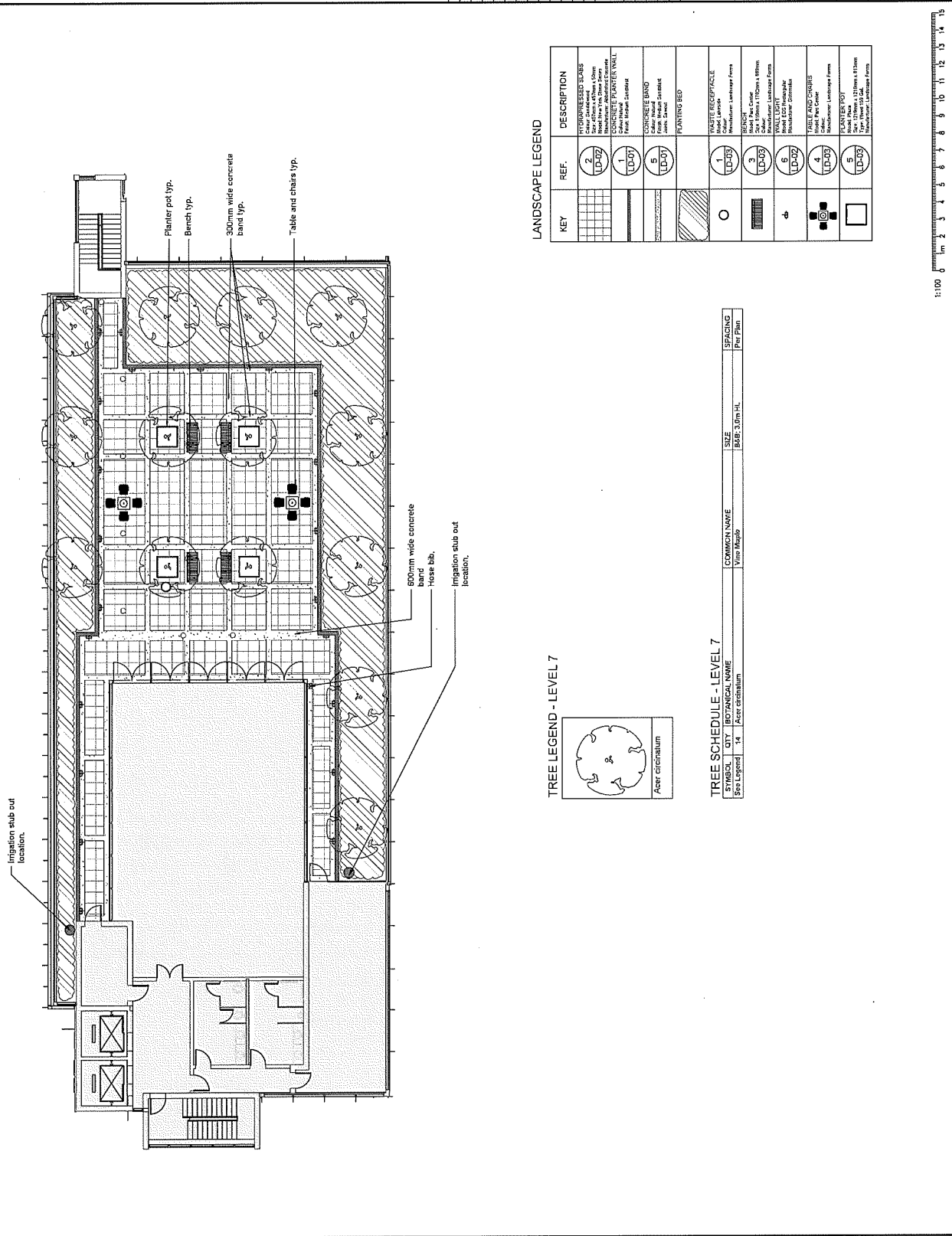
Drawn: AD
Checked: MVDZ
Approved: MVDZ
Scale: 1:100
Original Sheet Size: 24"x36"

Project: 9920 Beckwith Road
Location: 9920 Beckwith Road
Richmond, BC

NO.	REV.	DESCRIPTION	DATE
1	1	Issue for Development Permit	March 15, 2019
2	2	Issue for Development Permit	March 15, 2019
3	3	Issue for Development Permit	March 15, 2019



van der Zalm + associates inc.
Parks & Recreation • Civil Engineering
2000 Highway 104, Suite 200
Richmond, BC V6X 1A6
Tel: 604.273.8888 Fax: 604.273.8889
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LANDSCAPE LEGEND

KEY	REF.	DESCRIPTION
	2 (LD-02)	HYDROPONIC SLUGS See details: 1.00mm x 1.00mm Material: Hydroponic Slugs Manufacturer: Hydroponic Slugs Quantity: 1000 Notes: See details: 1.00mm x 1.00mm
	5 (LD-05)	CONCRETE BAND See details: 1.00mm x 1.00mm Material: Concrete Manufacturer: Concrete Quantity: 1000 Notes: See details: 1.00mm x 1.00mm
	5 (LD-05)	PLANTING BED See details: 1.00mm x 1.00mm Material: Planting Bed Manufacturer: Planting Bed Quantity: 1000 Notes: See details: 1.00mm x 1.00mm
	1 (LD-01)	WATER RECEPTACLE See details: 1.00mm x 1.00mm Material: Water Receptacle Manufacturer: Water Receptacle Quantity: 1000 Notes: See details: 1.00mm x 1.00mm
	3 (LD-03)	BENCH See details: 1.00mm x 1.00mm Material: Bench Manufacturer: Bench Quantity: 1000 Notes: See details: 1.00mm x 1.00mm
	6 (LD-06)	WALL LIGHT See details: 1.00mm x 1.00mm Material: Wall Light Manufacturer: Wall Light Quantity: 1000 Notes: See details: 1.00mm x 1.00mm
	4 (LD-04)	TREE See details: 1.00mm x 1.00mm Material: Tree Manufacturer: Tree Quantity: 1000 Notes: See details: 1.00mm x 1.00mm
	5 (LD-05)	PLANTER POT See details: 1.00mm x 1.00mm Material: Planter Pot Manufacturer: Planter Pot Quantity: 1000 Notes: See details: 1.00mm x 1.00mm

TREE LEGEND - LEVEL 7

	Acer circinnatum
--	------------------

TREE SCHEDULE - LEVEL 7

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	14	Acer circinnatum	Vine Maple	800, 3.0m H-L	Per Plan

1:100 0 1m 2 3 4 5 6 7 8 9 10 11 12 13 14 15

Scale: 1:100
Approved: HVDZ
Checked: HVDZ
Drawn: AD
Stamp:

Project: 5520 Beckwith Road
Location: 5520 Beckwith Road
Richmond, BC

No.	Rev.	Description	Date
1	1	Revised for Development Permit	March 10, 2019
2	1	Revised for Development Permit	February 20, 2019
3	1	Revised for Development Permit	February 20, 2019

No.	Rev.	Description	Date
1	1	Revised for Development Permit	March 10, 2019
2	1	Revised for Development Permit	February 20, 2019
3	1	Revised for Development Permit	February 20, 2019




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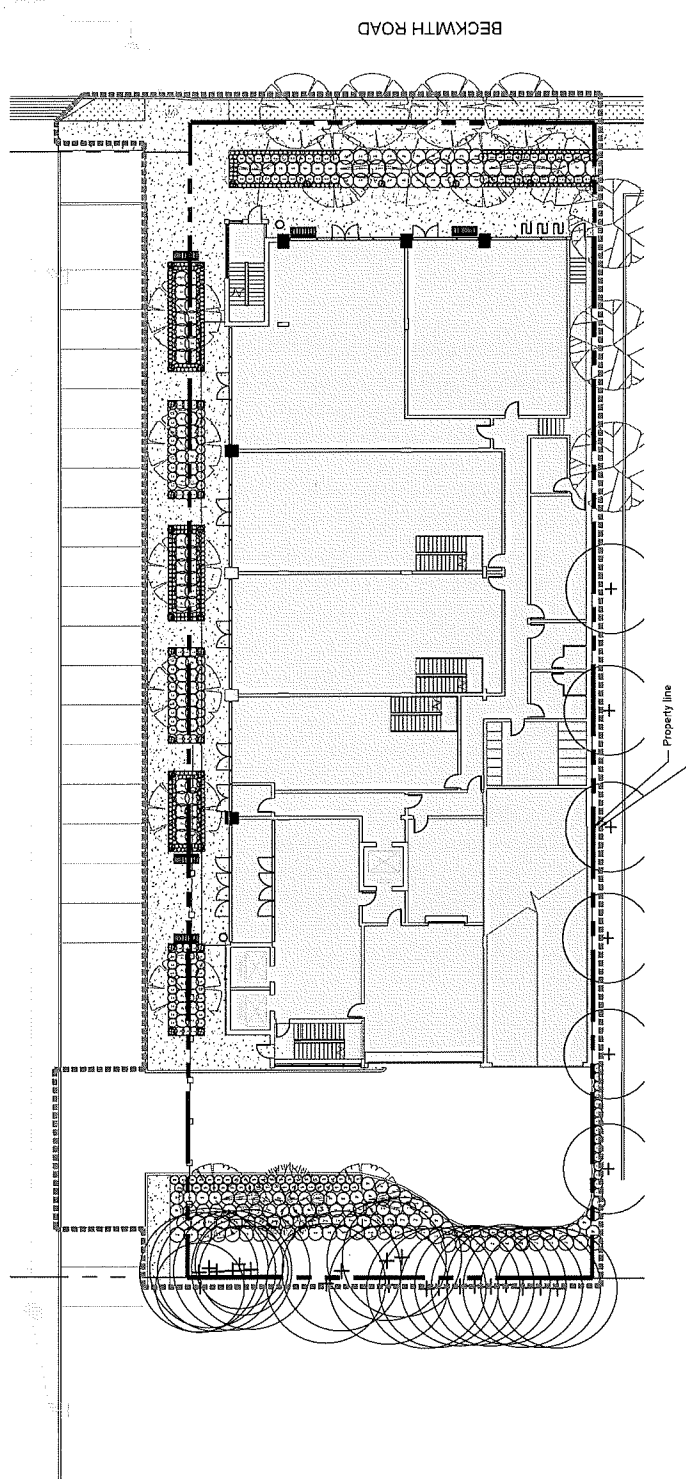
Suite 1, 2917 97th Avenue
London, British Columbia
V3K 6B7

P 604.882.0054
F 604.882.0042
884 Queen • 604.8

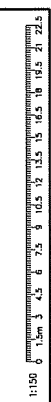
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No.	Sr.	Description	Date
		REVISIONS TABLE FOR SHEET	
Project: 9520 Beckwith Road			
Location: 9520 Beckwith Road Richmond, BC			

Drawn: AD	Stamp		Original Sheet Size: 24" x 36"	<p>CONTAINS THE SCALE, OFFICE AND DRAWING NO. TO BE USED IN THE PROJECT. THE SCALE IS TO BE USED TO DETERMINE THE DIMENSIONS OF THE PLATE AND THE HOLE. THE OFFICE AND DRAWING NO. IS TO BE USED TO IDENTIFY THE PLATE AND THE HOLE. THE SCALE IS TO BE USED TO DETERMINE THE DIMENSIONS OF THE PLATE AND THE HOLE. THE OFFICE AND DRAWING NO. IS TO BE USED TO IDENTIFY THE PLATE AND THE HOLE.</p>
Checked: MVDZ	Approved: MVDZ			

[illegible]

- all types of material shall meet or exceed standards required by Canadian Landscape Standards guidelines.
- Topsoil supplied shall be from a reputable source. A full analysis of the growing medium will be required at the contractor's expense, submit to landscape consultant for approval. If the growing medium is not approved, the contractor shall be responsible for the replacement. Requested growing medium shall be removed of site immediately at the landscape contractor's expense.
- g. Growing medium depths for planting as follows:
- a. Tree pits: 150mm
 - b. Sod: 150mm
 - c. Tree pits: 1000mm (below root ball)
 - d. 25mm minus compost mulch to be installed in all shrub planting areas.





van der Zalm & Associates Inc.
Plant & Irrigation • Civil Engineering
1000 West Beaver Creek Road
Unit 100, Richmond, BC V6X 3E9
Tel: 604.273.8888 Fax: 604.273.8889
www.vdz.com

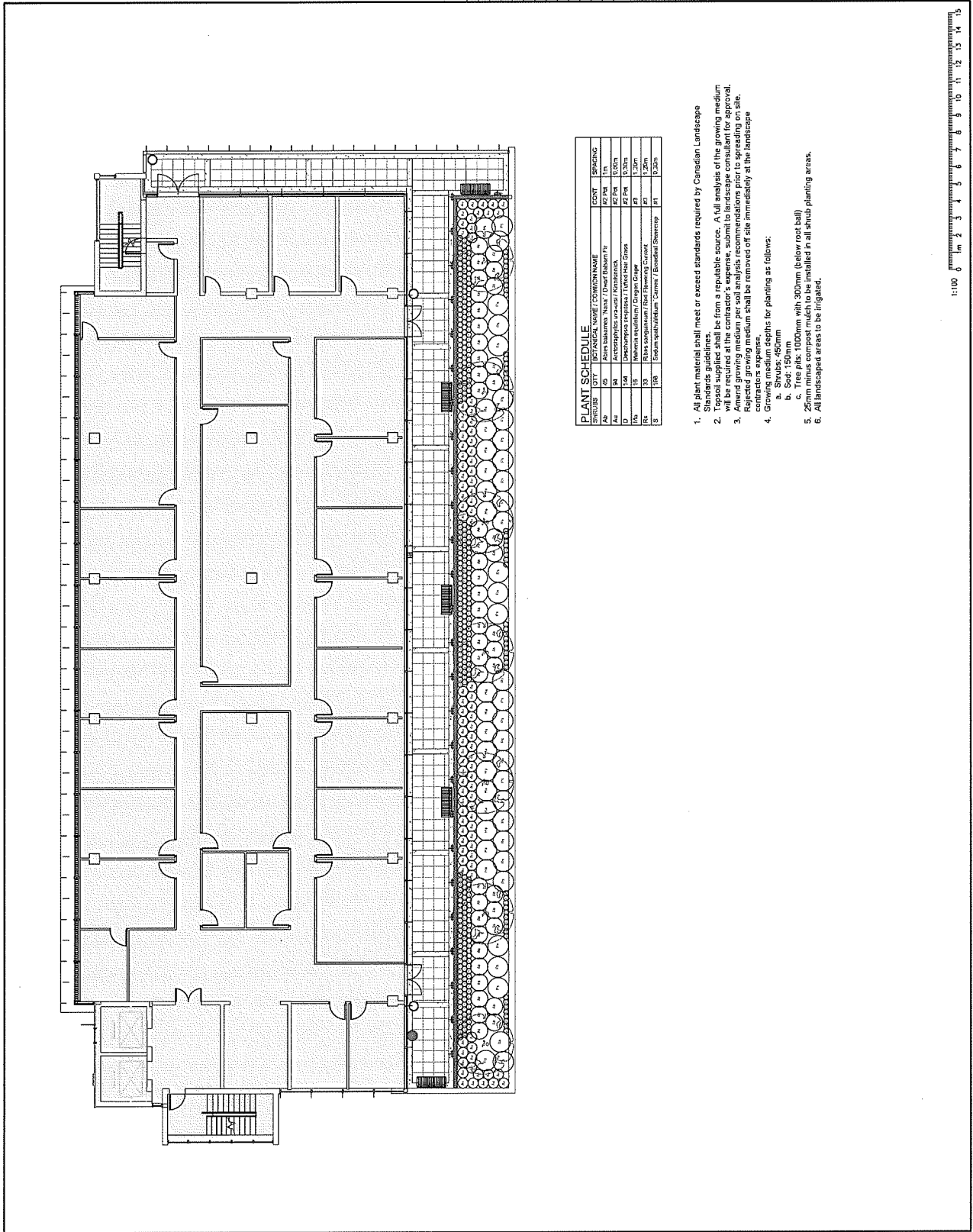


Planting Plan - Level 5



DP2018-29

L-03B



PLANT SCHEDULE			
NO.	PLANT NAME	SIZE	SPACING
1	Arbutus menziesii	42" Pot	1m
2	Arbutus menziesii	42" Pot	1m
3	Arbutus menziesii	42" Pot	1m
4	Arbutus menziesii	42" Pot	1m
5	Arbutus menziesii	42" Pot	1m
6	Arbutus menziesii	42" Pot	1m
7	Arbutus menziesii	42" Pot	1m
8	Arbutus menziesii	42" Pot	1m
9	Arbutus menziesii	42" Pot	1m
10	Arbutus menziesii	42" Pot	1m
11	Arbutus menziesii	42" Pot	1m
12	Arbutus menziesii	42" Pot	1m
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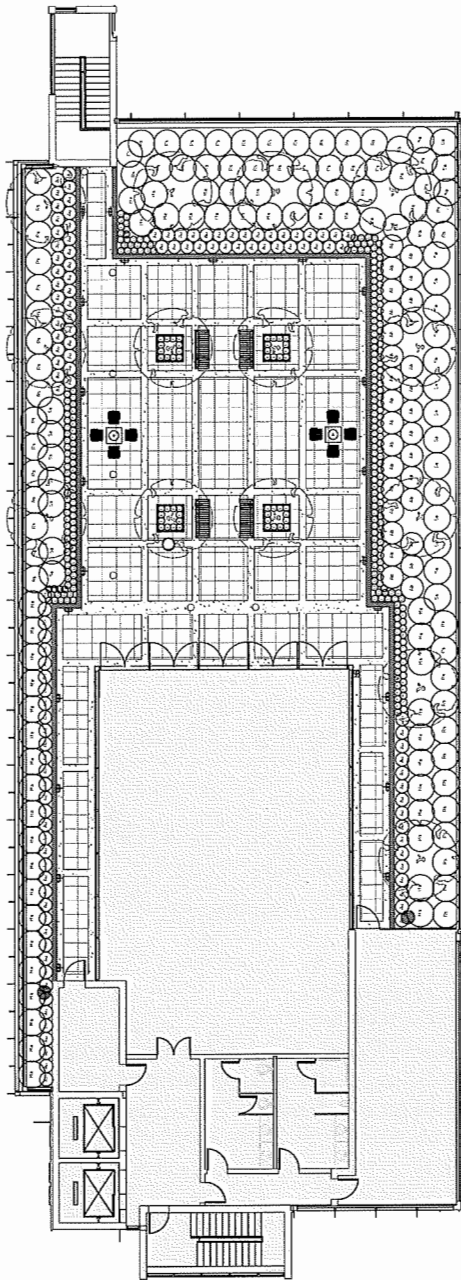
1. All plant material shall meet or exceed standards required by Canadian Landscape Standards guidelines.
2. All plant material shall be from a reputable source. A full analysis of the growing medium will be required at the contractor's expense, subject to landscape consultant for approval. Rejected growing medium shall be removed off site immediately at the landscape contractor's expense.
3. All plant material shall be installed in all shrub planting areas.
4. Growing medium depths for planting as follows:
 - a. Top: 100mm
 - b. Sub: 150mm
 - c. Tree pits: 100mm with 300mm (below root ball)
5. 25mm minus compost mulch to be installed in all shrub planting areas.
6. All landscaped areas to be irrigated.

Drawn:	AD	Stamp:
Checked:	HWZ	
Approved:	HWZ	Original Sheet Size: 24"x36"
Scale:	1:100	

Approved for use on this project. All plant material shall be installed in all shrub planting areas. A full analysis of the growing medium will be required at the contractor's expense, subject to landscape consultant for approval. Rejected growing medium shall be removed off site immediately at the landscape contractor's expense.

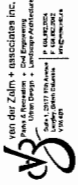
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100	Revised for Development Permit	June 20, 2019	

Project:
9520 Beckwith Road
Location:
9520 Beckwith Road
Richmond, BC

[illegible]

1. All plant material shall meet or exceed standards required by Canadian Landscape Standards guidelines.
2. Plants shall be sourced from a reputable source. A full analysis of the growing medium will be supplied at the contractor's expense, submit to landscape consultant for approval.
3. Annual growing medium per soil analysis recommendations prior to spreading on site.
4. Rejected growing medium shall be removed off site immediately at the landscape contractors expense.
5. Growing medium depths for planting as follows:
 - a. Shrubs: 450mm
 - b. Trees: 1000mm
 - c. Tree pits: 1000mm with 300mm below root ball
6. 25mm minus compost much to be installed in all shrub planting areas.
7. All landscaped areas to be irrigated.

[illegible][illegible]



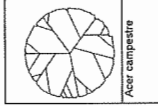
OFFSITE PLAN - ADJACENT SITE TO EAST



DP2018-29
VDZ Project #:

L-04
Drawing #:

TREE LEGEND



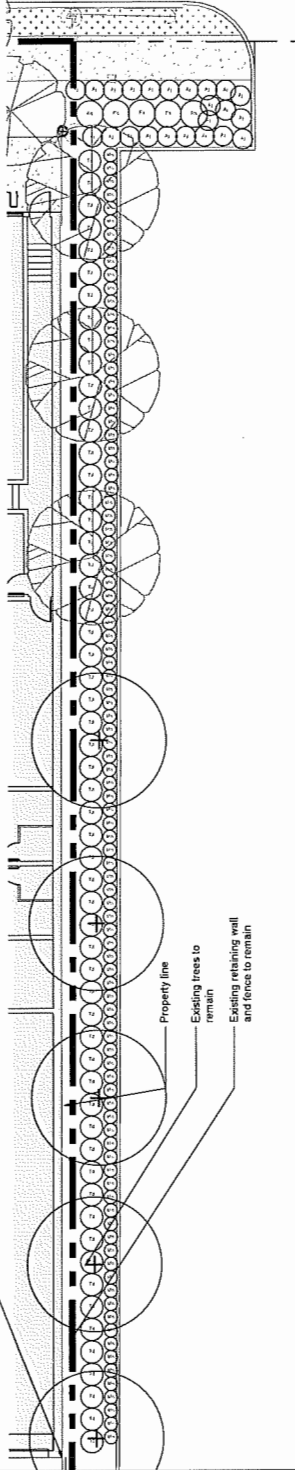
TREE SCHEDULE

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
See Legend	3	Acer campestre	Hedge Maple	BBB: form cut, 2.0m HL	Per Plan

OFFSITE PLANT SCHEDULE

SHRUBS	QTY	BOTANICAL NAME / COMMON NAME	CONT
AJ	14	Acetosa japonica / Dandelion Plantain	42 Pot
BR	14	Betula pumila / European Birch	42 Pot
GR	14	Gaultheria procumbens / Wintergreen	42 Pot
TR	14	Thuja occidentalis / Japanese Cedar	42 Pot

Extend hedge to south edge of proposed building. Remove existing shrub material to accommodate.



PH - 95

1:100
0 1m 2 3 4 5 6 7 8 9 10 11 12 13 14 15

Scale:
1:100

Original Sheet Size:
24"x36"

Approved:
MVDZ

Checked:
MVDZ

Drawn:
AQ

Stamp:

Project:
9520 Beckwith Road

Location:
9520 Beckwith Road
Richmond, BC

Revisions Table For Sheet

Revisions Table For Sheet

Revisions Table For Sheet

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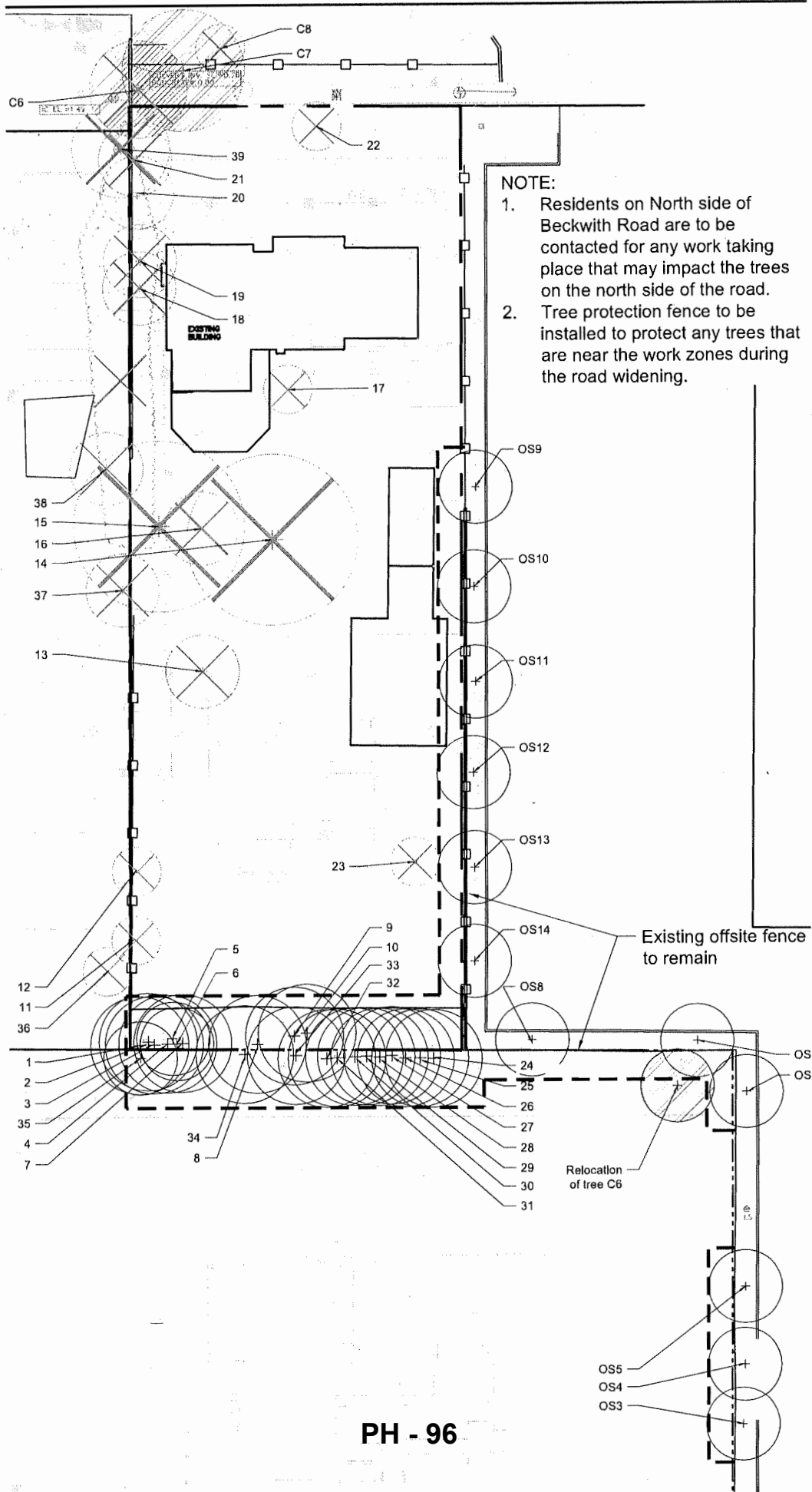
Revisions Table For Sheet

Revisions Table For Sheet

Revisions Table For Sheet

Revisions Table For Sheet

Revisions Table For Sheet





- Legend**
- Existing Trees to Remain
 - Building Footprint
 - Construction Footprint
 - Project Area - 9520 Beckwith Road
 - Limit of Work
 - Environmentally Sensitive Area (ESA)
 - ESA Outside Project Area (Area Not Included in Compensation)
 - Building Footprint
 - Crown
 - Private
 - RoW
- Note:**
All site features are approximate.
ESA = Environmentally Sensitive Area

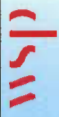
Draft

CHUNCHWA
Environmentally Sensitive Area - 9520 Beckwith Road, Richmond

Figure 2: Site Diagram
9520 Beckwith Road
Richmond, B.C.

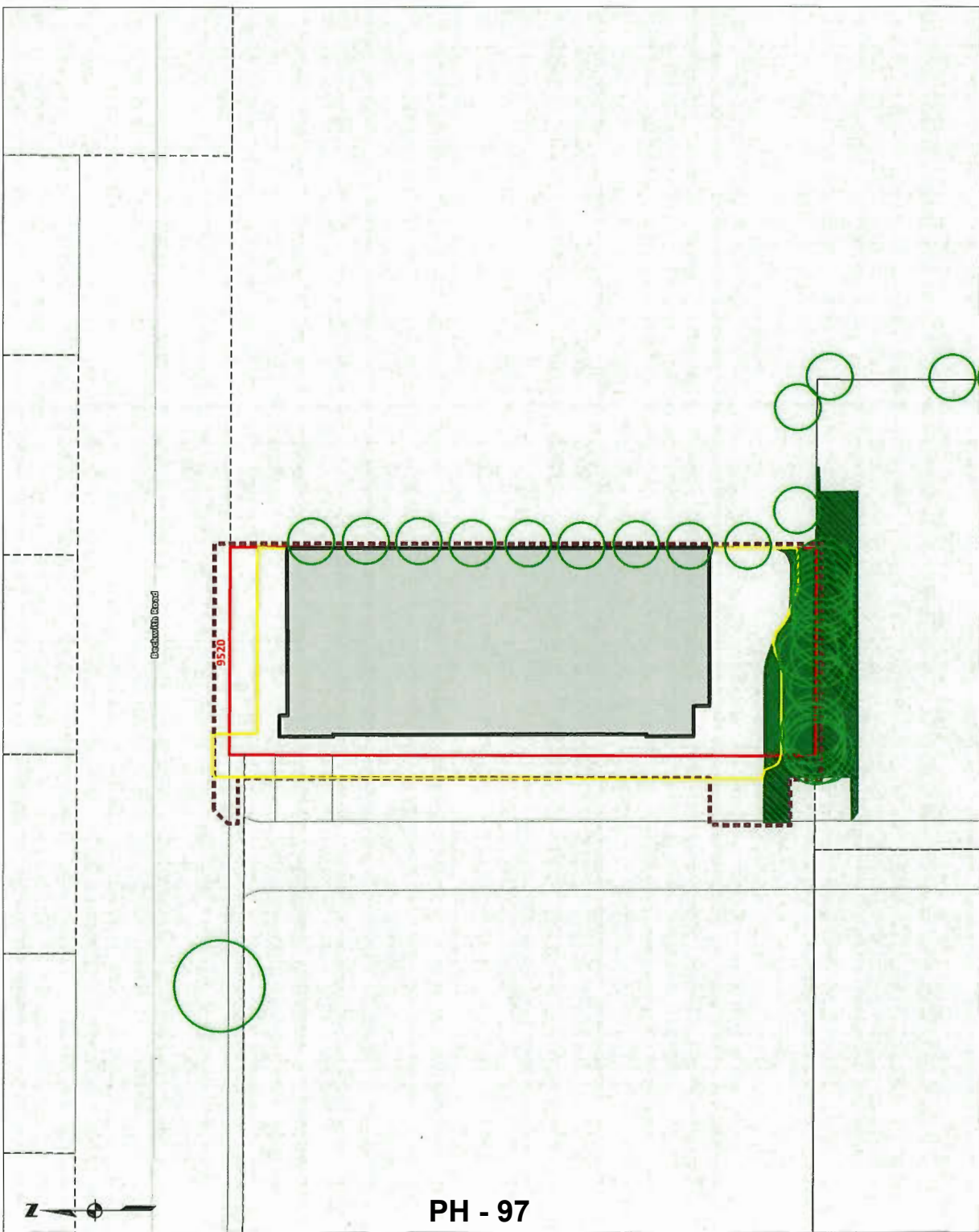


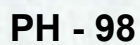
Scale: 1:500
Schematic: Thimbleby, Macdonald (June 10)
North Arrow: Dashed (1983)



Report By: KT
WSP Job #: 19-0281-05
Date: March 15, 2019
Reviewed By: CL
Office: 70

Notes: Notes/imagery Source: Valus Imagery Service (2017)

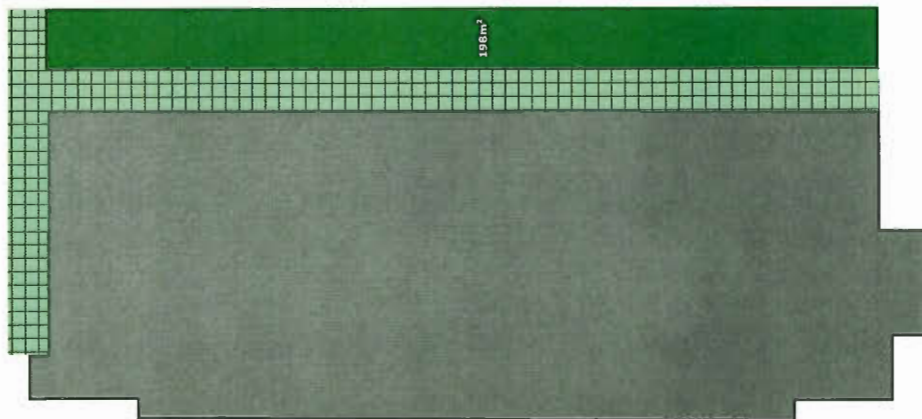






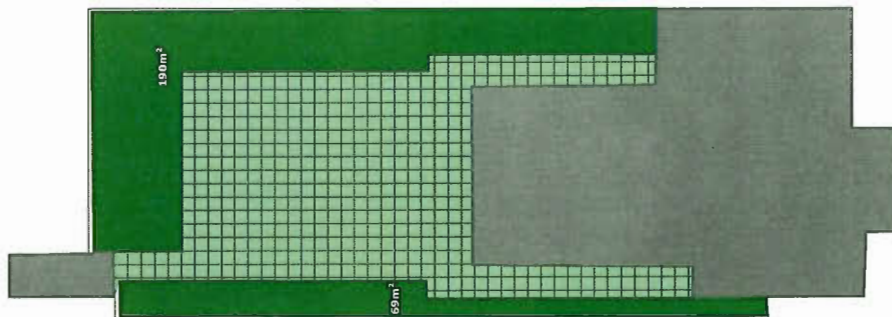
PH - 99

9520 Beckwith Road



Level 5 Layout

9520 Beckwith Road



Level 7 Layout



Legend

- ESA Compensation / Urban Habitat Areas
- Office Space/Building
- Hardpressed Slabs and Concrete Floors

Note:

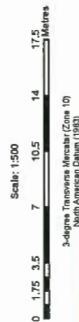
All site features are approximate.
All Areas of Proposed Urban Habitat are Approximate

Draft



Environmentally
Sensitive Area - 9520
Beckwith Road,
Richmond

Figure 4: ESA and ESA
Compensation Areas
9520 Beckwith Road
Richmond, B.C.



Report By: KT
Drawn By: AS
Reviewed By: CL
Checked By: WJ
WSP Job #: 19-00811-00
Date: March 13, 2019
Scale: 1:500
3-degree Transverse Mercator (Zone 10)
North-Northwest Datum (1983)

Notes: Notes: Imagery Source: Velutis Imagery Service (2017)



**City of
Richmond**

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

Address: 9520 Beckwith Road (2777 Jow Street)

File No.: RZ 18-821103

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9931, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw 10019.
2. Provincial Ministry of Transportation & Infrastructure Approval.
3. Approval of a subdivision plan that provides 2.0 m of road dedication along the entire Beckwith Road frontage of the subject property.
4. Submission of a Landscape Security in the amount of \$13,000 (\$500/replacement tree) to ensure that a total of 26 replacement trees are planted and maintained for the total of 13 trees proposed to be removed from the property if Development Permit Plan landscape plan and security is not provided with a minimum of 26 replacement trees on the subject site. (Note: The minimum replacement tree sizes are to be as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees).
5. Payment of \$1300 to the City's Tree Compensation Fund is required for removal of tree #C-8, and developer's relocation of trees #C-6 and #C-7 located within the Beckwith Road allowance. These relocated trees are required to be moved by a certified tree moving company, at the developer's cost, to a new location on City property subject to prior City Parks review and approval (Tree reference numbers are in the Project Arborist Report prepared by VDZ + A Consulting Inc., 1st Revision dated April 4, 2019 on file with the City).
6. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. 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.
7. Submission of a Tree Survival Security to the City in the amount of \$80,000 for the 10 trees to be retained (tag #1, 2, 3, 4, 5, 6, 7, 8, 9, 10 in the arborist report prepared by VDZ + A Consulting Inc., 1st Revision dated April 4, 2019 on file with the City), with the security to be held for a period of three years after occupancy of the building on the subject site. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
8. Registration of a legal agreement on title limiting subdivision to a maximum of one strata lot or one air space parcel per storey within the building.
9. Registration of an aircraft noise indemnity covenant on title.
10. Registration of a legal agreement on title for the proposed development stating that the building is required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw 8856 and that noise generated from rooftop HUAC units will comply with the City's Noise Bylaw.
11. Registration of a flood indemnity (Area A) covenant on title.
12. The developer is required to address the Environmentally Sensitive Area (ESA) on the site as generally provided in the report by WSP Consultants (the "QEP") dated April 4, 2019 on file with the City (called the "Stage 1 ESA Report") by preparing a follow-up QEP report for the Development Permit (called the "Stage 2 ESA Report") to for the ESA areas to be maintained on the subject site at 9520 Bridgeport Rd and the adjacent site at 9533 Bridgeport Rd:
 - a. Include a detailed invasive species removal plan.
 - b. Include detailed site planting and construction monitoring plans.
 - c. Remove any invasive species specified for the other identified Landscape Areas outside of the ESA and ESA compensation areas.
 - d. Provide irrigation plans for the ground-level ESA and roof-top ESA compensation areas.
 - e. Provide estimates for the value of the ground-level and roof-top portions of the works/plantings, and the cost of a QEP five-year monitoring plan.

13. Registration of a legal agreement with covenant and statutory right-of-way provisions for the purposes of planting and maintaining the ground-level and roof-top ESA and ESA compensations areas comprising a minimum total on-site area of 603 m² on 9520 Beckwith Rd and adjacent off-site area of 256 m² on 9533 Beckwith Rd both included within the Stage 1 and Stage 2 ESA Reports prepared by the QEP and confirmed by a BCLS surveyor. The agreement will provide for:
 - a. Owner to complete all works and plantings;
 - b. Owner maintenance of works and plantings;
 - c. Owner liability for works and plantings;
 - d. Provision of a maintenance security with the security being released three (3) years after completion of the works/plantings if 100% of the plantings are in place to the satisfaction of the QEP and City; with an extension of the maintenance period to five (5) years after completion if determined to be required by the City and QEP with release of 75% of the security at three (3) years, and the release of the remaining 25% of the security upon confirmation that 100% of the plantings are in place to the satisfaction of the City after five (5) years; and
 - e. Ability of the City to enter into the ground-level and roof-top ESA areas to undertake and/or maintain works and plantings if required.
14. 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, for the location of four vehicle parking spaces on the adjacent lot at 9466 Beckwith Road (9788 Jow Street) adjacent to the existing registered north-south road SRW (Jow Street) and share one WB17 (large) loading space on this lot, in favour of the subject property at 9520 Beckwith Road (2777 Jow Street).
15. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
16. City acceptance of the developer's offer to voluntarily contribute \$0.46/ft² for office and \$0.25/ft² for light industrial buildable area (e.g. \$15,235.16) to the City's public art fund.
17. City acceptance of the developer's voluntary contribution in the amount of \$12,130.80 (i.e. \$0.30/ft² of buildable area) to future City community planning studies, as set out in the City Centre Area Plan.
18. Registration of a restrictive covenant and statutory right of way and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU) and granting the statutory right of way(s) necessary for supplying the DEU services to the building(s), which covenant and statutory right of way and/or legal agreement(s) will include, at minimum, the following terms and conditions:
 - a. No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering.
 - b. If a low carbon energy plant district energy utility (LCDEU) service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no building permit will be issued for a building on the subject site unless:
 - i. the owner designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), a low carbon energy plant to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU; and
 - ii. the owner enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the low carbon energy plant to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site;
 - c. The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC.
 - d. If a DEU is available for connection and the City has directed the owner to connect, no final building inspection permitting occupancy of a building will be granted unless, and until:
 - i. the building is connected to the DEU;

- ii. the owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
 - iii. prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
 - e. If a DEU is not available for connection, but a LCDEU service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted unless and until:
 - i. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - ii. the building is connected to a low carbon energy plant supplied and installed by the owner, at the owner's sole cost, to provide heating, cooling and domestic hot water heating to the building(s), which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;
 - iii. the owner transfers ownership of the low carbon energy plant on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
 - iv. prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
 - v. prior to subdivision (including Air Space parcel subdivision and Strata Plan.
19. As a Development Permit application (DP 18-829207) for the project was received prior to the City's adoption of the Energy Step Code on July 16, 2018, the subject project is not covered by the BC Energy Step Code; and the development is required to be Leadership in Energy and Environmental Design (LEED) Silver equivalent with the submission of a LEED v.4 Scorecard with a silver rating prior to consideration of the Development Permit by Development Permit Panel and consideration of approval of Zoning Bylaw 9931 by Council (In order to continue to be grandfathered from the BC Energy Step Code, the applicant must also be issued a Building Permit prior to December 31, 2019).
20. Enter into a Servicing Agreement* for the design and construction of the Engineering and Transportation works. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to, the Engineering works in **Appendix A** and the following Transportation works:
- a. The developer is responsible for the design and construction of the following frontage works along the Beckwith Road frontage: widening on the southern half of Beckwith Road to accommodate the following ultimate cross-section (from south to north):
 - 2.0m wide concrete sidewalk at the property line
 - 1.5m wide landscaped boulevard
 - 0.15m wide concrete curb/gutter
 - 1.8m wide bike lane
 - 3.25m wide curb lane
 - 3.1m wide centre lane

Note: The above works would be mirrored on the northern half of Beckwith Road upon development of lots on the north side of road in the future.
 - b. Proper tie-in's (minimum 20:1 tapers) are to be provided as part of this project to existing Beckwith Road east & west of the site.

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

1. The developer is required to include the ESA planting plans within in the required Stage 2 ESA Report within the Development Permit landscape plans for this project to the satisfaction of the Director of Development.

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

1. Submission of an acoustical report confirming the detailed building permit plans are compliance with the City's Noise Bylaw as required under the legal agreement registered on title.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. The Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
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 Department at 604-276-4285.

Note:

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

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

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

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

Signed _____

Date _____

Appendix A

RZ 18-821103 – 9520 Beckwith Rd - Engineering Servicing Requirements:

Scope: *IBI GROUP ARCHITECTS (CANADA) INC. has applied to the City of Richmond for permission to rezone 9520 Beckwith Road (RS1/F) from Single Family Dwelling (RS1/F) to a site-specific zone in order to construct a building with Light Industrial and Office components.*

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

1) Water Works:

- a) Using the OCP Model, with the upgrades identified below, there will be 314 L/s of water available at a 20 psi residual at the Beckwith Road frontage. Based on your proposed development, your site requires a minimum fire flow of 250 L/s.
- b) At Developer's cost, the Developer is required to:
 - i) Submit, as part of the first servicing agreement submission, Fire Underwriter Survey (FUS) fire flow calculations confirming that the available fire flow of 314 L/s with water main upgrades is adequate for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer.
 - ii) Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized during the building permit process (or via the servicing agreement process, if one is required).
 - iii) Upgrade the existing 150 water main along Beckwith Road to 300 mm, from the east property line of the development site to the existing 300 mm PVC water main at the Gage Road intersection (approximately 300 m) and provide hydrants per City spacing requirements.
(1) Note: the section of water main from the west property line of the development site to Gage Road is also a requirement of the development at 9466 Beckwith Road, which is farther along in the development process at the time of this report being written. However, in case 9466 Beckwith Road does not proceed or in case 9520 Beckwith Road wishes to develop in advance of 9466 Beckwith Road upgrading the water main, 9520 Beckwith Road shall be required to construct these upgrades instead.
 - iv) Install a new water connection, complete with meter and meter box, to serve the proposed development.
- c) At Developer's cost, the City is to:
 - i) Install a new fire hydrant near the northwest corner of the development site to meet hydrant spacing requirements for the proposed land use.
 - ii) Reconnect all existing water service connections to the new water main.
 - iii) Complete all tie-ins for the proposed works to existing City infrastructure.

2) Storm Sewer Works:

- a) At Developer's cost, the Developer is required to:
 - i) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
 - ii) Upgrade the existing 900 mm storm sewer along the development's Beckwith Road frontage to 1050 mm, approximately 30 m.
 - iii) Install a new storm service connection, complete with inspection chamber, to serve the proposed development.
 - iv) Remove the existing 600 mm storm culvert along the development's Beckwith Road frontage. Connect the ditches to the east and west to the proposed storm sewer on the north side of Beckwith Road.
- b) At Developer's cost, the City is to:
 - i) Reconnect all existing connection to the new storm sewer.

Appendix A

- i) Complete all tie-ins for the proposed works to existing City infrastructure.

3) Sanitary Sewer Works:

- a) At Developer's cost, the City is to:
 - i) Install a new sanitary connection, complete with inspection chamber, to serve the proposed development.
 - ii) Cap the existing sanitary connection at the northwest corner of the site at the inspection chamber. The inspection chamber shall be retained to serve 9466 Beckwith Road.

4) Frontage Improvements:

- a) At Developer's cost, the Developer is required to:
 - i) Coordinate with BC Hydro, Telus and other private communication service providers:
 - (1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - (2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - (3) To underground overhead service lines.
 - ii) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
 - iii) Provide street lighting along all road frontages according to the following street light types:
 - a) NOTE: Lighting requirements MUST match what is approved for the neighbour @ 9451, 9491, 9511, 9531 & 9551 Bridgeport Road & 9440, 9460 & 9480 Beckwith Road (RZ 10-539048)
 - b) Beckwith Road
 - a. Pole colour: Grey
 - b. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, irrigation, or duplex receptacles.
 - c) On-Site (SRW) Publicly-Accessible Street (Developer owned & maintained)
 - a. Pole colour: Grey
 - b. Roadway/Pedestrian lighting: : Type 7 (LED) and/or Type 7 (LED), as needed to satisfy required lighting levels & urban design objectives
 - c. NOTE: The City has no requirements for banner arms, flower basket holders, irrigation, and/or duplex receptacles, but such features may be incorporated at the discretion of the developer.

5) General Items:

- a) At Developer's cost, the Developer is required to:

Appendix A

- i) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
- ii) Provide a video inspection report of the existing storm and sanitary sewers along the Beckwith Road frontage prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.
- iii) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.
- iv) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- v) A portion of the development site falls within the 100 m setback to the Kinder Morgan Jet Fuel Line along Bridgeport Road. Prior to any construction or site preparation (including preload, soil densification; and excavation) within the 100 m setback, the developer is required to coordinate with Kinder Morgan.
- vi) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9931 (RZ 18-821103)
9520 Beckwith Road (2777 Jow Street)**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following into Section 23 (Site Specific Industrial Zones), in numerical order:

"23.19 Light Industrial and Office (ZI19) – Bridgeport Village (City Centre)

23.19.1 Purpose

The zone provides for **general industrial, office** and other compatible **uses**.

23.19.2 Permitted Uses

- **industrial, general**
- **office**
- **manufacturing, custom indoor**

23.19.3 Secondary Uses

- **education, commercial**

23.19.4 Permitted Density

1. The maximum **floor area ratio** of the **site** is 1.85.

23.19.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 75% for **buildings**.

23.19.6 Yards & Setbacks

1. The minimum **setback** from Beckwith Road is 3.0 m.
2. The minimum **setback** from a **rear lot line** is 10.0 m.
3. The minimum **setback** from the east **side lot line** is 0.0 m.
4. The minimum **setback** from the west **side lot line** is 0.5 m.

23.19.7 Permitted Heights

1. The maximum **height** for **buildings** is 30.0 m.
2. The maximum **height** for **accessory buildings** and **accessory structures** is 4.0 m.

23.19.8 Subdivision Provisions/Minimum Lot Size

1. There are no minimum **lot width, lot depth** or **lot area** requirements.

23.19.9 Landscaping & Screening

1. **Landscaping and screening** shall be provided in accordance with the provisions of Section 6.0.

23.19.10 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.

23.19.11 Other Regulations

1. **Industrial, general and manufacturing, custom indoor uses** shall comprise a combined minimum **floor area** of 1,500 m².
 2. **Industrial, general and manufacturing, custom indoor uses** shall not share a common entrance with any of the other **permitted** or **secondary uses**.
 - The first two storeys of any **building** are restricted to **industrial, general or manufacturing, custom indoor uses**, and shall not include **office or education, commercial uses** with the exception of entrance lobbies and staircase areas.
 3. **Telecommunication antenna** must be located a minimum 20.0 m above the ground (i.e., on a roof of a building).
 4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "**Light Industrial and Office (ZI19) – Bridgeport Village (City Centre)**":
- P.I.D. 003-864-995
Parcel "A" (Explanatory Plan 25441) Lots 18 And 19 Section 22 Block 5 North Range 6
West New Westminster District Plan 8931
3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9931**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

ADOPTED

MAYOR

MAY 13 2019

CITY OF RICHMOND
APPROVED 
APPROVED by Director or Solicitor 

CORPORATE OFFICER



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 10019 (RZ 18-821103)
9520 Beckwith Road (2777 Jow Street)**

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

1. Richmond Official Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan) is amended by:
 - a) deleting the existing text in the “Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions” with regard to “Maximum Average Net Development Site Density” for “Urban Centre T4 (25m)” and replacing it with the following:

“For **Area A**:

- 1.2

For **Area B**:

- 1.2, provided that:
 - a) the total floor area of non-industrial uses may not exceed that of industrial uses (excluding parking);
 - b) non-industrial uses do not share a common building entrance with industrial uses (excluding accessory uses).

Additional density above 1.2, where applicable:

- Industrial Reserve – “Limited Commercial”: To be determined on a site specific basis via City development application processes.
- 1.85, specifically for 9455 and 9533 Bridgeport Road and 9466 Beckwith Road (2788, 2888 and 2899 Jow Street) provided that the total net floor area of non-industrial uses does not exceed 60% of the net floor area for the entire site.
- 1.85, specifically for 9520 Beckwith Road (2777 Jow Street), provided that the total net floor area of non-industrial uses does not exceed 60% of the net floor area for the entire site.”

2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10019”**.

FIRST READING

MAY 13 2019

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 10034**

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

1. Richmond Official Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan) is amended by:

a) deleting and replacing the fourth bullet within the definition of “Industrial Reserve”, in Appendix 1 – Definitions, as follows:

“• provides for additional density over and above that permitted by the underlying Transect, provided that:

a) the Area Plan designates the affected development site as Industrial Reserve – “Limited Commercial”;

b) the floor area of non-industrial uses on the development site does not exceed that of industrial uses, unless otherwise determined to the satisfaction of Council;

c) the additional density provides a benefit to industry;

d) where applicable, the additional density helps to facilitate public open spaces, streets, and other Area Plan objectives; and

e) the subdivision of any floor area within a building (including floor area over and above that permitted by the underlying Transect) that is used for office shall be limited to one strata lot or air space parcel per storey of the building or per 1,858 m² (20,000 ft²) of office floor area, unless otherwise determined to the satisfaction of Council.”

b) inserting a third bullet after the existing text in the definition of “Village Centre Bonus”, in Appendix 1 – Definitions, as follows:

“• for development sites where the Village Centre Bonus permits additional density for non-residential uses to exceed 1.0 FAR, the subdivision of any Village Centre Bonus floor area within a building (including floor area over and above that density permitted by the underlying Transect) that is used for office shall be limited to one strata lot or air space parcel per storey of the building or per 1,858 m² (20,000 ft²) of office floor area, unless otherwise determined to the satisfaction of Council.”

2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10034”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

MAY 13 2019



MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: April 24, 2019
File: ZT 18-815709

Re: Application by Paul Doroshenko for a Zoning Text Amendment to the "Industrial Retail (IR1)" Zone to Permit a Distillery at 5800 Cedarbridge Way

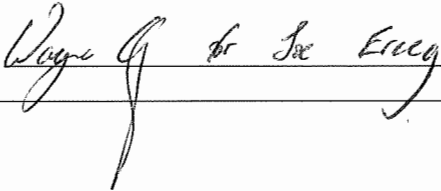
Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10022, for a Zoning Text Amendment to the "Industrial Retail (IR1)" zone to permit "microbrewery, winery and distillery", as a site-specific use and limited to one establishment, at 5800 Cedarbridge Way, be introduced and given first reading.



Wayne Craig
Director, Development

WC:sds
Att. 5

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

Staff Report

Origin

Paul Doroshenko has applied to the City of Richmond for permission to amend the “Industrial Retail (IR1)” zone to add “microbrewery, winery and distillery”, as a site-specific permitted use and limited to one establishment, at 5800 Cedarbridge Way. A location map and aerial photograph are provided in Attachment 1. The subject site is currently occupied by a light industrial/office building approximately 1,820 m² (19,590 ft²) in area, which is to be retained. The applicant is proposing to operate a distillery (spirits) in one of the units of the existing light industrial/office building (four units in total). The proposed distillery will include 215.7 m² (2,322 ft²) of warehouse/production area and 46 m² (495 ft²) of retail and tasting area on the ground level, and 111.4 m² (1,199 ft²) of break room space for staff on the mezzanine level, for a total of 373.1 m² (4,016 ft²). The proposed floor plans are provided in Attachment 2.

The applicant has submitted Building Permit (BB 18-842152) and Business License (IU18-838000) applications, currently in-circulation, for the manufacturing component of the proposed distillery, which is a permitted use under the existing zoning. The proposed Zoning Text Amendment is to allow the ancillary uses (i.e. retail and lounge component). The lounge component would involve additional public consultation and Council and Provincial approvals through the liquor service licencing process as described below. A total of three business licenses from the City are required, including licenses for the manufacturing, lounge and retail components.

Liquor Control and Licensing Branch (LCLB)

The applicant will also be required to obtain licenses from the Liquor Control and Licensing Branch (LCLB), including a “manufacturer” license, and “on-site store” and “lounge” endorsements. If the proposed Zoning Text Amendment is adopted by Council, the City will require the applicant to undertake additional public consultation on the LCLB “lounge” endorsement application in accordance with Development Application Fees Bylaw 8951. The LCLB “lounge” endorsement application process involves the following:

- Public consultation, including installing a sign on the property and publishing a notice in three consecutive editions of the newspaper. By practice, the City also requires that notices be mailed to residents and owners of properties within a 50 m (164 ft.) radius of the subject property.
- Review of the application, including consideration of prescribed criteria: (a) potential for additional noise and traffic, (b) impact on the community, and (c) potential to operate contrary to its primary purpose. The applicant will also provide details of the type of licence, proposed person capacity, and proposed hours of liquor service.
- Council consideration of the application and the results of the public consultation, which would be reviewed by staff and forwarded to Council for consideration in providing comments to the LCLB on the “lounge” endorsement application.

If the LCLB considers the license endorsement application for the “lounge” after receiving City Council comments, the applicant would then apply for the applicable City business licence if approved by the LCLB.

Findings of Fact

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

Surrounding Development

To the North: Light industrial buildings with surface parking and loading on properties zoned “Industrial Retail (IR1)”.

To the South & East: Across a City-owned lane, light industrial buildings with surface parking and loading on properties zoned “Industrial Retail (IR1)”.

To the West: Across Cedarbridge Way, light industrial buildings with surface parking and loading on properties zoned “Industrial Retail (IR1)”.

Related Policies & Studies

Official Community Plan/City Centre Area Plan

The Official Community Plan (OCP) land use designation for the subject site is “Mixed Use (MU)”. The “Mixed Use” designation comprises of those areas where the principal uses are residential, commercial, industrial, office and institutional uses. The City Centre Area Plan (CCAP) (Lansdowne Village) land use designation for the subject site is “Urban Centre T5 (25 m)” (Attachment 4). Urban Centre T5 permits residential, hotel, office, retail trade and service, restaurant, neighbourhood pub and accessory uses. The development proposal is generally consistent with these designations.

Royal Canadian Mounted Police (RCMP)

RCMP staff reviewed the proposal and had no concerns with the distillery.

Floodplain Management Implementation Strategy

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

Aircraft Noise Sensitive Development Policy

The subject property is located within the Aircraft Noise Sensitive Development (ANSD) Policy Area 3. Registration of an aircraft noise indemnity covenant on Title is required prior to final adoption of the rezoning bylaw to address public awareness and to ensure aircraft noise mitigation is incorporated into future development.

Public Consultation

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

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

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

In addition, the applicant is required to undertake additional public consultation on the Liquor Control and Licensing Branch (LCLB) “lounge” endorsement application in accordance with Development Application Fees Bylaw 8951, as described in the “Liquor Control and Licensing Branch (LCLB)” section of this report.

Analysis

Proposed Zoning Text Amendment

The purpose of the proposed Zoning Text Amendment is to amend the “Industrial Retail (IR1)” zone to add “microbrewery, winery and distillery”, as a site-specific permitted use and limited to one establishment, at 5800 Cedarbridge Way. The manufacturing component of the proposed distillery is permitted under the existing “Industrial Retail (IR1)” zone under the “industrial, general” use. However, the proposed ancillary uses (i.e. on-site store and lounge) are not permitted. The proposed Zoning Text Amendment is to allow the “microbrewery, winery and distillery” use, which permits the on-site store and lounge components, which differentiate distilleries (and microbreweries and wineries) from standalone liquor manufacturing operations.

The definition of the “microbrewery, winery and distillery” use as per Zoning Bylaw 8500 includes requiring that the combined floor area of the proposed ancillary uses does not exceed the manufacturing floor area. The proposal complies with this requirement as approximately 215.7 m² (2,322 ft²) of warehouse/production area, 46 m² (495 ft²) of retail and tasting area and 111.4 m² (1,199 ft²) of break room space for staff are proposed.

The proposed Zoning Text Amendment would allow the “on-site store” component, along with the currently permitted manufacturing use, while further public and Council comment would be required prior to LCLB granting a “lounge” endorsement, as discussed in the “Liquor Control and Licensing Branch (LCLB)” section of this report.

Built Form and Architectural Character

The subject property is currently occupied by a two-storey light industrial/office building with four side-by-side units of approximately 1,820 m² (19,590 ft²) in area, which is to be retained. The distillery is proposed to be contained wholly within one of the units of the existing building (no outdoor seating area is proposed). Surface parking is located at the front of the building and

loading area at the rear. There is also a grass and landscaped boulevard separating the surface parking from Cedarbridge Way.

No changes are proposed to the exterior of the building as part of this application, with the exception of new signage, which will require a separate Sign Permit.

Existing Legal Encumbrances

There is an existing Statutory Right-of-Way (SRW) (Plan 40613) registered on Title for sanitary sewer services located in the northeast corner of the property (3.0 m W x 15.2 m L). The SRW will not be impacted by the proposed development and the developer is aware that encroachment into the SRW is not permitted.

Transportation and Site Access

The existing driveway access from Cedarbridge Way, surface parking lot and loading area for the existing light industrial/office building are to be maintained. The proposed distillery will be allotted six vehicle parking spaces in the existing surface parking lot, consistent with Zoning Bylaw 8500. The remaining spaces will continue to be allocated to the existing tenants, with no changes to the number of vehicle parking spaces for each tenant and consistent with the requirements of Zoning Bylaw 8500. There are 16 existing Class 2 bicycle parking spaces provided for the building in an accessible area along Cedarbridge Way, consistent with Zoning Bylaw 8500. The applicant will be required to provide one interior Class 1 employee bicycle parking space.

In order to improve pedestrian access to the proposed distillery, the applicant will be required prior to final adoption of the Zoning Text Amendment to provide a security deposit to the City, based on 100% of the cost estimate, for the construction of a minimum 1.5 m (5 ft.) wide painted pedestrian pathway on-site immediately adjacent to the south property line, connecting Cedarbridge Way to the front of the building. Part of the pedestrian pathway will include an asphalt portion from the property line to the curb, located on the City's property, which will be secured via City Work Order. The proposed pedestrian pathway will require the existing parking spaces to be shifted and repainted, which will be included in the security amount.

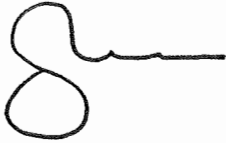
Conclusion

Paul Doroshenko has applied to the City of Richmond for permission to amend the "Industrial Retail (IR1)" zone to add "microbrewery, winery and distillery", as a site-specific permitted use and limited to one establishment, at 5800 Cedarbridge Way.

The Zoning Text Amendment application complies with the land use designation and applicable policies contained within the OCP and Area Plan for the subject site.

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

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10022 be introduced and given first reading.

A handwritten signature in black ink, consisting of a stylized 'S' followed by a horizontal line.

Steven De Sousa
Planner 1

SDS:cas

Attachment 1: Location Map & Aerial Photo

Attachment 2: Conceptual Development Plans

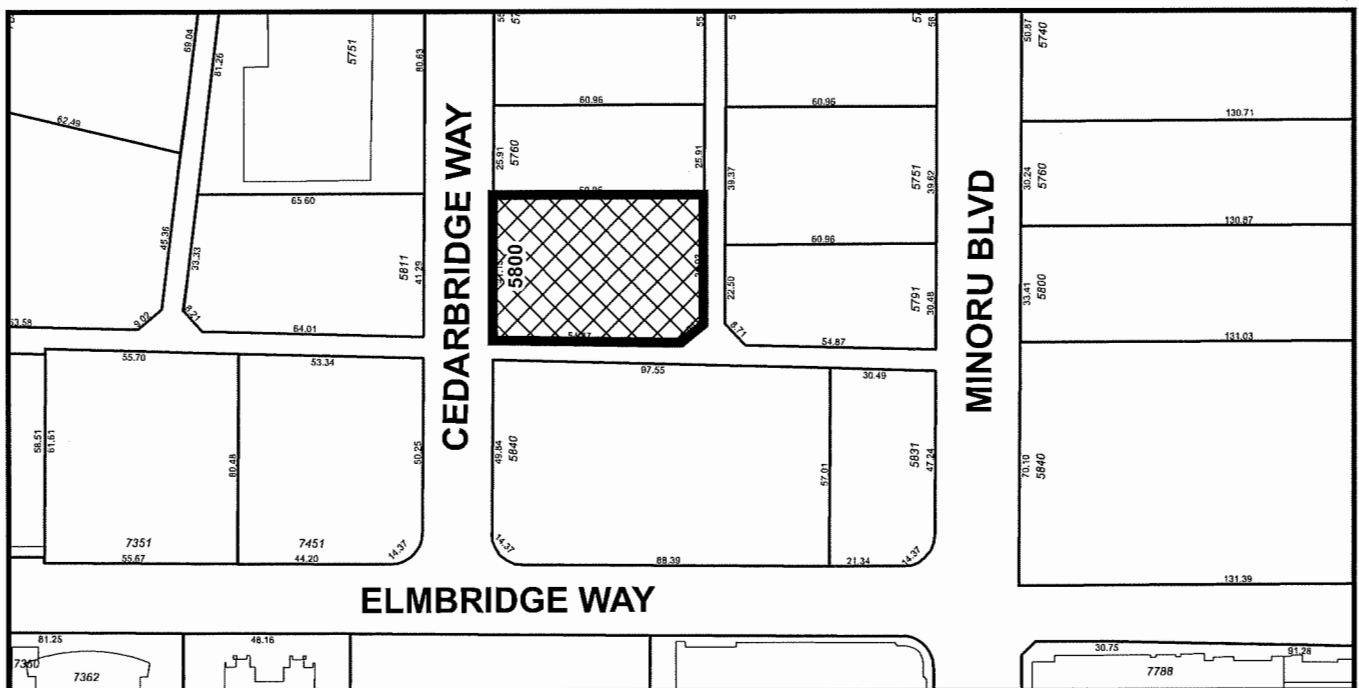
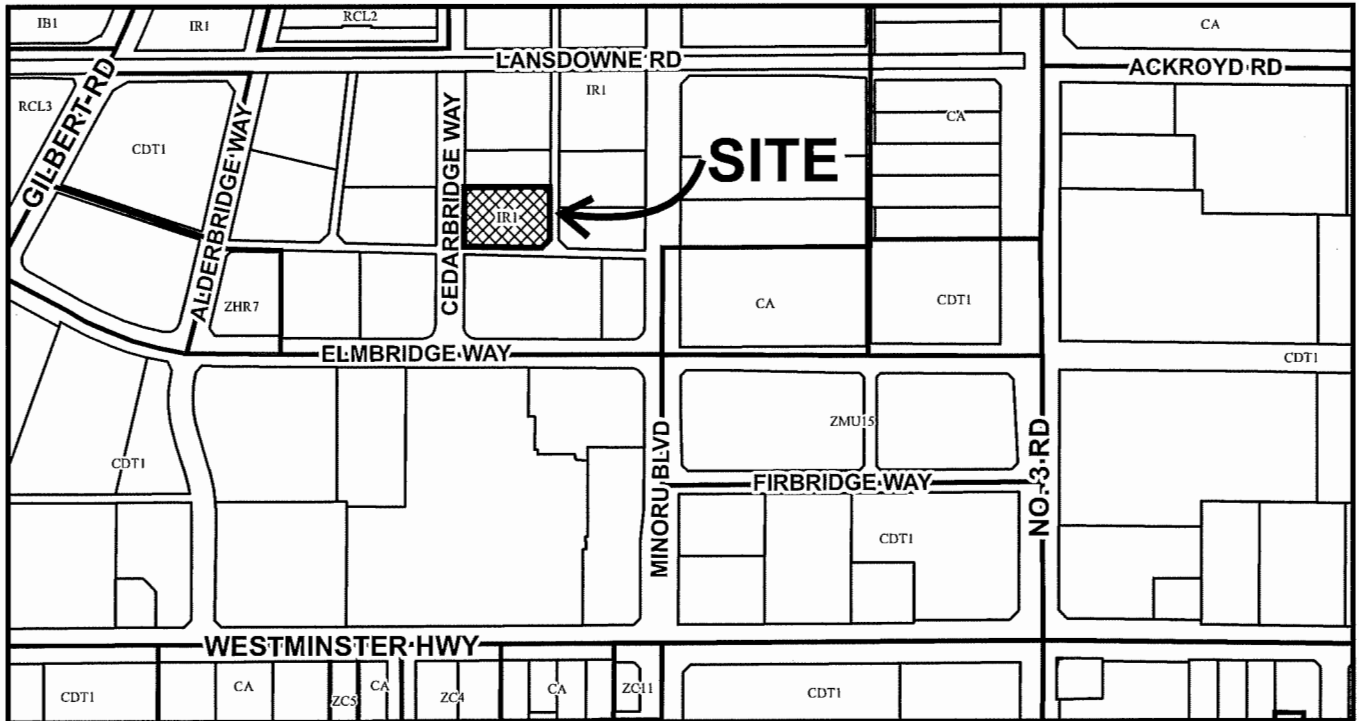
Attachment 3: Development Application Data Sheet

Attachment 4: City Centre Area Plan (CCAP) Lansdowne Village Specific Land Use Map

Attachment 5: Rezoning Considerations



City of
Richmond



ZT 18-815709

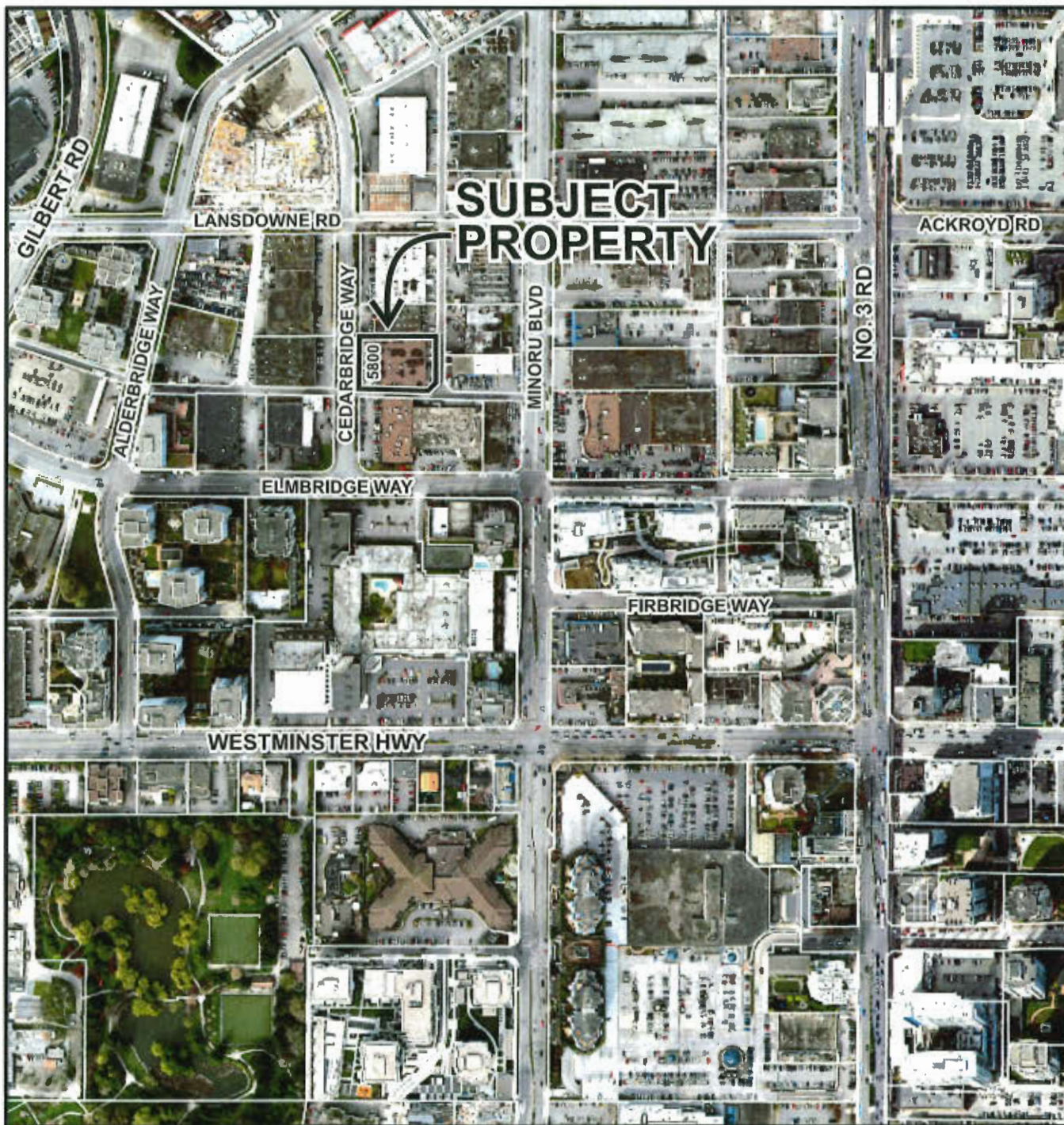
Original Date: 03/20/18

Revision Date: 03/22/18

Note: Dimensions are in METRES



City of
Richmond

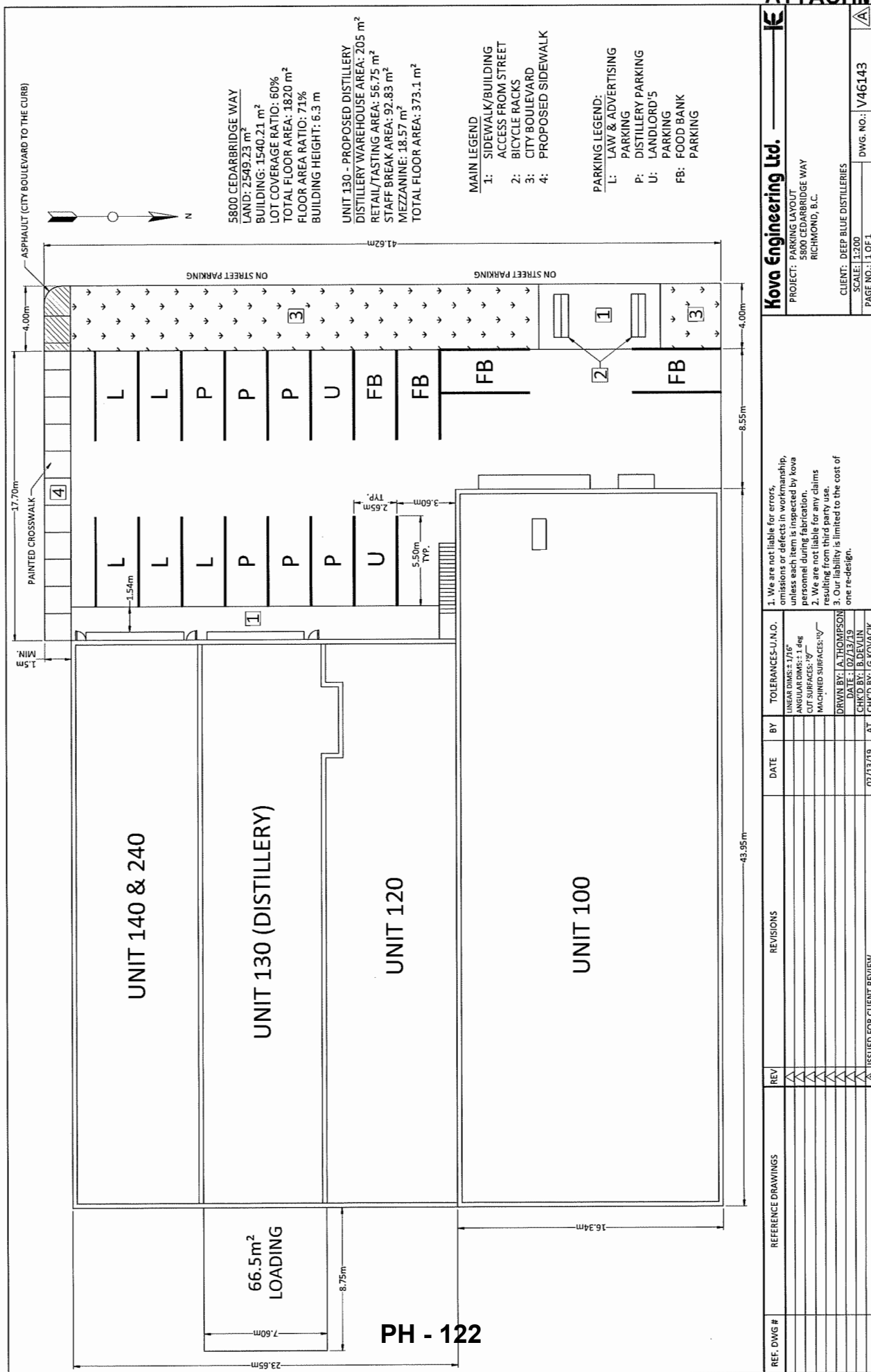


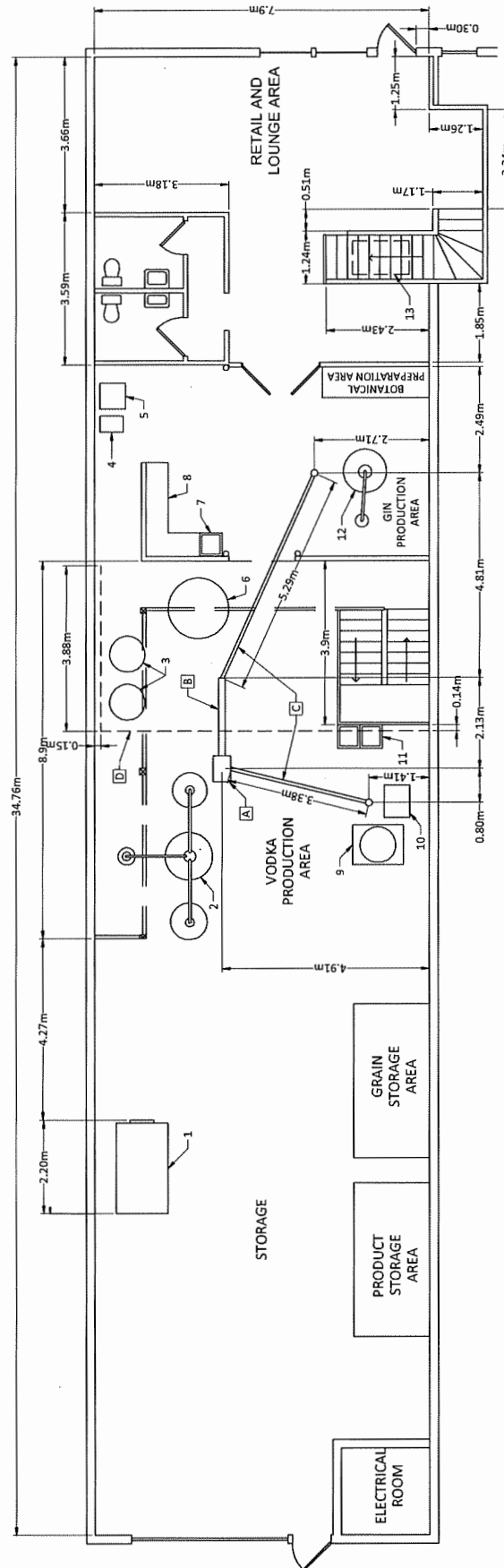
RZ 18-815709

Original Date: 03/21/18

Revision Date: 03/22/18

Note: Dimensions are in METRES



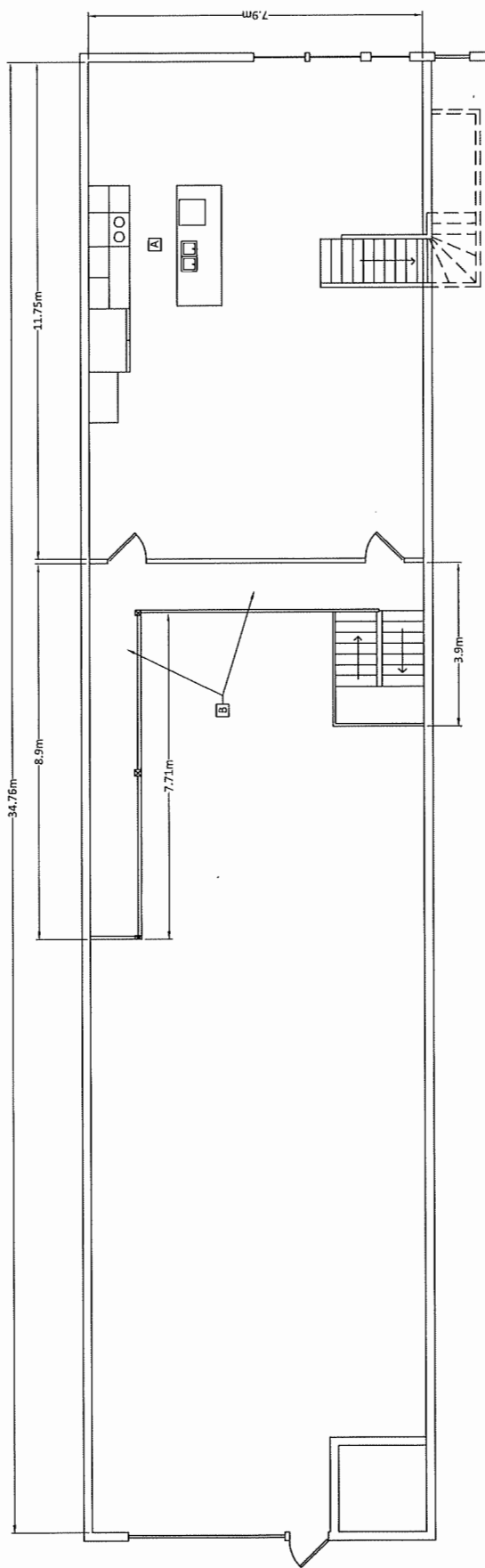


Main Floor

Retail and Lounge: 46 SQ. M
Warehouse/Production: 215.7 SQ. M

- DRAINAGE LEGEND:**
- A: SUMP
B: TRENCH DRAIN GRATE
C: 3" ABS DRAIN WITH "P" TRAP
D: EXISTING DRAINAGE
- EQUIPMENT LEGEND:**
1. CHILLER
2. VODKA STILL
3. FERMENTING VESSELS
4. WATER HEATER
5. FURNACE
6. MASH TUN
7. HAND SINK
8. BOTTLING AREA
9. BOILER
10. RETURN SYSTEM
11. INDUSTRIAL SINK
12. GIN STILL
13. CLASS 1 BICYCLE STORAGE

[illegible]



SECOND FLOOR

A:	STAFF KITCHEN	92.8 SQ. M
B:	MEZZANINE	18.6 SQ. M

[illegible]



ZT 18-815709

Attachment 3

Address: 5800 Cedarbridge Way

Applicant: Paul Doroshenko

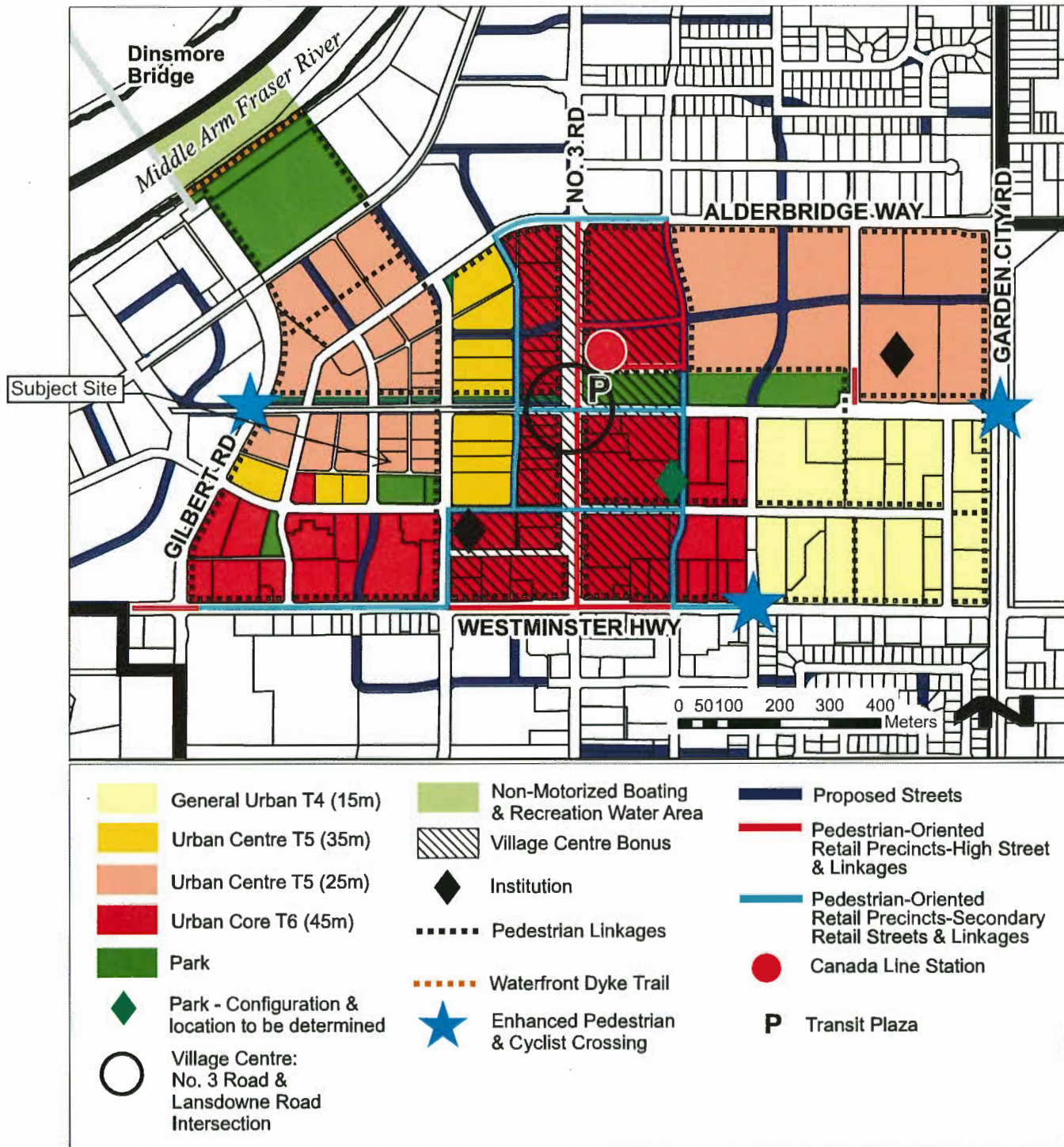
Planning Area(s): City Centre – Lansdowne Village

	Existing	Proposed
Owner:	Romana Investments Ltd.	No change
Site Size:	2,549 m ² (27,439 ft ²)	No change
Land Uses:	General industrial and office	General industrial, distillery and office
OCP Designation:	Mixed Use (MU)	No change
Area Plan Designation:	Urban Centre T5 (25 m)	No change
Zoning:	Industrial Retail (IR1)	Industrial Retail (IR1) with an amendment to allow "microbrewery, winery and distillery" as a site-specific permitted use.

	Bylaw Requirement	Existing	Variance
Floor Area Ratio:	Max. 1.2	0.72 (no change)	None permitted
Buildable Floor Area:	Max. 3,059 m ² (32,926 ft ²)	1,820 m ² (19,590 ft ²) (no change)	None permitted
Lot Coverage:	Buildings: Max. 90%	Buildings: 60% (no change)	None
Lot Size:	Min. 2,400 m ²	2,549 m ² (no change)	None
Lot Dimensions:	N/A	N/A	None
Setbacks:	Front: Min. 3.0 m Rear: N/A Side: N/A	Front: 8.55 m (no change) Rear: 8.75 m (no change) Side: 0.15 m (no change)	None
Height:	Max. 25.0 m	6.3 m (no change)	None
Off-street Parking Spaces – Total:	Min. 16	17 (no change)	None
Off-street Parking Spaces – Distillery:	Min. 6	6 (proposed)	None
Bicycle Parking Spaces – Class 1:	Min. 1	1 (proposed)	None

City of Richmond

Specific Land Use Map: Lansdowne Village (2031)

 Bylaws 8427 & 8516
 2010/09/13




Address: 5800 Cedarbridge Way

File No.: ZT 18-815709

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10022, the developer is required to complete the following:

1. Registration of an aircraft noise indemnity covenant on title.
2. Registration of a flood indemnity covenant on title.
3. Submission of a security to the City, based on 100% of the cost estimate, for the construction of a 1.5 m wide painted pedestrian pathway on-site along the south property line, and submission of a City Work Order for a 1.5 m wide asphalt portion on the City's property from the property line to the curb at the developer's cost.

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

1. Provide one interior Class 1 employee bicycle parking space as per Zoning Bylaw 8500.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

Note:

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

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

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

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

[Signed copy on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10022 (ZT 18-815709)
5800 Cedarbridge Way**

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

1. Richmond Zoning Bylaw 8500 is amended by:
 - a. Inserting the following permitted use in Section 12.4.3.B Additional Uses in the Industrial Retail (IR1) zone:
“Microbrewery, Winery and Distillery”
 - b. Inserting the following new Section 12.4.11.8 (Other Regulations) in the Industrial Retail (IR1) zone and renumbering accordingly:
“Microbrewery, Winery and Distillery shall be only permitted on the following **site(s)** and limited to one establishment:

5800 Cedarbridge Way
P.I.D. 002-161-583
Lot 88 Section 5 Block 4 North Range 6 West New Westminster District Plan 37381”
2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10022”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAY 13 2019

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee

Date: May 6, 2019

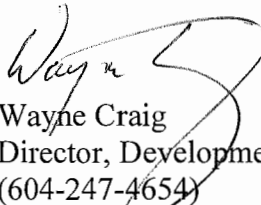
From: Wayne Craig
Director, Development

File: RZ 19-850544


Re: **Application by Gursher S. Randhawa for Rezoning at 5428 Chemainus Drive from the "Single Detached (RS1/E)" Zone to the "Single Detached (RS2/B)" Zone**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10028, for the rezoning of 5428 Chemainus Drive from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone, be introduced and given First Reading.


Wayne Craig
Director, Development
(604-247-4654)

WC:na
Att. 7

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

Staff Report

Origin

Gursher S. Randhawa has applied to the City of Richmond for permission to rezone 5428 Chemainus Drive from the “Single Detached (RS1/E)” zone to the “Single Detached (RS2/B)” zone, to permit the property to be subdivided to create two single-family lots, each containing a secondary suite, with vehicle access from Chemainus Drive (Attachment 1). A site survey showing the proposed subdivision plan is included in Attachment 2.

Findings of Fact

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

Subject Site Existing Housing Profile

A legal non-conforming duplex was previously located on the site but was demolished in 2018. It contained no secondary suites. The site is currently occupied by an unfinished single-family dwelling (Issued Building Permit 2017-778753) located on the eastern portion of the lot which complies with current the “Single Detached (RS2/B)” zoning requirements, proposed lot coverage and density.

Surrounding Development

Development immediately surrounding the site is as follows:

- To the North: Across Chemainus Drive, single-family dwellings on lots zoned “Single Detached (RS1/E)”.
- To the South: Single-family dwellings on property zoned “Single Detached (RS1/E)”.
- To the East: Single-family dwellings on property zoned “Single Detached (RS1/E)”.
- To the West: Across Cathay Road, single-family dwellings on property zoned “SingleDetached (RS1/E)”.

Related Policies & Studies

Official Community Plan/Blundell Area Plan

The subject property is located in the Blundell planning area, and is designated in the Official Community Plan (OCP) as Neighbourhood Residential. The proposed rezoning and subdivision is consistent with this designation.

Single-Family Lot Size Policy

The subject property is located in an area subject to the 5453 Single-Family Lot Size Policy which identifies the properties in the area that would be suitable for subdivision (Attachment 4). The proposed rezoning and subdivision of the subject property is consistent with this Policy.

Floodplain Management Implementation Strategy

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

Public Consultation

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

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

Analysis**Built Form and Architectural Character**

The applicant is proposing to rezone the subject site to subdivide 5428 Chemainus Drive into two lots. The applicant has obtained a Building Permit and began construction of a single family dwelling on the eastern portion of the lot, in compliance with the existing zoning. It is currently at the framing stage awaiting rezoning and subdivision approval before construction resumes. The design has been modified to include a secondary suite.

The applicant has provided a signed and sealed plan from a registered BC Land Surveyor confirming the unfinished building meets the setback, lot coverage and density requirements of the "Single Detached (RS2/B)" zone. The applicant has also submitted conceptual development plans showing the proposed architectural elevations for the corner lot dwelling on Proposed Lot A (Attachment 5). Both single-family dwellings will be accessed from Chemainus Drive.

The building on the proposed corner lot (Lot A) has a modern design; with large north, south, and west facing windows and strong horizontal lines. The Lot B design plans (B7 17-778753) are of similar built form and architectural character with the exception of the single façade that fronts the local road.

In keeping with the City's urban design objectives for enhanced design and landscaping on corner lots, the applicant will be required to provide a landscape plan and register a restrictive covenant on title to ensure that the development design is consistent with the approved plans.

Prior to final adoption of the rezoning bylaw, the applicant must:

- Submit a Landscape Plan for Lot A, prepared by a Registered Landscape Architect, that is consistent with the landscaping requirements contained in Richmond Zoning Bylaw 8500. The Landscape Plan must include a cost estimate prepared by the Landscape Architect for the works (including all trees, soft and hard landscaping materials, fencing, installation costs, and a 10% contingency).
- Submit a Landscape Security based on the cost estimate provided above.
- Register a legal agreement on Title to ensure that the Building Permit application and ensuing development at the site is generally consistent with the proposed plans included in Attachment 5.

The final plans submitted at Building Permit stage must comply with all City regulations, including zoning, at the time of application.

Existing Legal Encumbrances

There is an existing 3.0 m wide Statutory Right-of-Way (SRW) across the south portion of the property and across a 3.0 m by 3.0 m wide area in the north east of the subject site for municipal services. Both SRW's will not be impacted by the proposed development. The applicant is aware that encroachment into the SRWs is not permitted.

Transportation and Site Access

Vehicle access to both lots is to be provided along Chemainus Drive only. All existing driveways along Cathay Road development frontages are to be closed permanently and the existing driveway off of Chemainus Drive is to be kept for Lot B. As part of a City Work Order, the new driveway for Lot A is to be provided according to the following spacing and design standards:

- The driveway for Lot A is to be placed immediately next to the common property line with Lot B.
- The width of each driveway is to be 4.0 m maximum at the property line with 0.9 m flares and 45° off-sets to meet the grade of sidewalk and boulevard. The 4.0 m driveway width is to be established 1.85 m from the adjacent common property line.

A 4 m by 4 m corner cut road dedication is also required at the northwest corner of the subject site (southeast corner of the Chemainus Drive and Cathay Road intersection).

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report which identifies zero on-site and two shared tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. One on-site bylaw-sized tree (T2 17-778752) was previously identified on the subject property but was removed in conjunction

with the approved Building Permit (B7 17-778753) for the first single family home. This was initiated prior to this rezoning application.

The City's Tree Preservation Coordinator has also reviewed the Arborist's Report and provides the following direction:

- Retain and protect both trees on the shared property line with the City (tag# 419 and 420) as they are in good health. Any work that will encroach into the Tree Protection Zone (TPZ) will require a project Arborist to oversee.

Tree Protection

Two trees (Tag # 419 and 420) on the shared west property line (shared with City boulevard) are proposed to be retained. The applicant has submitted a Tree Management Plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 6). To ensure that the trees identified for retention are protected at the development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to final adoption of the rezoning bylaw, Submission of a Tree Survival Security to the City in the amount of \$20,000 for the two trees to be retained.
- Installation of tree protection fencing is required around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Tree Replacement

With the removal of one on-site tree (T2-17-778752) in conjunction with the approved Building Permit (B7 17-778753) prior to the rezoning of the subject property, the applicant has agreed to plant two trees on each lot proposed in order to be consistent with the 2:1 replacement ratio and Council Policy 5032; for a total of four trees. The required replacement trees are to be of the following minimum sizes, based on the size of the tree being removed as per Tree Protection Bylaw No. 8057, Zoning Bylaw 8500, and based on the replacement conditions as part of Tree Permit (T2-17-778752).

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
2	6.0 cm	2.0 m
2	10 cm	5.5 m

Affordable Housing Strategy

The Affordable Housing Strategy for single-family rezoning applications requires either a secondary suite or coach house on 100% of new lots created; a suite or coach house on 50% of new lots created together with a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of \$4.00/ft² of the total buildable area of the remaining lots; or, where secondary suites cannot be accommodated in the development, a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of \$4.00/ft² of the total buildable area of the development.

The applicant has proposed to provide a secondary suite on each lot. Lot A includes an approximately 400 ft² or 37.16 m² 1 bedroom secondary suite and Lot B an approximately 357 ft² or 33.16 m² bachelor suite. This proposal satisfies the Affordable Housing Strategy requirement.

Registration of a legal agreement on Title will be made to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on two of the two proposed lots (Lot A and Lot B), to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Site Servicing and Frontage Improvements

At the Subdivision stage, the applicant is required to complete the following via Work Order:

- Upgrades to both street frontages, including, but not limited to, removal of the two driveway crossings to Cathay Road, installation of one new driveway crossing to Chemainus Drive, provision of two single wheelchair ramps at the southeast corner of the Chemainus Drive and Cathay Road intersection, installation of a new 1.5 m wide concrete sidewalk next to the fronting property line, provision of a 1.5 m SRW (PROP) that runs the length of the northwest corner cut for continuation of the sidewalk around the protected tree (tag# 420), and installation of a new grass boulevard with street trees over the remaining width between the new sidewalk and the existing fronting road curb.
- Payment of the current year's taxes, School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the required servicing works as described in Attachment 7.

Financial Impact or Economic Impact

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

Conclusion

The purpose of this rezoning application is to rezone 5428 Chemainus Drive from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone to permit the subject property to be subdivided into two single-family lots with vehicle access from Chemainus Drive.

This rezoning application complies with the land use designations and applicable policies contained within the Official Community Plan (OCP) and Lot Size Policy 5453 for the subject site.

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

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10028, be introduced and given First Reading.



Nathan Andrews
Planning Technician
(604-247-4911)

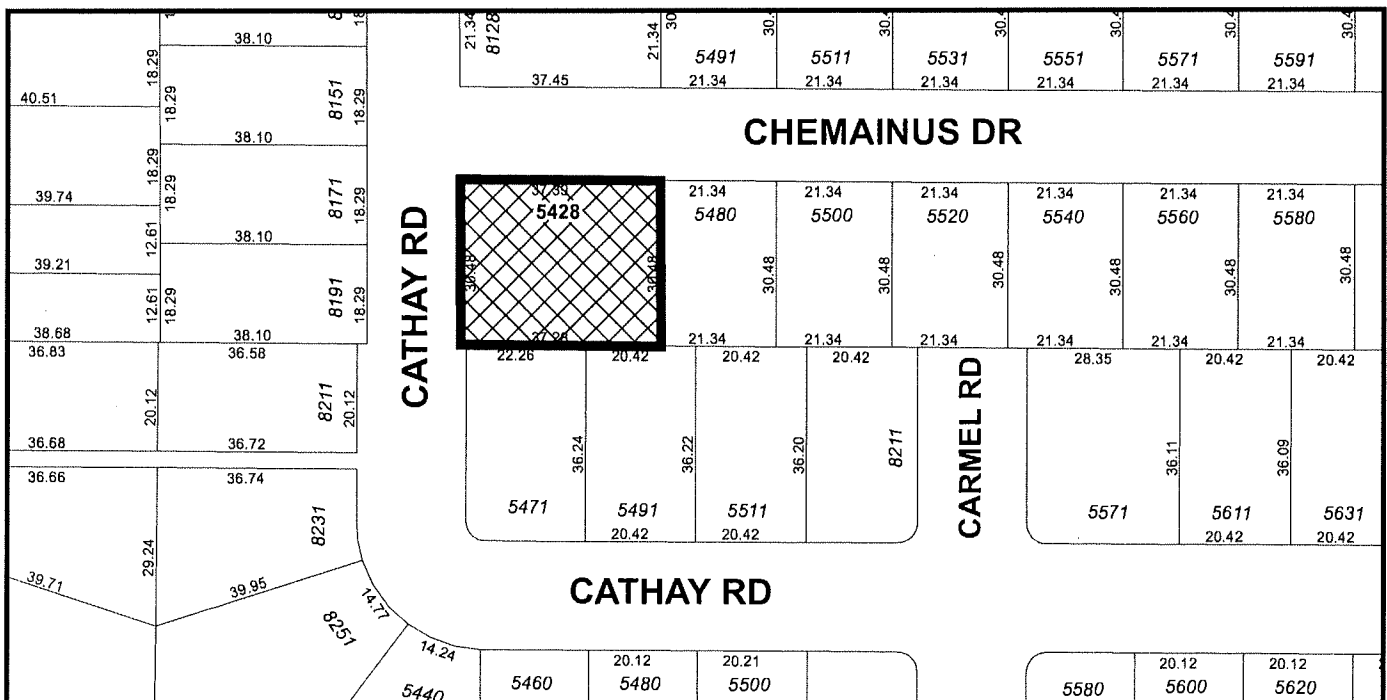
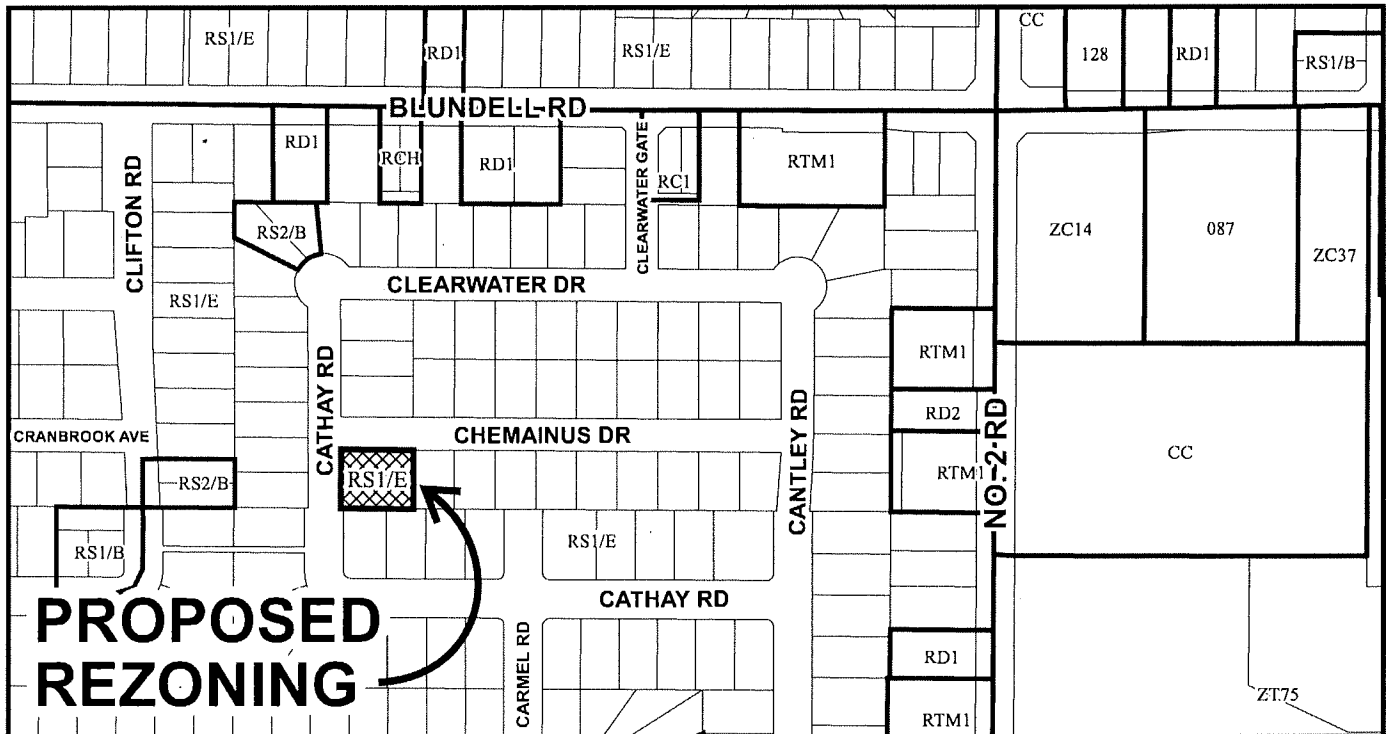
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Attachments:

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Proposed Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Single-Family Lot Size Policy Map
- Attachment 5: Conceptual Development Plans
- Attachment 6: Tree Management Plan
- Attachment 7: Rezoning Considerations



City of Richmond



RZ 19-850544

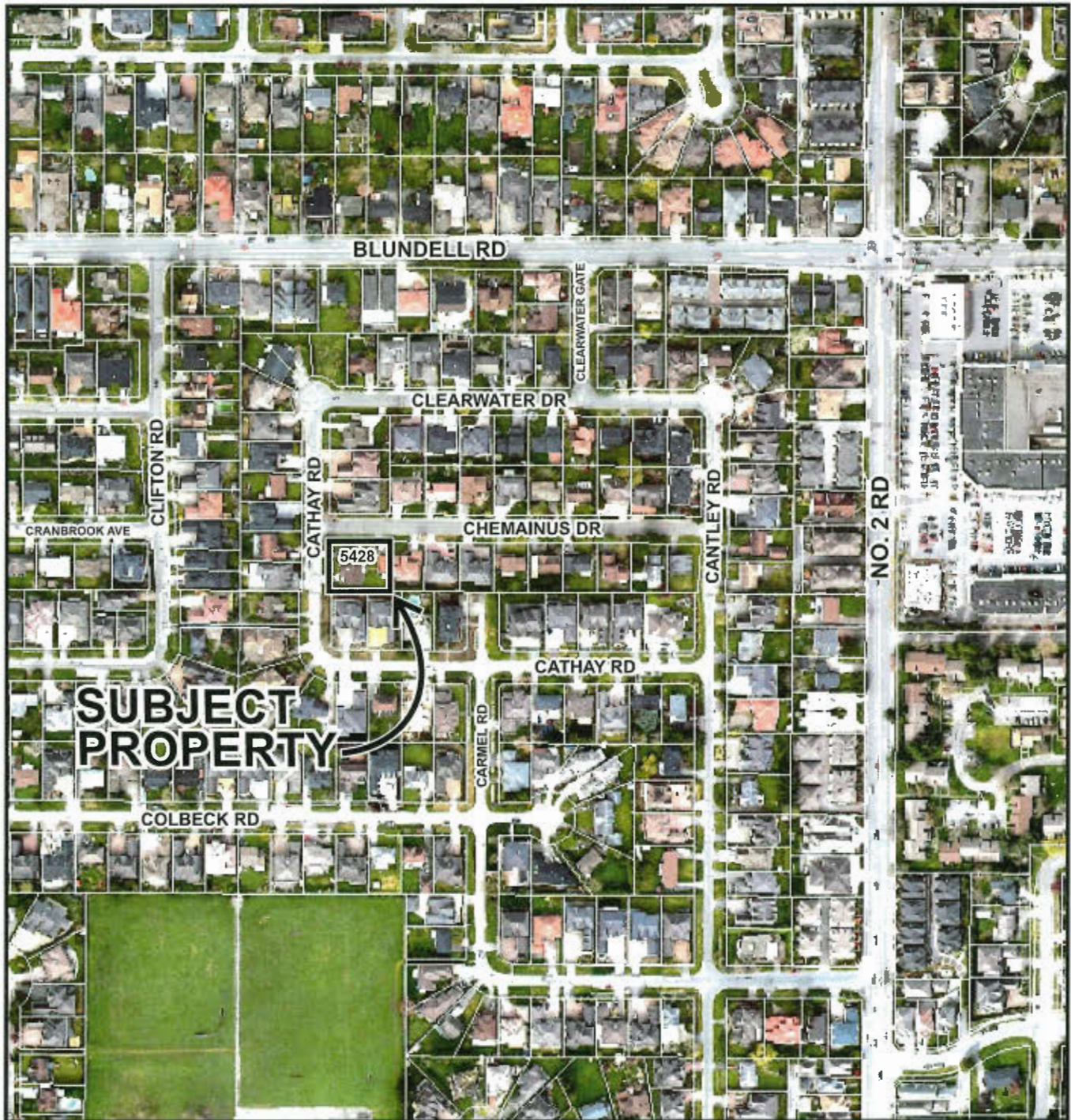
Original Date: 01/15/19

Revision Date:

Note: Dimensions are in METRES



City of Richmond



RZ 19-850544

Original Date: 01/15/19

Revision Date:

Note: Dimensions are in METRES

**B.C. LAND SURVEYOR'S PROPOSED
SUBDIVISION AND TOPOGRAPHIC SURVEY OF:
LOT 152 SECTION 24 BLOCK 4 NORTH RANGE 7 WEST
NEW WESTMINSTER DISTRICT PLAN 42319**

SCALE:
0 1:250 10
All distances are in metres.
The intended plot size of this plan is 4320mm in width
by 2880mm in height (6 feet) when plotted at a scale of 1:250

Parcel Identification Number (PID)
003-637-808

	Proposed Lot A	Proposed Lot B
TOTAL SITE AREA	570.4 m ²	556.0 m ²
0.28 acre	6141 sq. ft.	5985 sq. ft.

CIVIC ADDRESS
28 CHEMAINUS DRIVE
RICHMOND, BC

138
ZONING PROPOSED ZONING
R52/B

All rights reserved. No person may copy, reproduce, transmit or alter this document in whole or in part without the written consent of the signatory.

This document was prepared for the exclusive use of our client, Stockham Construction Group. This document is intended for use as a topographic plan. It is based on Land Title Office records, and does not represent a boundary survey. Critical lot dimensions and areas must be confirmed by a proper cadastral survey. Explorer Land Surveying Inc. accepts no responsibility or liability for any damages that may be suffered by a third party as a result of any decisions made or actions taken based on this document.

FILE: 1725
DRAWING: 1725-101-Cover/2018-131
Explorer
Land Surveyors Inc.
Vancouver, BC V6G 1N7
113-1135 Burr Street
www.explorersurveyors.com

LEGEND

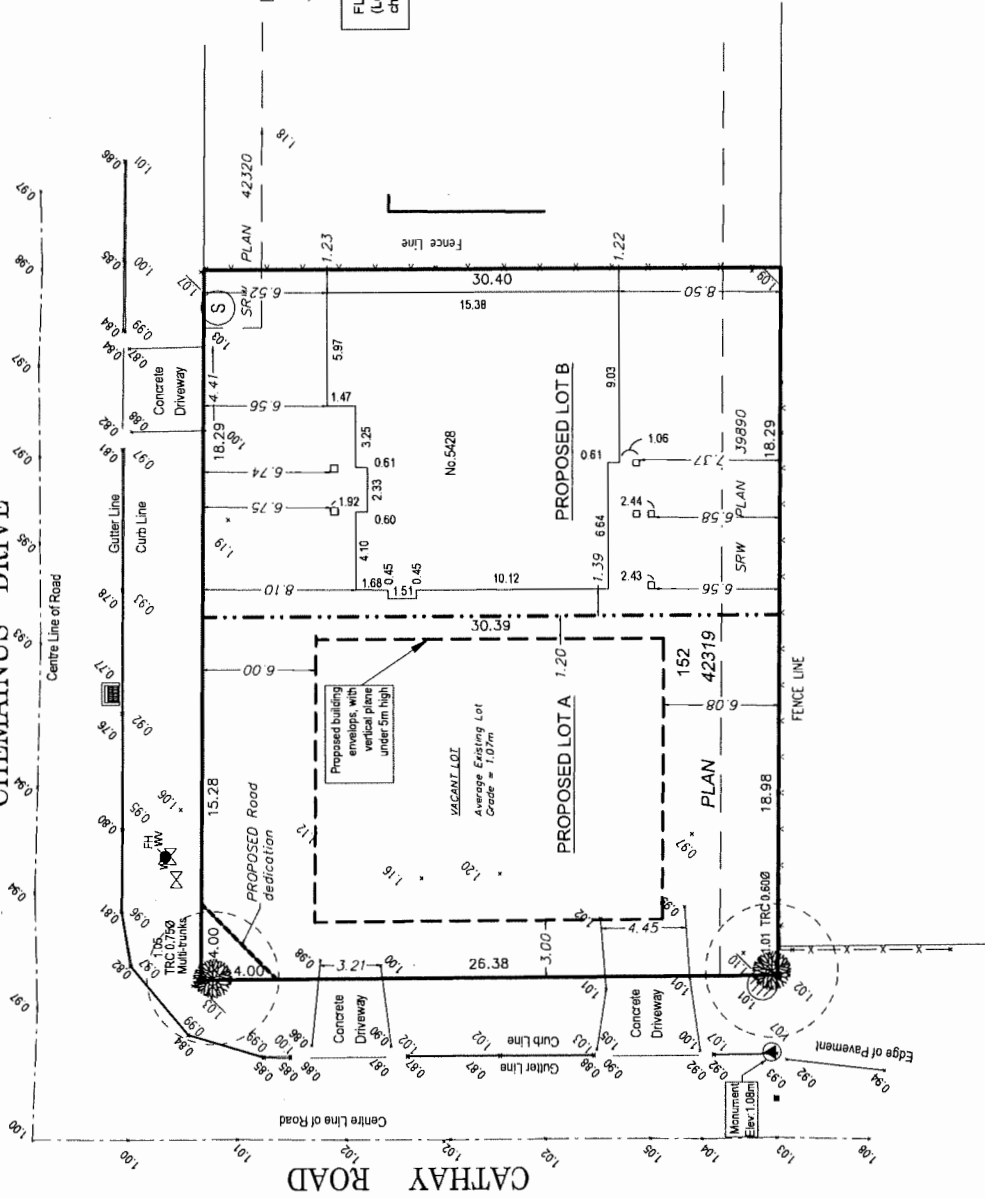
Elevations are geodetic based on integrated survey monument 77H4564 in the City of Richmond at elevation 1.084m.
Note: Only trees with Trunk greater than 0.20m are identified. Consult Arborist to verify tree species

- - denotes Iron Post found
- - denotes Lead Plug found
- RD - denotes Deciduous Tree type
- NC - denotes Coniferous Tree type
- ☐ - denotes Catchbasin
- S - denotes Sanitary Manhole
- WW - denotes Lawn basin
- WV - denotes Water Valve
- FH - denotes Fire Hydrant

FLAT LOT, UNABLE TO CONTOUR
(Lot dimensions and areas subject to change after final subdivision survey)

CHEMAINUS DRIVE

CATHAY ROAD



CERTIFIED CORRECT
Lot dimensions are correct according to Land Title Office records.

Kenneth KC Ng, BCLS
Field Survey - 24 January, 2019
Dated this 31st of January, 2019
This document is not valid unless originally signed and sealed or digitally signed with current digital signature.
Info: <https://www.pricert.com>



RZ 19-850544

Attachment 3

Address: 5428 Chemainus Drive

Applicant: Gursher S. Randhawa

Planning Area(s): Blundell Area Plan

	Existing	Proposed
Owner:	1001844 BC Ltd.	To be determined
Site Size (m²):	Total Site: 1126.4 m ²	Lot A: 570.4 m ² Lot B: 556.0 m ²
Land Uses:	Residential (Single-family)	No change
OCP Designation:	Neighbourhood Residential (NRES)	No change
Single-Family Lot Size Policy Designation:	Policy 5453 Permitted for Subdivision	No change
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/B)
Number of Lots:	1	2

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	none permitted
Buildable Floor Area (m ²):*	Lot A: Max. 287.2 m ² (3,091.9 ft ²) Lot B: Max. 282.9 m ² (3,045.4 ft ²)	Lot A: Max. 287.2 m ² (3,091.9 ft ²) Lot B: Max. 282.9 m ² (3,045.4 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70%	Building: Max. 45% Non-porous Surfaces: Max. 70%	none
Lot Size:	Min. 360.0 m ²	Lot A: 570.4 m ² Lot B: 556.0 m ²	none
Lot Dimensions (m):	Lot A (Corner) Min. Width: 14.0 m Lot B Min. Width: 12.0 m Min. Depth: 24.0 m	Lot A (Corner) Width: 18.98 m Lot B Width: 18.29 m Depth: 30.4 m	none
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m Exterior Side: Min. 3.0 m	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m Exterior Side: Min. 3.0 m	none
Height (m):	Max 9.0 m	Max 9.0 m	none

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



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: November 15, 1993

POLICY 5453
 Amended by Council: January 15, 2001 *
 October 20th, 2003

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 24-4-7

POLICY 5453:

The following policy establishes lot sizes in Section 24-4-7, located in the area generally **bounded by Francis Road, Blundell Road, Railway Avenue and No. 2 Road** as shown on the attached map:

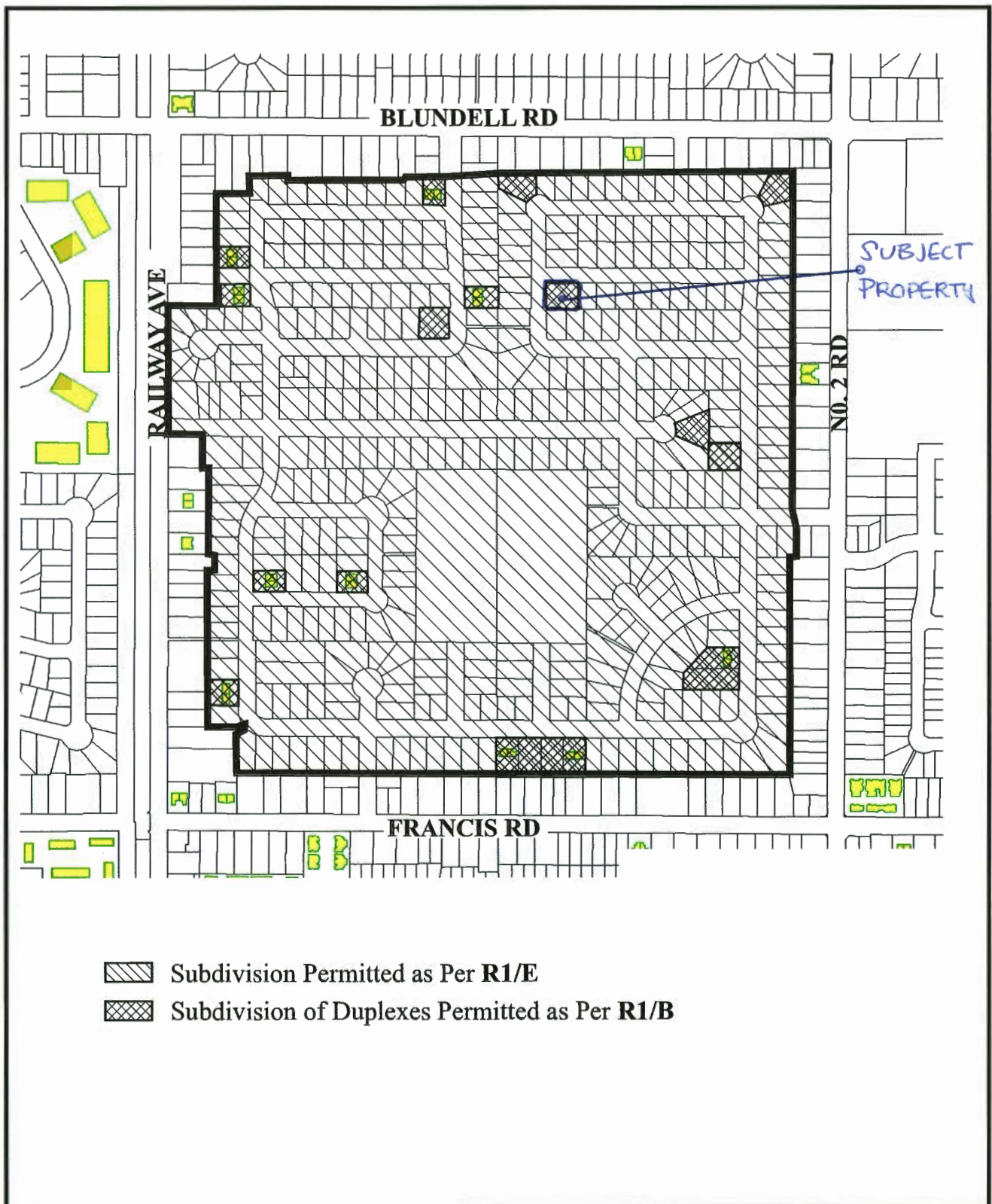
That properties located within the area generally bounded by Francis Road, Blundell Road, Railway Avenue and No. 2 Road in Section 24-4-7, as shown on the attached map, be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area E (R1/E) in Zoning and Development Bylaw No. 5300, with the following exceptions:

- (i) That lots with existing duplexes be permitted to subdivide as per Single-Family Housing District, Subdivision Area B (R1/B); and

and that this policy be used to determine the disposition of future 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 5300.

* Original Adoption Date In Effect

1081046



Policy 5453
Section 24-4-7

Adopted Date: 11/15/93
Amended Date: 10/20/03

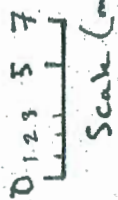


Astonish Design & Detailing Ltd.
19732 - 71B Ave. Langley B.C.
PH: 1 604 539 1740 FAX: 1 604 539 1741
CELL: 1 604 728 0789 E-MAIL: navej@h1@hotmail.com

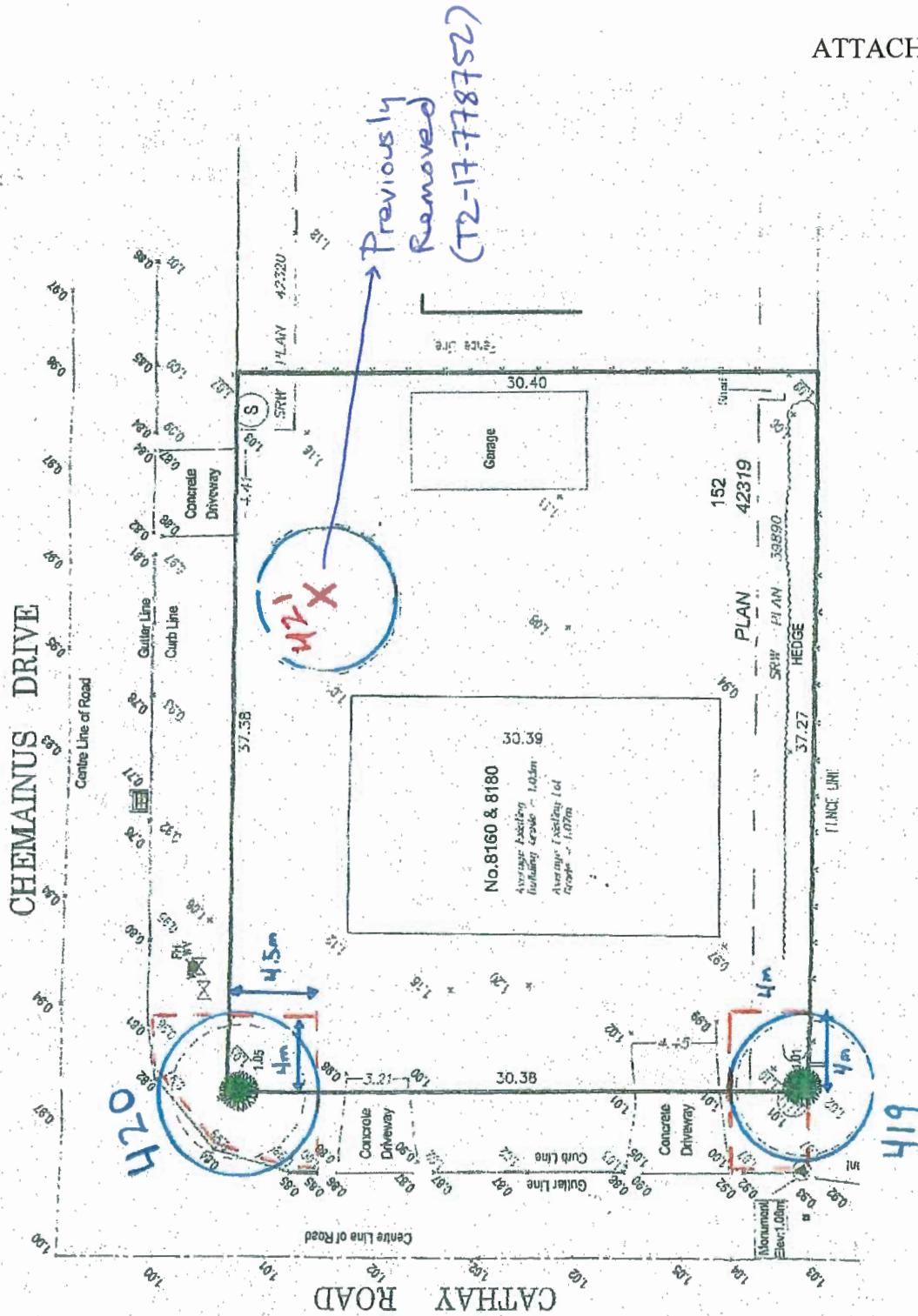
THESE PLANS CONFORM TO
B.C.B.C. 2012 EDITION

NAME	8160 - Cathay Road, Richmond BC					
COMPANY	TITLE	SCALE	DRAWING	DATE	SHEET NO.	TOTAL SHEETS
KAMAL	NATURAL	1/8" = 1'-0"	1/8" NAT	Sept 13 2017	A-025	1

Tree Management Plan - 8160/8180 Cathay Rd - July 29, 2017



- Retain Tree ●
- Previously Removed Tree X
- Crown Delineation ○
- Tree Protection Barrier - - -





City of Richmond

Rezoning Considerations

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

Address: 5428 Chemainus Drive

File No.: RZ 19-850544

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10028, the developer is required to complete the following:

1. 4.0 m x 4.0 m corner cut road dedication is required at the northwest corner of the subject site (southeast corner of the Chemainus Drive and Cathay Road intersection).
2. Submission of a Landscape Security in the amount of \$1,000 (\$500/tree) to ensure that a total of two replacement trees are planted and maintained on Lot B. The required replacement trees are to be of the following minimum sizes, based on the size of the tree being removed as per Tree Protection Bylaw No. 8057 and Tree Permit T2-17-778752.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
1	6.0 cm	2.0 m
1	10.0 cm	5.5 m

3. Submission of a Landscape Plan for Lot A, 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 landscaping requirements contained in Richmond Zoning Bylaw 8500;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the two required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
1	6.0 cm	2.0 m
1	10.0 cm	5.5 m

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

4. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
5. Submission of a Tree Survival Security to the City in the amount of \$20,000 for the 2 trees to be retained.
6. 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.
7. Granting of a 1.5 m Statutory Right-of-Way for Public-Right-of-Passage (PROP) measured from the required corner cut road dedication of Lot A for the purpose of sidewalk continuation and to enable protection of Tree # 420.
8. Registration of a flood indemnity covenant on title.
9. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on two of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
10. Registration of a legal agreement on Title to ensure that the Building Permit application and ensuing development on Lot A is generally consistent with the conceptual plans included in Attachment 5.

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

1. Payment of the current year's taxes, School Site Acquisition Charge, and Address Assignment Fees.
2. Completion of the following servicing works and off-site improvements. These may be completed through a City work order:

Water Works:

- Using the OCP Model, there is 142 L/s of water available at a 20 psi residual at the hydrant fronting 5428 Chemainus Dr. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- At the Developer's cost, the Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
 - Provide a 3m wide utility right of way along the entire north property line. The purpose of the required utility right of way is to provide clearance between the existing old AC water main along the north property line and the required water meters/drainage inspection chambers for the lots to be created. No permanent structures such as trees, concrete fences, etc. are permitted within the required 3m wide utility right of way.
- At the Developer's cost, the City will:
 - Cut and cap at main the existing water service connection.
 - Provide 25mm diameter water service connections complete with water meters to the proposed subdivision at the common property line. Tie-ins shall be to the existing 150mm diameter AC water main along Chemainus Drive frontage and the water meters shall be placed within the required 3m wide utility right of way along the north property line.

Storm Sewer Works:

- At the Developer's cost, the City will:
 - Cut and cap at main the existing storm service connections.
 - Install a new storm service connection off of the existing storm sewer along Chemainus Drive complete with inspection chamber which shall be placed within the required 3m wide utility right of way along the north property line.

Sanitary Sewer Works:

- At the Developer's cost, the Developer is required to:
 - Not start onsite excavation and/or foundation works until the City has completed the proposed rear yard sanitary works. Also indicate this as a note on the Building Permit site plans.
- At the Developer's cost, the City will:
 - Provide a new sanitary service connection complete with an inspection chamber and tie-in to the existing sanitary sewer along the south property line via a wye. The tie-in shall be where the common property line intersects the existing sanitary line and the inspection chamber shall be placed at the center of a new 3m wide by 1.5m deep utility right of way. The new 3m wide by 1.5m deep utility right of way will consist of a 1.5m wide by 1.5m deep right of way from each of the lots to be created. The new 3m wide by 1.5m deep utility right of way shall not overlap the existing 3m wide utility right of way along the south property line.
 - Cut, cap, and remove all of the existing sanitary service connections.

Frontage Improvements:

- The Developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - To underground Hydro service lines.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations on-site (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).
 - Construct the following frontage improvements:
 - Removal of the two driveway crossings to Cathay Road;
 - Installation of one new driveway crossing to Chemainus Drive;
 - Provision of a new wheelchair ramp at the southeast corner of the Chemainus Drive and Cathay Road intersection;
 - Installation of a new 1.5 m wide concrete sidewalk next to the fronting property line; and
 - Installation of a new grass boulevard with street trees over the remaining width between the new sidewalk and the existing fronting road curb.

General:

- The Developer is required to:
 - Provide if pre-load is required, prior to pre-load installation, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting the development site (e.g., existing AC sanitary mains along the south property line and existing AC water mains along the west and north property lines.), proposed utility installations, the existing houses along the south and east property lines, and provide mitigation recommendations. The mitigation recommendations shall be implemented prior to pre-load.
 - Enter into 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.

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

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

Note:

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

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

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

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

Initial: _____

investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10028 (RZ 19-850544)
5428 Chemainus Drive**

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

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

PID 003-637-808

Lot 152 Section 24 Block 4 North Range 7 West New Westminster District Plan 42319

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 10028"**.

FIRST READING

MAY 27 2019

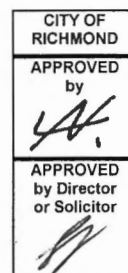
A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

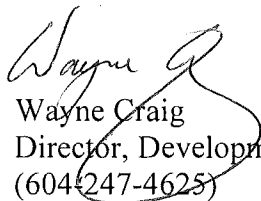
To: Planning Committee
From: Wayne Craig
Director, Development

Date: April 24, 2019
File: RZ 18-819258

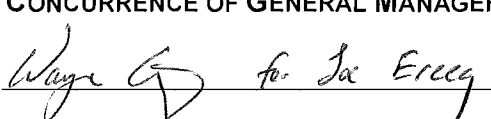
Re: Application by Evernu Developments for Rezoning at 11540 Railway Avenue from the "Single Detached (RS1/E)" Zone to "Arterial Road the Two-Unit Dwellings (RDA)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10030, for the rezoning of 11540 Railway Avenue from the "Single Detached (RS1/E)" zone to "Arterial Road Two-Unit Dwellings (RDA)" zone, be introduced and given First Reading.


Wayne Craig
Director, Development
(604)247-4625

WC:el
Att. 7

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

Staff Report

Origin

Evernu Developments has applied to the City of Richmond for permission to rezone 11540 Railway Avenue (Attachment 1) from the “Single Detached (RS1/E)” zone to the “Arterial Road Two-Unit Dwellings (RDA)” zone in order to permit the development of a duplex on site. A preliminary site plan, streetscape elevation and landscape plan are provided for reference in Attachment 2. A Development Permit application will be required to address the form and character of the proposed duplex.

A Service Agreement (SA) for frontage improvements and site service connections is required as a consideration of rezoning.

Findings of Fact

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

Subject Site Existing Housing Profile

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

Surrounding Development

- To the North: A rezoning application to develop three duplex lots at 11480 and 11500 Railway Avenue (RZ 17-771371) has been received. This application is under staff review and will be brought forward for consideration in a separate Report to Committee.
- To the South: Fronting Railway Avenue, single family homes on lots zoned “Single Detached (RS1/E)”.
- To the East: Fronting Kestrel Drive, single family homes on lots zoned “Single Detached (RS1/E)”.
- To the West: Across Railway Avenue, single family homes on small lots zoned “Single Detached (RS1/A)” fronting on Garry Street and single family homes on lots zoned “Single Detached (RS1/E)” fronting on Railway Avenue.

Related Policies & Studies

Official Community Plan/Steveston Area Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject site is “Neighbourhood Residential”. The Steveston Area Land Use Map designation for the subject site is “Single-Detached/Duplex/Triplex” (Attachment 4). The development proposal for a duplex lot is consistent with these designations.

Arterial Road Policy

The Arterial Road Land Use Policy in the City's 2041 Official Community Plan Bylaw 9000 directs appropriate duplex and triplex developments onto certain minor arterial roads outside the City Centre. The subject site is identified for "Arterial Road Duplex/Triplex" on the Arterial Road Housing Development Map and the proposal is in compliance with the Arterial Road Duplex Development Requirements under the Arterial Road Policy.

Floodplain Management Implementation Strategy

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

Public Consultation

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

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

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

Analysis

Built Form and Architectural Character

The developer proposes to construct a duplex on the subject site; one unit will be in the front of the property with direct pedestrian access from Railway Avenue, and one unit will be at the back of the property with main entrances from the auto-court proposed on site. The unit sizes are ranging from 151.7 m² (1,633 ft²) to 182.7 m² (1,967 ft²). Proposed building setbacks (including the rear yard setback) are consistent with the required setbacks of adjacent single family properties. Both units will have a side-by-side attached garage. In keeping with the architectural character of the neighbourhood, the duplex will be two storeys and will feature a peaked roof.

A Development Permit application will be required to address the form and character of the proposed duplex. Through the Development Permit, the following issues are to be further examined:

- Compliance with Development Permit Guidelines for duplex projects in the 2041 Official Community Plan (OCP).
- Review of the architectural character, scale and massing to ensure that the proposed duplexes are well designed, fit well into the neighbourhood, and do not adversely impact adjacent homes.
- Review of aging-in-place features in all units and the provision of a convertible unit.

- Refinement of the proposed site grading to ensure survival of the protected tree, and to provide appropriate transition between the proposed development and adjacent existing developments.
- Refinement of landscape design including new trees to be planted on site.

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

Existing Legal Encumbrances

There is an existing 3.0 m wide utility Right-of-Way (ROW) along the east property line of the subject site for an existing sanitary sewer line. The developer is aware that no construction is permitted in these areas.

Transportation and Site Access

Vehicular access to the proposed development is to be provided via a single driveway from Railway Avenue along the south property line of the subject site. An on-site turn-around for passenger cars secured through legal agreement (i.e., restrictive covenant) is to be provided in the proposed auto-court.

As the lot access currently serving one single family dwelling, to address the increased traffic impacts, the following mitigation measures are required as part of the frontage upgrades for the development:

- The first 6 m of each driveway from the back of the sidewalk is to be maintained as a 6 m wide to allow for two vehicles in opposing directions to pass, and then tapered at a 5:1 transition to a minimum width of 4 m.
- The driveway is to be constructed to City design standards with 0.9 m flares at the curb and 45° offsets to meet the grade of sidewalk/boulevard.
- Special stamped/tinted concrete treatment for the sidewalk is to be provided across each driveway and green bike lane paint for the bike lane is to be provided at the crossings to better highlight the driveway points on Railway Avenue for cyclists and pedestrians. This special treatment is to be secured through the required Servicing Agreement.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses one bylaw-sized tree on the subject property and two trees on neighbouring property to the south at 11560 Railway Avenue, within 2 m of the property line or has a crown (dripline) encroaching on the property.

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

- One tree (tag# 004) located on site is in good condition and identified to be retained and protected in the Arborist Report.

- Two trees (tag#002, 003) located on neighbouring property to be protected as per Arborist Report recommendations.

A hedgerow located along the front property line and three undersized trees located along the north property line are proposed to be removed. No replacement tree is required as per the Tree Bylaw. However, at least one new tree will be planted on site to enhance the streetscape of the development. The number, size and species of new tree(s) will be reviewed in detail through Development Permit and overall landscape design.

Tree Protection

One tree on site and two trees on the neighbouring property to the south at 11560 Railway Avenue are to be retained and protected. The applicant has submitted a Tree Protection Plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 5). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to Development Permit issuance, submission to the City of a Tree Survival Security as part of the Landscape Letter of Credit. No Landscape Letter of Credit will be returned until the Post-Construction Assessment Report, prepared by the Arborist, confirming the protected trees survived the construction, is reviewed by staff.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Accessible Housing

The developer has agreed that aging-in-place features will be provided in all units (e.g., inclusion of blocking in bathroom walls for installation of grab-bars, provision of blocking in stair walls to accommodate lift installation at a future date, and provision of lever door handles). In addition, at least one convertible unit will be provided in this duplex development. Details of the accessible housing features will be reviewed at the future Development Permit stage.

Affordable Housing Strategy

The applicant proposes to make a cash contribution to the Affordable Housing Reserve Fund in accordance to Section 5.15.1(c) of Zoning Bylaw 8500. The applicant will make a cash contribution of \$8.50 per buildable square foot as per the requirement for a contribution of \$30,600.

Energy Step Code

The applicant has committed to design the subject development to meet the City's Step Code requirements (Attachment 6). Details on how all units are to be built and maintained to this commitment will be reviewed at Building Permit stage.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into the City's standard Servicing Agreement to design and construct frontage beautification works and service connections including new sidewalk, boulevard and trees (see Attachment 7 for details). All works are at the client's sole cost (i.e., no credits apply).

Financial Impact or Economic Impact

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

Conclusion

The purpose of this rezoning application is to rezone 11540 Railway Avenue from the "Single Detached (RS1/E)" zone to the "Arterial Road Two-Unit Dwellings (RDA)" zone, in order to permit the development of two duplex units on the subject site with direct access from Railway Avenue. The list of rezoning considerations is included in Attachment 7, which has been agreed to by the applicant (signed concurrence on file).

On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 10030 be introduced and given First Reading.

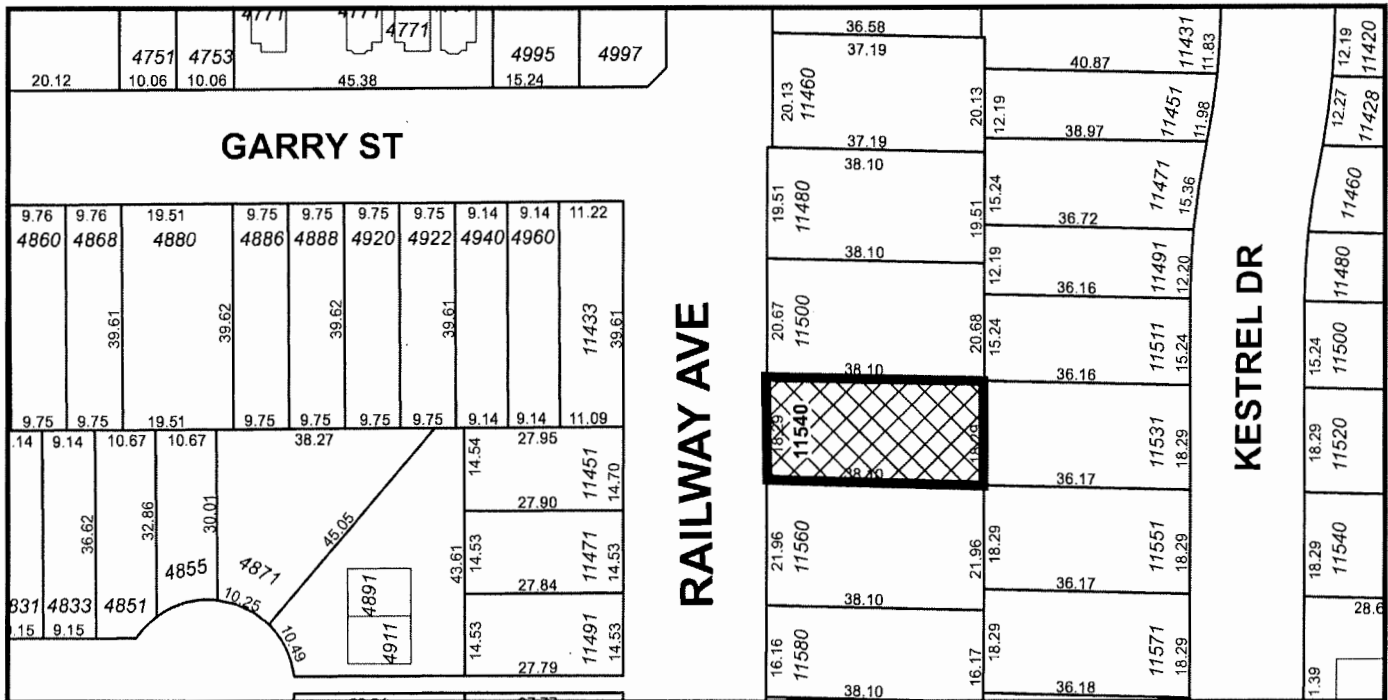


Edwin Lee
Planner 1
(604-276-4121)

EL:blg

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Steveston Area Land Use Map
- Attachment 5: Tree Management Plan
- Attachment 6: Letter from Developer
- Attachment 7: Rezoning Considerations

City of
Richmond

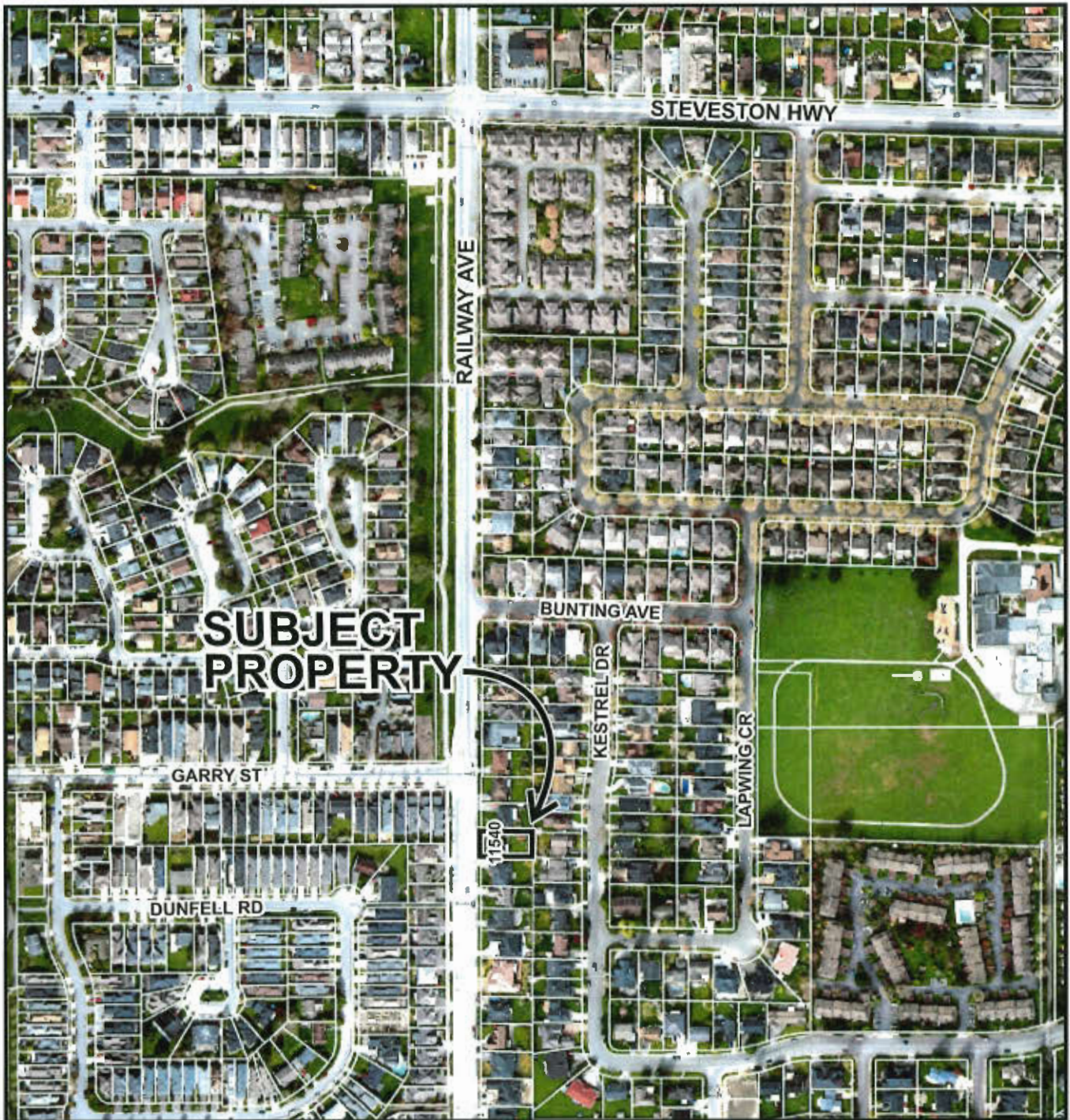


RZ 18-819258

Note: Dimensions are in METRES



City of
Richmond



RZ 18-819258

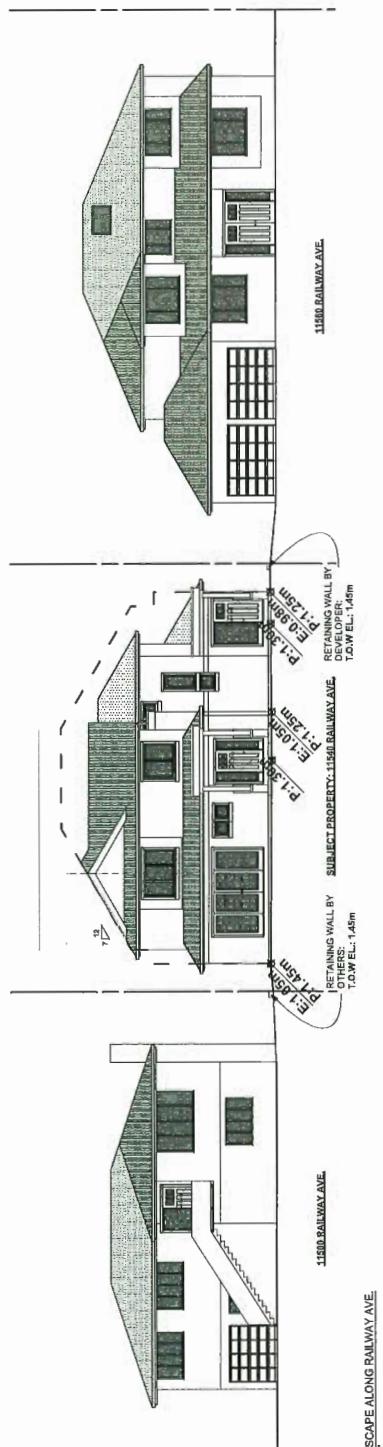
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Revision Date:

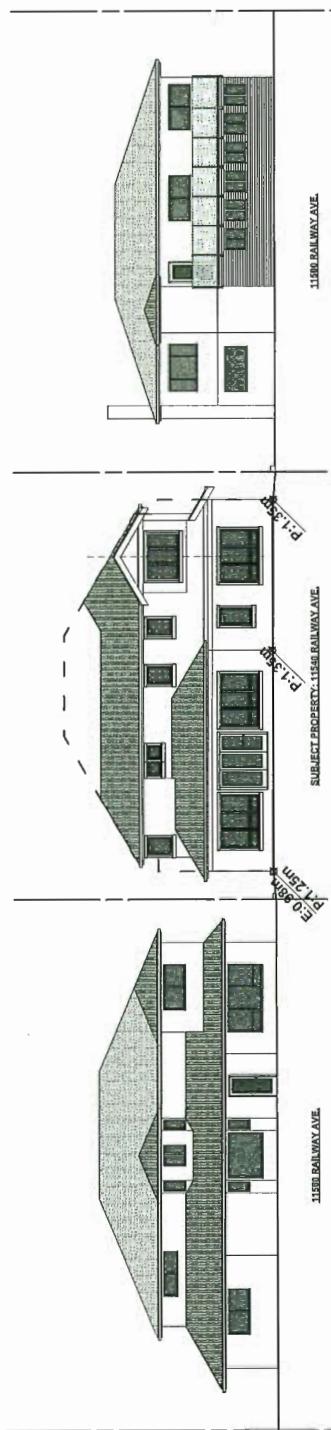
Note: Dimensions are in METRES



11480 RAILWAY AVE.
STREETSCAPE ALONG RAILWAY
VIA GOOGLE MAPS



2 STREETSCAPE ALONG RAILWAY AVE.
1/8" = 1'-0"

3 STREETSCAPE - FROM BACK

PH - 158

FOR RZ
2019MAR5



THE ANDREWS ARCHITECTS INC.

**PROPOSED
REZONING FOR
DUPLEX**

STREETSCAPE ELEVATIONS

SCALE	AS NOTED
DATE	APRIL 19, 2018
BY	WA ga
PROJECT NO.	1805
DRAWING NO.	

RZ-A1.2



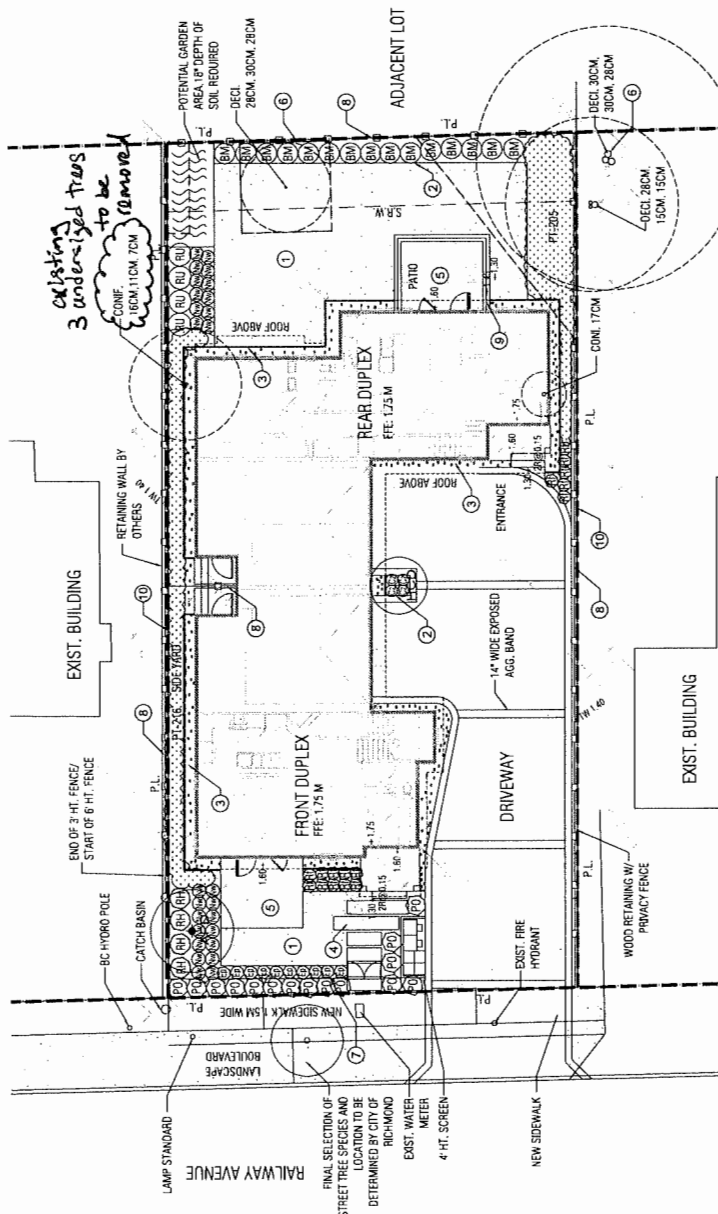
GENERAL LANDSCAPE NOTES:

1. ALL LANDSCAPE MATERIAL SHALL MEET OR EXCEED STANDARDS REQUIRED BY BCMA OR BCMA GUIDELINES.
2. TOPSOIL SUPPLIED SHALL BE FROM A REPUTABLE SOURCE. A FULL ANALYSIS OF THE TOPSOIL WILL BE REQUIRED AT THE CONTRACTOR'S EXPENSE. SUBMIT TO LANDSCAPE CONSULTANT FOR APPROVAL.
3. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE LANDSCAPE CONTRACTORS EXPENSE.
4. TOPSOIL DEPTHS FOR PLANTING AS FOLLOWS:
 - A. GRASS AREAS: 1" (25MM)
 - B. GROUND COVERS: 1" (25MM)
 - C. TREES: 36" (915MM) WITH 12" (305MM) BELOW ROOT BALL
 - D. TREES: 36" (915MM) WITH 12" (305MM) BELOW ROOT BALL
 - E. LAWN AREAS SHALL BE SOILED WITH 4" PREMIUM RESIDENTIAL SOD.
 - F. ALL SHRUB PLANTING AREAS SHALL HAVE GROUND COVERS 1" (25MM)
 - G. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE LANDSCAPE CONTRACTORS EXPENSE.
 - H. FIRM GRADING AND SPECIAL SLOPE GRADING BY CIVIL ENGINEERING OR ARCHITECTURAL.



PLANT LIST (RECOMMEND)

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	COND.
APD	1	TREES			
ACD	1	ACER PALM ATUM	JAPANESE MAPLE	8CM CAL	B & B
		HIBISCUS COELESTIS	SHRUBBY ALTHEA	2.5M HT.	B & B
		SHRUBS			
BM	15	BURLES MICROPHYLLA WINTER GEM	WINTER GEM BURNING	#3	CONTAINER
BU	4	RHOENDELIA LINDLE	INDIE RHOD.	#3	CONTAINER
PD	16	PRUNUS L. OTTO LYONS	OTTO LYONS LAUREL	#3	CONTAINER
PH	4	RHOENDELIA LINDLE	TANTASTIC RHODODENDRON	#3	CONTAINER
		GROUND COVERS/PERENNIALS			
NW	26	NEPTA WAGNERI LOW	WAGNER'S LOW CATWINE	#1	CONTAINER
CZ	4	COROPHUS VERTICILLATA JACOB	MACNABIAN TICKSEED	#1	CONTAINER
EP	10	ECHINACA PURPUREA WAGON	MAHARUE CONTELLER	#1	CONTAINER
PT	21	PACHYCLADIA TENAXIS	JAPANESE SPIRUE	10CM PFT	MOON D.C.



1 LANDSCAPE SITE PLAN

LANDSCAPE ELEMENTS:

- 1 LAWN
- 2 PLANTING BED
- 3 RIVER ROCK BORDER
- 4 MODULAR CONCRETE AND
- 5 2" X 2" CONC. UNIT PAVES
- 6 EXIST. TREE W/ PROTECTION ZONE
- 7 3" FT. DECORATIVE FENCE
- 8 6" FT. PRIVACY FENCE
- 9 UNIT BLOCK STEP
- 10 CONC. RETAINING WALL

LEGEND:

LAWN

EXISTING TREE W/ PROTECTION ZONE

PROPOSED DECIDUOUS TREE

PROPOSED SHRUB & GROUND COVER PLANTING

4 FT. SCREEN

2 X 2 CONC. UNIT PAVES

DECORATIVE RIVER ROCK BED

6 FT. PRIVACY FENCE

3 FT. DECORATIVE FENCE

WOOD RETAINING WALL



RZ 18-819258

Attachment 3

Address: 11540 Railway Avenue

Applicant: Evernu Developments

Planning Area(s): Steveston

	Existing	Proposed
Owner:	Zilberberg Reuven, Zilberberg Noga	No change
Site Size (m²):	696.8 m ²	696.8 m ² per lot
Land Uses:	Single-family dwelling	Two-unit dwelling
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Steveston Area Plan: Single-Detached/Duplex/Triplex	Duplex
702 Policy Designation:	N/A	No Change
Zoning:	Single-Detached (RS1/E)	Arterial Road Two-Unit Dwellings (RDA)
Number of Units:	1	2
Other Designations:	n/a	No change

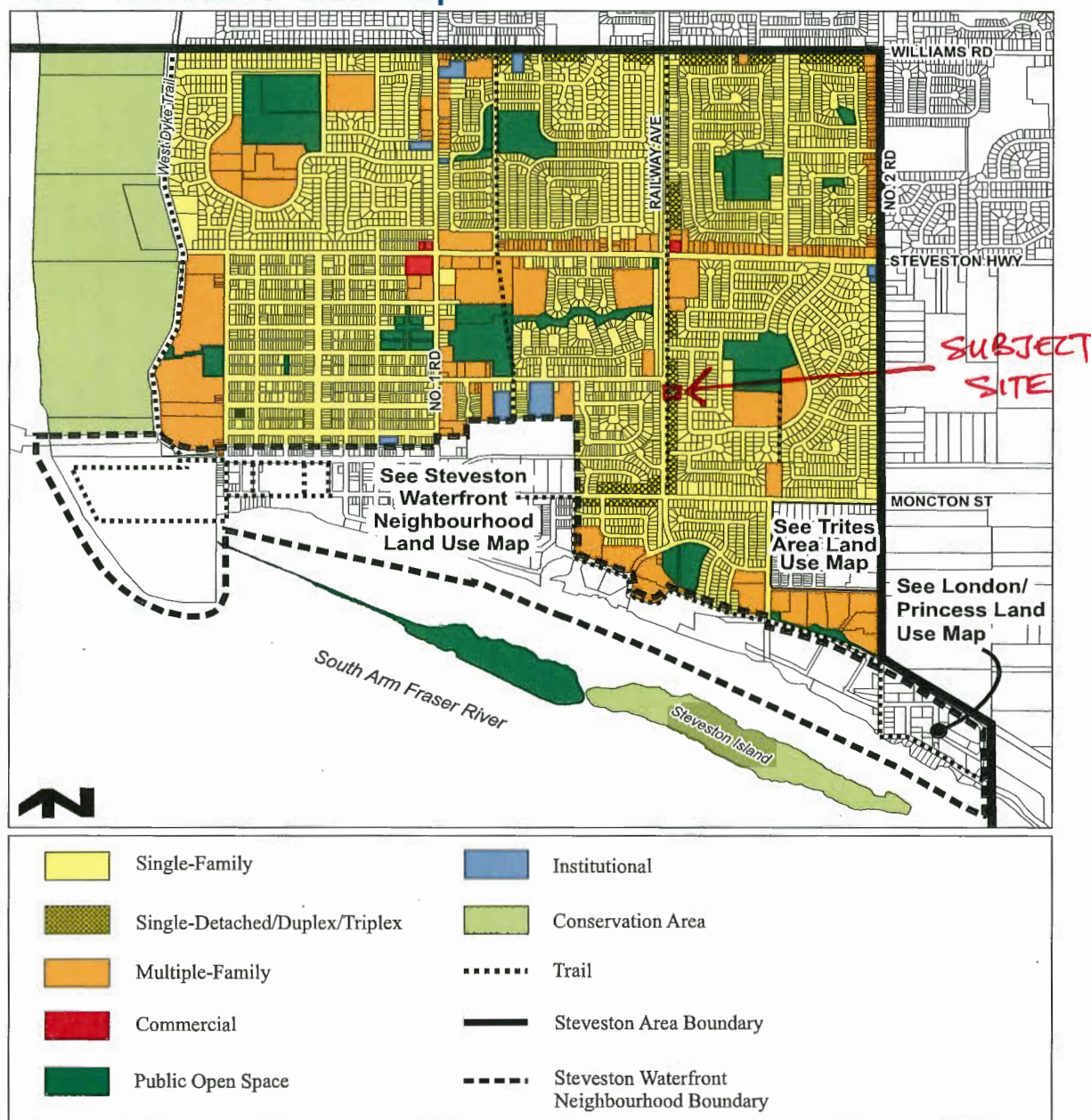
On Future Subdivided Lots	Bylaw Requirement (new RDA zone)	Proposed	Variance
Density (Net Floor Area):	The lesser of 0.6 FAR or 334.5 m ² per lot	334.5 m ² per lot	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 20%	Building: 45% Non-porous Surfaces: 70% Landscaping: 20%	none
Lot Size:	Min. 464.5 m ²	696.8 m ²	none
Lot Dimensions (m):	Width: Min. 13.4 m Depth: Min. 30 m	Width: 18.28 m Depth: 38.10 m	none
Setbacks (m):	Front: Min. 6 m Rear - Ground: Min. 7.62 m Rear - 2 nd floor: Min. 9.53 m Side: Min. 1.8 m	Front: 6 m Min. Rear - Ground: 7.62 m Rear - 2 nd floor: 9.53 m Side: 1.8 m	none
Height (m):	Max. 9.0 m (2 storeys)	9.0 m (2 storeys)	none
Off-street Parking – Regular (R):	2 per unit	2 per unit	none

On Future Subdivided Lots	Bylaw Requirement (new RDA zone)	Proposed	Variance
Off-street Parking – Visitor (V):	None when fewer than 3 units sharing one driveway	0	none
Off-street Parking:	4	4	none
Tandem Parking Spaces:	Permitted	0	none

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

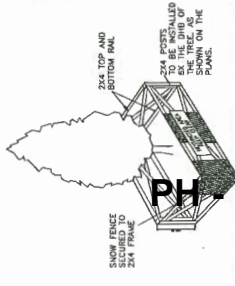
City of Richmond

Steveston Area Land Use Map

Bylaw 9604
2016/12/19

LEGEND

- TREE TO BE RETAINED
- TREE TO BE REMOVED
- ROOT PROTECTION ZONE (RPZ)
- TREE PROTECTION BARRIER (TPB)
- TREE CANOPY AREA (TCA)
- REPLACEMENT TREE
- BC HYDRO CONNECTION
- SANITARY CONNECTION
- STORM WATER CONNECTION
- GAS CONNECTION
- WATER CONNECTION
- ABBREVIATIONS
- S = Shared tree C = City tree O = Off-site tree



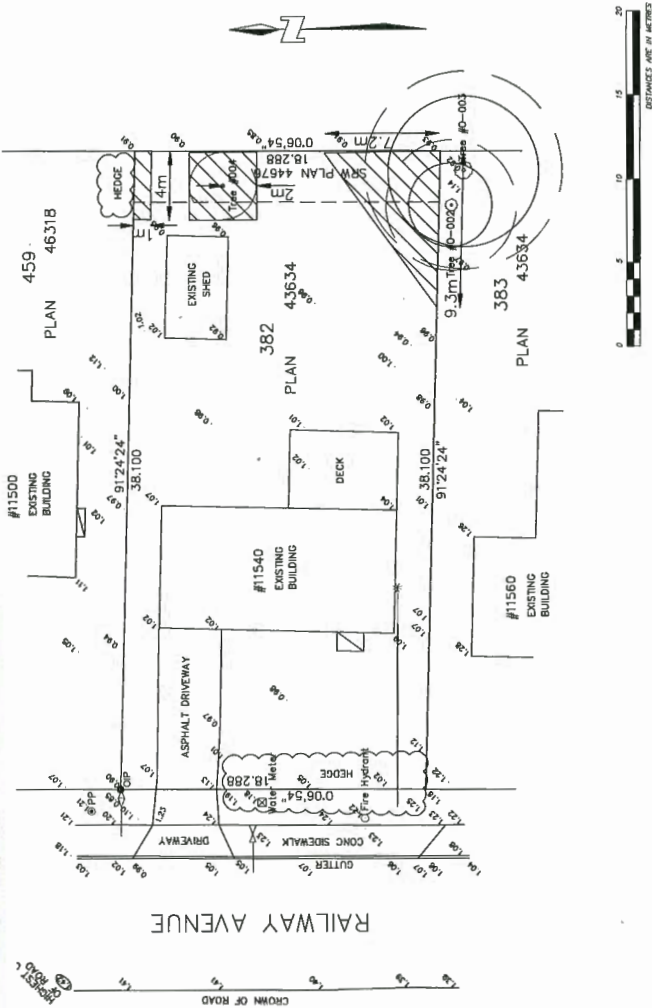
TREE PROTECTION BARRIER SCHEMATIC

ARBORIST NOTES & RECOMMENDATIONS

- All replacement trees should conform to and meet BCLNABCSLA landscaping & ISA Standards.
- Replacement coniferous trees must be 3m in height and deciduous trees must be 5cm in diameter.
- Small growing trees should not be planted within 3m of foundations, fences or outbuildings. Large growing species should be planted 4m away from building foundations.
- Replacement trees should also be planted 1m away from property lines and 3m away from another tree and not planted in a hedge like situation.
- Thinning mature heights greater than 5m should not be planted under overhead utility lines and within 3m of the power lines.
- Grade changes are not recommended within any tree protection barriers unless specified in the Arborist Tree Preservation Report.
- Arborist supervision is required any time work is carried out within any tree protection barrier.
- Tree stumps are not to be removed by excavator and must be removed by stump grinding.
- Remove stumps with a stump grinder.

2.2. Tree Inventory Table:

Tag #	Surveyed	Location	Common & Botanical Name	DBH (cm)	Ht (m)	LCR (%)	Observations	Recommendations	Retention Suitability	Retain/Remove	Tree Protection Zone (m)
002	Yes	Off-site	Portuguese Laurel <i>Prunus laurifolia</i>	30+ 15+ 15	5	70	Neighboring specimen that forks at the base.	Retain and protect throughout all development activities. Tree protection barrier dimensions are shown on the attached "Tree & Site Survey".	High	Retain	3.9
003	Yes	Off-site	Maple Tree <i>Acer spp.</i>	30+ 30+ 30	12	75	Specimen forks at base into 3 stems with a narrow union with included bark. Foliage within canopy visually looks thin and chlorotic, a probable symptom of stress.	Retain and protect throughout all development activities. Tree protection barrier dimensions are shown on the attached "Tree & Site Survey".	High	Retain	5.9
004	No	On-site	Plum Tree <i>Prunus spp.</i>	10+ 10+ 10	3	75	Young specimen that visually looks to be in good health and condition. Top leaders have been removed recently.	Retain and protect throughout all development activities. Tree protection barrier dimensions are shown on the attached "Tree & Site Survey".	High	Retain	2



Suitable Replacement Trees	
Common Name	Botanical Name
Japanese Snowbell	<i>Styrax japonica</i>
Paperbark Maple	<i>Acer griseum</i>
Saware False Cypress	<i>Chamaecyparis pisifera</i>
Armstrong Maple	<i>Acer rubrum 'Armstrong'</i>
Paper Birch	<i>Betula papyrifera</i>
Pacific Dogwood	<i>Cornus nuttallii</i>

GOODE ARBORICULTURE CONSULTING

161 172nd Street, Surrey B.C.
7783174360
info@goodearboriculture.com



SITE ADDRESS:	11540 Railway Avenue, Richmond BC.
PROJECT #:	0255
DATE:	August 13, 2018
ARBORIST:	Stuart Goode
SCALE:	See above
REVISION #:	



April, 9th 2019

Reuben Zilberberg
EverNu Developments Inc.
604.773.3205 | reuben@evernu.ca

Edwin Lee
Planning and Development Division
City of Richmond

Dear Mr. Edwin Lee:

Re: Intent to Design Proposed Development at 11540 Railway Ave Richmond (RZ 18-819258) In Compliance with Step Code

The purpose of this letter is to confirm our intent to design the proposed development at 11540 Railway Ave such that it will meet the City of Richmond's energy efficiency requirements (known as Step Code), which is expected to be in place at the time of the Building Permit application.

Sincerely,

Reuben Zilberberg
President, EverNu Developments Inc.



Address: 11540 Railway Avenue

File No.: RZ 18-819258

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10030, the developer is required to complete the following:

1. Registration of a flood indemnity covenant on title.
2. Registration of a legal agreement on Title to ensure that:
 - a) Vehicle access to the subject site is provided via a single driveway for the two units proposed.
 - b) The buildings and driveway on the proposed lot are designed to accommodate on-site vehicle turn-around capability to prevent vehicles from reversing onto the site or Railway Avenue.
3. Submission of a Contract entered into between the applicants and a Certified Arborist for supervision of any on-site works conducted within/near the tree protection zone of the tree to be retained on site. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$30,600) to the City's Affordable Housing Reserve Fund.
5. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
6. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:
 - a) Water Works:
 - Using the OCP Model, there is 192 L/s of water available at a 20 psi residual at the Railway Avenue frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
 - The Developer is required to submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - At Developer's cost, the City is to:
 - Install two new water service connections to serve the proposed development, complete with meters and meter boxes.
 - Cut and cap, at main, the existing water service connections serving the development site.
 - Relocate the existing fire hydrant to the south such that it is not located within the proposed driveway. The relocation of the fire hydrant increases the spacing between this fire hydrant and the one to the north to be above the maximum allowed spacing between hydrants according to City's design specifications. The developer shall coordinate with the fire department about whether or not a new fire hydrant is required.
 - b) Storm Sewer Works:
 - At Developer's cost, the City is to:
 - Cut and cap, at inspection chamber, the existing service connection at the northern property line of 11540 Railway Avenue. Retain inspection chamber STIC51180 serving 11500 Railway Ave.
 - Cut and cap, at inspection chamber, the southern-most service connection serving the development site and retain inspection chamber STIC51180 serving 11540 Railway Avenue.

Initial: _____

- Install a new storm service connection, complete with an inspection chamber.
- c) Sanitary Sewer Works:
 - The Developer is required to:
 - Not start onsite excavation or foundation construction prior to completion of rear yard sanitary works by City crews.
 - Ensure no encroachments of onsite works (proposed trees, buildings, non-removable fences, retaining walls, etc.) into existing sanitary right-of-way along north property line of subject site.
 - At Developer's cost, the City is to:
 - Cut and cap, at IC, the existing sanitary service connection and retain the inspection chamber SIC13590 serving 11560 Railway Ave.
 - Install a new sanitary service connection complete with an inspection chamber.
- d) Frontage Improvements:
 - Remove the existing sidewalk and construct a new 1.5 m wide concrete sidewalk next to the property line. Construct a new 1.5 m wide grass boulevard with street trees between the new sidewalk and the east curb of Railway Ave. at the site frontage. The new sidewalk and boulevard are to transition to meet the existing frontage treatments to the north and south of the subject development.
 - A cross section based on survey is required to confirm the existing width between the existing property line and the east curb of Railway Ave along the site frontage in order to confirm if road dedication is required.
 - All existing driveways along the Railway Ave to be closed permanently. The Developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, boulevard and concrete sidewalk per standards described above.
 - Construct a new single driveway to the site. The new driveway is to be constructed to City design standards: 6.0 m wide at the property line with 0.9 m flares at the curb and 45° offsets to meet the grade of sidewalk/boulevard. The driveway width is to be kept at 6.0 m for a distance of 6.0 m from the back of the sidewalk to allow for two vehicles in opposite directions to pass. The driveway can be tapered at a 5:1 transition to a minimum width of 4.0 m.
 - Provide special stamped/tinted concrete treatments for the sidewalk across the new driveway to the site and green bike lane paint at the crossing to better highlight the driveway for cyclists and pedestrians.
 - Relocate/upgrade the existing streetlights along Railway Avenue as required by the proposed sidewalk/driveway and to meet lighting requirements. Consult Engineering on other utility requirements as part of the frontage works.
 - Consult Parks on the requirements for tree protection/placement including tree species and spacing as part of the frontage works.
 - Coordinate with BC Hydro, Telus and other private communication service providers
 - To relocate/underground the existing overhead poles and lines as required to prevent conflict with the proposed frontage works (i.e. sidewalk and boulevard).
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To underground overhead service lines.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These should be located onsite.
- e) General Items:
 - The Developer is required to:
 - Provide, within the building permit application, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting the development site (i.e. AC water main on Railway Avenue, and rear-yard sanitary main) and provide mitigation recommendations.

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

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

1. Submission of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect.
2. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit to ensure that all 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. 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.

Note: Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit and submit landscaping security (i.e. \$1,000 in total) to ensure the replacement planting will be provided.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
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 Department at 604-276-4285.

Note:

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

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

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

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

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10030 (RZ 18-819258)
11540 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 **"ARTERIAL ROAD TWO-UNIT DWELLINGS (RDA)"**.

P.I.D. 003-468-569

Lot 382 Section 1 Block 3 North Range 7 West New Westminster District Plan 43634

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 10030"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAY 13 2019



MAYOR

CORPORATE OFFICER