

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

Monday, July 15, 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 9894 (RZ 17-777664)

(File Ref. No. 12-8060-20-009894; RZ 17-777664) (REDMS No. 6162857; 5881819)

PH-7

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

Location: Applicant: Purpose:	7391 Moffatt RoadMatthew Cheng Architect Inc.To rezone the subject property from the "Medium Density Low Rise Apartments (RAM1)" zone to the "High Density Townhouses (RTH1)" zone, to permit the development of six townhouse units with vehicle access from Moffatt Road, to be shared with 7411 Moffatt Road.
First Reading:	June 10, 2019
Order of Business:	
1. Presentation	n 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 9894.

2. OFFICIAL COMMUNITY PLAN BYLAW 9000, AMENDMENT BYLAW 10011 AND RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9932 (RZ 17-766714)

(File Ref. No. 12-8060-20-009932/010011; RZ 17-766714) (REDMS No. 6195595 v. 2; 6197811; 5990364; 6196610; 6197034; 6221022)

PH-39	See Page PH-39 for staff memorandum
PH-48	See Page PH-48 for full report

Location:	23400, 23440, 23460 & 23500 Gates Avenue and a Portion of Gates Avenue
Applicant:	Fougere Architecture Inc.
Purpose of OCP Amendment:	To amend Schedule 2.14 of Official Community Plan Bylaw 9000 (Hamilton Area Plan) to change two proposed "Shared Streets" into pedestrian "Strollways" to be constructed within developments in the area between Gates Avenue and Gilley Road, and include a "Conservation Area" for a proposed park to be included within the development site.
Purpose of Zoning Amendment:	To create the "Town Housing (ZT86) – Hamilton" zone and rezone the subject property from "Single Detached (RS1/F)" to "Town Housing (ZT86) – Hamilton" to allow for the construction of 60 three-storey townhouse units and "School & Institutional Use (SI)" for the proposed park on the development site.

First Reading: June 24, 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 9000, Amendment Bylaw 10011.
- 2. Action on second reading of Richmond Zoning Bylaw 8500, Amendment Bylaw 9932, as amended.
- 3. Action on third reading of Richmond Zoning Bylaw 8500, Amendment Bylaw 9932.
- 3. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9939 (RZ 18-802621)

(File Ref. No. 12-8060-20-009939; RZ 18-802621) (REDMS No. 5953724; 3218459; 6161371)

PH-117

See Page **PH-117** for full report

Location:	7571 Bridge Street
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Applicant: Pakland Developments Ltd.

Purpose: To rezone the western portion of the property at 7571 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (ZS14) – South McLennan (City Centre)" zone, to permit a subdivision to create two single-family lots fronting an extension to Armstrong Street and one singlefamily lot fronting Bridge Street.

First Reading: June 24, 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 9939.
- 4. PROPOSED AMENDMENT TO SINGLE-FAMILY LOT SIZE POLICY 5420 (SECTION 36 BLOCK 4 NORTH RANGE 7 WEST) AND RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10035 (RZ 17-784927)

(File Ref. No. 12-8060-20-010035; RZ 17-784927) (REDMS No. 5997730; 6182914; 280220; 6188588; 5997352)

PH-141

See Page PH-141 for full report

- Purpose
(Policy 5420):That Single-Family Lot Size Policy 5420 in Section 36-4-7,
adopted by Council on October 16, 1989, be amended to
exclude 46 properties on Railway Avenue and two properties
on Williams Road from the Lot Size Policy.
- Location: 10200/10220 Railway Avenue
- Applicant:Raman Kooner
- **Purpose** (Bylaw 10035): To rezone the subject property from the "Two-Unit Dwellings (RD1)" zone to the "Coach Houses (RCH1)" zone, to permit the property to be subdivided to create three single-family lots each with a coach house suite, with vehicle access from the rear lane.

First Reading: June 10, 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. That Single-Family Lot Size Policy 5420 for the area generally bounded by Steveston Highway, Railway Avenue, Williams Road and the rear property lines of the properties located along No. 2 Road, in a portion of Section 36 Block 4 North Range 7 West, be amended as shown in the proposed draft Single-Family Lot Size Policy 5420 (Attachment 5).

PH-182

2. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 10035.

5. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10047 (RZ 18-829032)

(File Ref. No. 12-8060-20-010047; RZ 18-829032) (REDMS No. 6162813; 6193467)

See Page PH-182 for full report

Location: 9020 Glenallan Gate, 9460, 9480 & 9500 Garden City Road

Applicant: Matthew Cheng Architect Inc.

Purpose: To rezone the properties at 9020 Glenallan Gate, 9460, 9480 & 9500 Garden City Road from the "Single Detached (RS1/E)" zone to the "Low Density Townhouses (RTL4)" zone in order to permit the development of 13 townhouse units with vehicle access from Garden City Road.

First Reading: June 24, 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 10047.

6. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10048 (RZ 17-790958)

(File Ref. No. 12-8060-20-010048; RZ 17-790958) (REDMS No. 6160197; 6195078)

PH-217

See Page PH-217 for full report

Location: 9340 General Currie Road

Applicant: 1116559 B.C. LTD.

Purpose:To rezone the subject property from "Single Detached
(RS1/F)" zone to "Town Housing (ZT45) - Gilbert Road,
Acheson - Bennett Sub-Area, St. Albans Sub-Area, South
McLennan (City Centre)" zone to permit the development of
five (5) townhouse units.

First Reading: June 24, 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 10048.

ADJOURNMENT



To: Planning Committee

From: Wayne Craig Director, Development Date: May 22, 2019 File: RZ 17-777664

Re: Application by Matthew Cheng Architect Inc. for Rezoning at 7391 Moffatt Road from the "Medium Density Low Rise Apartments (RAM1)" Zone to the "High Density Townhouses (RTH1)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9894, for the rezoning of 7391 Moffatt Road from the "Medium Density Low Rise Apartments (RAM1)" zone to the "High Density Townhouses (RTH1)" zone, be introduced and given First Reading.

Wayne Craig

Director, Development (604-247-4625)

WC:jr Att. 6

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing Transportation	⊠ ∑	Me Ereg

Staff Report

Origin

Matthew Cheng Architects Inc. has applied to the City of Richmond for permission to rezone 7391 Moffatt Road from the "Medium Density Low Rise Apartments (RAM1)" zone to the "High Density Townhouses (RTH1)" zone, to permit the development of six townhouse units with vehicle access from Moffatt Road, to be shared with 7411 Moffatt Road (Attachment 1). There is an existing statutory right-of-way (SRW) registered on 7411 Moffatt Road that allows vehicle access to the subject property.

Findings of Fact

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

The subject property is a residual lot resulting from the recent redevelopment of 7411 Moffatt Road (RZ 08-449233) to the south. The owner of the subject property at the time did not wish to be included in the proposed development. Consistent with previous applications, the developer of 7411 Moffatt Road was required to provide a statutory right-of-way (SRW) across the entire driveway enabling vehicle access to the subject property from Moffatt Road. Driveway access to the proposed development is discussed in greater detail in the Transportation and Site access section of this report. A preliminary site plan and conceptual development plans are contained in Attachment 3.

Subject Site Existing Housing Profile

There is an existing single-family dwelling on the subject property, which would be demolished. The dwelling was previously tenanted, and does not contain a secondary suite.

Surrounding Development

Development immediately surrounding the subject site is as follows:

To the north:	10 two-storey and three-storey townhouse units on a property zoned "Medium Density Low Rise Apartments (RAM1)".
To the south:	12 three-storey townhouse units on a property zoned "High Density Townhouses (RTH4)." This property was recently redeveloped (RZ 08-449233, DP 07-363924, DP 14-678040).
To the east:	A three-storey apartment building on a property zoned "Medium Density Low Rise Apartments (RAM1)".
To the west:	A three-storey apartment building on a property zoned "Medium Density Low Rise Apartments (RAM1)".

Related Policies & Studies

Official Community Plan/City Centre Area Plan

The subject property is designated "Neighbourhood Residential" in the Official Community Plan (OCP), which permits low-rise residential housing, including townhouses. The proposed rezoning is consistent with this designation.

The subject property is located within the area governed by the City Centre Area Plan (CCAP). It is designated "General Urban – T4" in the CCAP, which permits low-rise residential development. It is designated "Sub-Area B.1" in the CCAP Development Permit Guidelines, which is intended for grade-oriented high-density townhouses. The lot size and density matrix suggests a maximum density of 0.75 floor area ratio (FAR) based on the site area. The proposed rezoning would result in a density of 0.75 FAR, consistent with the CCAP designation.

The application is subject to a community planning implementation contribution for future community planning initiatives. Since the application was submitted prior to February 18, 2019, the applicant will make a cash contribution of \$0.28 per buildable square foot as per the community planning implementation strategy, for a total contribution of \$2,251.20 prior, to final adoption of the rezoning bylaw.

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 received two inquiries from the public about the rezoning application in response to the placement of the rezoning sign on the property. Both inquiries came from residents of 7411 Moffatt Road and expressed concern with the proposed shared driveway access. Details on the access are discussed in the Transportation and Site Access section of this report.

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 applicant proposes six three-storey units in two townhouse clusters oriented on either side of a central north-south drive aisle. The three units at the front of the site have pedestrian access to the sidewalk. Each of these units has a second storey balcony oriented to Moffatt Road in addition to private outdoor space at grade. One convertible unit is proposed (Unit 3).

The three units at the rear of the site have both pedestrian and vehicle access from the internal drive aisle. Private outdoor space is provided at grade in the rear yard, and each unit includes two balconies. Unit 4 has a second-storey balcony oriented to rear yard and a third-storey balcony oriented to the internal drive, and Units 5 and 6 each include two second-storey balconies oriented to the rear yard and the internal drive aisle.

The building massing and architectural features are similar to the neighbouring townhouses to the south at 4211 Moffatt Road. Pitched roofs, projecting entry features with balconies above, and secondary eaves contribute to the look and feel of a traditional residential character, consistent with the design objectives for the neighbourhood contained in the City Centre Area Plan.

Further refinement of the site plan and architectural character of the proposed development will occur through the Development Permit process.

Transportation and Site Access

Vehicle access is proposed via an existing statutory right-of-way (SRW) registered on the drive aisle of 7411 Moffatt Road, to the south. This access arrangement was secured through the rezoning and development applications for 7411 Moffatt Road, which received final adoption by Council on May 14, 2012 (RZ 08-449233).

Staff requested that the applicant discuss use of the SRW with the adjacent strata, in order to address any concerns with the shared use of the driveway as well as day-to-day issues such as maintenance and development signage. In response to this request, both the applicant and the neighbouring strata hired legal counsel to undertake discussions on their behalf. A meeting occurred on December 12, 2018, and was attended by the developer, members of the strata council, and a representative from the property management company. Based on a letter provided by the developer (Attachment 4), staff understand that these parties were unable to reach any agreement, and that the strata is opposed to the proposed shared driveway access.

Subsequent to the meeting between the developer and strata representatives, the City Solicitor wrote a letter to the strata's legal counsel, confirming the SRW in place and the City's intent to use it for the proposed shared driveway access, and offered to arrange a meeting with staff if any additional information was requested. In response to the letter, the strata's legal counsel started making arrangements to meet with staff, but ultimately no date was set and a meeting has not occurred. Staff have advised the strata's solicitor that the City intends to advance the application for consideration with driveway access via the SRW registered on Title of 7411 Moffatt Road.

Transportation staff support the proposed shared driveway access as it provides several benefits to both the development on the subject site and neighbouring properties, including:

- Consolidating driveways reduces the number of conflict points between vehicles making turns and pedestrians using the sidewalk;
- Reducing the number of driveway crossings increases the provision of on-street parking on Moffatt Road;

- The resulting T-shaped drive aisle will enable three-point turning movements on site. Presently, service vehicles must either back in to 7411 Moffatt Road or back out to the street; and
- The proposal is consistent with the vision for the redevelopment of the area established when 7411 Moffatt Road was rezoned.

Removing the proposed shared driveway access would require significant revisions to the proposed development. While this conceptual design work has not been completed, it is assumed that at least one unit would be lost in order to accommodate a driveway, and opportunities for landscaping and tree planting would e reduced.

For these reasons, staff support the proposed shared driveway access as envisioned during the redevelopment of 7411 Moffatt Road.

Registration of a legal agreement on Title prohibiting direct vehicle access to Moffatt Road and limiting access to the SRW on the driveway at 7411 Moffatt Road will be required prior to final adoption of the rezoning bylaw.

On-site Parking

The parking rate for townhouses located in Zone 3 of the City Centre is 1.4 residential spaces and 0.2 visitor spaces per dwelling unit. The proposed six-unit townhouse development requires nine on-site parking spaces and two visitor spaces. On-street parking is available on Moffatt Road, and is regulated by Richmond Traffic Control & Regulation Bylaw 5870.

Three of the proposed units will have two-car garages, and three will have one-car garages. Four parking spaces are proposed in a tandem arrangement (45% of total required residential parking spaces), which is consistent with the Richmond Zoning Bylaw 8500 requirement for a maximum 50% of spaces provided in tandem. Prior to final adoption of the rezoning bylaw, the applicant must enter in to a legal agreement prohibiting conversion of the tandem garage area into habitable space.

Bicycle parking is provided according to Richmond Zoning Bylaw 8500 inside the garage of each unit, and a bike rack is provided for visitors beside the proposed outdoor amenity space.

Amenity Space

The applicant is proposing a cash contribution in-lieu of providing the required indoor amenity space on-site, which is permitted for small sites in the Official Community Plan (OCP). As this application was received prior to February 28, 2019, the applicable cash-in-lieu rate is \$1,600 per unit, resulting in a total cash contribution of \$9,600 for this six-unit townhouse development.

Outdoor amenity space will be provided on site, and is contiguous with the outdoor amenity space provided on the neighbouring development to the south. Based on the preliminary design, the size of the proposed outdoor amenity space complies with the OCP requirement of 6 m² per unit, plus an additional 10% required by the City Centre Area Plan (i.e. 39.6 m²). Staff will work with the applicant at the Development Permit stage to ensure the configuration and design of the outdoor amenity space meets the Development Permit Guidelines in the OCP and CCAP.

Existing Legal Encumbrances

There is an existing 3.0 m wide statutory right-of-way (SRW) across the entire west (rear) property line for the sanitary sewer, which will not be impacted by the proposed development. The applicant is aware that encroachment into the SRW is not permitted.

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 29 bylaw-sized trees on the subject property; one street tree on City property. A Tree Management Plan is provided in Attachment 5.

Opportunities for tree retention are reviewed based on tree health and construction impacts, including changes to the site grade. The proposed redevelopment of the subject site includes a change to the site grade in order to meet the minimum Flood Construction Level (FCL) requirements, as well as to address the significant grade differences between the subject site and surrounding properties. The current grade of the subject site ranges from 0.54 m to 0.87 m, and the minimum FCL is 1.54 m.

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

- One Plum tree (Tag # 1) located on the development site is in poor condition, with multiple pruning wounds, decay, and one dead stem. This tree is not a good candidate for retention and should be removed and replaced.
- Four trees (Tag # 3, 5, 6, and 7) located on the development site are in fair condition, but are in direct conflict with the proposed driveway and/or building footprint. These trees should be removed and replaced.
- One Cedar tree (Tag # 4) located on the development site is in good condition, but is within the proposed building envelope. A significant grade change is proposed to meet the minimum Flood Construction Level requirements, which further restricts opportunities for tree retention. This tree should be removed and replaced.
- One Cedar tree (Tag # 8) located on the development site is in fair condition. This tree will not be impacted by construction activities on site and should be retained. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Four trees (Tag # 9, 11, 12, and 30) located on the development site are in poor condition, with multiple pruning wounds, decay, dead stems, and evidence of insect boring. These trees are not good candidates for retention and should be removed and replaced.
- 18 trees (Tag # 10 and 13-29) located on the development site are in fair condition, but will be negatively impacted by excavation for the proposed townhouses and the proposed grade change. Retention of these trees would create a trench up to two feet deep along the north property line, which would likely collect water and lead to a significant decline in the trees'

health. These trees are not good candidates for retention and should be removed and replaced.

• Replacement trees should be specified at 2:1 ratio as per the OCP.

The City Parks Department has visited the site and supports the Arborist's findings, with the following comments:

• One Plum tree (Tag # 2) located in the City-owned boulevard is in poor health and condition. Compensation of \$1,300 is required to remove the tree for the City to plant two new trees at or near the development site.

Tree Protection

One tree (Tag # 8) on the development site is to be retained and protected. The applicant has submitted a tree protection plan showing the tree to be retained and the measures taken to protect them during development stage (Attachment 5). To ensure that the tree identified for retention is 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.
- Prior to final adoption of the rezoning bylaw, submission of a \$5,000 Tree Survival Security.

Tree Replacement

The applicant wishes to remove 28 on-site trees (Tag # 1, 37, and 7-30). The 2:1 replacement ratio would require a total of 56 replacement trees. The applicant has agreed to plant 15 trees in the proposed development. 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
4	11 cm	6 m
. 11	10 cm	5.5 m

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$20,500 to the City's Tree Compensation Fund in lieu of the remaining 41 trees that cannot be accommodated on the subject property after redevelopment.

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As part of the Development Permit application, the applicant must provide a Landscape Plan prepared by a registered Landscape Architect, which must include the agreed upon replacement trees. The City will collect a Landscape Security prior to issuance of the Development Permit based on the cost estimate for the works, including a 10% contingency, provided by the Landscape Architect.

Affordable Housing Strategy

As per the City's Affordable Housing Strategy, townhouse rezoning applications are required to provide a cash-in-lieu contribution of \$8.50 per buildable square foot towards the City's Affordable Housing Reserve Fund. The applicant proposes to make a cash-in-lieu contribution of \$68,331.50, which is consistent with the Affordable Housing Strategy.

BC Energy Step Code

On July 16, 2018, Council adopted BC Energy Step Code requirements for new residential developments. The proposed development consists of townhouses that staff anticipates would be designed and built in accordance with Part 9 of the BC Building Code. As such, this development would be expected to achieve Step 3 of the Energy Step Code for Part 9 construction (Climate Zone 4).

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into a Servicing Agreement for the design and construction of the required site servicing and frontage improvements, as described in Attachment 6. Frontage improvements include, but may not be limited to, the following:

- Removal of the existing sidewalk and replacement with a new 1.5 m wide landscaped boulevard behind the existing curb and 2.0 m wide concrete sidewalk along the property line.
- Removal of the existing driveway and replacement with curb, gutter, boulevard, and sidewalk as described above.

The applicant is also required to pay Development Cost Charges (DCC's) (City & Metro Vancouver), School Site Acquisition Charges, Address Assignment fees, and the costs associated with the completion of the required site servicing works as described in Attachment 5.

Development Permit Application

A Development Permit application is required to be processed to a satisfactory level prior to final adoption of the rezoning bylaw. Further refinements to architectural, landscape, and urban design will be completed as part of the Development Permit application review process, including, but not limited to the following:

• Compliance with Development Permit Guidelines for multiple-family projects in the 2041 Official Community Plan, including those general and sub-area guidelines contained in the City Centre Area Plan.

- Refinement of the proposed building form, architectural character, and site landscaping, including retention of the Cedar tree in the rear yard.
- Refinement of the design of the outdoor amenity area, including choice of play equipment, to create a safe and inviting environment for children's play and social activities.
- Review of aging-in-place features and the provision of a convertible unit.
- Review of a sustainability strategy for the development proposal, including measures to achieve BC Energy Step Code requirements.

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

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 application is to rezone 7391 Moffatt Road from "Medium Density Low Rise Apartments (RAM1)" to "High Density Townhouses (RTH1)", in order to develop six townhouse units with vehicle access from 7411 Moffatt Road.

The proposed six-unit townhouse development is consistent with the plans and policies contained in the Official Community Plan (OCP). Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, which will be completed as part of the Development Permit application review process.

The list of rezoning considerations is included as Attachment 6, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9894 be introduced and given First Reading.

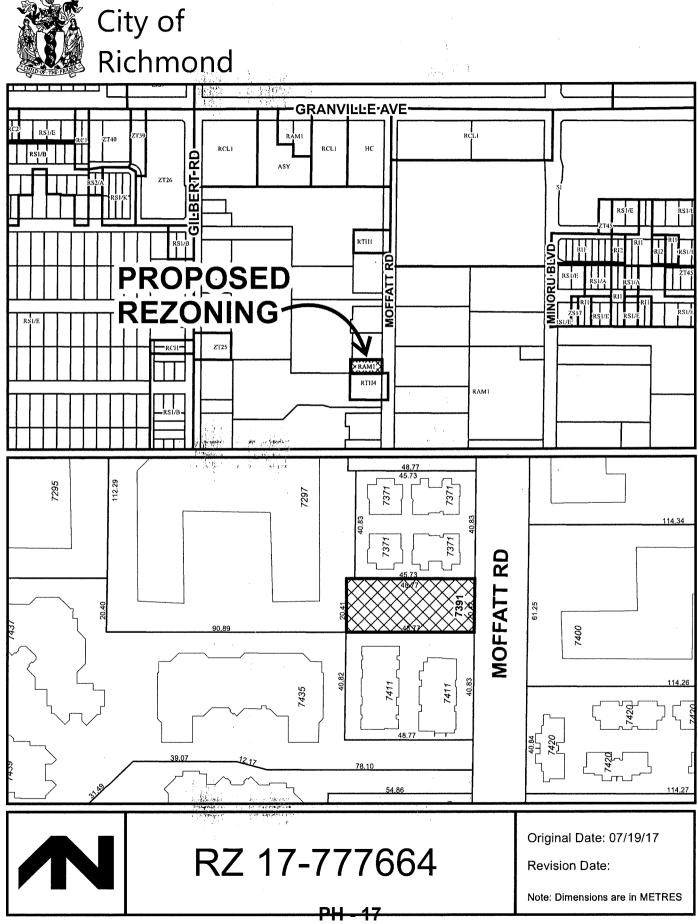
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Jordan Rockerbie Planning Technician (604-276-4091)

JR:blg

Attachment 1: Location Map and Aerial Photo Attachment 2: Development Application Data Sheet Attachment 3: Conceptual Development Plans Attachment 4: Letter from the developer Attachment 5: Tree Management Plan Attachment 6: Rezoning Considerations

ATTACHMENT 1





City of Richmond





RZ 17-777664

Original Date: 07/19/17

Revision Date:

Note: Dimensions are in METRES



Development Application Data Sheet

Development Applications Department

Attachment 2

RZ 17-777664

Address: 7391 Moffatt Road

Applicant: Matthew Cheng Architect Inc.

Planning Area(s): City Centre

	Existing	Proposed
Owner:	Arking Development Ltd.	To be determined
Site Size (m ²):	996 m ²	No change
Land Uses:	One single-family dwelling	Six townhouse units
OCP Designation:	Neighbourhood Residential	No change
CCAP Designation:	General Urban – T4	No change
Zoning:	RAM1	RTH1
Number of Units:	One	Six (plus two secondary suites)

In Future Development	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.75	0.75	none permitted
Buildable Floor Area (m ²):*	Max. 747 m² (8,040 ft²)	746.9 m² (8,039 ft²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70%	Building: 36.25% Non-porous Surfaces: Max. 70%	none
Lot Size:	Min. 600 m²	996 m²	none
Lot Dimensions (m):	Width: Min. 20.0 m Depth: Min. 30.0 m	Width: 20.4 m Depth: 48.8 m	none
Setbacks (m):	Front: Min. 4.5 m Rear: Min. 2.0 m Side: Min. 2.0 m	Front: 6.2 m Rear: 7.5 m North Side: 3.3 m South Side: 3.1 m	none
Height (m):	Max. 12.0 m	11.44 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.4 (R) and 0.2 (V) per unit, i.e. 9 (R) and 2 (V)	9 Resident and 2 Visitor	none
Tandem Parking Spaces:	Permitted – Maximum of 50% of required spaces	4 spaces, i.e. 45%	none
Amenity Space – Indoor:	Min. 36 m ² or cash-in-lieu	Cash-in-lieu (\$9,600)	none
Amenity Space – Outdoor:	Min. 39.6 m ²	58.76 m ²	none

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

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

	7391 MOFEA	7301 MOFFAT ROAD RICHMOND R.C.
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LEGAL DESCRIPTION:	17 SEC 17 BLK4N RG6W PL 8037 SUBURBA RICHMOND KEY: 7218 ROLL: 064494005	17 SEC 17 BLK4N RG6W PL 8037 SUBURBAN BLOCK 1, PART S 1/2, EXCEPT PLAN 59725 RICHMOND KEY: 7218 ROLL: 064494005 PID: 011-300-884
	NTRE	빙
	EXISTING:	PROPOSED:
SITE AREA:	[10718.96 SF (996 SM)	10718.96 SF (996 SM)
LAND USES:	RESIDENTIAL	TOWNHOUSES
OCP DESIGNATION:	SINGLE FAMILY	MULTI FAMILY
ZONING:	RAM 1	RTH 4
NUMBER OF UNITS:	1	9
	REQUIRED/ALLOWED:	PROPOSED:
FLOOR AREA RATIO:		0.75 (8039.22 SF)
LOT COVERAGE:	45%	36.25% (3885.09SF)
SETBACK-FRONT YARD:	MIN. 6m	6.18m
SETBACK-SIDE YARD: (NORTH)	(TH) MIN. 3m	various min3.0m
SETBACK-SIDE YARD: (SOUTH)	TH) MIN. 3m	various min3.0m
SETBACK-REAR YARD:	MIN. 6m	7.50m
HEIGHT: (m)	MAX. 12m & 3 STOREY	11.44m
LOT SIZE:	0.0995 HA (996 SM)	0.0995 HA (996 SM)
RESIDENTIAL/VISITOR:	0.2x6=1.2	2
OFF-STREET PARKING A	ACCESSIBLE 0	0
OFF-STREET PARKING TOTAL:	AL: 1.4x6=8.4	6
TANDEM PARKING SPACES:		4 (44%)
INDOOR AMENITY SPACE:	MIN. 36 SM	CASH-IN-LIEU
OUTDOOR AMENITY SPACE:	:: MIN. 36 SM	56 SM
CONVERTIBLE UNIT		1 (UNIT 3)
BICYCLE	MIN. 1.25 PER UNIT	MIN. 0.2 PER UNIT
	PROVIDED 8	PROVIDED 2



CONTEXT PLAN

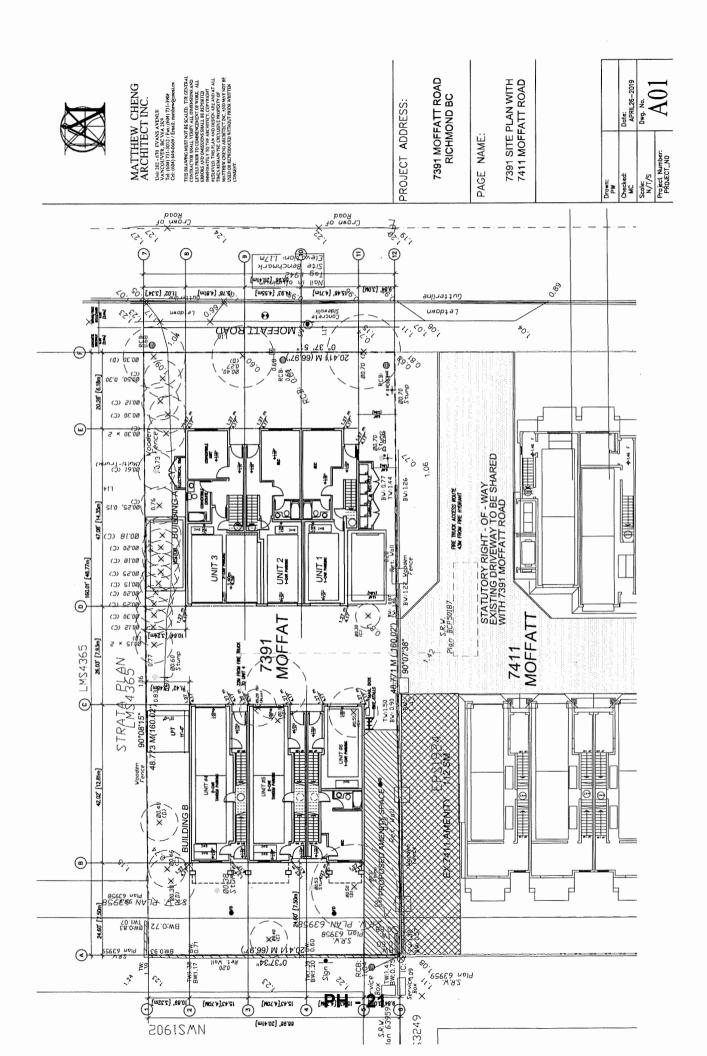


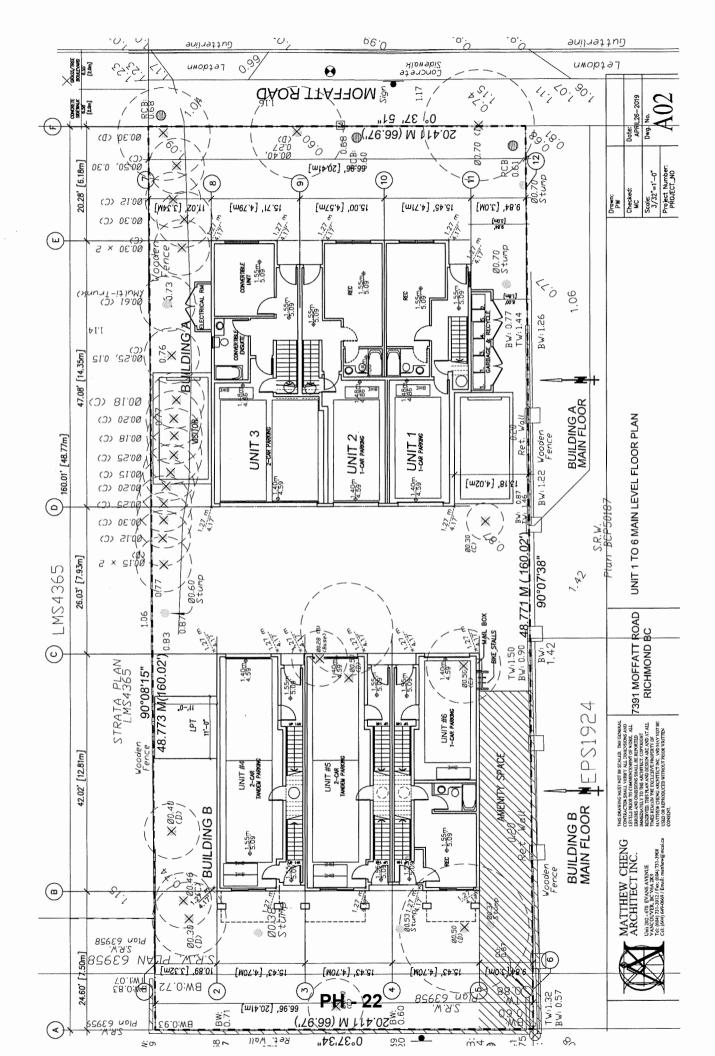
STREET VIEW - LOOKING WEST

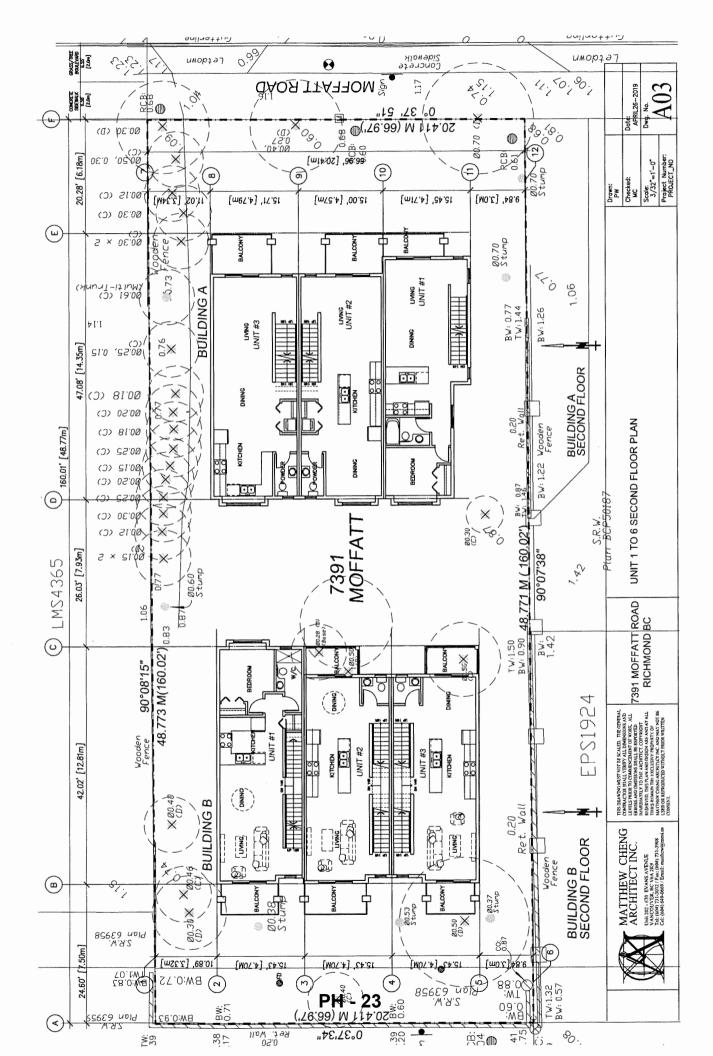
	Date: DEC08-2017	Dwg. No.	AUU
Drawn: PW	Checked: MC	Scale: 3/32"=1'-0"	Project Number PROJECT_NO
			1
	PLAN	EW	
	CONTEXT PLAN	STREET VIEW	
	FFATT ROAD	MOND BC	
R. R	7391 MO	RICH	
RAWTHG MUST NOT BE SCALED. THE GENERA	CONTRACTOR SHALL VERIFY ALL DRIEVEIONS AND LEVELS PRUOR TO LUMMENCEMENT OF WORK. ALL ERRORS AND OMISSIONS SHALL BE REPORTED	INVELIDATE TTO THE PARCHLIELE FOUT MUCH RESERVED. TIDS PLAN AND DESKIN ARE AND AT ALL TIMES REMAIN THE EXCLUSIVE PROPERTY OF MATTHEW CHENG ARCHTECT INC. AND MAY NOT BE	SED OR REPRODUCED WITHOUT PRIOR WRITTEN ONSENT.
1			20
TAC THEFT AND	ARCHITECT INC.	Unit 202 - 670 EVANS AVENUE VANCOUVER, BC V6A 2K9 Tel: (604) 731-3012 / Fax: (604) 731-3908	Cel: (604) 649-0669 / Email: muthew@meai.ca
6			

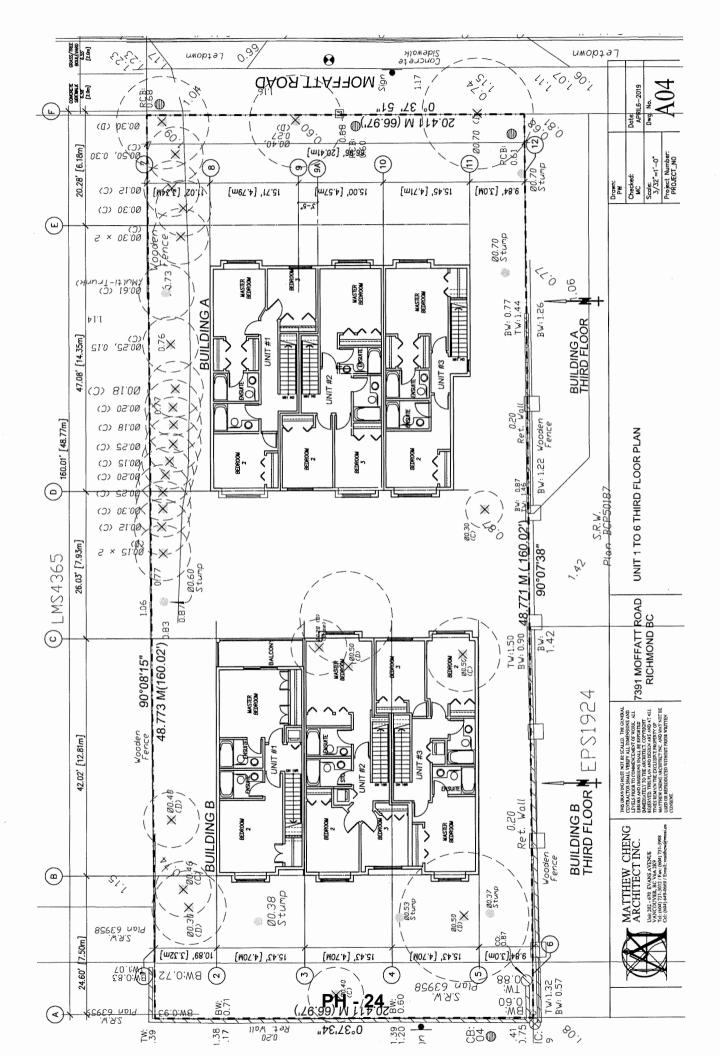
ATTACHMENT 3

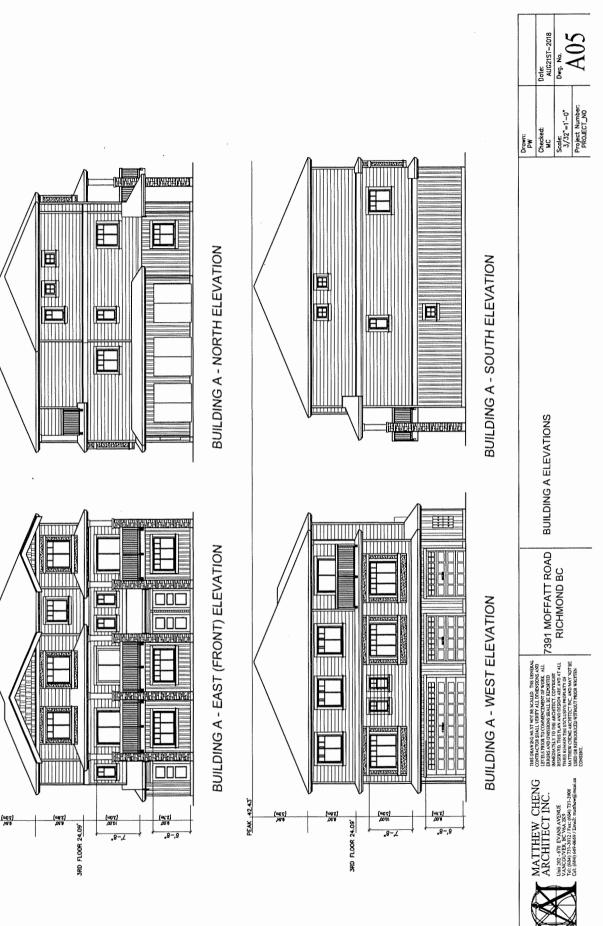
PH - 20



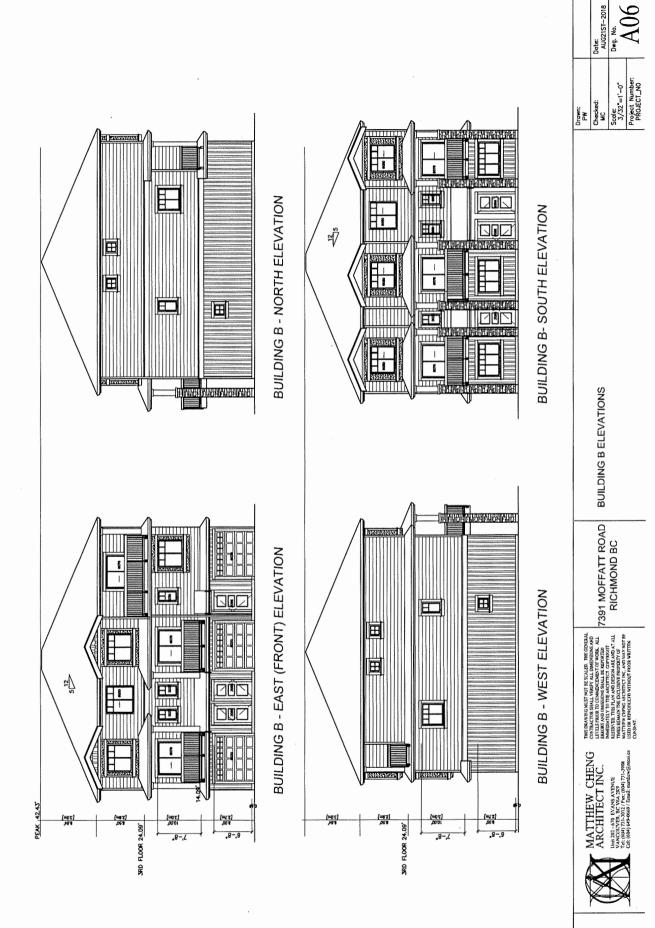




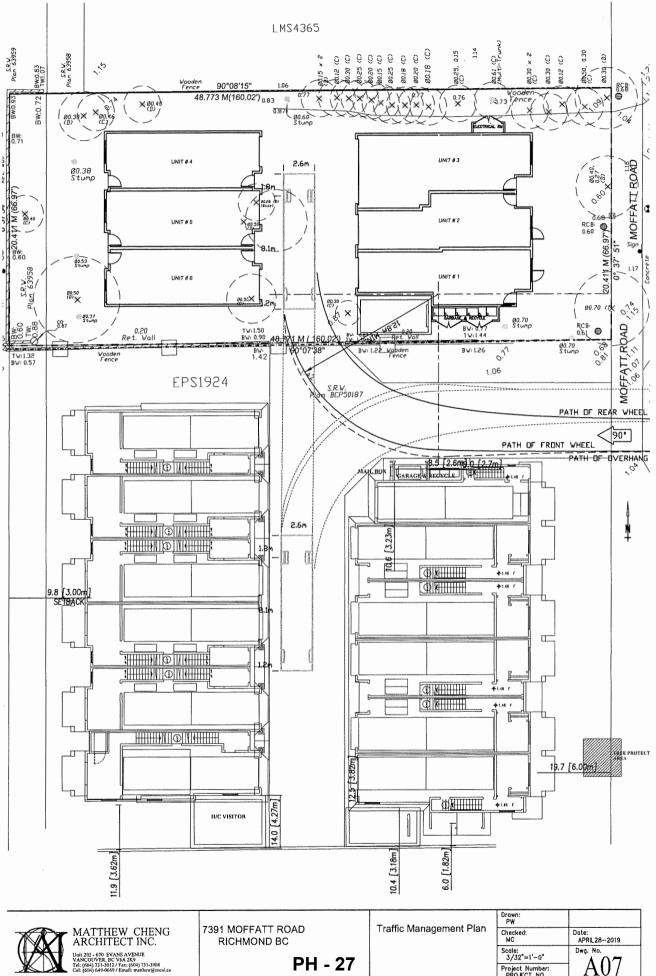




PEAK 42.43



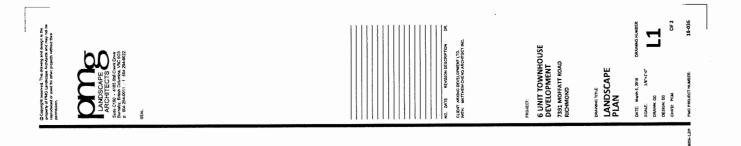
PH - 26



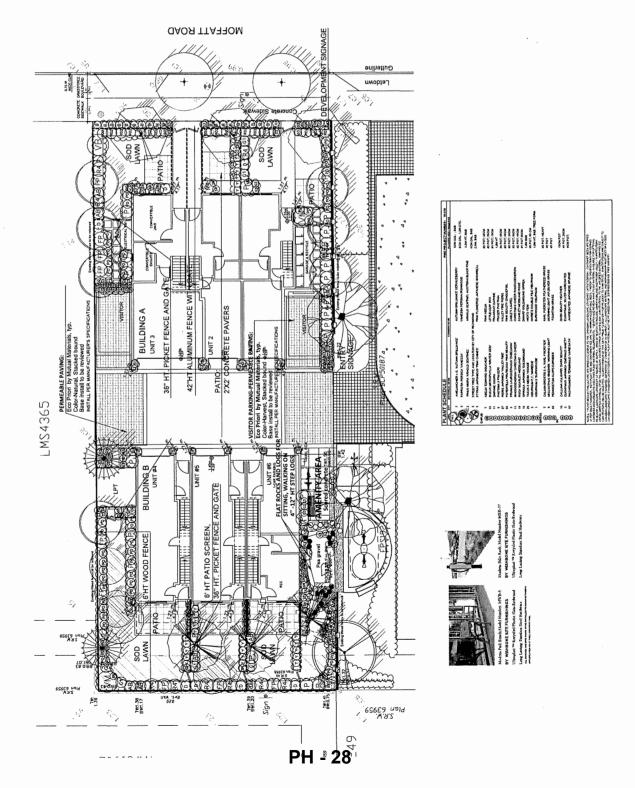
PH - 27

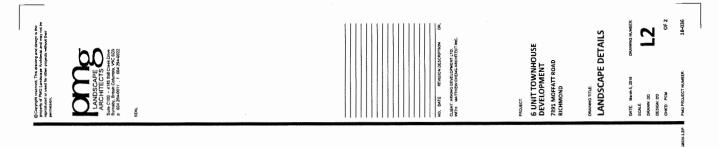
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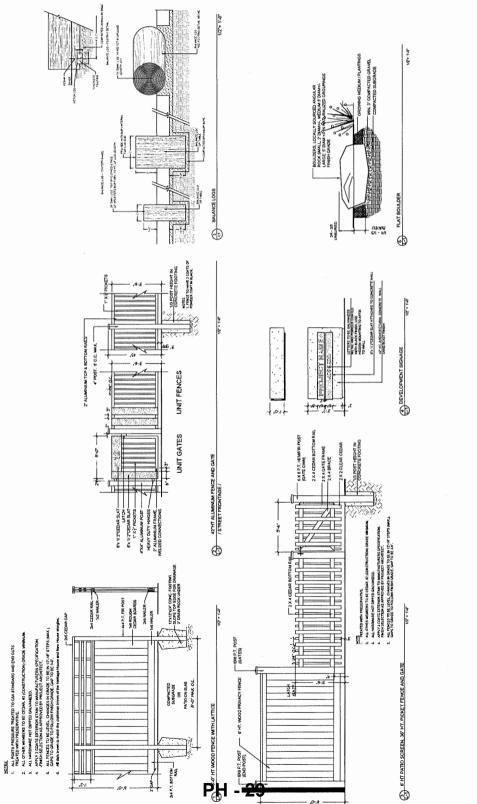
A07



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Meeting Date: Dec 12, 2018

Attendees: Jessica, Villa, Andrew Chen, Eric Wang, and Xiao Yu

Location: 21st Century Strata Management Company office

Re: 7391 Moffatt Rd, Richmond Driveway Sharing Issue

To Whom It May Concern.

Dear Madam or Sir,

We are a number of young and hardworking professionals who have been trying very hard to build up our career. For this unreasonable issue, we are suffering big losses. We hope that the City can bring justice to this matter and have our project back on track.

We have been trying to contact with 7411 Moffatt Rd management by ourselves, by our architects and by our lawyers since September 2018. Finally, we had a chance to have a face-to-face meeting with 7411 Strata president Villa, vice-president Jessica and the management company manager Andrew Chen.

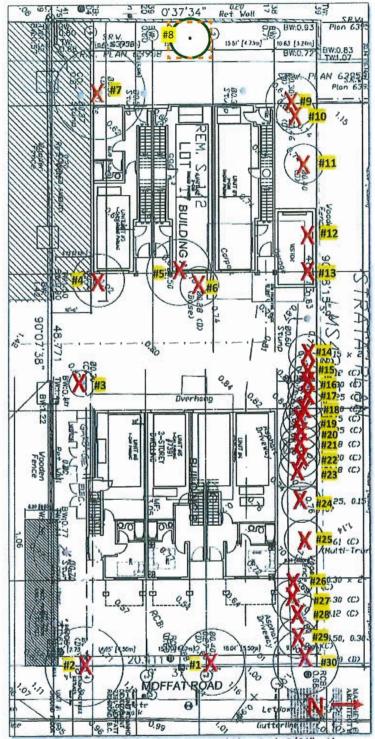
A few points from the meeting:

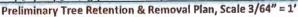
- 1. Jessica and Villa understand fully that 7391 Moffatt Rd is on title to share the driveway with 7411 Moffatt Rd.
- 2. Jessica and Villa have told us that most of the residents at 7411 Moffatt Rd are families of Chinese government officials and do not care about the rules and regulations. We have told them that here in Canada everyone must obey the rules.
- 3. Jessica and Villa have also informed us that each resident at 7411 Moffatt Rd would want \$20,000 from us for a total of \$250,000. They have clearly told us that they have nothing to lose, and that we will lose the time and money.
- 4. They also told us that if one day we really have to go to the Court, 7411 will lose and 7391 Moffatt would use the driveway. However, since we, the 7391 developers, already have wasted a lot of time and money on mortgage and lawyer fees, etc, they would strongly suggest us to pay them, and it would be a better choice for us.

We will really appreciate the City's patience and help to bring justice to this matter.

Sincerely,

Developer of 7391 Moffatt Rd





TREE	SPECIES	DBH	SPREAD
TICEE #	(Botanical name)	(cm)	(m) est.
	Plum		
1	(Prunus sp.)	38	5m
	Plum		
2	(Prunus sp.)	59	6m
	Cedar		E A TANK IN THE TRANSPORT
3	(Thuja occidentalis)	26	2m
	Cedar		
4	(Thuja plicata)	54	4m
	Plum		1
5	(Prunus sp.)	combined	5m
	Camellia	59	
6	(Camellia sp.)	combined	3m
	Walnut		
7	(Juglans sp.)	52	7m
	Cedar	40	
8	(Thuja plicata)	per survey	3m
and the second	Plum	28	
9	(Prunus sp.)	combined	4m
	Cypress		
10	(Chamaecyparis sp.)	54	3m
10	Plum	V 1	511
11	(Prunus sp.)	46	3m
	Plum	10	2m
12	(Prumus sp.)	24 est.	Est.
12	Hazelnut	24 030	2m
13	(Corylus sp.)	30 est.	Est.
15	Holly	32	L31,
14	(llex sp.)	combined	3m
	Cedar	contonica	5111
15	(Thuja plicata)	14	3m
15	Cedar	14	1110
16	(Thuja plicata)	32	3m
10	Cedar	54	511
17		24	2
1 /	(Thuja plicata)	-24	3m
1.0	Cedar	24	2
18	(Thuja plicata)	24	3m
10	Cedar	16	2
19	(Thuja plicata)	16	3m
20	Cedar (Thuis a dia at a)	20	2
20	(Thuja plicata)	29	3m
01	Cedar	20	2
21	(Thuja plicata)	20	3m
00	Cedar	22	2
22	(Thuja plicata)	29	3m
00	Cedar	20	2
23	(Thuja plicata)	22	3m
~ .	Cypress	42	•
24	(Chamaecyparis sp.)	combined	3m
	Cypress	82	
25	(Chamaecyparis sp.)	combined	<u>3m</u>
	Cypress	60 per	
26	(Chamaecyparis sp.)	survey	3m
	Cedar	35	
27	(Thuja plicata)	combined	3m
	Cedar		
28	(Thuja plicata)	13	3m
		· · ·	

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TREE #	SPECIES (Botanical name)	DBH (cm)	SPREAD (m) cst.
	Cypress	90	
29	(Chamaecyparis sp.)	combined	3m
	Plum	30 per	
30	(Prumis sp.)	survey	5m

Suitable Replacement Tree Species

- Purple Fountain European Beech (Fagus sylvatica 'Purple Fountain')
- Japanese Tree Lilac 'Ivory Silk' (Syringa reticulata 'Ivory Silk')
- Japanese maple (Acer palmatum sp.)
- Persian Ironwood (Parrotia persica)
- Stewartia (Stewartia pseudocamellia)
- Ginkgo 'Princeton Sentry' (Ginkgo biloba 'Princeton Sentry')
- Dik's Weeping Cypress (Chamaecyparls lawsoniana 'Dik's Weeping')
- Serviceberry (Amelanchier x grandiflora 'Autumn Brillance')
- Oriental Dogwood (Cornus kousa)
- Paperbark maple (Acer griseum)
- Threadleaf Cypress (Chamaecyparis pisifera 'Filifera')

14

- Sentinel Columnar pine (Pinus nigra 'sentinel')
- Picea omorika (Serbian spruce)



ATTACHMENT 6 **Rezoning Considerations** Development Applications Department 6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 7391 Moffatt Road

File No.: RZ 17-777664

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9894, the developer is required to complete the following:

- 1. City acceptance of the developer's offer to voluntarily contribute \$20,500 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
- 2. The submission of a \$5,000 Tree Survival Security for the one on-site tree to be retained.
- 3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
- 4. Registration of a flood indemnity covenant on Title.
- 5. Registration of a legal agreement on title ensuring that the only means of vehicle access is via the SRW BB4037709 registered on 7411 Moffatt Road, and that there be no direct access to Moffatt Road. This agreement must include language indemnifying and releasing the City from any issues arising from such reliance.
- 6. Registration of a cross-access easement, statutory right-of-way, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of 7411 Moffatt Road.
- 7. City acceptance of the developer's voluntary contribution in the amount of \$2,251.20 (i.e. \$0.28/ft² of buildable area, excluding affordable housing) to future City community planning studies, as set out in the City Centre Area Plan.
- 8. Contribution of \$1,600 per dwelling unit (i.e. \$9,600) in-lieu of on-site indoor amenity space.
- 9. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (i.e. \$68,331.50) to the City's affordable housing fund.
- 10. Registration of a legal agreement on Title prohibiting the conversion of the tandem parking area into habitable space.
- 11. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

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

- 1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development. The Landscape Plan should:
 - a) Include the 15 agreed upon replacement trees;
 - b) Include a mix of deciduous and coniferous species; and
 - c) Comply with the landscaping requirements contained in Richmond Zoning Bylaw 8500.

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

1. Submission of a Landscape Security based on 100% of the cost estimate provided by a Landscape Architect, including all hard and soft materials, installation, and a 10% contingency.

Prior to Demolition 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.

Initial:

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

- 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 energy efficiency, CPTED, sustainability, and accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- 3. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
- 4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.
- 5. Enter into a Servicing Agreement* for the design and construction of required site servicing and frontage 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, the following:

Water Works:

- Using the OCP Model, there is currently 215 L/s of water available at a 20 psi residual at the Moffatt Road frontage. Based on the proposed development, the site requires a minimum fire flow of 220 L/s.
- The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for on-site fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit stage.
 - Provide a utility right-of-way (ROW) for the required water meter. The details of the utility right-of way (ROW) shall be determined via the Servicing Agreement design review.
- At the Developer's cost, the City is to:
 - Install one new water service connection off of the existing 150 mm water main along Moffatt Road, complete with meter and meter box for the proposed development.
 - Cut and cap at main the existing water service connection at Moffatt Road and remove the service lead.

Storm Sewer Works:

- The Developer is required to:
 - Confirm the condition of the existing inspection chamber (IC) and storm lead (at the southeast corner) via video inspection. Re-use of existing lead, and IC may be permitted if the video inspections show they are in good condition. If not in good condition, a new storm service connection shall be required at the same alignment.
- At the Developers cost, the City is to:
 - Cut and cap at main the existing storm service connection at Moffatt Road and remove the service lead.

Sanitary Sewer Works:

- The Developer is required to:
 - Confirm condition of the existing IC and the existing lead that's tied-in to the pump station (via video inspection). Re-use of existing lead, and IC may be permitted if the video inspections show they are in good condition. If the existing lead (that's tied-in to the pump station) is not in good condition, a new

Initial:

sanitary service connection to service the project and abandonment of the existing lead and removal of the IC will be required. Details shall be determined via the Servicing Agreement (SA) design.

- Confirm via video inspection if the existing sewer pipe (at the northwest corner of 7411 Moffatt Road) that's aligned southeast is in service. If it's not in use, plug the opening at the IC, cut & cap the existing sewer pipe.
- Not start with the excavations and foundation works until all rear yard sanitary sewer works to be done by City crews are completed and operational.
- At the Developers cost, the City is to:
 - Perform all tie-ins to City-owned sanitary lines and complete all plugging, cutting and capping works.

Frontage Improvements:

- Developer to coordinate with BC Hydro, Telus and other private communication service providers:
 - To underground service lines and overhead utility lines for the proposed development along Moffatt Road, at the Developer's cost.
 - Review the existing street lighting levels along Moffatt Road and upgrade lighting along the developments frontage
 - To pre-duct for future hydro, telephone and cable utilities along all road frontages at Developer's cost.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the staff report and the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements and the locations for the above ground structures. If a private utility company does not require an above ground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
 - \circ BC Hydro PMT 4mW X 5m (deep)
 - BC Hydro LPT 3.5mW X 3.5m (deep)
 - Street light kiosk 1.5mW X 1.5m (deep)
 - Traffic signal kiosk 2mW X 1.5m (deep)
 - Traffic signal UPS 1mW X 1m (deep)
 - Shaw cable kiosk 1mW X 1m (deep) show possible location in functional plan
 - Telus FDH cabinet 1.1mW X 1m (deep) show possible location in functional plan
 - Complete offsite improvements to the Moffatt Road frontage, including:
 - Removal of the existing sidewalk and replacement with a new 1.5 m wide landscaped boulevard behind the existing curb and 2.0 m wide concrete sidewalk along the property line.
 - Removal of the existing driveway and replacement with curb, gutter, boulevard, and sidewalk as described above.
 - All frontage works to be completed prior to building occupancy.

General Items:

- At the Developers cost, the Developer is required to:
 - Building encroachment and permanent structures (such as trees and patios etc.) will not be permitted inside rear yard sanitary SRW. Please note fencing along the west property line should be a standard wooden fence
 - Provide, within the first SA submission, a geotechnical assessment of preload and soil preparation impacts on the existing utilities (e.g., rear yard sanitary mains, etc.) fronting or within the development site 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, dewatering, 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.

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

Bylaw 9894



Richmond Zoning Bylaw 8500 Amendment Bylaw 9894 (RZ 17-777664) 7391 Moffatt Road

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "HIGH DENSITY TOWNHOUSES (RTH1)".

P.I.D. 011-300-884 South Half Lot 17 Except: Part Subdivided by Plan 59725, Block 1 Section 17 Block 4 North Range 6 West New Westminster District Plan 8037

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9894".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

JUN 1 0 2019

MAYOR

CORPORATE OFFICER



Planning and Development Division Development Applications

To:	Mayor and Councillors	Date:	June 27, 2019
From:	Wayne Craig Director, Development	File:	RZ 17-766714

Re: Minor Revision to Zoning Amendment Bylaw 9932 - 23400, 23440, 23460 and 23500 Gates Avenue (Fougere Architecture Inc.)

This memorandum provides Mayor and Councillors an update on a minor correction to the address within Zoning Amendment Bylaw 9932 that was given First Reading at the June 24, 2019 regular meeting of Council.

To address this change, Bylaw 9932 would need to be considered for Second Reading, as amended, before being considered for Third Reading.

Two versions of the revised Bylaw 9932; one with the proposed changes highlighted and one in final form, are attached.

Should you have any questions or concerns regarding this information, please do not hesitate to contact me directly.

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

MM:blg Att. 2 - Revised Bylaw 9932 (Revisions Highlighted) - Revised Bylaw 9932 (Final Format)

pc: Senior Management Team (SMT) Mark McMullen, Senior Coordinator – Major Projects





Bylaw 9932

Richmond Zoning Bylaw 8500 Amendment Bylaw 9932 (RZ 17-766714) 23400, 23440, 23460 and 2863500 Gates Ave. and a Closed Portion of Gates Ave.

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 5.15 [Affordable Housing] by inserting the following into the table contained in Section 5.15.1(c) regarding Affordable Housing density bonusing provisions after the line for ZT70:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
"ZT86	\$8.50"

2. Richmond Zoning Bylaw 8500 is further amended by inserting the following into Section 17 -Site Specific Residential (Town Houses) Zones, in numerical order:

"17.86 Town Housing (ZT86) - Hamilton

17.86.1 Purpose

This zone provides for a mixed-use development consisting of stacked town housing and ground-oriented town housing with a maximum floor area ratio of 0.40 that may be increased to 1.0 with a **density bonus** that would be used for rezoning applications in order to help achieve the City's affordable housing and community amenity space objectives.

- 17.86.2 **Permitted Uses** 17.86.3 **Secondary Uses** boarding and lodging
 - child care
 - housing, town

17.86.4 **Permitted Density**

The maximum floor area ratio is 0.40 with a maximum additional 0.10 1. floor area ratio permitted provided that it is entirely used to accommodate amenity space.

home business

2. Notwithstanding Section 17.86.4.1, the reference to "0.40" is increased to a higher density of "1.0", if at the time Council adopts a zoning amendment bylaw to include the owner's lot in the ZT86 zone, the owner:

Bylaw 9932	Page 2
	a) pays \$70.50 per square meter of total residential floor area into the Hamilton Area Plan community amenity capital reserve ; and
	 b) pays into the affordable housing reserve the sum specified in Section 5.15 of this bylaw.
17.86.5	Maximum Lot Coverage
	1. The maximum lot coverage is 45% for buildings .
17.86.6	Yards & Setbacks
	1. The minimum setbacks are:
	a) 4.0 m from the front lot line ;
	b) 2.0 m from the east lot line ;
	c) 7.5 m from the west lot line ; and
	d) 6.0 m from the rear lot line .
17.86.7	Maximum Heights
	1. The maximum height for principal buildings is 12.0 m.
	2. The maximum height for accessory buildings and accessory structures is 6.0 m.
17.86.8	Subdivision Provisions/Minimum Lot Size
	1. The minimum lot width is 75.0 m and minimum lot depth is 85.0 m.
	2. The minimum lot area is 7,000 m^2 .
17.86.9	Landscaping And Screening
	1. Landscaping and screening shall be provided according to the provisions of Section 6.0.
17.86.10	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 with the exception that up to 67% of the parking spaces may be in a tandem arrangement .

1.86.11.1 **Other Regulations**

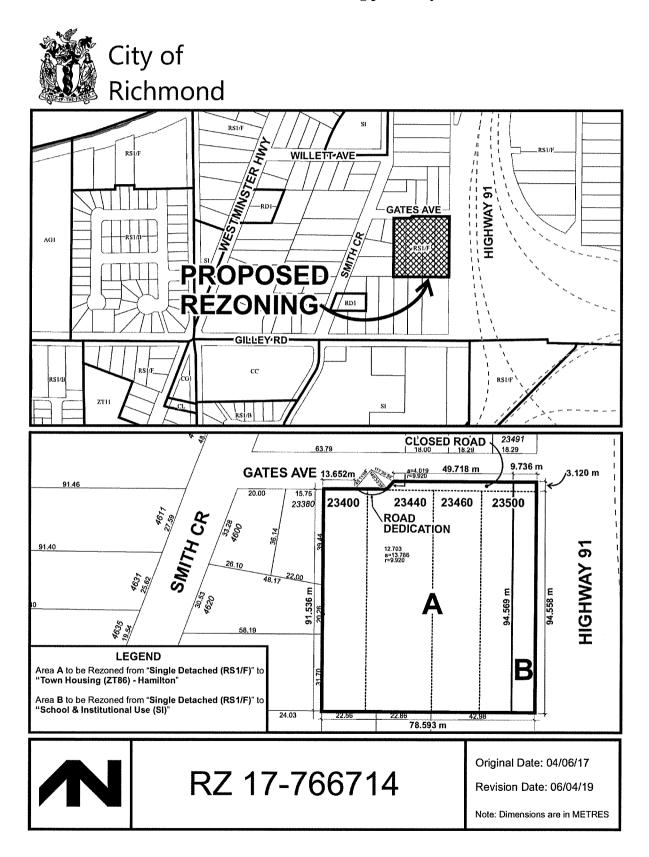
- 1. A minimum of 75% of the **dwelling units** shall be in a stacked arrangement wherein a portion of one **dwelling unit** is located directly above another **dwelling unit** within a **building**.
- 2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
- 3. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "Town Housing (ZT86) Hamilton" and "School & Institutional Use (SI)":

The area shown cross-hatched on "Schedule A attached to and forming part of Bylaw No. 9932"

4. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9932".

FIRST READING		CITY OF RICHMOND APPROVED by
A PUBLIC HEARING WAS HELD ON		APPROVED
SECOND READING		by Director or Solicitor
THIRD READING		
OTHER CONDITIONS SATISFIED		
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL		
ADOPTED		
MAYOR	CORPORATE OFFICER	

Page 4



"Schedule A attached to and forming part of Bylaw No. 9932"



Richmond Zoning Bylaw 8500 Amendment Bylaw 9932 (RZ 17-766714) 23400, 23440, 23460 and 23500 Gates Ave. and a Closed Portion of Gates Ave.

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 5.15 [Affordable Housing] by inserting the following into the table contained in Section 5.15.1(c) regarding Affordable Housing density bonusing provisions after the line for ZT70:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
"ZT86	\$8.50"

2. Richmond Zoning Bylaw 8500 is further amended by inserting the following into Section 17 -Site Specific Residential (Town Houses) Zones, in numerical order:

"17.86 Town Housing (ZT86) - Hamilton

17.86.1 Purpose

This zone provides for a mixed-use development consisting of stacked town housing and ground-oriented town housing with a maximum floor area ratio of 0.40 that may be increased to 1.0 with a **density bonus** that would be used for rezoning applications in order to help achieve the City's affordable housing and community amenity space objectives.

- 17.86.2 **Permitted Uses** 17.86.3 **Secondary Uses** boarding and lodging
 - child care
 - housing, town

17.86.4 **Permitted Density**

1. The maximum floor area ratio is 0.40 with a maximum additional 0.10 floor area ratio permitted provided that it is entirely used to accommodate amenity space.

home business

Notwithstanding Section 17.86.4.1, the reference to "0.40" is increased to 2. a higher density of "1.0", if at the time Council adopts a zoning amendment bylaw to include the **owner's lot** in the ZT86 **zone**, the **owner**:

- a) pays \$70.50 per square meter of total residential floor area into the Hamilton Area Plan community amenity capital reserve; and
- b) pays into the affordable housing reserve the sum specified in Section 5.15 of this bylaw.

17.86.5 Maximum Lot Coverage

1. The maximum **lot coverage** is 45% for **buildings**.

17.86.6 Yards & Setbacks

- 1. The minimum **setbacks** are:
 - a) 4.0 m from the **front lot line**;
 - b) 2.0 m from the east **lot line**;
 - c) 7.5 m from the west **lot line**; and
 - d) 6.0 m from the **rear lot line**.

17.86.7 Maximum Heights

- 1. The maximum **height** for **principal buildings** is 12.0 m.
- 2. The maximum height for accessory buildings and accessory structures is 6.0 m.

17.86.8 Subdivision Provisions/Minimum Lot Size

- 1. The minimum lot width is 75.0 m and minimum lot depth is 85.0 m.
- 2. The minimum lot area is $7,000 \text{ m}^2$.

17.86.9 Landscaping And Screening

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

17.86.10 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 with the exception that up to 67% of the **parking spaces** may be in a **tandem arrangement**.

1.86.11.1 Other Regulations

- 1. A minimum of 75% of the **dwelling units** shall be in a stacked arrangement wherein a portion of one **dwelling unit** is located directly above another **dwelling unit** within a **building**.
- 2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
- 3. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "Town Housing (ZT86) Hamilton" and "School & Institutional Use (SI)":

The area shown cross-hatched on "Schedule A attached to and forming part of Bylaw No. 9932"

4. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9932".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL

ADOPTED

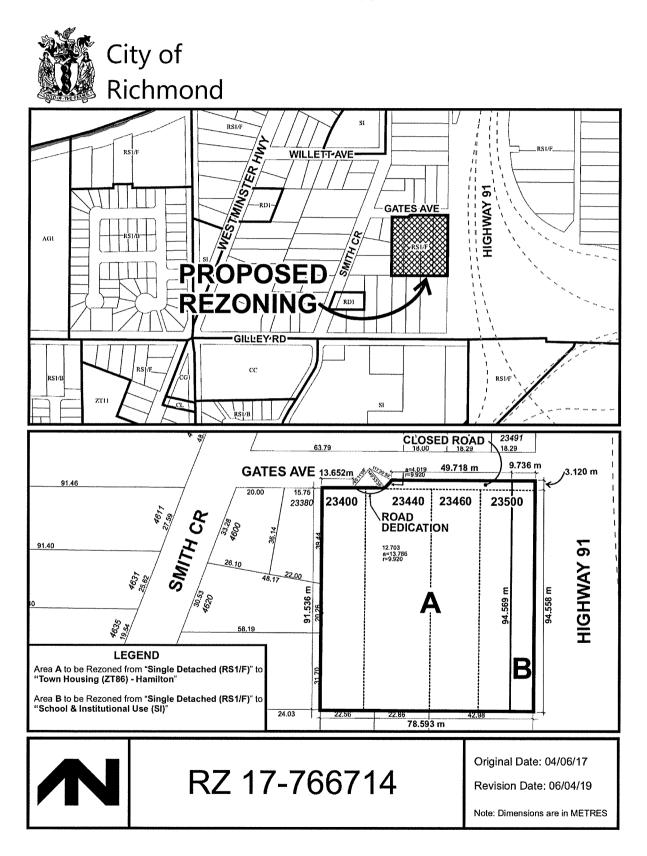
MAYOR

CORPORATE OFFICER

CITY OF RICHMOND

APPROVED

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"Schedule A attached to and forming part of Bylaw No. 9932"



- To: Planning Committee
- From: Wayne Craig Director, Development

 Date:
 May 30, 2019

 File:
 RZ 17-766714

Re: Application by Fougere Architecture Inc. to Amend Schedule 2.14 of Official Community Bylaw 9000 (Hamilton Area Plan), Create the "Town Housing -Hamilton (ZT86)" Zone, and Rezone the Site at 23400, 23440, 23460 and 23500 Gates Avenue and a Portion of Gates Avenue from "Single Detached (RS1/F)" to "Town Housing (ZT86) – Hamilton" and "School & Institutional Use (SI)"

Staff Recommendations

- That Official Community Plan Amendment Bylaw 10011, to amend Schedule 2.14 of Official Community Plan Bylaw 9000 (Hamilton Area Plan) to amend the "Circulation Map" and the "Parks, Public Realm and Open Space Map" for the area between Gates Avenue and Gilley Road, be introduced and given First Reading.
- 2. That Bylaw 10011, 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.

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

- 3. That Bylaw 10011, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.
- 4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9932 to create the "Town Housing (ZT86) Hamilton" zone, and to rezone 23400, 23440, 23460 and 23500 Gates Avenue and a portion of Gates Avenue from "Single Detached (RS1/F)" to "Town Housing (ZT86) Hamilton" and "School & Institutional Use (SI)", be introduced and given first reading.

Warn

Wayne Craig Director, Development

WC:mm Att. 8

6195595

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Real Estate Services Parks Services Engineering Policy Planning Transportation	<u>विवय</u>	de Eneg

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Staff Report

Origin

Fougere Architecture Inc. has applied to the City of Richmond to create the new "Town Housing - Hamilton (ZT86)" zone, and to rezone a 8,248 m² (2.04 acre) site including 23400, 23440, 23460 and 23500 and a portion of Gates Avenue from "Single Detached (RS1/F)" to "Town Housing - Hamilton (ZT86)" and "School & Institutional Use (SI)". The proposed rezoning would permit the development of 60 three-storey townhouse units with a floor area of 7,047 m² (75,853 ft²) on a 7,327.6 m² (1.81 acre) development lot and a proposed 920.6 m² (0.23 acre) City park lot.

In addition to Zoning Amendment Bylaw 9932, Official Community Plan (OCP) Amendment Bylaw 10011 proposes to amend the Hamilton Area Plan "Circulation Map" and the "Parks, Public Realm and Open Space Map" in the area between Gates Avenue and Gilley Road to make changes to the "Strollways" and "Shared Streets", and designate the proposed City park lot as a "Conservation Area". Details on the proposed changes to the OCP are provided in the OCP/Hamilton Area Plan subsection of this report.

Findings of Fact

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

Subject Site Existing Housing Profile

The applicant has indicated there are currently three single family dwellings and a nonconforming duplex located on the existing four lots. Four of the five dwelling units are currently rented and one is vacant. The applicant provided information confirming that the tenants are aware of the development plans for the existing properties. None of the buildings contain secondary suites.

Surrounding Development

- To the North: Gates Avenue and single family properties zoned "Single Detached (RS1/F)" and designated "Neighbourhood Residential (Stacked Townhouse 1.0 FAR)" within the Hamilton Area Plan.
- To the South: Single family properties zoned "Single Detached (RS1/F)" and designated "Neighbourhood Residential (Stacked Townhouse 1.0 FAR)" within the Hamilton Area Plan.
- To the East: Ministry of Transportation road allowance that includes a large grassed area with blackberries and several small trees, a pathway, a highway sound barrier and Highway 91A.
- To the West: Single family properties zoned "Single Detached (RS1/F)" and designated "Neighbourhood Residential (Stacked Townhouse 1.0 FAR)" within the Hamilton Area Plan.

Related Policies & Studies

Official Community Plan/Hamilton Area Plan

The proposed development is consistent the Official Community Plan (OCP) "NRES – Neighbourhood Residential" land-use 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 ESA subsection).

The proposed development is consistent with the "Neighbourhood Residential (Stacked Townhouse 1.0 FAR)" designation within the Hamilton Area Plan (Area Plan) which permits construction of stacked townhouses with one level of parking and up to three habitable floors above (Attachment 3).

Hamilton Area Plan Strollways and Shared Street Network

The Hamilton Area Plan include includes of "Strollways" (urban pedestrian pathways) and "Shared Streets" (small-scale pedestrian-oriented streets) that are designed to provide a finer grain network of pedestrian and vehicle routes than provided by the larger public roads in the area. The Strollways and Shared Streets are to be incrementally constructed with developments with public access secured through registration of Statutory Right of Ways (SRWs) at the time of rezoning.

The exact locations of these routes are to be determined during the review of the rezoning application and there are sufficient changes to these routes to warrant an OCP amendment with the current proposal. To facilitate the proposed development and improve the pedestrian connectivity in the block between Gates Avenue and Gilley Road, OCP Amendment Bylaw 10011 would amend the "Circulation Map" and the "Parks, Public Realm and Open Space Map" as shown on Attachment 3. In particularly, Bylaw 10011 would:

- Change the "Shared Street" running along the west side of the development site to a pedestrian "Strollway" and shift it approximately 18 m (60 ft.) it to the west.
- Change the "Shared Street" to the west of the development site to a pedestrian "Strollway" which would continue along the southern side of the development.

The subject development will secure a minimum of a 3.0 m (9.8 ft.) wide SRW for these Strollways with future adjacent developments providing a further 3.0 m (9.8 ft.) wide SRW for total ultimate Strollway SRW width of 6.0 m (19.6 ft.) with total pathway widths of 2.0 m (6.6 ft.) to 2.5 m (8.2 ft.) depending on tree preservation and landscaping being accommodated within Strollway corridors. While Strollways are primarily intended for pedestrians, they will also allow for low-speed cycling and scooter use.

The above amendments support the phased development of the block bounded by Gates Avenue, Smith Crescent and Gilley Road in a logical manner that supports pedestrian connectivity throughout the area.

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Hamilton Area Plan Parks, Public Realm and Open Space Network

Bylaw 10011 also proposes to designate the proposed City park lot with the ESA habitat enhancement and compensations areas (described below) as a "Conservation Area" within the "Parks, Public Realm and Open Space Map".

Environmentally Sensitive Area

The OCP designates 966.2 m² (10,400 ft²) of the south-east corner of the subject site as an ESA Development Permit Area. As part of the Development Permit Area guidelines, the City requires that a developer engage a Qualified Environmental Professional (QEP) to undertake an assessment to ground truth the generalized ESA mapping and classifications in the OCP. In the QEP assessment for the project, the QEP and surveyor have confirmed that there is actually 887 m² (9,543 ft²) of on-site ESA located within the larger mapped ESA area in the southeast corner of the site (Attachment 5). The QEP has assessed the value of the vegetation within the ESA and along with information from the arborist as discussed in the Tree Retention section of the report and summarized below.

Key finding of the QEP include:

- Himalayan blackberry dominates all other vegetation, with native plants essentially being absent in the designated ESA.
- There is little to no natural large woody debris which would provide, if present, important habitat, for small mammals and amphibians.
- Of the 11 trees identified by the project arborist located within the existing mapped ESA, nine trees in poor condition are recommended to be removed. One tree in good condition and one tree in poor condition near the eastern edge of the site are proposed to be preserved as recommended by the project arborist.

On this basis of this work and discussions with City staff, the QEP proposes a re-shaped ESA enhancement and compensation area of 905.7 m² (9,749 ft²) along the eastern side of the site. This ESA area will be included within the proposed 920. 6 m² (0.23 acre) City park as shown on Attachment 5.

Key elements of the proposed ESA enhancement landscape plans and QEP reports (collectively called the Stage 1 QEP report) include:

- The proposed ESA compensation and enhancement area will provide improved habitat value compared to the existing mapped ESA and contribute to the City's Ecological Network.
- Rehabilitation of the area by clearing all plants and shrubs which are dominated by Himalayan blackberry.
- There will be preservation of a total of the 17 existing trees that include 15 Spruce trees, a two Mountain Ash and an Oak. Of these trees, 15 trees in good condition are located outside of the existing mapped ESA and within the proposed new ESA compensation area located to the north in the proposed park. The remaining two trees to be preserved include the above-noted trees within the existing mapped ESA.

- Planting of a further native 17 deciduous trees, 16 coniferous trees and native 797 shrubs / ground covers/ grasses.
- Placement of large woody debris (from removal of the trees within the development site) to create additional habitat.

There will also be the requirement for a three year monitoring and maintenance plan after the habitat enhancement and compensation work is completed as recommended by the QEP.

The proposed ESA compensation and enhancement plan has been accepted on the above basis and given that:

- The area is larger in than the existing surveyed $887m^2$ (9,543 ft²) ESA area.
- It creates a multi-structured, species-rich link that will provide year-round foraging opportunities for a wide variety of bird species, small mammals and amphibians.
- Allows for enhanced long-term stewardship of the area with City ownership as a park.
- There is an opportunity for the extension of this enhanced ESA corridor onto adjacent ESA area on the property to the south at such time that it may be developed for townhouses.

A final ESA landscape plan and a Stage 2 QEP Report and are to be prepared and included within the Servicing Agreement to the satisfaction of the Director, Parks Services and the Director of Development. The Stage 2 QEP Report will include the detailed monitoring and maintenance plan, reference to the final landscape plans, and will be included within the Servicing Agreement submission to the satisfaction of the City prior to Final adoption of Zoning Amendment Bylaw 9932 and issuance of a Development Permit for the project.

Proposed Park

As discussed above, the applicant has agreed to transfer a 920. 6 m² (0.23 acre) lot for a City park, and which includes the proposed 905.7 m² (9,749 ft²) ESA enhancement and compensation areas and the East-West Strollway running along the southern edge of the site. While this provision of park land is not a requirement under the Area Plan or OCP, the applicant and City staff agreed that the ESA could be well managed by the City and would augment the semi-natural adjacent area within the Highway 91A road allowance which collectively form part of the City's Ecological Network. There will be no Development Cost Charge (DCC) credits available to the developer for the transfer of the park lot or its improvement.

Contribution for Off-Site Habitat Enhancement

The applicant has also agreed to make a contribution of \$61,000 to the City to undertake a Capital Project for habitat enhancement on City lands forming part of the Ecological Network within the Hamilton Area. Potential sites include the Queen Canal Corridor and Hamilton Highway Park on the east side of Highway 91A.

Closure of a Portion of Gates Avenue

The development also includes the proposed closure of a portion of Gates Avenue to be included within the development site and the City park lot. This is consistent with the Area Plan that

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provides for future construction of a Strollway on the middle of the eastern portion of Gates Avenue (Attachment 3).

The applicant is required to enter into a purchase and sale agreement with the City for the purchase of $150.5 \text{ m}^2 (1,620 \text{ ft}^2)$ of the $188 \text{ m}^2 (2,032 \text{ ft}^2)$ Gates Avenue road allowance to be closed, with the remaining $30.3 \text{ m}^2 (326 \text{ ft}^2)$ area of closed road allowance being included within the proposed City park. The primary business terms of the purchase and sales agreement, and road closure bylaw will be brought forward to Council in a separate report from the Senior Manager, Real Estate Services.

At such time that redevelopment of the properties on the north side of Gates Avenue occurs, such development would include closure of the northern portion of Gates Avenue with the remaining centre portion of the Gates Avenue road allowance being converted into a Strollway.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204 with a Flood Construction Level (FCL) of 3.5 m applicable to this site. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw. Given that the existing grade in the area ranges from 1.0 m to 1.3 m geodectic, the City's 3.5 m geodectic FCL requires that only garages and staircase foyers occupy the ground floor of townhouses, with no other habitable space being permitted below 3.5 m geodectic.

Acoustical Report for Highway Noise

There is a sound barrier and large grassed area located within the Highway 91A road allowance adjacent to the proposed development. Nevertheless, the applicant will be required to register a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential noise from Highway 91A to the proposed dwelling units with acoustical and mechanical reports being provided to the City prior to Development Permit issuance that ensure that the development meets the CMHC guidelines for interior noise levels and the ASHRAE 55-2004 standard for "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.

Public Consultation

A rezoning sign has been installed on the subject property. In response to the placement of the rezoning sign on the property, staff have received an inquiry from one property owner about the proposed height of the townhouses, his satellite dish reception and City policies regarding future townhouse development in the surrounding area, including his property.

As requested by City staff, the applicant has consulted with residents living on the properties fronting Gates Avenue to determine if there are concerns regarding the proposed vehicle access to the development and road works on Gates Avenue. This consultation included door-to-door visits by the applicant who provided a brief description and several plans of the proposed 60-unit townhouse development. In this regard, residents of homes on each of these lots, including those

on the development site, signed the applicant's consultation form stating they were aware of and supported the proposed development (Attachment 4).

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.

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.

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
BC Land Reserve Co.	No referral necessary, as the proposed amendment is not located within or adjacent to the Agricultural Land Reserve.
Richmond School Board	No referral necessary, as the proposed amendment does not change the land-use or density in the OCP and the application includes less than 295 units.
The Board of Metro Vancouver	No referral necessary, as the proposed amendment is 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 this amendment.
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 the amendment.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary, as the proposed amendment is consistent not affected by YVR's Airport Height Zoning and City's OCP Aircraft Noise Policy.
Richmond Coastal Health Authority	No referral necessary, as the proposed amendment is 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 applicant consulted with the residents of neighboring properties on Gates Ave. and 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 amendment does not affect other agencies. Note, that the associated Zoning Amendment Bylaw 9932 was referred to the Ministry of Transportation and Infrastructure which provided preliminary approval to the bylaw.

Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10011, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is 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). This application only involves 60 multiple family housing units.

Ministry of Transportation and Infrastructure

The Ministry of Transportation and Infrastructure (MOTI) has provided preliminary approval of Zoning Amendment Bylaw 9932 as the site is located within 800 metres of Highway 99. MOTI final approval of Bylaw 9932 and of the proposed subdivision will be required prior Council consideration of Final adoption of the bylaw.

Analysis

Built Form and Architectural Character

The proposed development includes 60 townhouse units with an overall density of 0.962 FAR with a range of unit types as envisioned under the Hamilton Area Plan (Attachment 6). The proposed development includes a variety of unit types within the six buildings as follows:

- Four buildings include a total of 48 stacked townhouse units with garages occupying the ground floor.
- The 48 stacked units include 16 two-bedroom units located on the second floor of the buildings interspersed with 32 three-bedroom units with living space on the second and third floors of the buildings.
- There are two buildings with a total of 12 three-storey standard townhouse units with their garages occupying most of the ground floor and living space on the second and third floors that face onto the north-south Strollway.

The built form is characterized by:

- Modern-style buildings designed and shaped to provide architectural variation while providing a cohesive overall development character.
- Typical building heights of three (3) storeys for the two buildings with standard units along the west side of the site, with the remaining four stacked-unit buildings having three storeys and roof decks with stairway rooms/penthouses.

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- Access is provided from Gates Avenue through the main north-south driveway and two driveways running east from the main driveway.
- Two "The proposed building setback to Gates Avenue is 4.0 m (13.1 ft.) and will be larger to the future Strollway to be constructed on the eastern portion of Gates Avenue when development occurs to the north.
- Strollways" along the south and west sides of the site are provided as set out the proposed amendment to the Hamilton Area Plan with these Strollways providing additional public pedestrian access to future developments to the west and south and the surrounding public streets. The Strollway along the west side of the development site is included within a 3.0 m (9.8 ft.) wide SRW. The Strollway along the south side of the site is included within a 3.5 m (11.5 ft.) wide SRW to allow for additional landscaping being accommodated within the Strollway corridor and for tree preservation on the adjacent lot to the south.
- The proposed project has minimum 4.5 m (14.8 ft.) setbacks to the Strollway SRWs along the west and south sides of the site. When these SRW widths are taken into account, the buildings will have a total 7.5 m (24.6 ft.) setback to the west property line and setbacks from 6.0 m (19.7 ft.) to 8.0 m (26.2 ft.) to the south property line.
- The east side yard setback to the proposed City park will be 2.2 m (7.2 ft.).
- There will be a central mews of 10.5 m (34.5 ft.) in width that includes the common outdoor amenity area with outdoor seating and play equipment located between the two central stacked townhouse buildings.
- The 12 standard three-storey units include side-by-side double garages, 32 stacked units have tandem double garages, eight (8) stacked units have single car garages and four (4) stacked units have a single car garage and an additional outdoor parking space.

Transportation and Site Access

Vehicle and Pedestrian Access

The vehicle and the main pedestrian access for the proposed development is to be provided by the project driveway leading from a new cul-de-sac on Gates as shown on the plans in Attachments 6 and 8. To the east of the cul-de-sac, the current paved road surface will be maintained in the interim to provide access to the existing three residential lots on the north side of Gates Avenue. At such time these lots are redeveloped for stacked townhouses, this eastern section of Gates Avenue will be converted to a Strollway that connects to the existing north-south pathway within the Highway 91A road allowance to the east.

There will also be a north-south Strollway within a 3.0 m (9.8 ft.) wide SRW to be registered on Title of the development site that will provide public pedestrian access along the western side of the site and that ultimately will provide a connection between Gates Avenue and Gilley Road when the properties to the south are developed. There also will be an east-west "Strollway" along the southern edge of the site within a 3.5 m (11.5 ft.) wide SRW to be registered on Title that will ultimately provide a connection between the existing north-south pathway within the Highway 91A road allowance and Smith Crescent. These SRWs provide for public pedestrian

access as part of the Strollway network within the Hamilton Area Plan, will be widened when townhouse developments are constructed to the west and south, and will be maintained by the subject developments.

Parking

There will be a total of 108 resident and 11 visitor parking spaces within the proposed development. The proposed number of parking spaces is consistent with the Zoning Bylaw 8500 requirements subject to the provision of Transportation Demand Measures (TDM) to the satisfaction of the City. The applicant will be required to provide TDM measures to widen the existing asphalt walkway within the Highway 91A road allowance to a min. 3.0 m (9.8 ft.) width along the eastern side of the site north to the Highway 91A pedestrian overpass and install pedestrian lighting along this pathway.

The proposed new ZT86 zone includes a site-specific provision to allow two-thirds (67%) of the parking spaces for the 48 units, with two spaces each, to be in a tandem arrangement. Given that the entire ground floor of the units are under the 3.5 m Flood Construction Level and average site elevation of approximately 1.0 m geodectic in the area, the City has permitted in excess of 50% tandem parking spaces within several developments in the Hamilton area.

Furthermore, tandem spaces allow for a more compact footprint for the proposed 1.0 FAR stacked townhouse form without the need for an additional building footprint for wider townhouse units or more surface parking spaces. As a rezoning consideration, there will be registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.

As noted above, the residents on Gates Avenue were consulted and supported the proposed development plans which indicated that two-thirds of the parking spaces are proposed to be in a tandem arrangement.

Based on the size of the development, no on-site designated loading space is required under Zoning Bylaw 8500 with loading being permitted within the on-site driveways.

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 43 bylaw-sized trees on the subject property, and 10 trees on neighbouring properties to the south and west. (Attachment 7).

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

- 17 trees located within the proposed park / ESA area will be retained due to their good condition and being located within a large contiguous park / ESA area that supports tree preservation.
- The applicant intends to remove 26 on-site trees, of which:

- 19 trees are in poor condition due to their tree structure and leaning angle, and thus are required to be removed.
- Six trees are in good condition and one tree is in moderate condition, but need to removed due to the nature of the peat soils in the area and required filling of the site. These soil conditions require that the development site be filled to prevent driveways, services and yard areas from settling with the proposed or any other configuration of the townhouse buildings on the site.
- 10 trees located on adjacent neighbouring properties, with six trees located on the property to the south which are to be maintained. Four trees are identified for removal on the property to the west, of which one is dead, two are in poor condition and leaning, one is very old with poor structure. The applicant will be requesting acceptance from the property owner for issuance of a tree removal permit and the planting of eight replacement trees.

Trees Retention on Park

The 17 trees proposed to be retained are located within the proposed City park and will be augmented with additional ESA enhancement planting (discussed within the ESA section below). These trees include 14 Spruce trees, with two Mountain Ash trees and an English Oak. A Tree Survival Security of \$90,000.00 for these 17 trees will be provided and retained by the City for a period of three years after occupancy of the project.

Tree Replacement

In compensation for the 26 trees proposed to be removed, the OCP 2:1 replacement ratio would require a total of 52 replacement trees within the final Development Permit landscape plans. The replacement trees are to be of the sizes required under Tree Protection Bylaw No. 8057. The preliminary landscape plans provided for rezoning include 96 trees.

Accessible Adaptable Units

The applicant will construct 10 of the standard three-storey units as "Convertible Housing" with construction specifications to be provided within the project's Development Permit plans based on the guidelines within the City's OCP and the applicant's plans (see Attachment 6).

Affordable Housing Strategy

The applicant will voluntarily contribute \$659,502.00 to the City's affordable housing fund as provided in the City's Affordable Housing Strategy.

Hamilton Area Plan Amenity Contribution

This Hamilton Area Plan requires amenity contributions of \$70.50 per square meter (\$6.55 per square foot) for townhouse developments. Based on the proposed development design, the developer will provide approximately \$508,178.00 to be contributed to the City's Hamilton Area Plan Amenity Reserve Fund (the final amount to be based on the Development Permit plans).

Leadership in Energy and Environmental Design (LEED) and Townhouse Energy Efficiency

As a Development Permit application (DP 18-829228) 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 3, the applicant must also submit a Building Permit application prior to December 31, 2019.

Therefore, in accordance with the Hamilton Area Plan, the development is required to be confirmed to be LEED Silver equivalent prior to consideration of the Development Permit by the

The applicant will also register 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.

Public Art Contribution

As a rezoning consideration, the applicant will be making a voluntarily contribution of approximately \$67,500.00 (final amount to be confirmed with the Development Permit plans) to the City's Public Art Fund.

Amenity Space

The applicant has opted not to construct an indoor amenity space and has voluntarily agreed to make a \$215,797.00 contribution in-lieu of on-site indoor amenity space as provided under the OCP Development Permit Area Guidelines. This cash in-lieu contribution is supported due to the development's close proximity of approximately 200 m to the Hamilton Community Centre and other proposed amenities (e.g. further community recreation space and a library) being funded by the Hamilton Area Plan amenity contributions being provided by this and other developments in the area.

Frontage and Servicing Improvements

The applicant will be required to enter into a Servicing Agreement that includes the design and construction of the following works:

Frontage Improvements

- Along the eastern portion of the Gates Avenue frontage, there will be a 2.0 m (6.6 ft.) wide concrete sidewalk, 1.5 m (4.9 ft.) wide treed and grassed boulevard with street lighting, and pavement widening to provide a min. 6.0 m (19.6 ft.) wide driving surface and tie to the existing northern edge of the roadway.
- At the western end of the site's frontage, construction of a cul-de-sac, with a 2.0 m (6.6 ft.) wide concrete sidewalk, new curb/gutter and a minimum 7.5 m (24.6 ft.) wide driving surface.
- East of the cul-de-sac, construction of a new 2.0 m (6.6 ft.) wide concrete sidewalk and sufficient road widening to maintain two-way traffic to the eastern end of Gates Avenue.

• Repaving and widening of the existing pedestrian pathway to 3.0m (9.8 ft.) within the Highway 91A road allowance adjacent to the site and extending to the Highway 91A pedestrian overpass, and providing lighting will be required as a TDM measure (discussed above). The Ministry of Transportation and Infrastructure has confirmed that it would accept an application from the City to do the work itself under the Servicing Agreement with the developer.

Servicing Works

- Installation of approximately 178 m (584 ft.) of sanitary sewer main from the proposed cul-de-sac on Gates Avenue to the intersection of Willett Avenue and Smith Crescent. Should development proceed prior to the completion of the City Capital Project for the VLA Park sanitary pump station, or should this Capital Project not proceed, the developer will be required to construct the sanitary pump station.
- Installation of approximately 80 m (262 ft.) of 600mm storm sewer along Gates Avenue from the proposed cul-de-sac to Smith Crescent.
- Removal and replacement of approximately 85 m (279 ft.) of the existing 150mm watermain at Gates Avenue with a 300mm diameter main (complete with fire hydrants as per City standards) from the intersection of Gates Avenue and Smith Crescent to the proposed cul-de-sac on Gates Avenue.
- Placement of the existing private utility overhead lines (e.g. BC Hydro, Telus and Shaw) underground from Smith Crescent to the eastern side of the development site.

Development Permit Review

At the forthcoming Development Permit stage, design elements to be further addressed include:

- Adding further small-scale articulation and architectural detailing to the townhouse buildings, particularly those facing onto the public realm.
- Consideration of a broader colour and material palette for the buildings.
- Adding way-finding signage and bollard lighting to the Strollways.
- Providing additional landscaping and outdoor amenity details and specifications.

Financial Impact or Economic Impact

The rezoning application results in an Operational Budget Impact (OBI) of \$5,000 for off-site City infrastructure (such as roadworks, waterworks, storm s ewers, sanitary sewers, street lights and street trees).

To facilitate the proposed development, the applicant proposes to purchase a portion of the Gates Avenue road allowance for inclusion in the applicants' development site and proposed City park lot. The total approximate area of City lands proposed to be sold and included in the development site is $150.5 \text{ m}^2 (1,620 \text{ ft}^2)$. As identified in the attached Rezoning Considerations (Attachment 8), the applicant is required to enter into a purchase and sales agreement with the City for the purchase of the lands, which is to be based on the business terms approved by Council.

Conclusion

The proposed 60-unit townhouse development is the first stacked townhouse rezoning application to be considered under the Hamilton Area Plan, offering a mixture of standard three-bedroom units, and stacked two- and three-bedroom units.

The development will provide the first legs of the public Strollway network within the block bounded by Gates Avenue, Smith Crescent and Gilley Road.

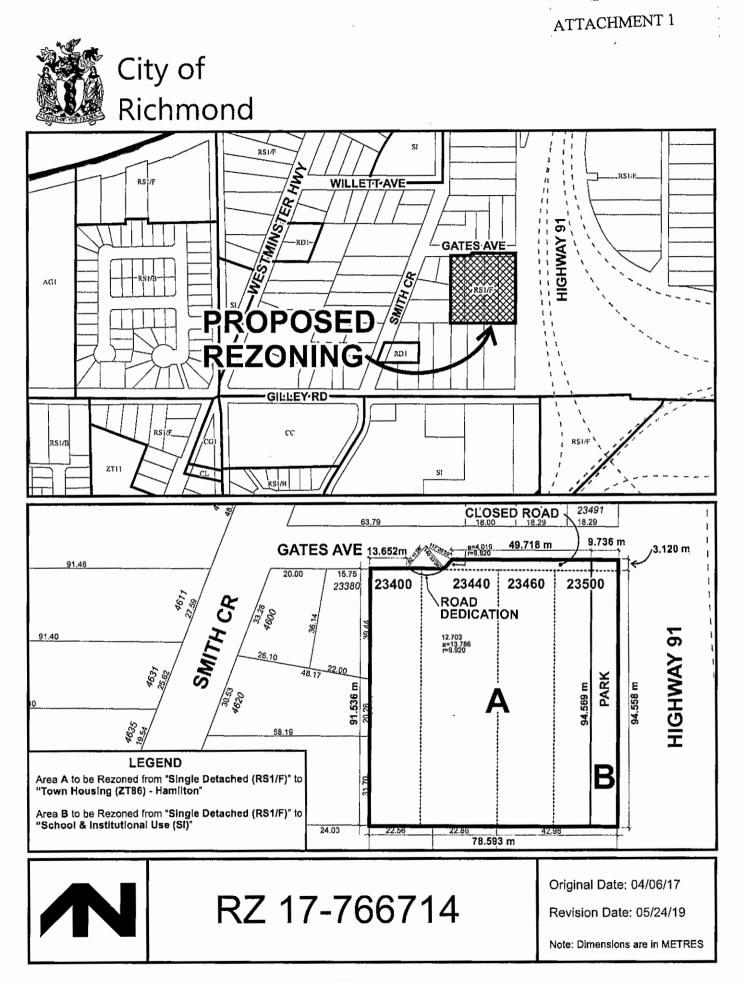
This development will also provide a 920.6 m^2 (0.23 acre) park to the City comprised of existing enhanced ESA area and ESA compensation, contributing to the City's Ecological Network.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9932 and OCP Bylaw 9000, Amendment Bylaw 10011 be introduced and given first reading.

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

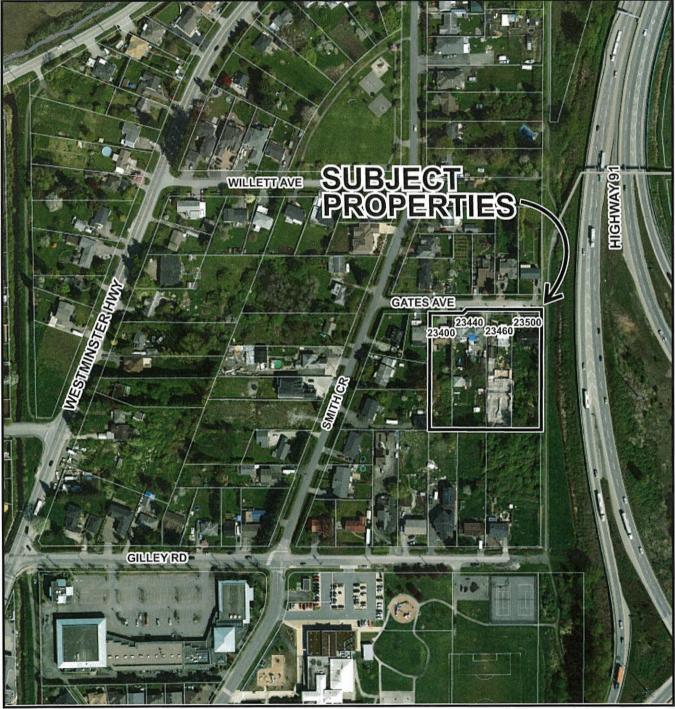
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Attachment 1: Location Map Attachment 2: Development Application Data Sheet Attachment 3: Hamilton Area Plan Maps Attachment 4: Neighbourhood Consultation Form Attachment 5: Excerpts from QEP Report on the Environmentally Sensitive Area Attachment 6: Conceptual Development Plans Attachment 7: Tree Preservation Plan Attachment 8: Rezoning Considerations



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RZ 17-766714

Original Date: 04/06/17 Revision Date: 05/24/19

Note: Dimensions are in METRES

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Development Application Data Sheet

Development Applications Department

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RZ 17-766714

Attachment 2

Address: 23400, 23440, 23460 & 23500 Gates Avenue, and a Portion of Gates Avenue

Applicant: Fougere Architecture Inc.

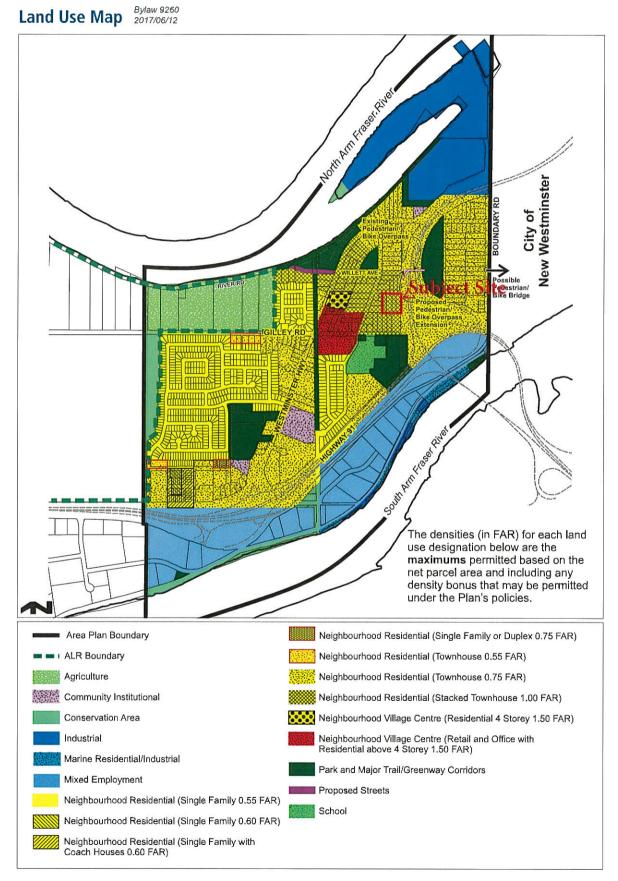
Planning Area(s): Hamilton Area Plan

	Existing	Proposed
Owner:	1116515 BC LTD	1116515 BC LTD
Site Size (m ²):	8,248.2 m ²	7,327.6 m ² development lot 920.6 m ² conservation area
Land Uses:	Single Family Dwellings and a Non-Conforming Duplex	Townhouses
OCP Designation:	NRES – Neighbourhood Residential	NRES – Neighbourhood Residential
Area Plan Designation:	Neighbourhood Residential (Stacked Townhouse 1.0 FAR)	Neighbourhood Residential (Stacked Townhouse 1.0 FAR)
Zoning:	"Single Detached (RS1/F)"	"Town Housing (ZT86) – Hamilton" and "School & Institutional Use (SI)"
Number of Units:	5 units	60 units
Other Designations:	ESA	ESA

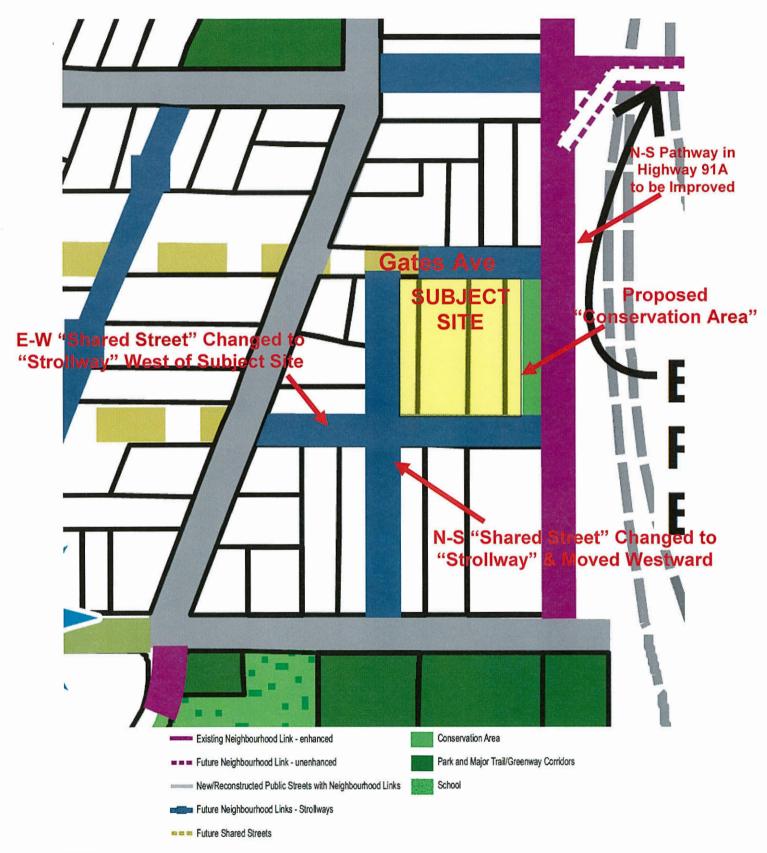
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.0	0.962	none permitted
Lot Coverage (% of lot area):	Building: Max. 45%	Building: Max. 44.2%	none
Lot Size:	Min. 7,000 m ²	7,328 m²	none
Lot Dimensions (m):	Min. Width: 75.0 m Min. Depth: 85.0 m	Width: 78.6 m Depth: 91.5 m	none
Setbacks (m):	Front: Min. 4.0 m Rear: Min. 6.0 m East Side: Min. 2.0 m West Side: Min. 7.5 m	Front: Min. 4.0 m Rear: Min. 6.2 m East Side: Min. 2.2 m West Side: Min. 7.5 m	none
Height (m):	Max. 12 m	10.5 m	none
Off-street Parking Spaces Regular (R) / Visitor (V):	111 (R) and 8 (V)	111 (R) and 8 (V)	none
Tandem Parking Spaces:	67% of spaces as provided in the ZT86 zone	67% of spaces as provided in the ZT86 zone	none
Amenity Space – Indoor:	100 m ² or Cash-In-Lieu	Cash-In-Lieu Contribution	none
Amenity Space - Outdoor:	Min. 360 m ²	542 m ²	none

ATTACHMENT 3

Hamilton Area Plan



Proposed Changes to Hamilton Area Plan "Circulation" and "Parks, Public Realm and Open Space" Maps



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TOWNHOUSE DEVELOPMENT HAMILTON HOUSE

23400, 23440, 23460 & 23500 GATES AVENUE, RICHMOND

2018 829228 000 00 DP (In Circulation)

FOUGERE ARCHITECTURE INC has applied to the City of Richmond for permission to develop 23400, 23440, 23460 & 23500 Gates Ave in order to construct sixty (60) townhouse units in three and four storey buildings.

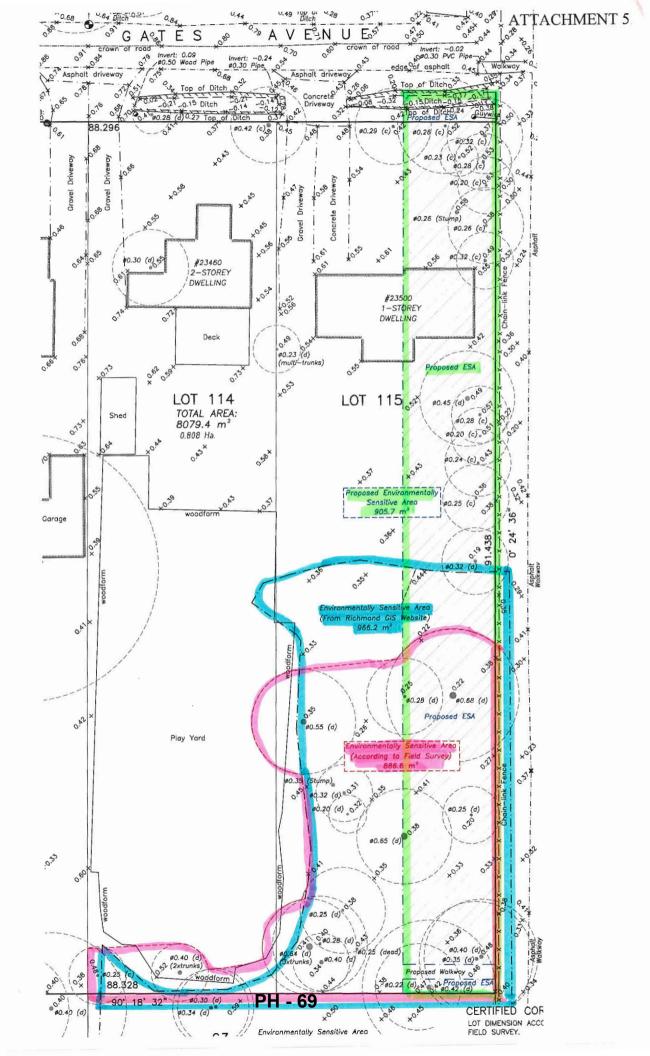
2017 766714 000 00 RZ (In Circulation)

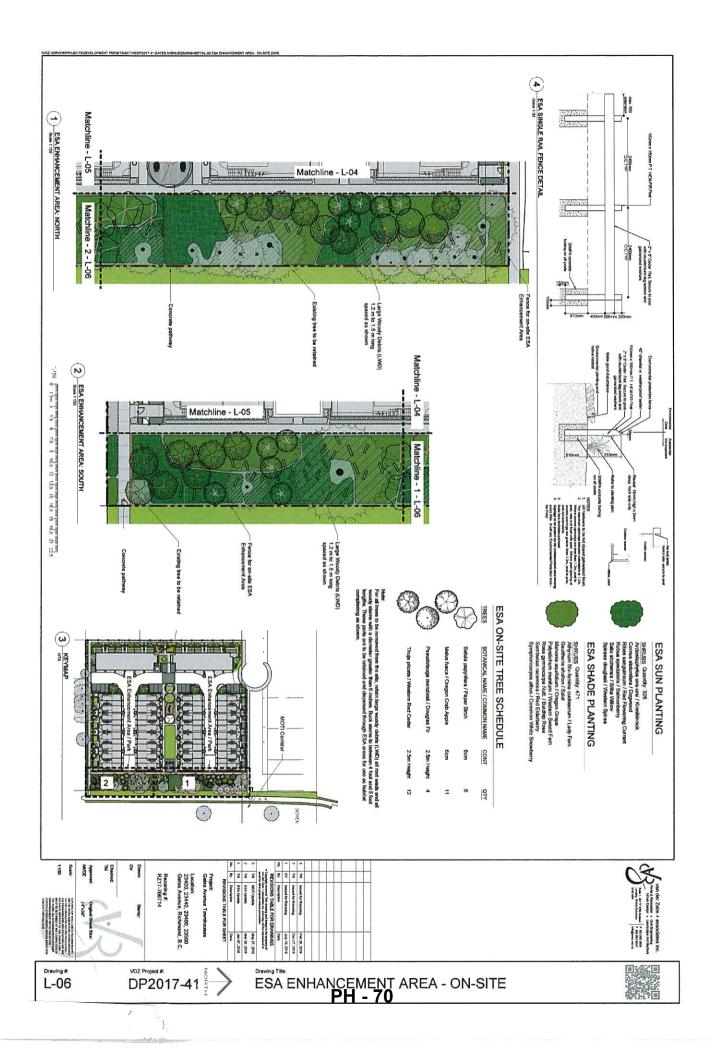
FOUGERE ARCHITECTURE INC has applied to the City of Richmond for permission to rezone 23400, 23440, 23460 & 23500 Gates Ave from "Single Family Dwelling (RS1/F)" to a site-specific zone in order to develop a 60-unit townhouse project within threestorey buildings.

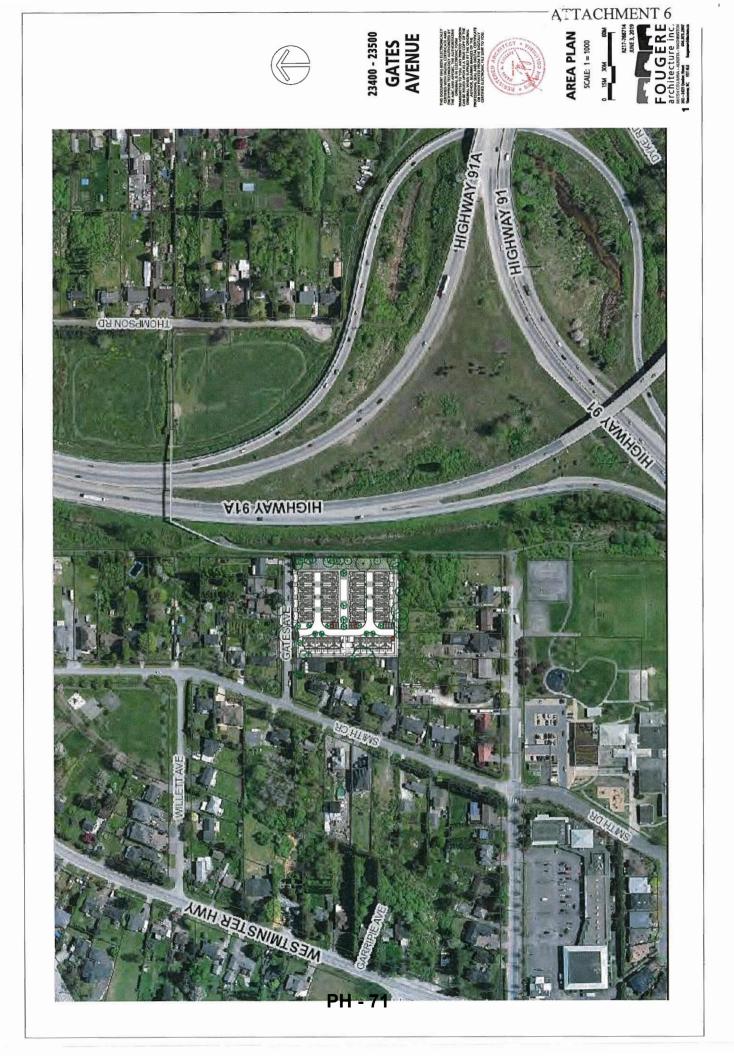
We, the undersigned owners and residents of the following properties hereby support the above mentioned development and acknowledge having received the attached development information package dated December 04, 2018.

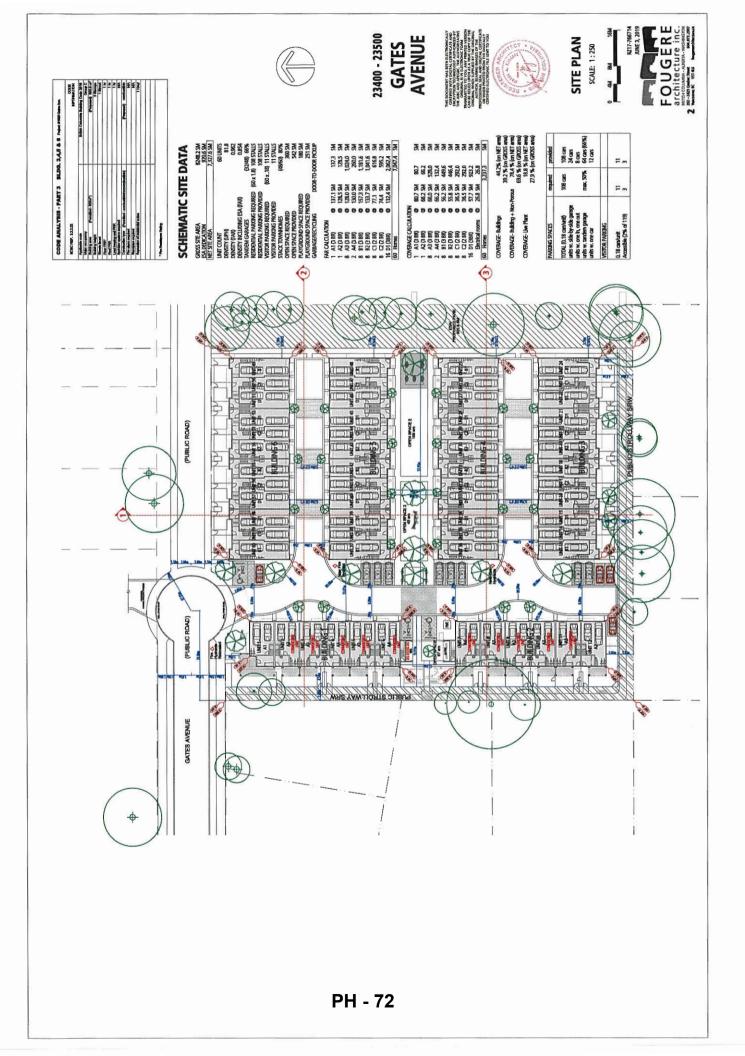
1) 4500 Smith Crescent:
TIM MUSTART YM.
2) 4600 Smith Crescent:
ANNA Windway Dalig the
3) 23380 Gates Avenue:
Pichawa Desal
4) 23400 Gates Avenue:
GAIL BATH
5) 23440 Gates Avenue:
wayne have the
6) 23460 Gates Avenue:
LIS LETOURNENU éLetourne
7) 23500 Gates Avenue:
MORGAN STEEL MUSTER
8) 23451 Gates Avenue:
Cathy Friesen Chithy Fries
9) 23471 Gates Avenue:
Day Stand Hum
Vana Stewes flam Hilles
10) 23491 Gates Avenue:
Brittany Received partage
1) Idente 1 - 198

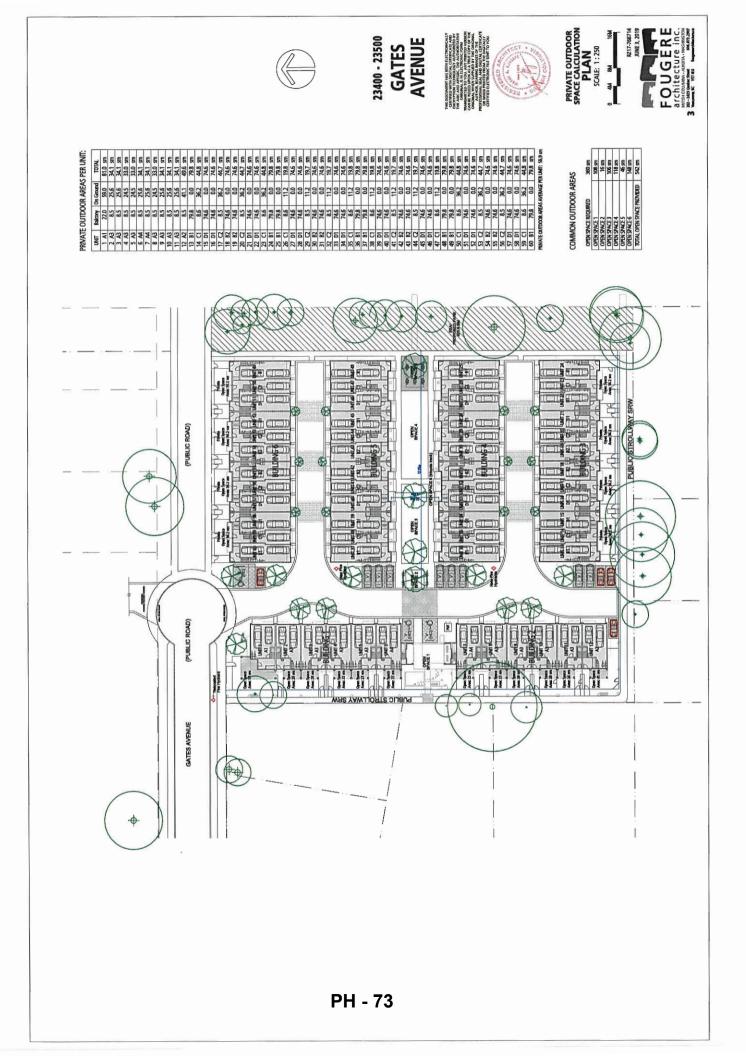
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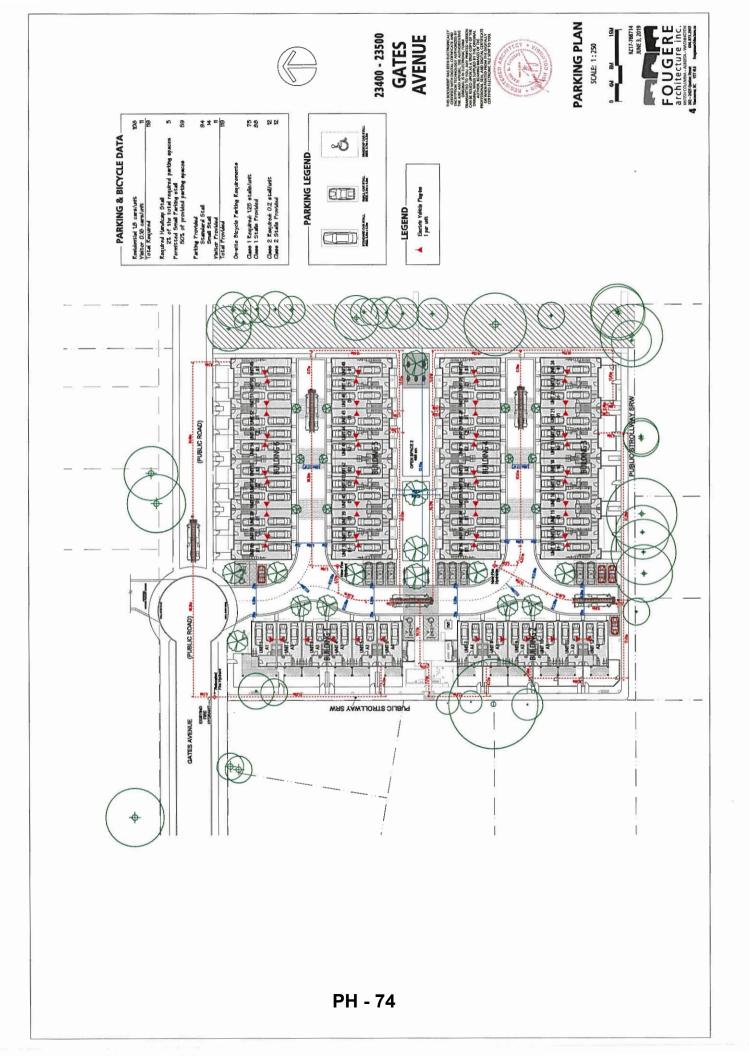


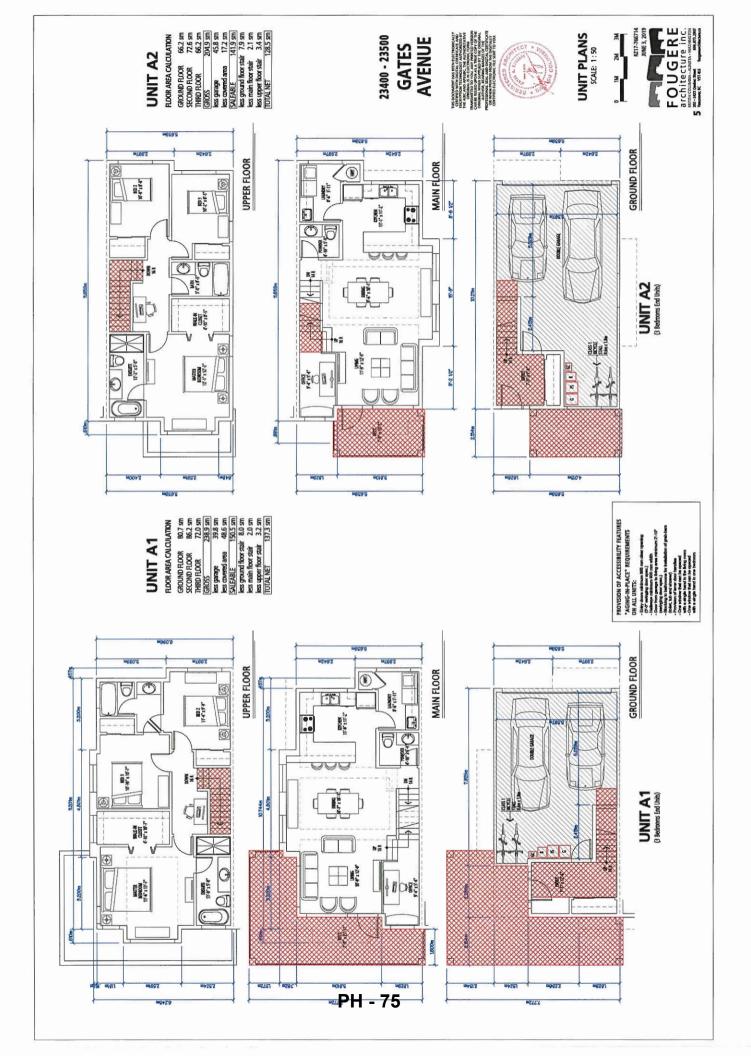


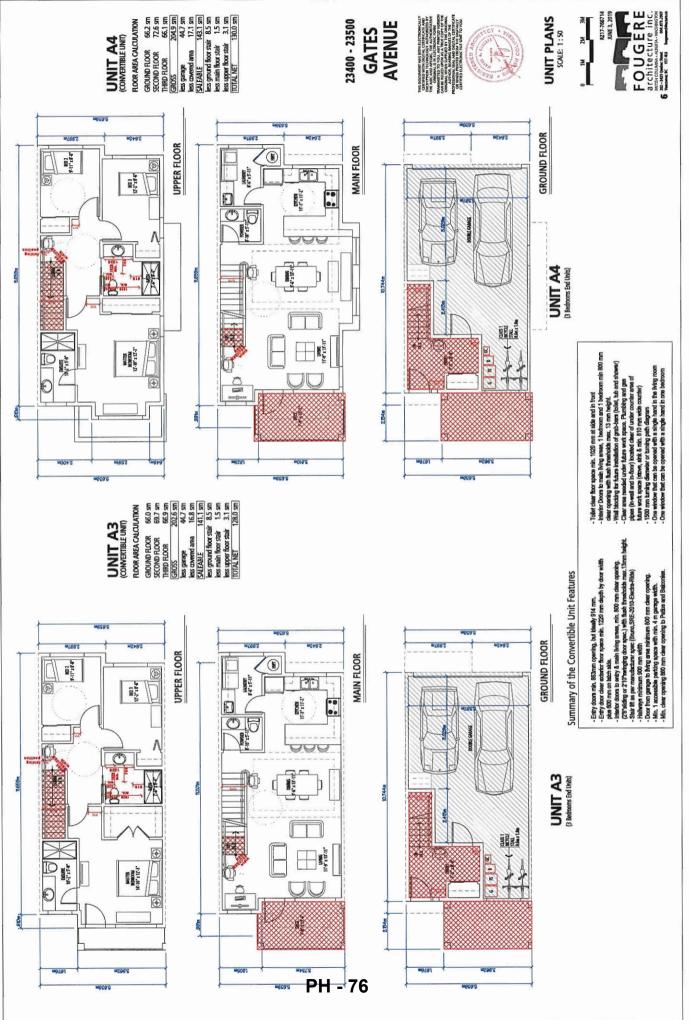


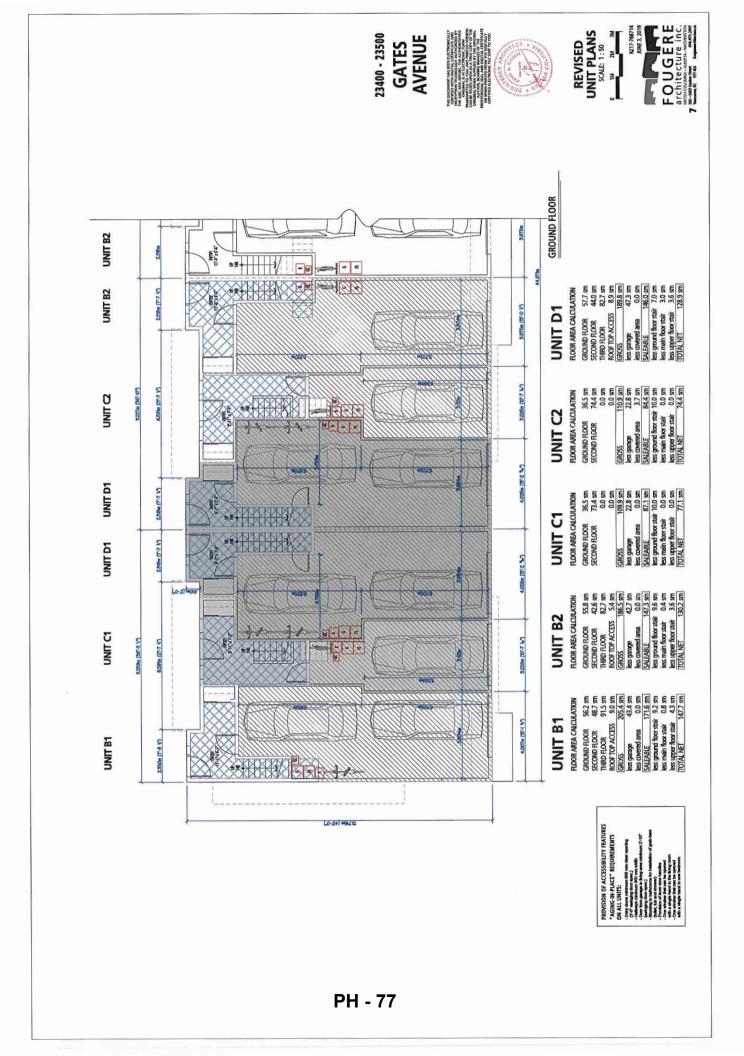


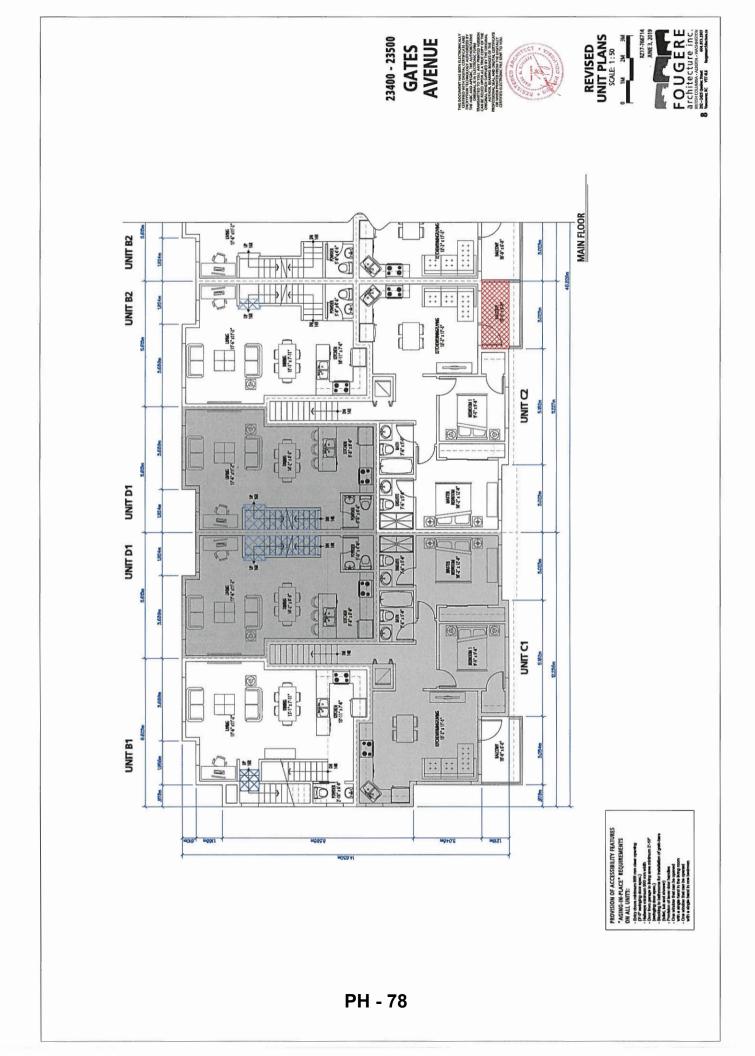


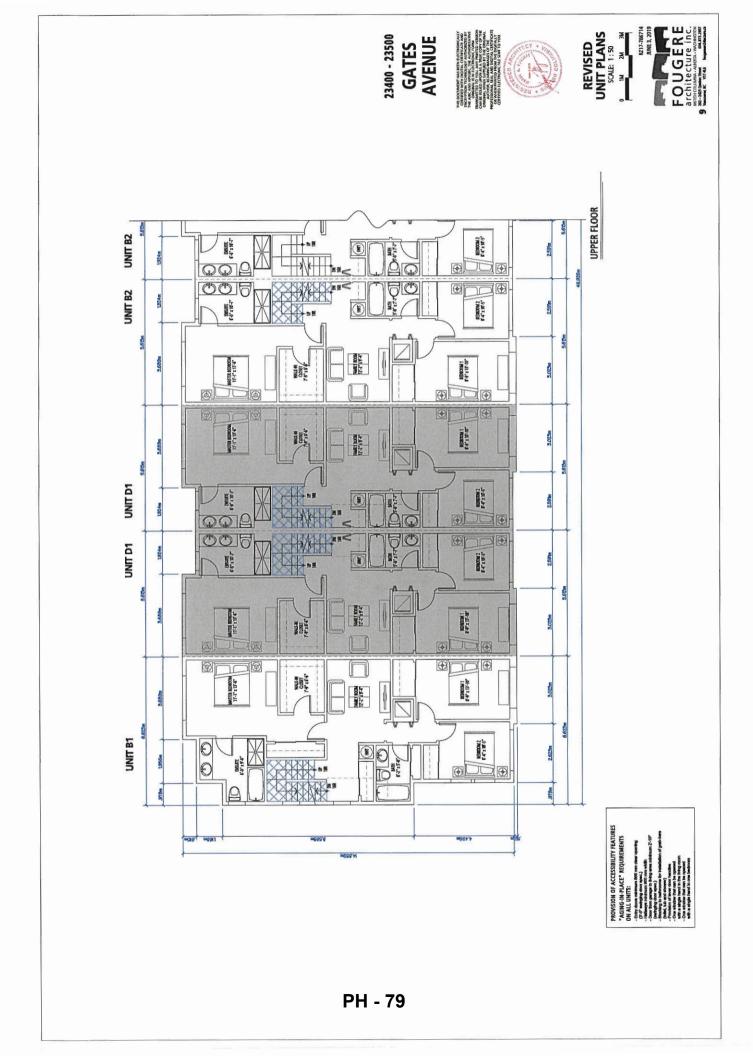


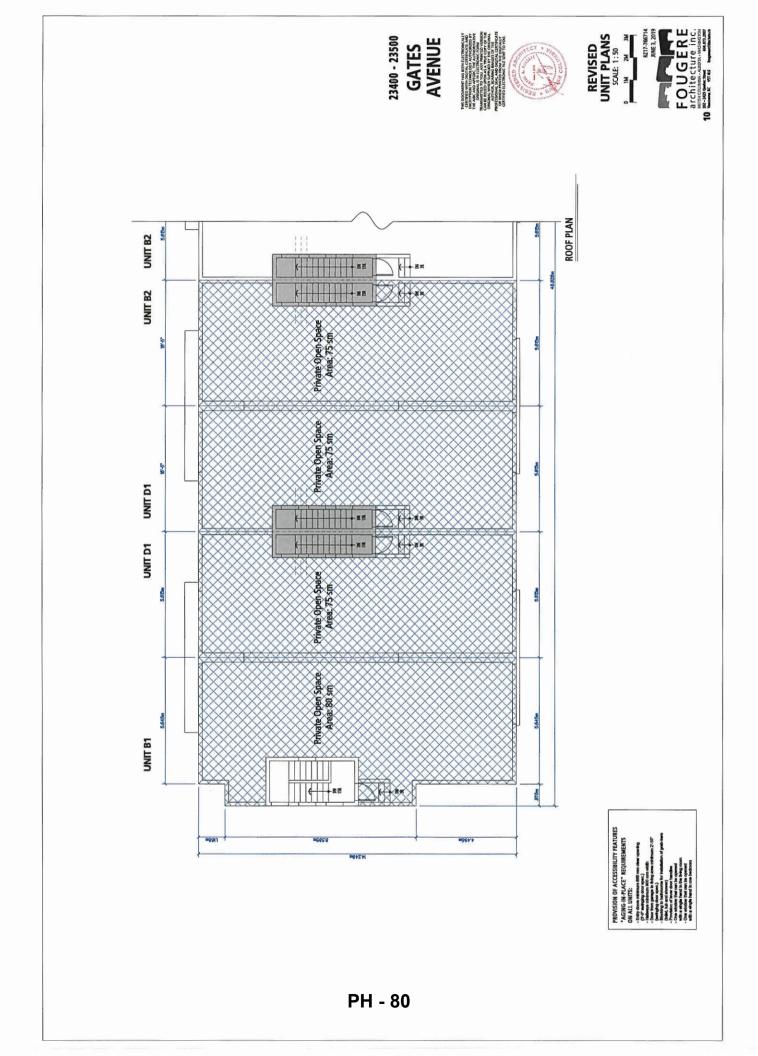


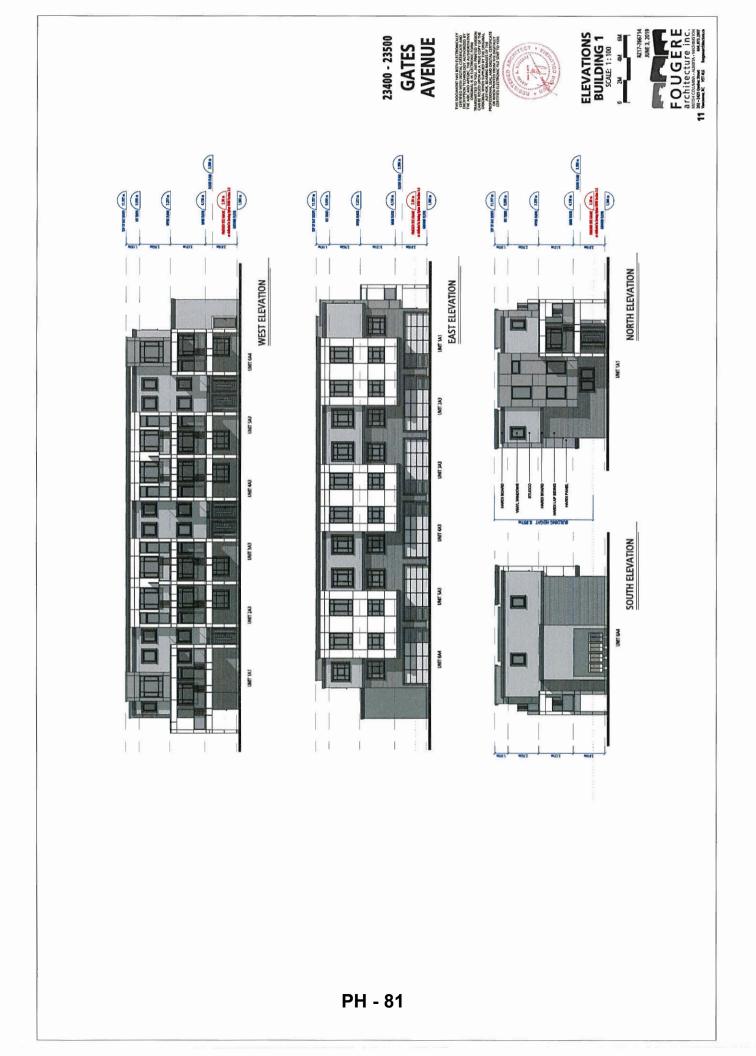


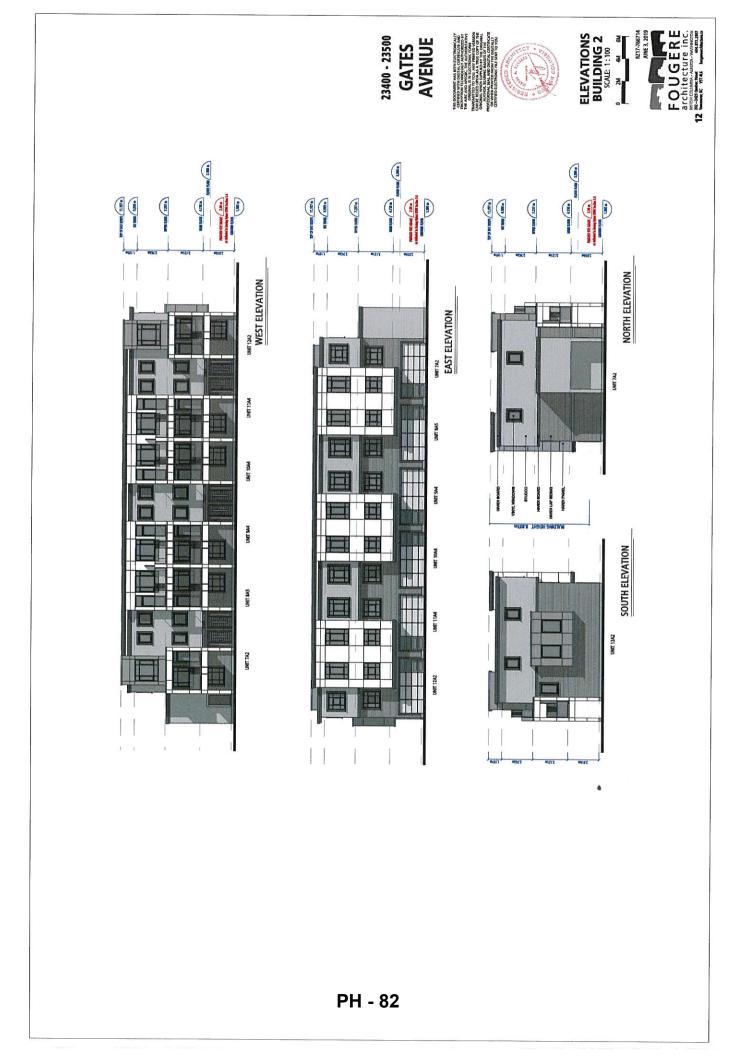


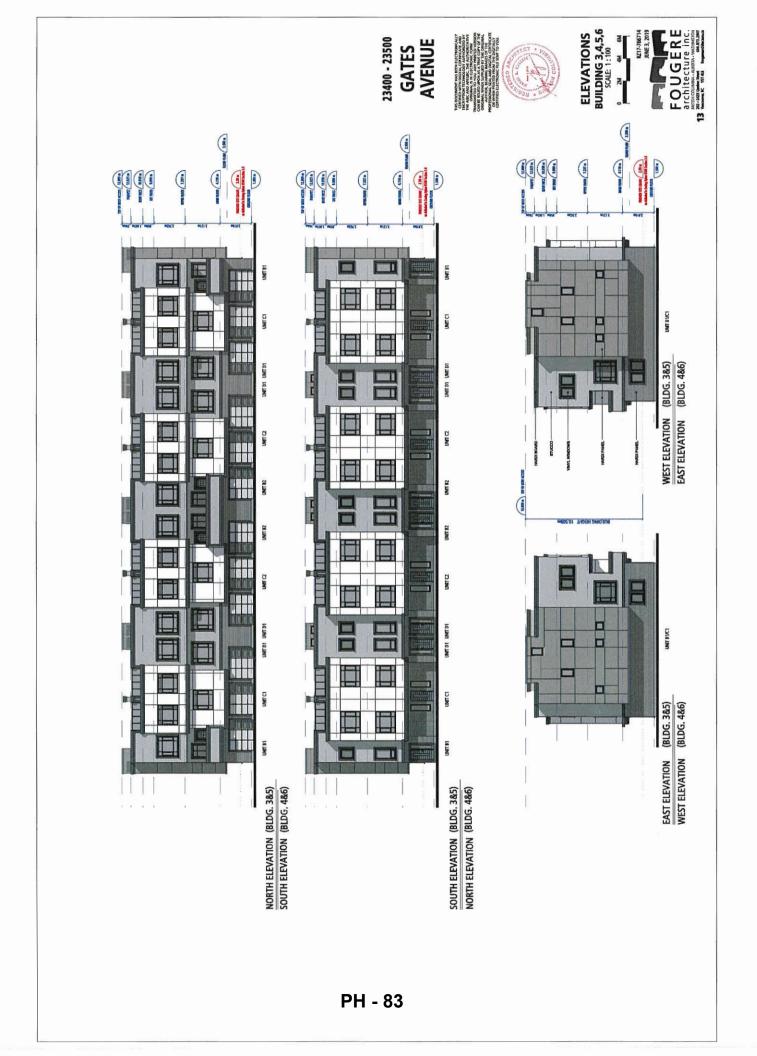


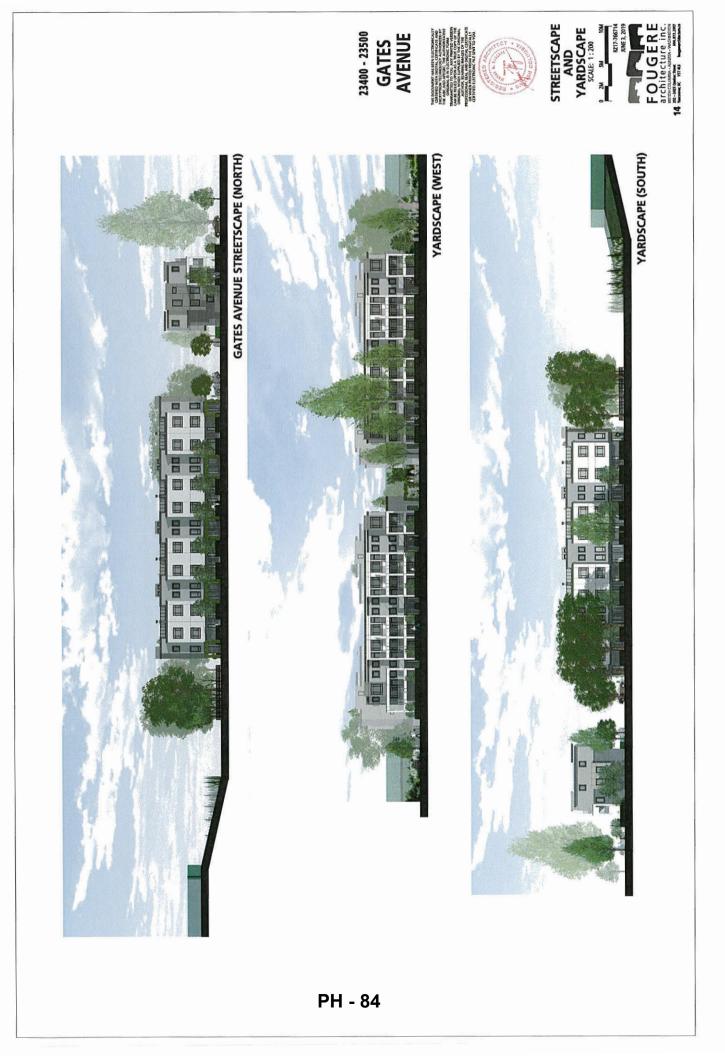


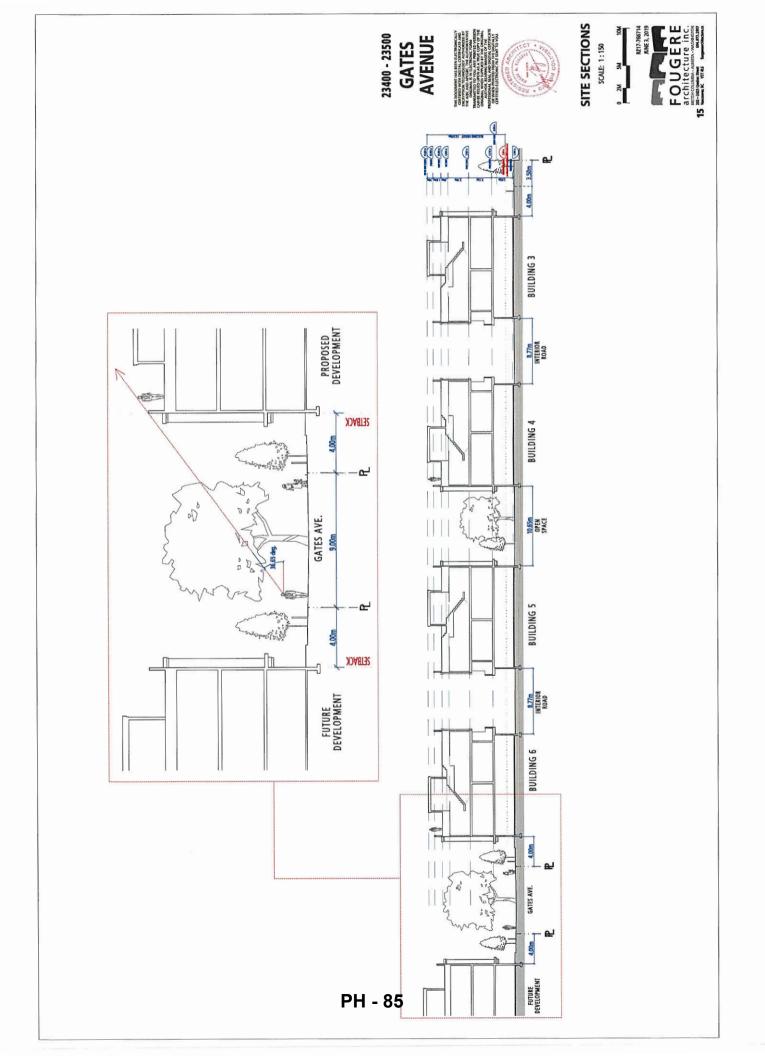


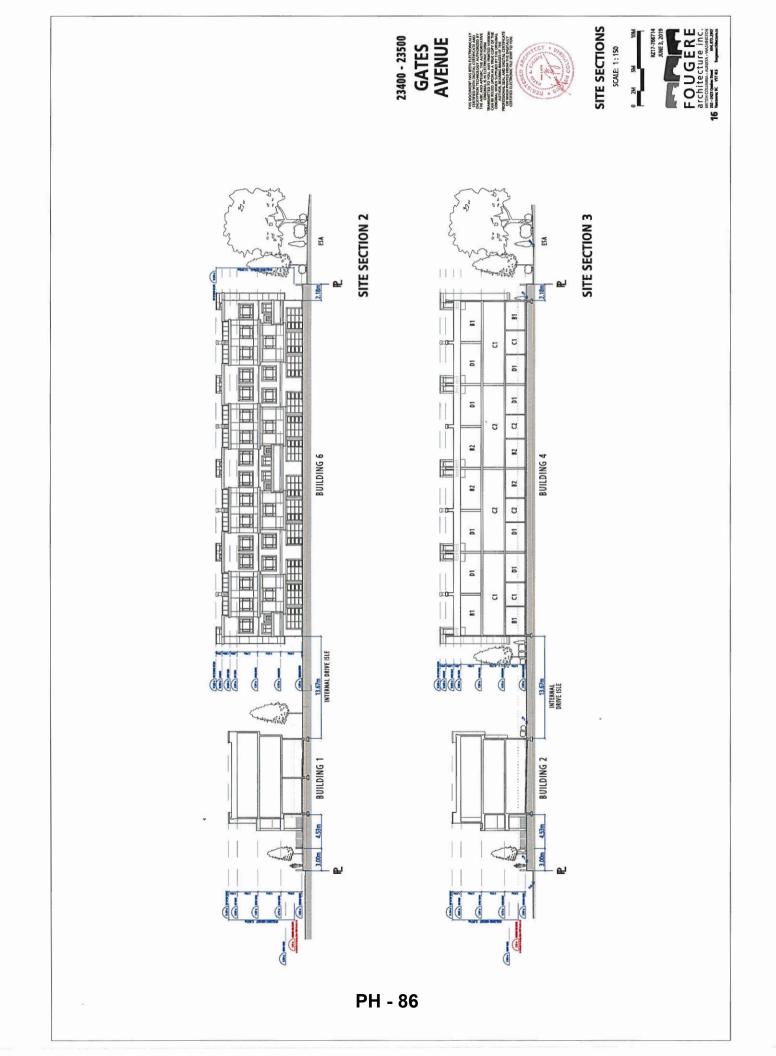














VIEW FROM SOUTH

PERSPECTIVES SCALE: NTS





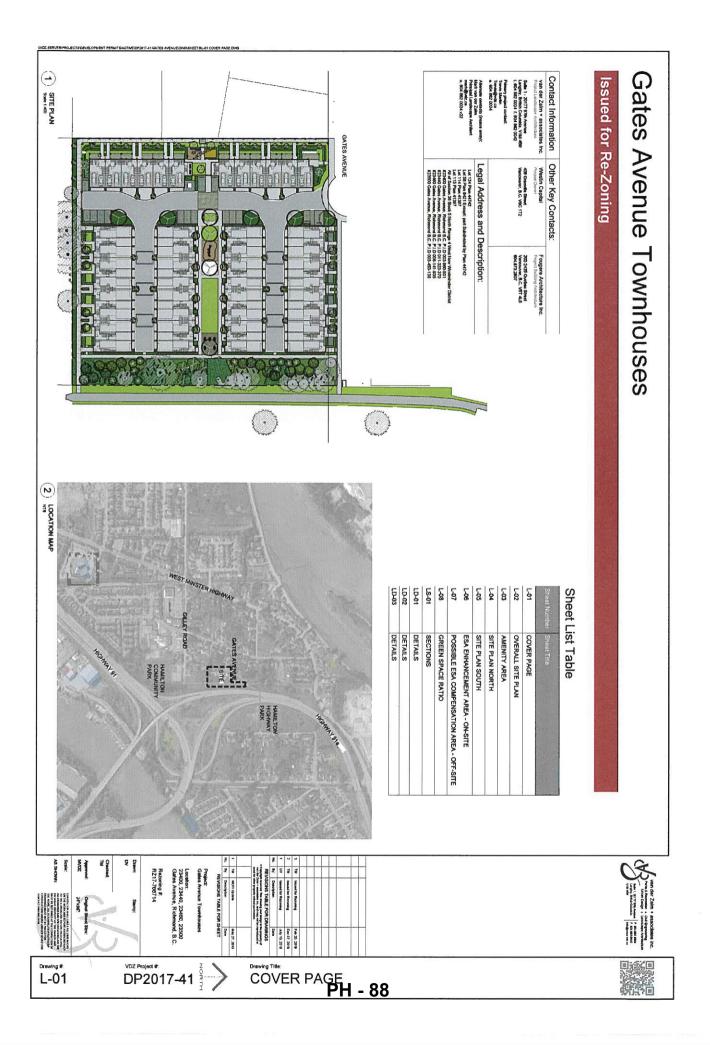
VIEW FROM NORTH WEST



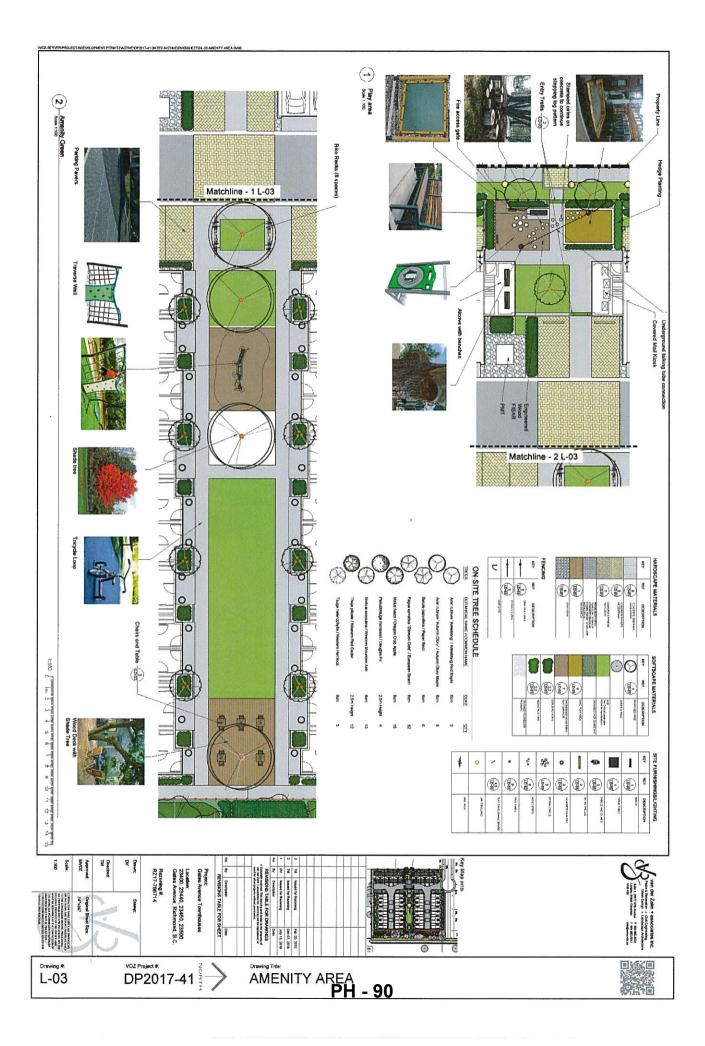
VIEW FROM NORTH





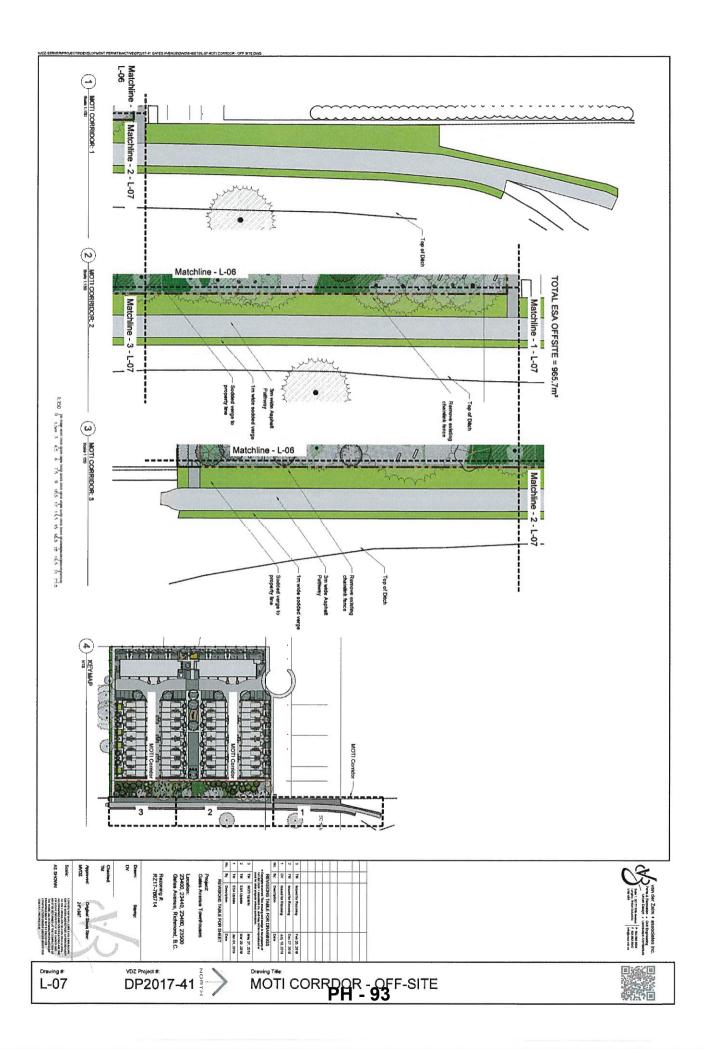


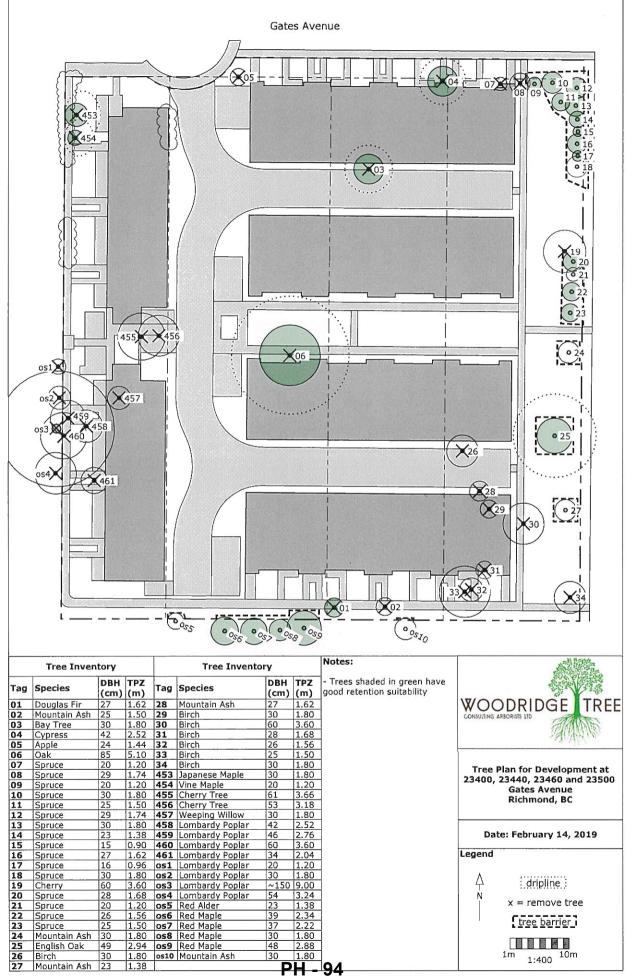














Address: 23400, 23440, 23460 & 23500 Gates Ave. and a Portion of Gates Ave. File No.: RZ 17-766714

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9932, the developer is required to complete the following:

- 1. Final Adoption of OCP Amendment Bylaw 10011.
- 2. Provincial Ministry of Transportation & Infrastructure Approval.
- 3. Consolidation of all the lots and a 188.8 m² closed portion of Gates Ave. (which will require the demolition of the existing dwellings) and subdivision of this area into Lot A for the development site, road dedication of 20 m², and transfer of a 920.6 m² lot to the City for park and conservation purposes as shown on Appendix 1. There will be no Development Cost Charge (DCC) credits available to the developer for the transfer of the park lot or its improvement.
- 4. Council approval of Road Closure Bylaw 10045 for the 188.8 m² of the Gates Ave. road allowance as shown in Appendix 1. The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the 158.5 m² portion of this land to be included within the development site, which is to be based on the business terms approved by Council (this does not include the 30.3 m² area of closed road to be included within the proposed park). The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the purchase and sales agreement shall be borne by the developer.
- 5. Submission of a Tree Survival Security to the City in the amount of \$90,000 to be held for a term of three (3) years for the 17 trees that are to be retained within the proposed park (labelled with tag nos. 9 to 18 and 20 to 25 and 27) in the arborist report from Woodbridge Tree Consulting Arborists Ltd. dated February 14, 2019).
- 6. Submission of an on-site landscape plan for the subject project site that includes at least 52 replacement trees based on a ratio of at least 2:1 to compensate for the 26 on-site trees to be removed. The required replacement trees are to be of the minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057. The developer will be required to provide \$500 to the City's Tree Compensation Fund for each and any number of trees short of the required 52 replacement trees included within the Development Permit landscape plans.
- 7. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the 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.
- 8. 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.
- 9. East-West "Strollway" SRW: The granting of a 3.5 m wide statutory right-of-way on the subject property for a 1.5 m wide public pedestrian pathway, landscaping, way-finding signage identified as "Strollway" on Appendix 2 with the developer and owner being responsible for liability, construction and maintenance to provide an additional east-west pedestrian connection to the "Shared Street" in the Servicing Agreement (SA) in accordance with City specifications and standards.
- 10. North-South "Strollway" SRW: The granting of a 3.0 m wide statutory right-of-way on the subject property for a 2.0 m wide pedestrian pathway, landscaping, way-finding signage identified as "Strollway" on Appendix 2 with the developer and owner being responsible for liability, construction and maintenance, with the design to be included in the Servicing Agreement (SA) in accordance with City specifications and standards.
- 11. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential noise from Highway 91A to the proposed dwelling units with reports being provided prior to Development Permit issuance. Dwelling units must be designed and constructed to achieve:
 - a) CMHC guidelines for interior noise levels as indicated in the chart below:

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

- b) the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
- 12. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 3.5 m GSC.
- 13. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
- 14. City acceptance of the developer's offer to voluntarily contribute \$0.87 per buildable square foot (e.g. \$67,500.00) to the City's Public Art Fund.
- 15. City acceptance of the developer's offer to voluntarily contribute (\$70.50 per square metre) of the total residential floor area (e.g. \$508,178.00) to the City's Hamilton Area Plan Amenity Reserve Fund (with the amount to be confirmed on the floor area within the Development Permit plans).
- Contribution of \$215,797.00 in-lieu of on-site indoor amenity space (2019 Rates: 19 units x \$1,769/unit plus 20 units x \$3,538 plus 21 units x \$5,306/unit in City Bulletin DEVAPPS-12.
- 17. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$659,502.00) to the City's Affordable Housing Fund.
- 18. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
- 19. Repaving and widening the existing asphalt walkway to a min. 3.0m width and install pedestrian lighting with the Highway 91A road allowance as described in Appendices 3 and 5. The Ministry of Transportation and Infrastructure has confirmed that they would accept an application from the City for the work. The work will be performed by the developer under a Servicing Agreement and will be an agent to the City's permit granted by MOTI, or a cash-in-lieu contribution will be provided by the developer to allow the City to complete the work.
- 20. Enter into a Servicing Agreement* for the design and construction of the following works included within Appendices 2, 3,4 and 5. 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.
- 21. As a Development Permit application (DP 18-829228) 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 3, the applicant must submit a Building Permit prior to December 31, 2019. Therefore, in accordance with the Hamilton Area Plan, 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 Bylaw 9932 by Council.
- 22. 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 because this Rezoning application and the associated Development Permit (DP 18-829228) application were received prior to July 16, 2018. In order to continue to be grandfathered from the BC Energy Step Code Level 3, the applicant must submit a Building Permit prior to December 31, 2019.
- 23. The developer is required to address the vegetation loss within the existing 887m² of on-site ESA with equivalent compensation and enhancement with the proposed 905.7 m² ESA area within the 920.6 m² park being transferred to the City. The planting of trees and shrubs/groundcover plants and other works will, at a minimum, include those provided in the landscape plans within Appendix 5. This ESA compensation and enhancement area has been accepted on the basis of it being larger in than the existing 887m² of on-site ESA included in reports prepared by Barsanti Environmental Services Inc. dated January 24, 2018, March 26, 2019 and May 27, 2019 under Project No. 17.0013 (collectively called the Stage 1 QEP Report). Based on the Stage 1 QEP Report and landscape plans provided at the rezoning stage, a Stage 2 QEP Report and final landscape plans will be completed with final planting specifications and the placement of large woody debris for habitat purposes. The Stage 2 QEP Report will include the detailed monitoring plan and reference to the final landscape plans, and will be included within the Servicing Agreement submission to the satisfaction of the City prior adoption of Zoning Amendment Bylaw 9932 and issuance of a Development Permit for the project.



- 24. Voluntary contribution of \$61,000 to go towards a City Capital Works project for habitat enhancement work within other environmentally sensitive City lands within the Hamilton Area.
- 25. Ensure to the satisfaction of the City that the Construction, Phasing and Interim Design Measures in Appendix 1 of the Hamilton Area Plan (Schedule 2.14, Official Community Plan Bylaw 9000) are addressed, as applicable, in the Development Permit and Servicing Agreement.

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

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

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

- 2. Complete 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.
- 3. Accessible Adaptable Units: The Development Permit plans are to identify 10 of the units as "Convertible Housing" with construction specifications to be provided based on the guidelines within the City's OCP and the applicant's plans prepared by Fougere Architecture Inc. dated February 20, 2019.

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

- 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,

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ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

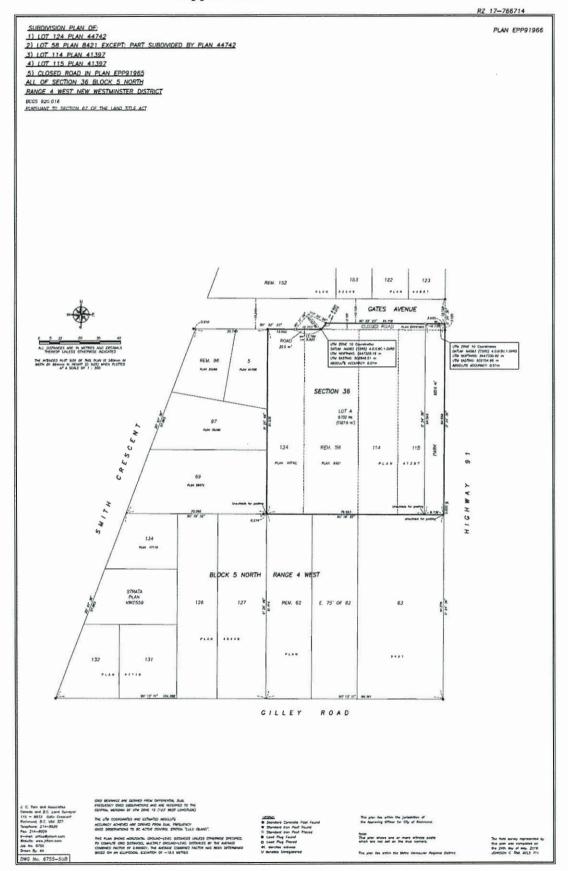
Applicants for all City Permits are required to comply at all times with the conditions of the Provincial Wildlife Act and Federal
Migratory Birds Convention Act, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance
of Municipal permits does not give an individual 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

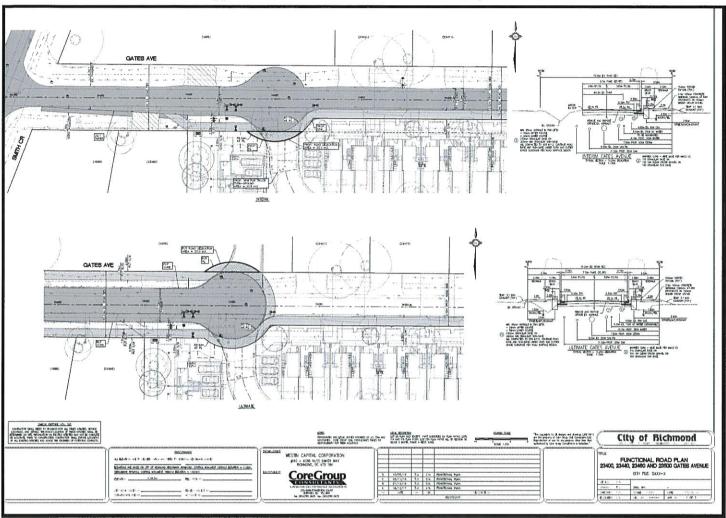
Date

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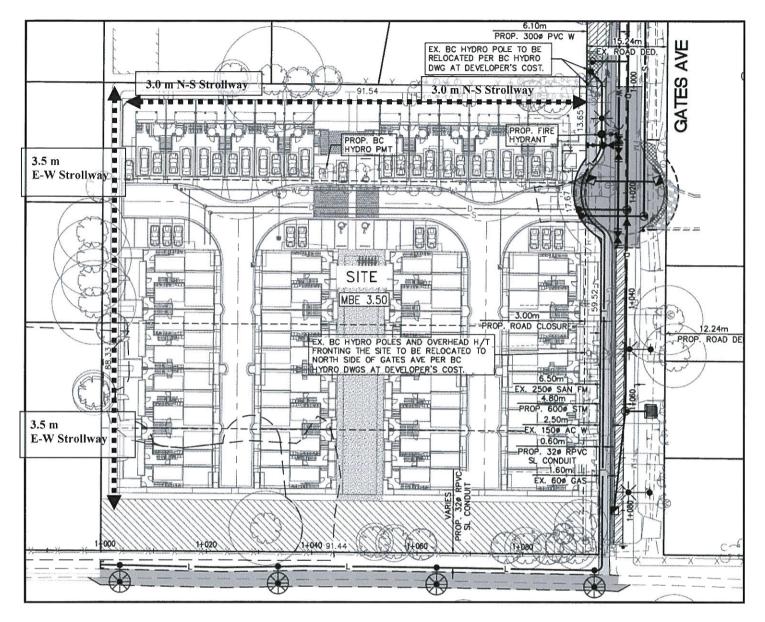


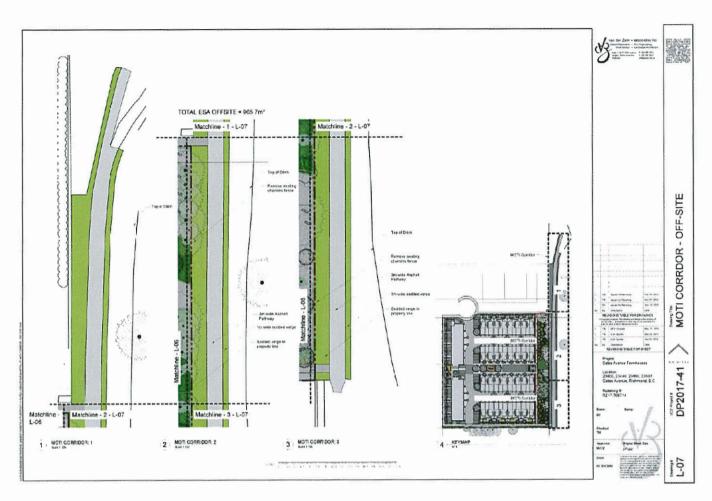
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Appendix 2: Functional Road Plan & Key Plan

Initial: _____





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Initial: ____

Appendix 3: Servicing Works

-9-

The following works must be included with the Servicing Agreement:

1. Engineering Works

The developer is responsible for the design and construction of the servicing works described in Appendix 4.

2. Transportation Works

The developer is responsible for the design and construction of the works shown in Appendix 2 and as follows: a. Gates Ave:

- i. From the west property line to western limit of the proposed cul-de-sac, widen on the southern half of the street to accommodate the following cross-section (from south to north):
 - 2m wide concrete sidewalk
 - 1.5m wide treed/grassed boulevard with street lighting
 - 0.15m wide concrete curb/gutter
 - Pavement widening to provide a min. 6.0m wide driving surface and tie to the existing northern edge of the roadway.
- ii. Within the cul-de-sac, construct a 2m wide concrete sidewalk, new curb/gutter and road widening to provide a minimum 7.5m wide driving surface.
- iii. East of the cul-de-sac to the east property line of the site and connect to the north/south pathway, construct a new 2.0m wide concrete sidewalk at the new property line, followed by a new curb/gutter and road widening to maintain two-way traffic.
- **b.** TDM Measures: Along the entire east property line of the site extending northward to the Highway 91A pedestrian overpass, widen the existing asphalt walkway to min. 3.0m wide with pedestrian lighting.

Note: additional roadwork would be necessary outside the development frontage to the west in order to provide a proper transition of the above-noted cross-section to existing road.

3. Parks Works

The developer is responsible for the design and construction of the following to the satisfaction of the City:

- a. The ESA and parks/conservation area works as described and generally shown in Appendix 5.
- b. The E-W and N-S Strollways as generally shown in Appendix 5 and coordinated with the forthcoming Development Permit and Servicing Agreement landscape plans to satisfaction of the Director, Parks Services.
- c. The park work being subject to a monitoring and maintenance period of 3 years commencing upon substantial completion.

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Appendix 4: Engineering Servicing Works

<u>RZ 17-766714 – 23400, 23440, 23460 & 23500 Gates Avenue - Engineering</u> Servicing Requirements:

Scope: FOUGERE ARCHITECTURE INC has applied to the City of Richmond for permission to develop 23400, 23440, 23460 & 23500 Gates Ave in order to construct sixty (60) townhouse units in three and four storey buildings.

Willett Sanitary Pump Station and Forcemain Information:

The City is planning to build a sanitary pump station and sections of associated forcemain and gravity main at the eastern side of the Hamilton VLA Park as part of the City's Capital Project. Should development proceed prior to the completion of this Capital Project, or should the Capital Project not proceed, the Developer will be required to construct the sanitary pump station, the gravity main and the new forcemain from the pump station to the existing forcemain at the intersection of Gates Avenue and Smith Crescent prior to building occupancy being permitted.

Water Works:

Using the OCP Model, there is 106 L/s of water available at a 20 psi residual at the Gates Avenue frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.

At the developers 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
 submitted for Engineering's review prior to the first servicing agreement submission. Based
 on initial calculations, there may be additional water main upgrades required both along
 and beyond the road frontages.
- At building permit stage, 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 designs at Building Permit stage.
- Remove and replace the existing 150mm watermain at Gates Avenue to 300mm diameter (complete with fire hydrants that are spaced as per City standards) with an approximate length of 85 meters from the intersection of Gates Avenue and Smith Crescent to the eastern edge of the proposed cul-de-sac. Tie-in to the east shall be to the existing AC watermain to retain service for the single-family homes north of the development.
- Install a new water service connection at the eastern end of the new watermain, complete
 with water meter and meter chamber in a right-of-way. The location and size of the right of
 way shall be finalized through the servicing agreement process.
- Obtain the required fire flow (220L/s) by installing a 300mm watermain, with an approximate length of 217 meters, along Smith Crescent. Tie in shall be to the new 300mm diameter watermain at Gates Avenue and to the existing 300mm diameter watermain at Gilley Road.

5990364

• Connect the existing service connections along the east and west sides of Smith Crescent to the proposed 300mm diameter along Smith Crescent.

At the developers cost, the City is to:

- Complete all proposed watermain tie-ins.
- Cut and cap at main all existing water service connections.

Storm Sewer Works:

At the developers cost, the Developer is required to:

- Install a 600mm storm sewer just south of the Gates Ave centerline from the eastern edge
 of the proposed cul-de-sac to the ultimate drainage alignment on the eastern side of Smith
 Crescent, approximately 80m. A manhole will be required at the high point at the east end
 of the new 600mm diameter storm sewer. Tie-in at the western end of the pipe shall be via
 a manhole connecting to the southern ditches along the east side of Smith Crescent through
 a headwall.
- Retain the existing ditch along the north side of Gates Avenue fronting 23451, 23471 and 23491 Gates Avenue to maintain existing service. Flows from the existing ditch shall be conveyed to the to the proposed 600mm storm sewer along the south side of Gates Avenue as follows:
 - Convey flows from the ditch via a headwall that is connected to a 600mm storm sewer complete with a manhole at the downstream end which will be generally located at the north side of the proposed cul-de-sac.
 - Connect the downstream manhole to the manhole at the high point of the proposed storm sewer at the south side of Gates Ave via a 600mm diameter storm pipe.
- Coordinate with engineering staff prior to first SA design submission to determine the
 optimum alignments of proposed underground utilities.

At the Developers cost, the City is to:

- Cut and cap at main all existing storm service connections in the proposed site.
- Remove all existing inspection chambers and storm service leads and dispose offsite.
- Connect the new 600mm storm sewer to any existing service connections at the north and south sides of Gates Avenue.
- Complete all proposed storm sewer tie-ins.

Sanitary Sewer Works:

At the Developers cost, the Developer is required to:

- Install sanitary sewers with an approximate length of 178 meters (complete with manholes
 that are spaced as per City standards) from the eastern edge of the proposed cul-de-sac to
 the proposed manhole at the intersection of Willett Avenue and Smith Crescent. If the
 required sanitary main south of the pump station to the manhole at Willett Avenue is not
 completed the Developer is required to construct this section of sanitary main to connect
 the development to the proposed pump station.
- Pay, in keeping with the Subdivision and Development Bylaw No. 8751, a \$17,368.43 cashin-lieu contribution towards the Hamilton Area Sanitary Pump Station.

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At the Developers cost, the City is to:

 Complete the tie-in of the proposed sanitary main to the manhole that will be constructed by the City in conjunction with the sanitary pump station.

Frontage Improvements:

At the Developers cost, the Developer is required to:

- Provide other frontage improvements as per Transportation's requirements. Improvements shall be built to the ultimate condition wherever possible.
- Provide street lighting along Gates Avenue frontage.
- Put underground the existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) from the west side of Smith Cr. to the eastern edge of 23500 Gates Avenue, this will require support poles and reverse dip connections to maintain the existing overhead service connections to 23380, 23451, 23471 and 23491 Gate Avenue and to cross Smith Crescent. The developer is required to coordinate with the private utility companies regarding the undergrounding works.
- Coordinate with private utility companies when relocating/modifying any of the existing power poles and/or guy wires.
- To determine if above ground structures are required now or in the future and coordinate their on-site locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).
- To provide rights-of-ways to accommodate equipment and future under-grounding of the overhead lines.
- Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements 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 SRWs that shall be shown in the functional plan and registered prior to SA design approval:
 - BC Hydro Vista Confirm SRW dimensions with BC Hydro
 - BC Hydro PMT Approximately 4mW X 5m (deep) Confirm SRW dimensions with BC Hydro
 - BC Hydro LPT Approximately 3.5mW X 3.5m (deep) Confirm SRW dimensions with BC Hydro
 - Street light kiosk Approximately 2mW X 1.5m (deep)
 - Traffic signal controller cabinet Approximately 3.2mW X 1.8m (deep)
 - Traffic signal UPS cabinet Approximately 1.8mW X 2.2m (deep)
 - Shaw cable kiosk Approximately 1mW X 1m (deep) show possible location in functional plan. Confirm SRW dimensions with Shaw
 - Telus FDH cabinet Approximately 1.1mW X 1m (deep) show possible location in functional plan. Confirm SRW dimensions with Telus

- If required, coordinate with property owners and address the impact of the potential road raising and road widening to the existing single family properties along the north side of Gates Avenue. The developer shall coordinate with the owner(s) of the affected properties the extent of works required in private properties. The developer shall get written consent or permission to work in private property from the owner(s) of the affected lots. Coordination works shall be at the developer's cost and may include but not be limited to the following:
- Provide arborist assessment of the existing trees (e.g., City and privately owned) along the north side of Gates Avenue that may be impacted by the potential road raising and road widening.
- Host community meetings and provide written notices to the individual property owners.
- Provide design/drawings showing the required works inside each property affected by the road raising and widening that may include but not limited to the following:
 - Removal and reinstatement of existing driveways that may require construction of a retaining wall on each side of the reinstated driveways on private property.
 - Landscaping repairs and / or replacement.
- Community notices and design drawings shall be reviewed and approved by staff prior to sending to the affected properties.
- Provide to the City copies of design drawings for each lot (affected by the road raising and widening) signed by the lot owner indicating their acceptance to complete the proposed works. Sign off by the owners of the affected properties is required prior to Servicing Agreement design approval.

General Items:

At the developers cost, the Developer is required to:

- Provide, within the first SA submission, a geotechnical assessment of preload and soil preparation impacts on the existing utilities (e.g., AC watermain at Gates Avenue, etc.) fronting or within the development site 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.

Appendix 5: Park Works

- 14 -



Dear Ms. Elmore,

Please find attached a cost estimate for bonding of the Off-site Park (pertaining to the easet ESA area) as part of the rezoning application RZ17-766714. Key Components of this estimate include:

SOFTSCAPE	\$22,434.60
IRRIGATION	\$5,800.00
FENCES	\$13,065.00
	OVERALL TOTAL: \$42,824.60

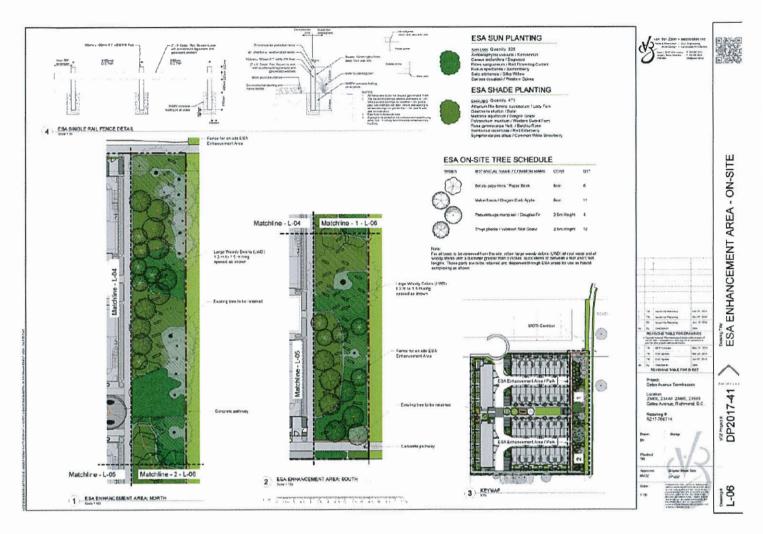
This estimate is for bonding only. This estimate has been prepared for Londscape works only, and does not include civil works, architectural elements, large-scale earthworks and fill, electrical or mechnical works etc. The cost estimate is not to be used for construction cast budgeting purposes or any other use other than for bonding at the development permit stage.

win Marti

Signature:

Date: 30-May-19

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Richmond Zoning Bylaw 8500 Amendment Bylaw 9932 (RZ 17-766714) 23400, 23440, 23460 and 28600 Gates Ave. and a Closed Portion of Gates Ave.

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 5.15 [Affordable Housing by inserting the following into the table contained in Section 5.15.1(c) regarding Affordable Housing density bonusing provisions after the line for ZT70:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
"ZT86	\$8.50"

2. Richmond Zoning Bylaw 8500 is further amended by inserting the following into Section 17 -Site Specific Residential (Town Houses) Zones, in numerical order:

"17.86 Town Housing (ZT86) - Hamilton

17.86.1 Purpose

This zone provides for a mixed-use development consisting of stacked town housing and ground-oriented town housing with a maximum floor area ratio of 0.40 that may be increased to 1.0 with a **density bonus** that would be used for rezoning applications in order to help achieve the City's affordable housing and community amenity space objectives.

17.86.2 **Permitted Uses** •

17.86.3 Secondary Uses

home business

- boarding and lodging
- housing, town

child care

17.86.4 **Permitted Density**

- 1. The maximum floor area ratio is 0.40 with a maximum additional 0.10 floor area ratio permitted provided that it is entirely used to accommodate amenity space.
- Notwithstanding Section 17.86.4.1, the reference to "0.40" is increased to 2. a higher density of "1.0", if at the time Council adopts a zoning amendment bylaw to include the **owner's lot** in the ZT86 **zone**, the **owner**:

Bylaw 9932	Page 2
	a) pays \$70.50 per square meter of total residential floor area into the Hamilton Area Plan community amenity capital reserve ; and
	 b) pays into the affordable housing reserve the sum specified in Section 5.15 of this bylaw.
17.86.5	Maximum Lot Coverage
	1. The maximum lot coverage is 45% for buildings .
17.86.6	Yards & Setbacks
	1. The minimum setbacks are:
	a) 4.0 m from the front lot line ;
	b) 2.0 m from the east lot line;
	c) 7.5 m from the west lot line ; and
	d) 6.0 m from the rear lot line .
17.86.7	Maximum Heights
	1. The maximum height for principal buildings is 12.0 m.
	2. The maximum height for accessory buildings and accessory structures is 6.0 m.
17.86.8	Subdivision Provisions/Minimum Lot Size
	1. The minimum lot width is 75.0 m and minimum lot depth is 85.0 m.
	2. The minimum lot area is 7,000 m^2 .
17.86.9	Landscaping And Screening
	1. Landscaping and screening shall be provided according to the provisions of Section 6.0.
17.86.10	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 with the exception that up to 67% of the parking spaces may be in a tandem arrangement .

1.86.11.1 Other Regulations

- 1. A minimum of 75% of the **dwelling units** shall be in a stacked arrangement wherein a portion of one **dwelling unit** is located directly above another **dwelling unit** within a **building**.
- 2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
- 3. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "Town Housing (ZT86) Hamilton" and "School & Institutional Use (SI)":

The area shown cross-hatched on "Schedule A attached to and forming part of Bylaw No. 9932"

4. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9932".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL

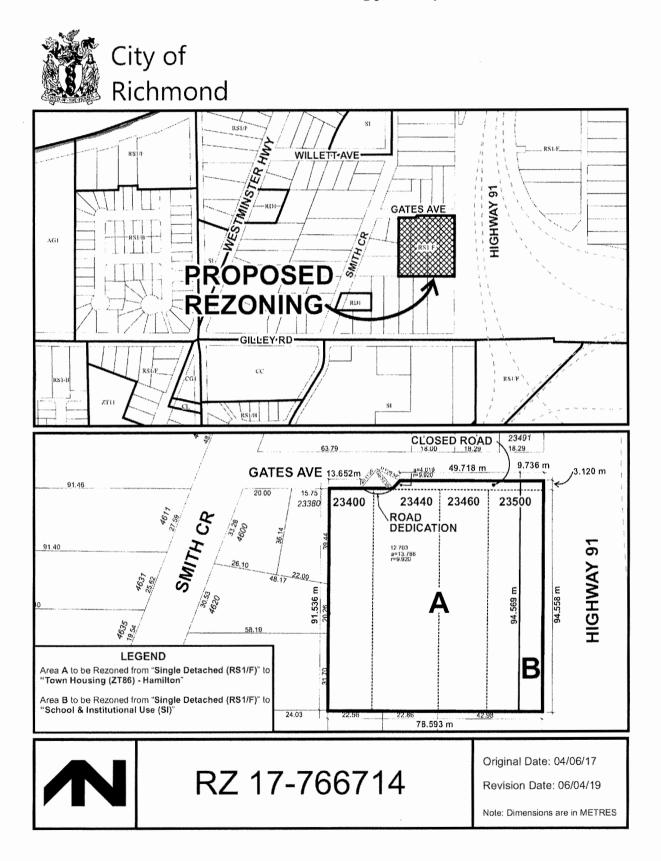
ADOPTED

JUN 2 4 2019



MAYOR

CORPORATE OFFICER



"Schedule A attached to and forming part of Bylaw No. 9932"



Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10011 (RZ 17-766714) 23400, 23440, 23460 and 23500 Gates Avenue and a portion of Gates Avenue

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

- 1. Richmond Official Community Plan Bylaw 9000, Schedule 2.14 (Hamilton Area Plan) is amended by:
 - a) deleting the Circulation Map on page 12-5 in its entirety and replacing it with the new map in Schedule A attached to and forming part of this bylaw; and
 - b) deleting the Parks, Public Realm and Open Space Map on page 13-10 in its entirety and replacing it with the new map in Schedule B attached to and forming part of this bylaw.
- 2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10011".

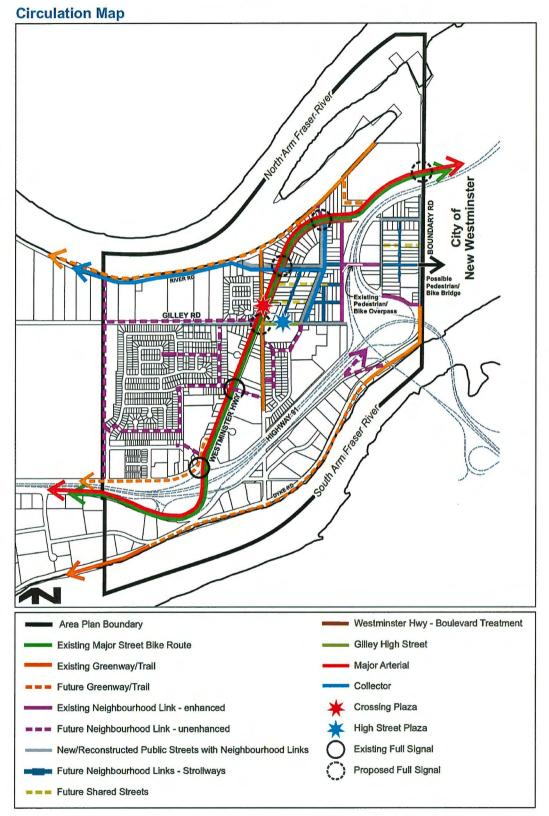
FIRST READING	JUN 2 4 2019	CITY OF RICHMOND
PUBLIC HEARING		APPROVED
SECOND READING	· · ·	APPROVED by Manager or Solicitor
THIRD READING		
ADOPTED		

MAYOR

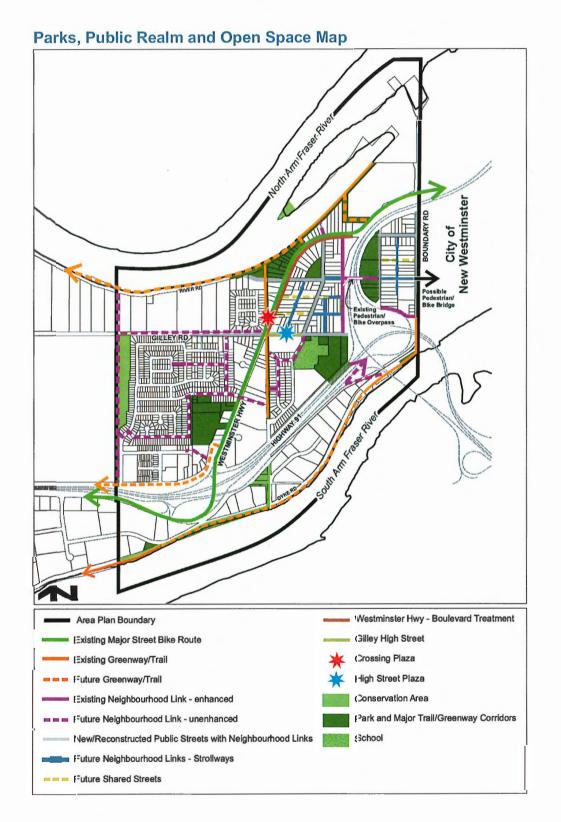
CORPORATE OFFICER

Page 2

Schedule A



Schedule B





To: Planning Committee

From: Wayne Craig Director, Development Date:May 30, 2019File:RZ 18-802621

Re: Application by Pakland Developments Ltd. for Rezoning at 7571 Bridge Street from the "Single Detached (RS1/F)" Zone to the "Single Detached (ZS14) – South McLennan (City Centre)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9939, for the rezoning of the western portion of 7571 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (ZS14) – South McLennan (City Centre)" zone, be introduced and given First Reading.

Wayne Craig

Director, Development (604-247-4625) WC:na

Att. 8

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing		he Energ

Staff Report

Origin

Pakland Developments Ltd. has applied to the City of Richmond for permission to rezone the western portion of the property at 7571 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (ZS14) – South McLennan (City Centre)" zone, to permit a subdivision to create two single-family lots fronting an extension to Armstrong Street and one single-family lot fronting Bridge Street. A location map and aerial photo is provided in Attachment 1. A survey of the subject property and proposed lot configuration is provided in Attachment 2.

This application and two other rezoning applications to the north (7531 and 7551 Bridge Street RZ 10-539727), which have been approved, and to the northwest (7580 Ash Street RZ 16-732500), which has received third reading, are connected to each other by means of a Servicing Agreement and road allocation along Armstrong Street. The required road works associated with all applications identified will facilitate the continuation of Armstrong Street south, with the ultimate goal for the connection of Armstrong Street from Braeden Avenue (to the north) to Keefer Avenue (to the south) as indicated in the McLennan South Area Plan.

Findings of Fact

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

Subject Site Existing Housing Profile

A single-family dwelling is currently under construction on the eastern portion of the subject site and will remain, as it complies with current zoning requirements. A site survey showing the single-family dwelling under construction, road dedication and future property lines is included in Attachment 2.

Surrounding Development

Development immediately surrounding the site is as follows:

To the North:	Property zoned "Single Detached (RS1/F)" and "Single Detached (ZS14) – South McLennan (City Centre)" with an approved rezoning and subdivision application to create five single-family lots (RZ 10-539727 and SD 10-539728). The lots are currently vacant; however, Building Permits for 7531 and 7551 Bridge Street are under review by the Building Approvals Department. Current ownership of these properties is the same as the subject property.
To the South:	A single-family dwelling on a lot zoned "Single Detached (RS1/F)" fronting Bridge Street.
To the East:	Across Bridge Street, single-family dwellings on lots zoned "Single Detached

To the West: Single-family dwellings on lots zoned "Single Detached (RS1/F)" fronting Ash Street. A rezoning and subdivision application is currently under review for two lots, 7600 Ash Street and 7620 Ash Street, to create five lots; with two fronting Ash Street and three fronting the new extension of Armstrong Street (RZ 19-853820 and SD 19-853833). A staff report on the proposed rezoning and subdivision will be forwarded to Planning Committee for consideration at a later date.

Related Policies & Studies

Official Community Plan/City Centre Area - McLennan South Sub-Area Plan

The Official Community Plan (OCP) land use designation for the subject property is "Neighbourhood Residential". The City Centre Area – McLennan South Sub-Area Plan land use designation for the subject property is "Residential, Historic Single Family" (Attachment 4). The Plan identifies minimum lot sizes along Bridge Street (minimum 18 m (59 ft.) frontage and 828.0 m^2 (8,913 ft²) area) and along Armstrong Street (minimum 11.3 m (37 ft.) frontage and 320.0 m^2 (3,444 ft²) area). The proposed rezoning and subdivision would comply with these designations and lot configuration requirements.

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.

The applicant has contacted the adjacent property owner to make them aware of the application and to determine if they were interested in rezoning at this time. The applicant has advised staff in writing that the property owner is aware of the proposed rezoning and has no specific objections to the rezoning application as proposed (Attachment 5).

Should the Planning Committee endorse this application and Council grant first reading to Richmond Zoning Bylaw 8500, Amendment Bylaw 9939 (the "Rezoning Bylaw"), the Rezoning 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

Proposed Rezoning and Subdivision Plan

The applicant is proposing to rezone the western portion of the subject site with the intention of subdividing 7571 Bridge Street to create two single-family lots, and a remainder lot that would be consolidated with a portion of 7588 Armstrong Street to create a third lot. A 9.0 m wide road dedication for the extension of Armstrong Street is also proposed. The proposed subdivision plan is provided in Attachment 6. In order to subdivide, a rezoning of the western portion of the site to "Single Detached (ZS14) – South McLennan (City Centre)" is required. The proposed rezoning and subdivision is consistent with lot pattern to the north abutting the site.

The applicant has provided a signed and sealed plan from a registered BC Land Surveyor confirming the existing buildings and structures currently under construction on proposed Lot 1 meet the lot size, setback, coverage, and density requirements of the existing "Single Detached (RS1/F)" zoning upon subdivision.

If the subject rezoning is approved, the proposed subdivision would consolidate a portion of the adjacent northern lot (7588 Armstrong Street) as referenced in Attachment 6. The proposed lot along Bridge Street will be approximately 19 m (62 ft.) wide and 877 m² (9,440 ft²) in area and the proposed lots along Armstrong Street will be approximately 11.5 m (38 ft.) wide and 432 m² (4,650 ft²) in area. 7531 and 7551 Bridge Street were previously rezoned and subdivided (RZ 10-539727 and SD 10-539728) in a manner similar to this application.

Transportation and Site Access

Vehicle access to the eastern lot and existing building at 7571 Bridge Street (Proposed Lot 1) is to be from Bridge Street. Vehicle access to the western portion of the site is to be from the extension of Armstrong Street. Prior to subdivision approval for 7571 Bridge Street, the Servicing Agreement SA 11-559046 associated with the adjacent development to the North is to be revised to reflect the additional works that are required to service the proposed development. A legal agreement is to be registered on Title to ensure construction of all road works required as part of this servicing agreement.

The length of the Armstrong Street extension creates a road which is greater than 90 m without a secondary emergency access. Prior to subdivision approval, the applicant will be required to register a restrictive covenant on Title to ensure the proposed new dwellings fronting Armstrong Street (Proposed Lots 2, 3 and 4) will have a fire sprinkling system installed. A Statutory Right-of-Way (SRW) over the driveway of the proposed Lot 4 to allow vehicles to turn around at the dead-end, including a swept-path analysis showing access is functional will also need to be provided prior to subdivision approval. This supersedes the need for an SRW at 7588 Armstrong Street as part of the application at 7531 and 7551 Bridge Street (RZ 10-539727) and therefore, prior to subdivision approval, discharge of Plan #EPP82028 should be completed. The Fire Department has reviewed the proposal and has no other concerns.

Tree Retention and Replacement

A Certified Arborist's Report (the "Report") was submitted by the applicant, which identifies tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 17 bylaw-sized trees on the subject site and nine trees located off-site at 7551 Bridge Street, 7600 and 7620 Ash Street, and on City-owned property.

City Tree Preservation staff have reviewed the Report, conducted on-site visual tree assessment, and provide the following comments:

- Four Cypress trees (tag# 44, 45, 47 and 48) located in the southwest corner of the site are in fair condition and were considered for retention. City staff and the applicant discussed measures to retain these trees, including changes to the proposed subdivision plan and modifications to the proposed building design. However, these trees are recommended for removal due to the impact of peat excavation required for the proposed building foundation, which would encroach into the critical root zone of the trees, affect site drainage, and alter the hydrology of the soil. These impacts would lead to decline of the trees' health and put the trees at risk of failure. As a result, these trees should be removed and replaced with specimen trees as per Richmond Tree Protection Bylaw No. 8057.
- Eight Birch and Cypress trees on-site (tag# 37, 38, 39, 40, 41, 42, 43, and 46) are in poor condition and suffering from Bronze Birch Borer infestation are recommended to be removed and replaced.
- Five on-site trees located within the Armstrong Street road dedication area (tag#49, 52, 53, 54, and 55) are to be removed. Compensation for the removal of these five trees is not required as Armstrong Street is identified in the Sub-Area Plan.
- Three off-site trees (tag# 17(475), 18 (474), 19(473)) at 7551 Bridge Street are to be retained and protected, as secured through the previous rezoning application for 7531 and 7551 Bridge Street (RZ 10-539727).
- One tree located on City property (tag# 20) and one bush (tag#21) at 7591 Bridge Street are to be retained and protected.
- Four off-site trees (tag# 50, 51, 56(E), and 57(D)) at 7600 and 7620 Ash Street are located within the future Armstrong Street road dedication. These trees will be reviewed through the rezoning application for 7600 and 7620 Ash Street (RZ 19-853820).

Tree Protection

Five trees (tag # 17(475), 18 (474), 19(473), 20, and 21) located off-site are to be retained and protected. Additionally, four trees (tag# 50, 51, 56(E), and 57(D)) will not be impacted by this rezoning application and are to be retained pending the rezoning application at 7600 and 7620 Ash Street. The applicant has provided a Tree Management Plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 7). Tree protection fencing is required to be installed in accordance with the City's Tree Protection Information Bulletin TREE-03.

To ensure protection of the retained trees, prior to final adoption of the Rezoning Bylaw, the applicant is required to submit to the City:

- A contract with a Certified Arborist for supervision of all works conducted within or in close proximity to tree protection zones; and
- A Tree Survival Security of \$5,000 to ensure that one tree (tag#20) on City Boulevard is protected. The survival security will not be released until an acceptable post-construction impact assessment report is received and a landscape inspection has been passed after construction is completed.
- Note: The three off-site protected trees (tag# 17(475), 18 (474), 19(473)) at 7551 Bridge Street have securities already in place as per the rezoning conditions from RZ 10-539727.

Tree Replacement

The applicant wishes to remove 17 on-site trees (tag# 37-49, and 52-55). Five of these trees are located in the required road dedication for Armstrong Street, so compensation is not required. For the remaining 12 trees, the 2:1 replacement ratio would require a total of 24 replacement trees. The applicant has agreed to plant and maintain four replacement trees on each of Proposed Lots 1, 3, and 4, for a total of 12 replacement trees. Three replacement trees on Proposed Lot 2 were secured through the rezoning of 7531 and 7551 Bridge Street, and therefore do not count toward the required replacement trees for the subject rezoning application.

The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Richmond Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
6	8 cm	4 m
6	9 cm	5 m

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$6,000 to the City's Tree Compensation Fund in lieu of the 12 remaining trees that cannot be accommodated on the subject site after redevelopment.

To ensure that 12 replacement trees are planted on-site at development stage, the applicant is required to submit a Landscaping Security in the amount of \$6,000 (\$500/tree) prior to final adoption of the Rezoning Bylaw. The Security will not be released until a landscaping inspection has been passed by City staff after construction and landscaping has been completed. The City may retain a portion of the security for a one year maintenance period from the date of the landscape inspection.

Affordable Housing Strategy

The City's Affordable Housing Strategy for single-family rezoning applications received after July 24, 2017, requires a secondary suite on 100% of new lots, or a secondary suite on 50% of

new lots, plus a cash-in-lieu contribution of $4.00/\text{ft}^2$ of total buildable area towards the City's Affordable Housing Reserve Fund for the remaining 50% of new lots, or a 100% cash-in-lieu contribution if secondary suites cannot be accommodated.

The newly constructed dwelling on the eastern portion of 7571 Bridge Street does not contain a secondary suite. The applicant will provide a voluntary contribution to the Affordable Housing Reserve Fund based on 4.00/ft² of total buildable area (i.e. 16,332.00). The cash-in-lieu contribution must be submitted prior to final adoption of the Rezoning Bylaw.

On the western portion of 7571 Bridge Street, the applicant proposes to provide a legal secondary suite within each new single-family dwelling. The applicant proposes that each suite will at minimum be a one-bedroom suite of approximately 408 ft² or 37.9 m². To ensure that the secondary suites are built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and Richmond Zoning Bylaw 8500. Registration of this legal agreement is required prior to final adoption of the Rezoning Bylaw.

Site Servicing and Frontage Improvements

Prior to final adoption of the Rezoning Bylaw, the developer is required to provide a 9.0 m wide road dedication along the entire west property line of the subject property representing half of the width for the extension of Armstrong Street.

At the subdivision stage, the developer is required to enter into an amendment to the existing Servicing Agreement (SA 11-559046) for the design and construction of engineering infrastructure and frontage improvements, as described in Attachment 8.

Also at subdivision stage, the developer is required to pay Property Taxes, Development Cost Charges, School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the design and construction of engineering infrastructure and frontage improvements as described in Attachment 8.

Financial 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 the western portion of the property at 7571 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (ZS14) – South McLennan (City Centre)" zone, to permit a subdivision to create two single-family lots fronting an extension to Armstrong Street and one single-family lot fronting Bridge Street.

This rezoning application complies with the land use designations and applicable policies contained within the OCP and Area Plan for the subject site.

The list of rezoning considerations is included in Attachment 8, 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 9939 be introduced and given first reading.

المراجي Nathan Andrews Planning Technician (604-276-4911)

NA/JR:blg

Attachment 1: Location Map and Aerial Photo

Attachment 2: Site Survey

Attachment 3: Development Application Data Sheet

Attachment 4: City Centre Area - McLennan South Sub-Area Plan Land Use Map

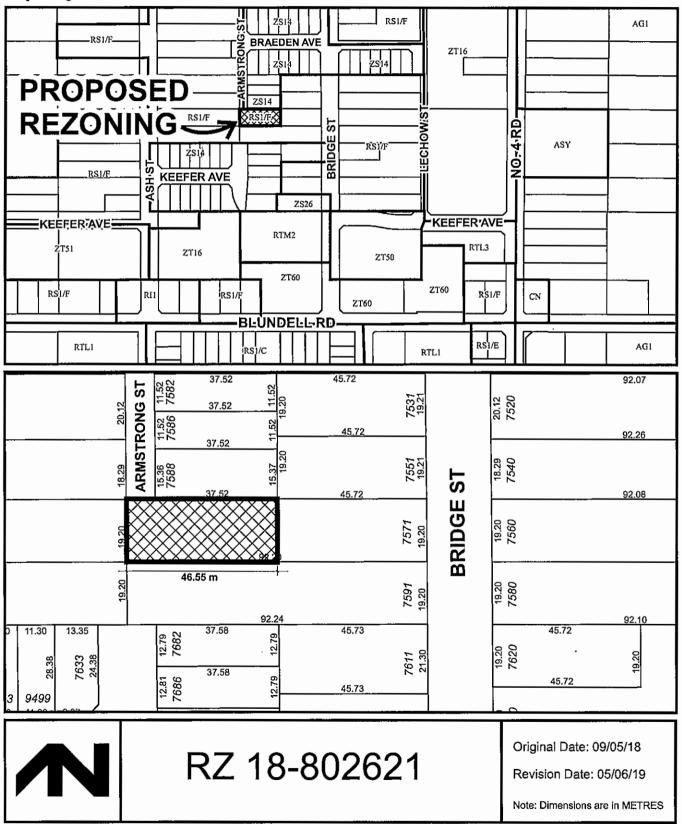
Attachment 5: Letter to the owner of 7591 Bridge Street

Attachment 6: Proposed Subdivision Plan

Attachment 7: Tree Management Plan

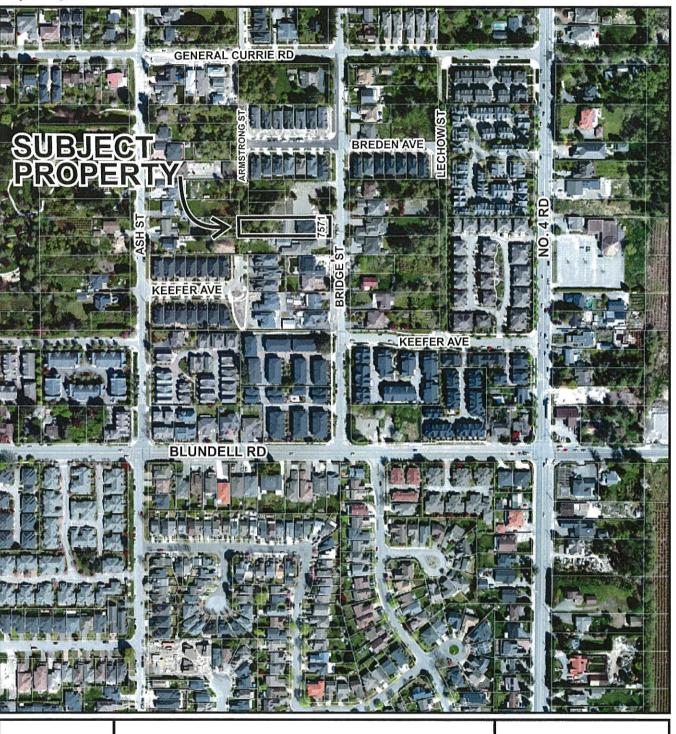
Attachment 8: Rezoning Considerations





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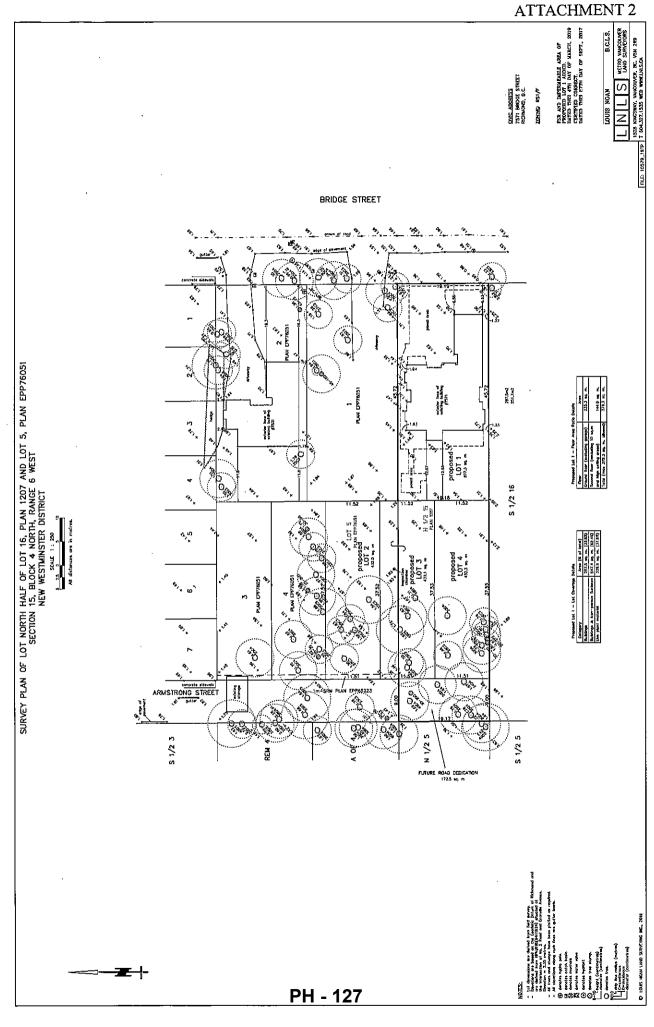




RZ 18-802621

Original Date: 02/13/18 Revision Date: 04/15/19

Note: Dimensions are in METRES



4

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Development Application Data Sheet

Development Applications Department

Attachment 3

RZ 18-802621

Address: 7571 Bridge Street

Applicant: Pakland Developments Ltd

Planning Area(s): City Centre – McLennan South

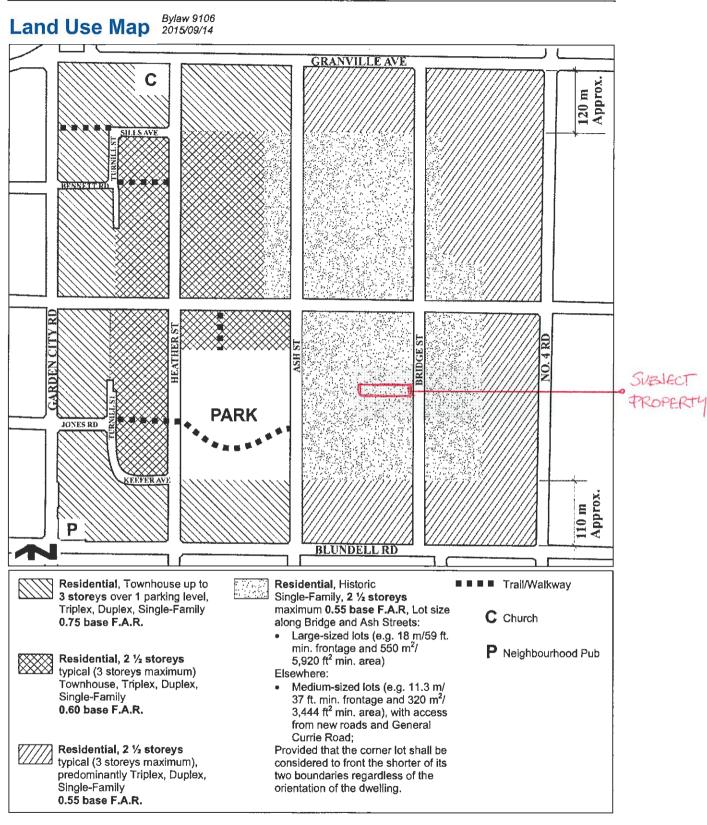
	Existing	Proposed
Owner:	0898146 BC Ltd	To be determined
Site Size:	1,774 m² (19,095 ft²)	East Portion: 877.3 m² (9,443 ft²) Approx. West Lots: 432 m² (4,650 ft²) Road Dedication: 172.5 m² (1,857 ft²)
Land Uses:	Single-family residential	No change
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Residential, Historic Single-Family	No change
Zoning:	Single Detached (RS1/F)	East Portion: Single Detached (RS1/F) West Portion: Single Detached (ZS14) – South McLennan (City Centre)

On West Portion of 7571 Bridge Street	Bylaw Requirement Single Detached (ZS14) – South McLennan (City Centre)	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for 464.5 m ² of lot area + 0.3 for area in excess of 464.5 m ²	Max. 0.55 for 464.5 m ² of lot area + 0.3 for area in excess of 464.5 m ²	None Permitted
Buildable Floor Area:*	Max. 237.6 m ² (2,558 ft ²)	Max. 237.6m ² (2,558 ft ²)	None Permitted
Lot Coverage Building: Non-Porous: Landscaping:	Max. 45% Max. 70% Min. 25%	Max. 45% Max. 70% Min. 25%	None
Lot Size:	Min. 320.0 m²	Approx. for each new lot: 432 m ²	None
Lot Dimensions:	Min. Width: 11.3 m Min. Depth: 24.0 m	Width: 11.5 m Depth: 37.5 m	None
Setbacks:	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	None
Height:	Max. 9.0 m	Max. 9.0 m	None

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

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





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

To the Owner of 7591 Bridge Street Richmond

May 09. 2019

SUB: To inform you about the Proposed Rezoning of 7571 Bridge Street RZ 18-802621

We the owner/applicant of 7571 Bridge Street has applied to City of Richmond under the above Rezoning file Number for the Rezoning and Subdivision of our property located at 7571 Bridge Street in order to subdivide our back portion of Land to be combined with 7531 & 7551 Bridge Street back portion of land to create 5 new single family lots under ZS14 Zoning with each lot will be approximately 37.5 feet wide and 120 feet deep facing the new extension of Armstrong Street at the West Property Line. Once the Armstrong Street is dedicated build, it will end at your North PL and that will give you an opportunity to subdivide your property to create Two New Single family Lot facing, one facing Bridge Street and the other facing Armstrong Street.

As part of our development, we will be removing most of the trees located at our property and that includes the cypress tree that is leaning at the North Property line over your property.

If you have any question or concern about this proposed development, you can contact City of Richmond at 604-276-4000 and ask for the planner Nathan Andrews and his direct line is 604-247-4911.

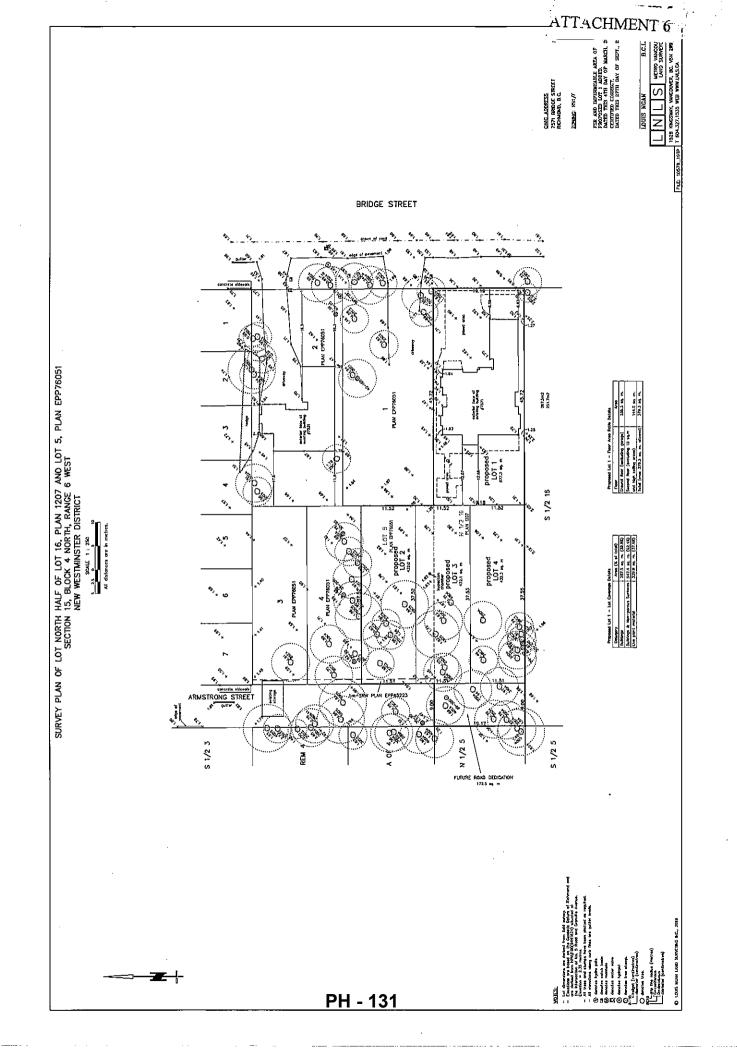
You can also contact us for any questions or concern at 604-786-8960 (Khalid Hasan).

Thanks.

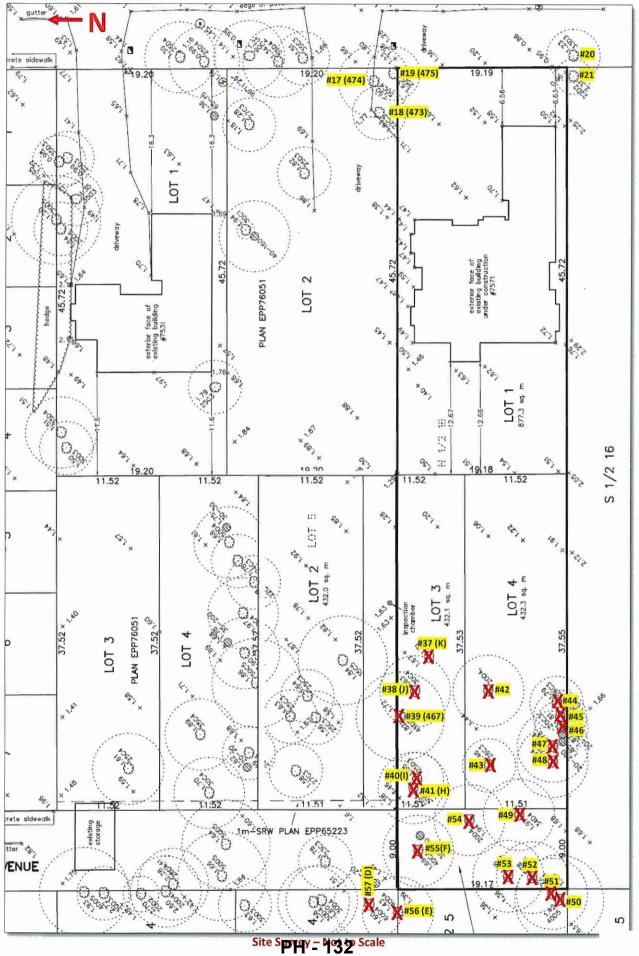
Acknowledgement by the owner of 7591 Bridge Street

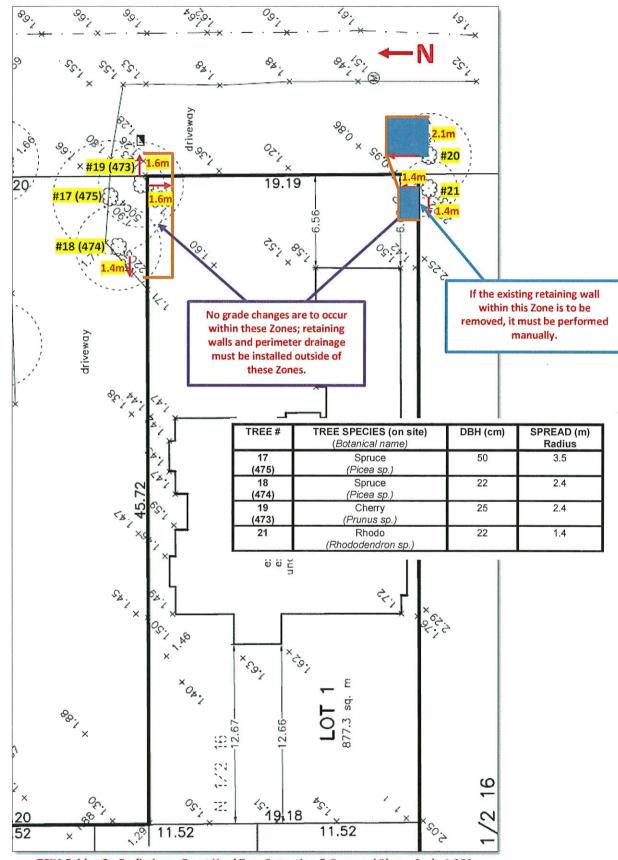
604-329-2619 Clifford Oleksiew

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ATTACHMENT 7





⁷⁵⁷¹ Bridge St. Preliminary Front Yard Tree Retention & Removal Plan - Scale 1:250



Rezoning Considerations

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

Address: 7571 Bridge Street

File No.: <u>RZ 18-802621</u>

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9939, the developer is required to complete the following:

- 1. Road dedication along the entire west property line measuring 9.0 m wide and 172.5 m² in area for the extension of Armstrong Street.
- 2. Submission of a Landscape Security of \$6,000 (\$500/tree) to ensure that a minimum of 12 replacement trees are planted and maintained on the proposed development site with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
6	8 cm	4 m
6	9 cm	5 m

The security will not be released until a landscaping inspection is passed by City staff. The City may retain a portion of the security for a one-year maintenance period.

- 3. The City's acceptance of the applicants' voluntary contribution in the amount of \$6,000 to the City's Tree Compensation Fund for the planting of replacement trees within the City, in-lieu of planting the remaining 12 required replacement trees on-site (\$500 per tree).
- 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 \$5,000 for the one tree on City property to be retained. The survival security will not be released until an acceptable post-construction impact assessment report is received and a landscape inspection has been passed after construction is completed. The City may retain a portion of the security for a one-year monitoring period.
- 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. Registration of a flood indemnity covenant on Title.
- 8. Registration of a legal agreement on Title ensuring that prior to Subdivision approval, the road works associated with the amended Servicing Agreement (SA 11-559046) for both the subject property and the adjacent development to the north (7531 and 7551 Bridge Street) are completed.
- 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 the proposed western lots with a minimum of one-bedroom secondary suites on each lot and be a minimum of 408 ft² or 37.9 m². Moreover, the inclusion of the suites will be to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
- 10. The City's acceptance of the applicant's voluntary contribution of \$4.00 per buildable square foot of the single-family developments (i.e. \$16,332.00) to the City's Affordable Housing Reserve Fund.

Prior to Subdivision* Approval, the developer is required to complete the following:

1. Registration of a legal agreement on Title to ensure the proposed dwellings on Armstrong Street have a fire sprinkling system installed (the length of the Armstrong Street extension creates a road which is greater than 90 m without a secondary emergency access).

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Initial:

- 2. Payment of the current year's property taxes, Development Cost Charges, School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the design and construction of engineering infrastructure and frontage improvements.
- 3. Granting of a statutory right-of-way (PROP) over the driveway of the proposed Lot 4 to allow vehicles to turn around at the dead-end, including a swept-path analysis showing access is functional.
- 4. Discharge of statutory right-of-way (PROP) EPP82028 over the driveway of the current 7588 Armstrong Street.
- 5. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure and frontage improvements, including (but not limited to) the following:
 - Note: The proposed development is adjacent to another proposed development at 7531 Bridge Street and 7551 Bridge Street (RZ10-539727 and SA11-559046). The security bond for the servicing agreement works is in place and the design is approved in principle. The proposed development (7571 Bridge Street) is to be serviced via the same servicing agreement. As a condition for 7571 Bridge Street development's rezoning application approval, SA11-559046 is to be revised to reflect the additional works that are required to service the proposed development. The security bond shall also be amended to be based on the revised Servicing Agreement which reflects the increased scope of work. This document specifies the additions and amendments that are required to be made to the existing SA11-559046.

Water Works:

• Using the OCP Model, there is 251.0 L/s and 243.0 L/s of water available at a 20 psi residual at the Bridge St frontage and Armstrong St frontage, respectively. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.

The Developer is required to:

- Submit a 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 approximately 20m of new 200mm PVC watermain along the lot's Armstrong Street frontage, up to the south property line of 7571 Bridge St, in addition to the approximately 40m of proposed watermain shown in the approved SA11-559046 drawings. Complete with a new fire hydrant and blow-off located at the south property line.
- Install a new 25mm water service connection off of the new watermain on Armstrong Street complete with meter and meter box for each of the two future lots.
- Retain the existing 25mm water service connection at the Bridge Street frontage.

At Developer's cost, the City is to:

• Perform all tie-ins for proposed works to existing City infrastructure.

Storm Sewer Works:

The Developer is required to:

- Install approximately 20m of new 600mm storm sewer along the lot's Armstrong Street frontage, up to the south property line of 7571 Bridge Street, in addition to the approximately 72m of proposed storm sewer shown in the approved SA11-559046 drawings. Complete with a new manhole at the south property line.
- Install a new storm service connection for each of the two subdivided lots for 7571 Bridge Street that are fronting Armstrong Street. The newly installed manhole may serve as the inspection chamber provided hydraulic requirements are met.
- Retain the existing storm service connection at the Bridge Street frontage.

At Developer's cost, the City is to:

• Perform all tie-ins for proposed works to existing City infrastructure.

Initial:

Sanitary Sewer Works:

The Developer is required to:

- Install approximately 20m of new sanitary sewer along the lot's Armstrong Street frontage, up to the south property line of 7571 Bridge Street, in addition to the approximately 73m of proposed sanitary sewer shown in the approved SA11-559046 drawings. Complete with a new manhole at the south property line.
- Install a new sanitary service connection for each of the two subdivided lots for 7571 Bridge Street that are fronting Armstrong Street; complete with inspection chamber.
- Retain the existing sanitary service connection at the Bridge Street frontage.

At Developer's cost, the City is to:

• Perform all tie-ins for proposed works to existing City infrastructure.

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 (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).
- Provide Type 1 decorative luminaire poles with Zed 10G-100W-HPS lights along the development's new Armstrong Street frontage.
- Complete the following frontage improvements to Bridge Street as per Transportation's requirements:
 - Pair driveways to optimize on-street parking spaces in the future, if possible.
 - The road cross-section and other offsite works should be designed to match those in SA11-559046.
 - The new sidewalk and boulevard are to transition to meet the existing frontage treatments to the south of the subject site with appropriate tapers.
- Complete the following frontage improvements to Armstrong Street as per Transportation's requirements:
 - Between RZ18-802621 and RZ10-539727, the applicant's proposal creates a total of five new lots on Armstrong Street. This will require revisions to the previously approved road works in SA11-59046, as the conditions on Armstrong Street have changed significantly:
 - The additional lots will generate increased traffic volume on Armstrong Street
 - Armstrong Street is being extended further south, while still being a dead-end
 - Armstrong Street cannot be fully opened until the surrounding lots provide lane dedications, and the timing of any other subdivision of these lots is uncertain.
 - Along the western portion of 7571 Bridge Street and along the frontage of 7582, 7586, and 7588 Armstrong Street, provide a functional road design for the interim half-road condition, including:
 - A local half-road with a pavement width of 6.0m, complete with temporary curb and gutter.
 - A 1.5 m wide concrete sidewalk next to the new property line.
 - A grass boulevard over the remaining width between the sidewalk and the east curb of Armstrong Street.
 - Temporary driveway letdowns for each lot; locate driveways to optimize on-street parking spaces in the future, if possible.
 - A statutory right-of-way (PROP) over the driveway of the proposed Lot 4 to allow vehicles to turn around at the dead-end, including a swept-path analysis showing access is functional (this supersedes the need for a SRW at 7588 Armstrong Street)
 - All above ground third party utilities (e.g. hydro/telephone kiosks) must not be placed within any frontage works area including sidewalk and boulevard. A Statutory Right-of-Way (SRW) within the subject site is to be secured for the placement of this equipment.

- Along the frontages of 7582, 7586, and 7588 Armstrong Street and the western portion of 7571 Bridge Street, provide a functional road design for the ultimate condition, as shown in drawing 5599046-11-05.
- Interim and ultimate road designs must be reviewed and approved by Fire Response and Environmental Services staff.
- Occupancy for the proposed Lots 3 and 4 should not be granted until all access-related road works on Armstrong Street are complete.
- Unless otherwise specified, all road works should be designed as per bylaw, TAC Standards and the City's Engineering Design Specifications.
- The scope of work for the interim road works will be confirmed once a functional road plan is submitted. A cost estimate for the ultimate roadworks across the entire west PL of the site including the modified works to the north is required to be submitted to Engineering for review and approval. Engineering is to determine how the amount of funds for the future roadworks and how the funds are to be collected, held and the timing for implementing and releasing the contribution.

General Items:

The Developer is required to:

- 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, dewatering, 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.
- Provide additional land dedication as required by Transportation's rezoning considerations.

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. 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.

Initial: _____

• 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 9939 (RZ 18-802621) 7571 Bridge Street

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

 The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "SINGLE DETACHED (ZS14) – SOUTH MCLENNAN (CITY CENTRE)"

The area shown as cross-hatched on "Schedule A" attached to and forming part of Bylaw No. 9939.

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9939".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

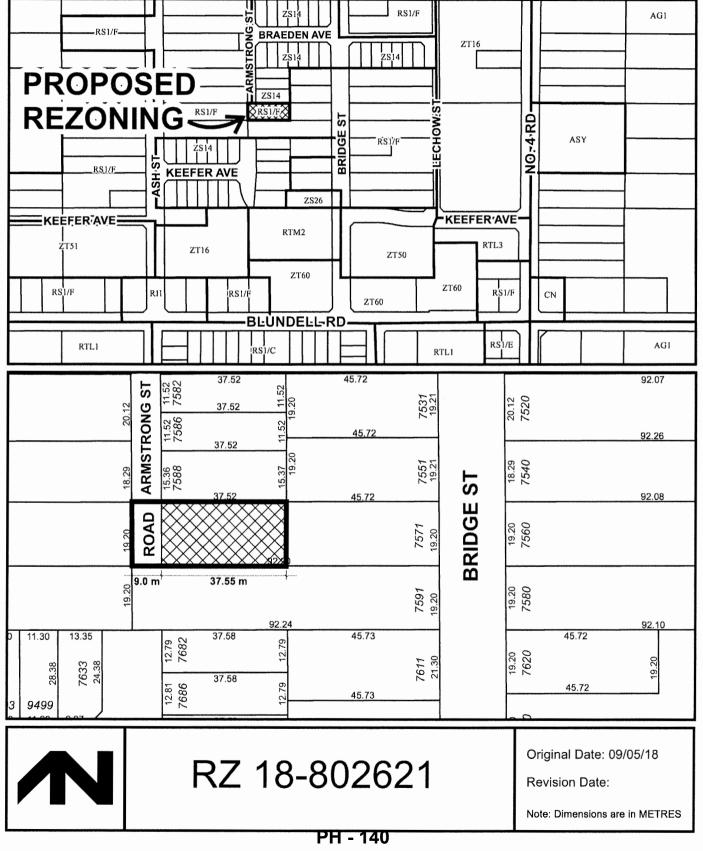
ADOPTED

JUN 2 4 2019

MAYOR

CORPORATE OFFICER







To: Planning Committee

From: Wayne Craig Director, Development Date: May 22, 2019 File: RZ 17-784927

Re: Application by Raman Kooner for Rezoning at 10200/10220 Railway Avenue from the "Two-Unit Dwellings (RD1)" Zone to the "Coach Houses (RCH1)" Zone

Staff Recommendation

- 1. That the following recommendation be forwarded to a Public Hearing:
 - a) That Single-Family Lot Size Policy 5420 for the area generally bounded by Steveston Highway, Railway Avenue, Williams Road and the rear property lines of the properties located along No. 2 Road, in a portion of Section 36 Block 4 North Range 7 West, be amended as shown in the proposed draft Single-Family Lot Size Policy 5420 (Attachment 5);
- 2. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10035, for the rezoning of 10200/10220 Railway Avenue from the "Two-Unit Dwellings (RD1)" zone to the "Coach Houses (RCH1)" zone, be introduced and given First Reading.

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

WC:JR Att. 11

REPORT CONCURRENCE	
CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
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Staff Report

Origin

Raman Kooner has applied to the City of Richmond for permission to rezone 10200/10220 Railway Avenue from the "Two-Unit Dwellings (RD1)" zone to the "Coach Houses (RCH1)" zone, to permit the property to be subdivided to create three single-family lots each with a coach house suite, with vehicle access from the rear lane (Attachment 1). The proposed subdivision is shown in Attachment 2.

In order to consider this rezoning application, an amendment to Single-Family Lot Size Policy 5420 is required to remove the subject site from the Lot Size Policy area. The proposed amendment would remove a total of 46 properties fronting Railway Avenue between Williams Road and Steveston Highway, and two properties fronting Williams Road. Further discussion on the proposed amendment is provided below.

Findings of Fact

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

Subject Site Existing Housing Profile

There is an existing duplex on the property, which would be demolished. One of the duplex units was owner-occupied and the second was vacant before purchase by the developer. Both duplex units are now tenanted on an interim basis.

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- To the North: A single-family dwelling on a lot zoned "Single Detached (RS1/B)".
- To the South: A single-family dwelling on a lot zoned "Single Detached (RS1/C)".
- To the East: Single-family dwellings on lots zoned "Single Detached (RS1/B)".
- To the West: Railway Avenue and an off-street multipurpose pathway, beyond which are single-family dwellings on lots zoned "Single Detached (RS1/E)".

Related Policies & Studies

Official Community Plan/Steveston Area Plan

The Official Community Plan (OCP) land use designation for the subject site is "Neighbourhood Residential." The proposed rezoning is consistent with this designation.

The subject site is located in the area governed by the Steveston Area Plan, and is designated "Single-Family" (Attachment 4). The proposed rezoning is consistent with this designation.

Arterial Road Land Use Policy

Since 2001, the City has encouraged redevelopment to compact lots along arterial roads where access is or can be made available to a rear lane. The Arterial Road Land Use Policy identifies the subject site for redevelopment to compact single-detached or coach house lots. The proposed rezoning is consistent with this designation.

Single-Family Lot Size Policy 5420

The subject site is located in the area governed by Single-Family Lot Size Policy 5420 (Attachment 5). The Lot Size Policy permits properties fronting Railway Avenue with rear lane access to rezone and subdivide in accordance with the "Single Detached (RS1/B)" zone (i.e., minimum 12 m wide lots, minimum 360 m² in area).

Where there is a rezoning application along an arterial road in an existing Lot Size Policy area that has been in place over five years, Council has the discretion to determine whether to remove all the properties in the block which front the subject arterial road from the applicable Lot Size Policy when considering the rezoning application.

It is on this basis that the proposed rezoning application and amendment to the Lot Size Policy are being considered.

The proposed amendment to the Lot Size Policy is to exclude the 46 properties fronting Railway Avenue and two properties fronting Williams Road with existing or planned rear lane access between Williams Road and Steveston Highway from the Lot Size Policy. This would enable these lots to apply for rezoning to permit redevelopment to a compact single detached housing form, in keeping with the Arterial Road Land Use Policy. All other provision of the Lot Size Policy would remain unchanged. The proposed amendment is shown in Attachment 6.

Affordable Housing Strategy

The applicant proposes a coach house on each of the three proposed lots, consistent with the City's Affordable Housing Strategy. Each proposed coach house is $57.88 \text{ m}^2 (623 \text{ ft}^2)$ and contains a single bedroom. Prior to final adoption of the rezoning bylaw, the applicant is required to register a covenant on Title ensuring that the dwelling unit located in each coach house cannot be stratified or otherwise held under separate Title.

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.

A letter dated March 29, 2019 (Attachment 7) was sent to the owners and residents of all the properties located within the area governed by Lot Size Policy 5420 describing the proposed amendment and to advise them of the proposed rezoning application at the subject site. The letter indicated that any comments or concerns with either the proposed Lot Size Policy amendment or rezoning application submitted to the City by April 30, 2019 would be included in this Staff Report to Council.

In response to this letter, the City received four pieces of written correspondence and two telephone calls. A summary of the correspondence is provided below, and the full text of each response is provided in Attachment 8.

- Two telephone calls asking for additional information.
- Two letters in support of the application.
- One letter in opposition to the application.
- One letter in support of the proposed Lot Size Policy amendment, but in opposition to the proposed rezoning to allow coach houses

Positive responses were supportive of locating additional density on Railway Avenue. Concerns included an increase to traffic and parking demand in the neighbourhood. Comments on housing affordability came from two different perspectives: a perception that single-detached homes with coach houses would be more expensive to build and therefore more expensive to buy, and appreciation that there are three potential rental units included in the proposal.

Staff support the proposed rezoning and Lot Size Policy amendment as the proposed development complies with the Arterial Road Land Use Policy and the "Coach Houses (RCH1)" zone, including the requirement for three on-site parking spaces. On-street parking is also available on Railway Avenue. Removal of the two existing driveways will increase the on-street parking capacity.

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 preliminary conceptual plans have satisfactorily addressed the staff comments identified as part of the rezoning application review process. These include a site plan and architectural elevations for the coach houses on each proposed lot (Attachment 9).

The three proposed coach houses have identical massing, with differentiation achieved through varying the window size, dormer style, and cladding materials. All of the coach houses are sited closest to the south property line, which is a requirement of the "Coach Houses (RCH1)" zone.

Each of the proposed coach houses includes a one bedroom unit above a detached garage. There is additional living space at grade, which includes direct access to private outdoor space for the coach house. Additional private outdoor space is located in the rear yard beside the coach house.

Living space is oriented away from neighbouring properties, with the living room, kitchen, and den all having windows facing the principal dwelling. Windows in the bedroom overlook the rear lane. No balconies are proposed.

For each new lot, parking is proposed in a detached garage. Parking for the principal dwelling consists of two parking spaces provided in a tandem arrangement, which is permitted in the "Coach Houses (RCH1)" zone for the principal dwelling only. One parking space for the coach house is provided in the garage, for a total of three on-site parking spaces on each lot proposed. In addition to the parking provided on-site, on-street parking is permitted on Railway Avenue. The removal of the two existing driveways will increase opportunities for on-street parking.

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

- A Landscape Plan, prepared by a Registered Landscape Architect, that is consistent with the landscape regulations contained in Richmond Zoning Bylaw 8500 and the Arterial Road Land Use Policy. The Landscape Plan must include a cost estimate for all works, including any trees, soft and hard landscaping materials, fencing, installation costs, and a 10% contingency.
- A Landscape Security based on 100% of the cost estimate.

Furthermore, the applicant must register legal agreements on Title to ensure that:

- The coach house cannot be stratified.
- The area used for tandem parking cannot be converted to habitable space.
- The Building Permit application and ensuing development of the site is generally consistent with the conceptual plans included in Attachment 9.

Transportation and Site Access

Vehicle access to the proposed lots is from the rear lane, with no access permitted to Railway Avenue in accordance with Richmond Residential Lot (Vehicular) Access Regulation Bylaw No. 7222. The two existing driveways to Railway Avenue will be removed as part of the frontage works.

Pedestrian access to the principal dwelling and coach house is proposed from Railway Avenue and the rear lane in accordance with the requirements of the "Coach Houses (RCH1)" zone.

Prior to issuance of the Building Permit, the applicant is required to submit a Construction Parking and Traffic Management Plan to the City's Transportation Department for review.

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 four bylaw-sized trees on the subject property and two street trees on City property.

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

- Two trees (Tag # 32 and 33) located on the development site are in good condition, however the trees are in direct conflict with the proposed coach houses and will be negatively impacted by the required sanitary service works. As a result of proposed construction impacts, these trees are not good candidates for retention and should be removed and replaced.
- One Katsura tree (Tag # 91) located on the development site has a previously topped crown with poorly attached regrown leaders, but is in fair condition. This tree is in close proximity to the existing duplex and will be impacted by demolition. As a result this tree is not a good candidate for retention and should be removed and replaced.
- One Japanese Maple tree (Tag # 92) located on the development site is in fair condition. This tree is growing in a crowded location adjacent to the existing fence and other landscaping, including Trees # 91 and 717. As a result of proposed construction impacts, this tree should be removed and replaced.
- Replacement trees should be provided at 2:1 ratio as per the Official Community Plan (OCP).

City Parks staff have reviewed the Arborist's Report and support the Arborist's finding, with the following comments:

- One tree located in the site frontage (Tag # 34) is in good condition and should be retained and protected during construction.
- One tree located outside the site frontage (Tag # D) is in good condition and should be retained and protected during construction.
- One Elderberry shrub located in the site frontage (Tag # 717) is in poor condition and will be in conflict with the proposed new sidewalk. This shrub should be removed. Compensation is not required for shrubs.
- One Cedar hedgerow located in the boulevard in front of Proposed Lots B and C is in fair condition, but will be in conflict with the required frontage works and should be removed. Compensation is not required for hedges.

Tree Protection

Two City-owned trees in the boulevard (Tag # 34 and D) are proposed to be retained. 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 10). 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.
- Prior to final adoption of the rezoning bylaw or demolition of the existing dwelling, whichever is first, submission of a \$1,980 Tree Survival Security to the City.

Tree Replacement

The applicant wishes to remove four on-site trees (Tag # 32, 33, 91, and 92). Two trees located in the front yard (Tag # 91 and 91) are in a crowded location close to the existing duplex, existing fence, and other trees and shrubs. These trees will be negatively affected by the proposed building demolition, fence removal, and site grading. Two trees located in the rear yard (Tag # 32 and 33) are in conflict with the proposed detached garage and coach houses on Proposed Lots B and C. Siting of the detached garage and coach houses is established in the "Coach Houses (RCH1)" zone, which requires that accessory buildings be oriented closest to the south property line in order to reduce shadow impacts on properties to the north.

The 2:1 replacement ratio would require a total of eight replacement trees. The applicant has agreed to plant three trees on each proposed lot, for a total of nine trees in the development. A minimum of two trees in the front yard and one tree in the rear yard should be planted on each proposed lot, consistent with the landscaping requirements contained in Richmond Zoning Bylaw 8500 and the Arterial Road Land Use Policy. A Landscape Plan showing the proposed size, species, and location of the replacement trees is required prior to final adoption of the rezoning bylaw. 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
4	9 cm	5 m
2	8 cm	4 m
3	6 cm	3.5 m

Existing Legal Encumbrances

There is an existing Statutory Right of Way (SRW) for the sanitary sewer inspection chamber. This SRW will be discharged and replaced with new SRWs when the sanitary connections are relocated on site to service the three proposed lots.

There is a strata plan registered on the property, as well as a covenant on Title restricting the use of the property to a duplex only. The strata plan must be cancelled and the covenant discharged at Subdivision stage.

Site Servicing and Frontage Improvements

The applicant is required to complete the site servicing and off-site improvements described in Attachment 11. Works are to be constructed through a City work order, and include:

- A cash-in-lieu contribution for future upgrades to the rear lane.
- Removal of the existing concrete sidewalk and grass boulevard, and replacement with new 2.0 m wide sidewalk at the property line, landscaped boulevard, and concrete curb and gutter in existing location.
- Permanent closure of the existing driveway crossings and replacement with the frontage works described above.

Financial 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 application is to rezone 10200/10220 Railway Avenue from the "Two-Unit Dwellings (RD1)" zone to the "Coach Houses (RCH1)" zone, to permit the property to be subdivided to create three single-family lots each with a coach house suite, with vehicle access from the rear lane. Concurrent with the rezoning application, the applicant requests that Council consider an amendment to Lot Size Policy 5420 to exclude properties along Railway Avenue between Williams Road and Steveston Highway from the Lot Size Policy.

This rezoning application complies with the land use designations and applicable policies for the subject site contained in the OCP and Richmond Zoning Bylaw 8500.

The list of rezoning considerations is included in Attachment 11, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10035 be introduced and given First Reading.

Forthi

Jordan Rockerbie Planning Technician (604-276-4092)

JR:blg

Attachment 1: Location Map and Aerial Photo

Attachment 2: Site Survey with Proposed Subdivision Plan

Attachment 3: Development Application Data Sheet

Attachment 4: Steveston Area Land Use Map

Attachment 5: Single-Family Lot Size Policy 5420

Attachment 6: Proposed Amendment to Single-Family Lot Size Policy 5420

Attachment 7: City's Letter Dated March 29, 2019

Attachment 8: Written Correspondence Received from Residents

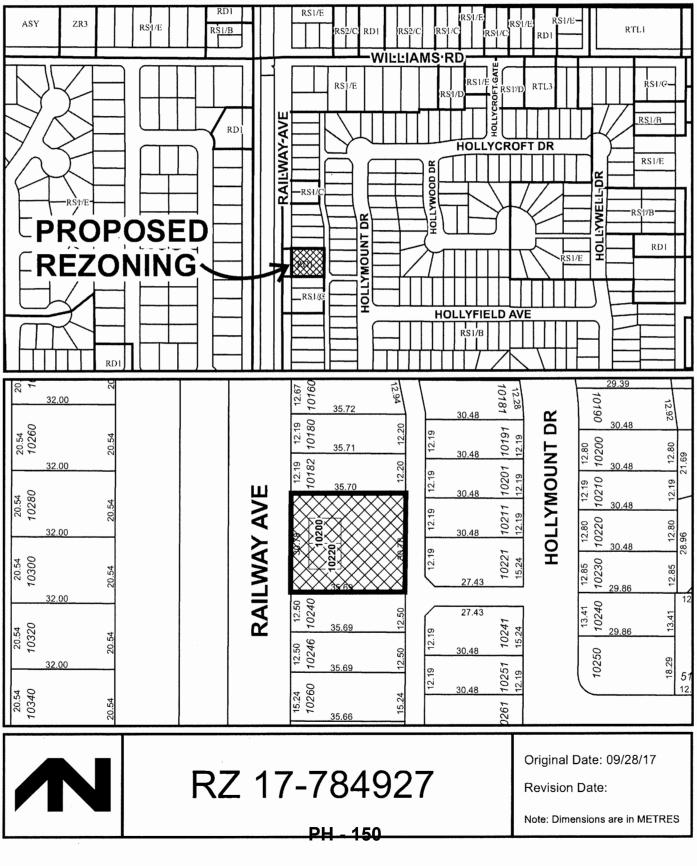
Attachment 9: Conceptual Development Plans

Attachment 10: Tree Management Plan

Attachment 11: Rezoning Considerations

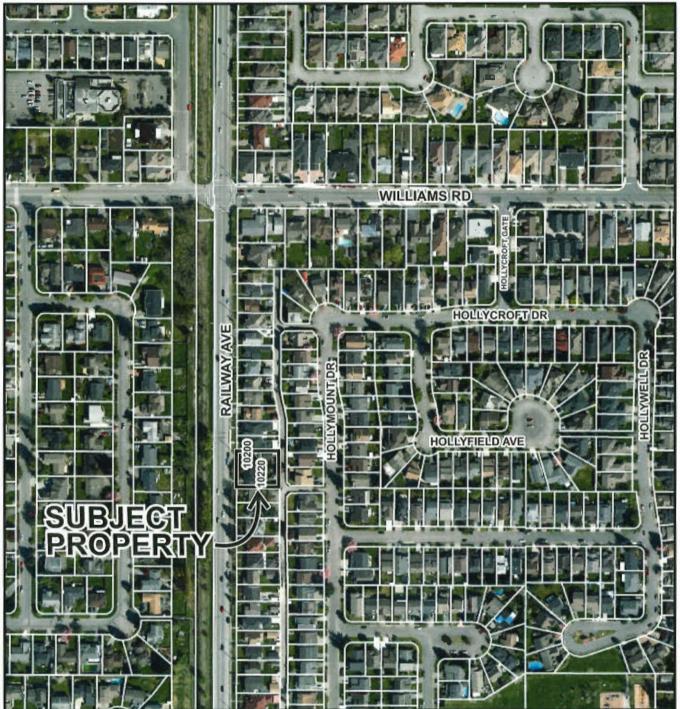


City of Richmond





City of Richmond



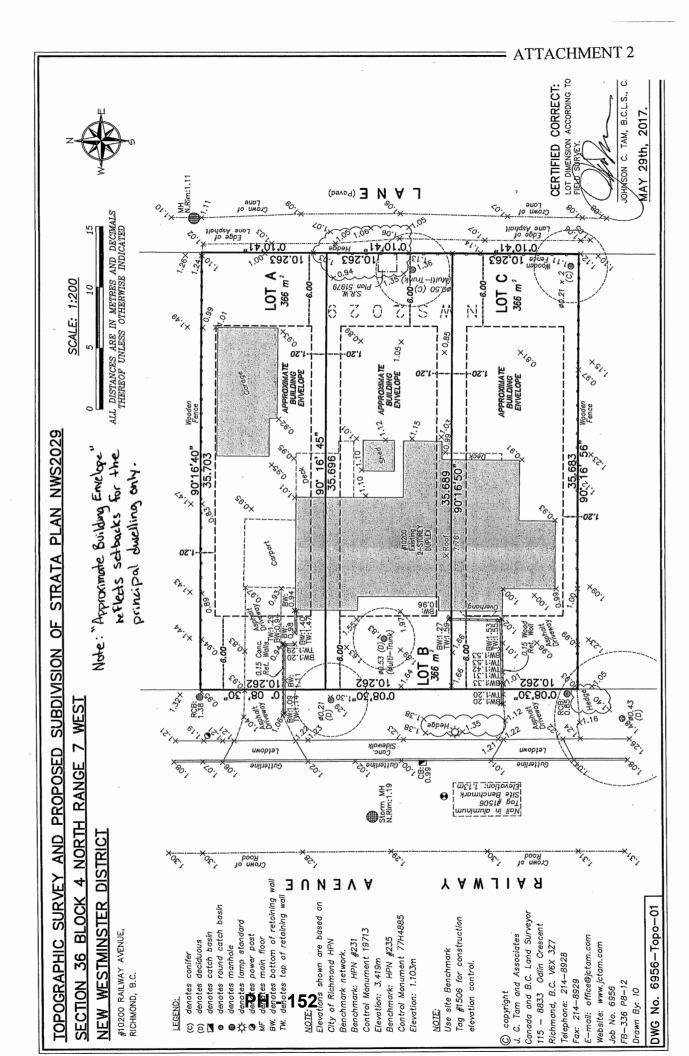


RZ 17-784927

Original Date: 09/28/17

Revision Date:

Note: Dimensions are in METRES





Development Application Data Sheet

Development Applications Department

Attachment 3

RZ 17-784927

Address: 10200/10220 Railway Avenue

Applicant: Raman Kooner

Planning Area(s): Steveston

	Existing	Proposed
Owner:	0845785 BC Ltd.	To be determined
Site Size (m ²):	1,098 m ²	Three lots, each 366 m ²
Land Uses:	One two-unit dwelling	Three single-family dwellings with coach houses
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Single-Family	No change
702 Policy Designation:	Single Detached (RS1/B)	Amendment to remove the property from the Lot Size Policy
Zoning:	Two-Unit Dwellings (RD1)	Coach Houses (RCH1)
Other Designations:	Arterial Road Compact Lot Coach House	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	Max. 0.60	none permitted
Total Buildable Floor Area (m ²):*	Max. 219.6 m² (2,363 ft²)	Max. 219.6 m² (2,363 ft²)	none permitted
Principal Dwelling Floor Area (m ²):*	Max. 186.6 m ² (2,008 ft ²)	Max. 161.72 m ² (1,740 ft ²)	None
Coach House Floor Area (m ²):*	Min. 33.0 m ² (355 ft ²) Max. 60 m ² (645 ft ²)	57.88 m ² (623 ft ²)	None
Lot Coverage:	Building: Max. 45% Non-porous Surfaces: Max. 70%	Building: Max. 45% Non-porous Surfaces: Max. 70%	None
Lot Size (m ²):	315 m ²	366 m ²	None
Lot Dimensions (m):	Width: Min. 9.0 m Depth: Min. 35.0 m	Width: 10.26 m Depth: 35.69 m	None
Principal Dwelling Setbacks (m):	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	None

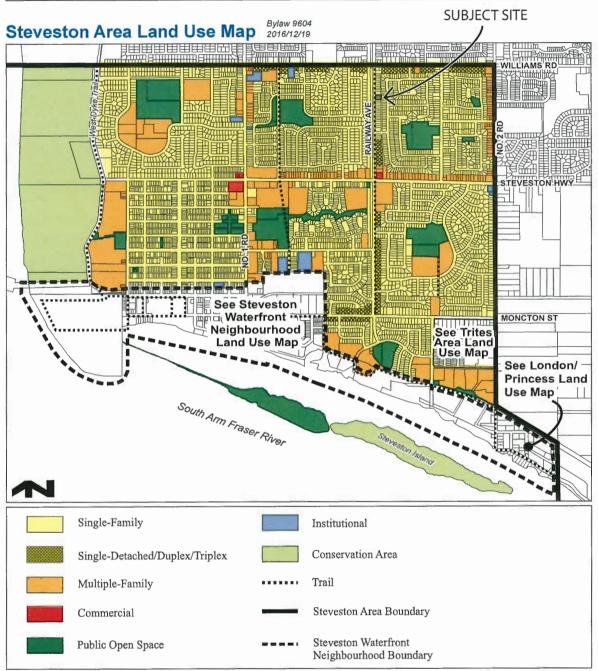
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Coach House Setbacks (m):	Rear: Min. 1.2 m Interior Side (Ground): Min. 0.6 m Interior Side (Upper): Min. 1.2 m Opposite Interior Side: Min. 1.8 m Building Separation: Min. 4.5 m	Rear: 1.2 m Interior Side (Ground): 0.6 m Interior Side (Upper): 1.2 m Opposite Interior Side: 2.2 m Building Separation: 5.29 m	None
Principal Dwelling Height (m):	Max. 9.0 m	Max. 9.0 m	None
Coach House Height (m):	Max. 6.5 m, measured from the crown of the lane	6.45 m, measured from the crown of the lane	None
Off-street Parking Spaces:	Principal Dwelling: 2 Coach House: 1	Principal Dwelling: 2 Coach House: 1	None
Tandem Parking Spaces:	Permitted for the principal dwelling only	2 spaces in the garage for the principal dwelling	None
Outdoor Amenity Space:	Principal Dwelling: Min. 30.0 m ² Coach House: No minimum	Principal Dwelling: Min. 30.0 m ² Coach House: 22.18 m ²	None

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

* 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: October 16, 1989 Amended by Council: August 17, 1992 Lassam Rd. Adopted by Council: August 21, 1995	POLICY 5420
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECT	ION 36-4-7

POLICY 5420:

The following policy establishes lot sizes for the area, bounded by **Steveston Highway**, **Railway Avenue**, **Williams Road and the rear of the properties located along No. 2 Rd.** in Section 36-4-7:

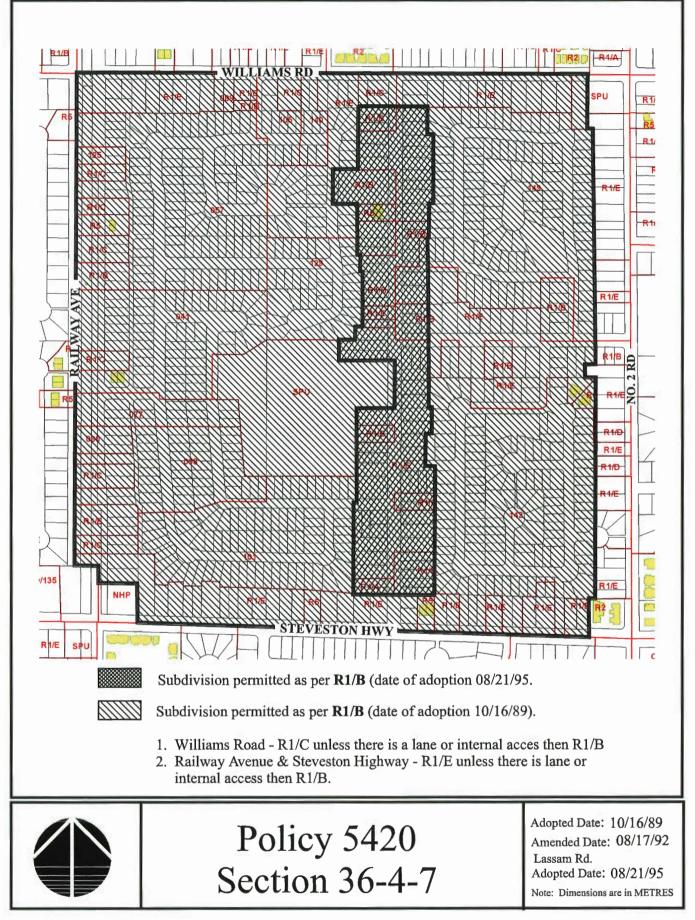
That properties within the area bounded by Steveston Highway, Railway Avenue, Williams Road and the rear property lines of the properties located along No. 2 Rd. (Section 36-4-7), be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300, with the following provisions:

- If there is no lane or internal road access, then properties along Railway Avenue and Steveston Highway will be restricted to Single-Family Housing District (R1/E);
- (b) Properties along Williams Road will be permitted Single-Family Housing District (R1/C) unless there is lane or internal road access in which case Single-Family Housing District (R1/B) will be allowed;
- (c) The Policy for the properties along Lassam Rd. (as cross-hatched on the attached map) was adopted on August 21, 1995;

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

Note: Council adopted the above noted Single-Family Lot Size Policy, with an amendment clarifying that the western boundary of the policy area is <u>the middle of Railway Avenue</u>.

Note: There are two adoption dates for two separate portions of Policy 5420.





City of Richmond

ATTACHMENT 6

Policy Manual

Page 1 of 2	Adopted by Council: October 16, 1989 Amended by Council: August 17, 1992 Lassam Rd. Adopted by Council: August 21, 1995 Amended by Council:	DRAFT PROPOSED POLICY 5420
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-7	

POLICY 5420:

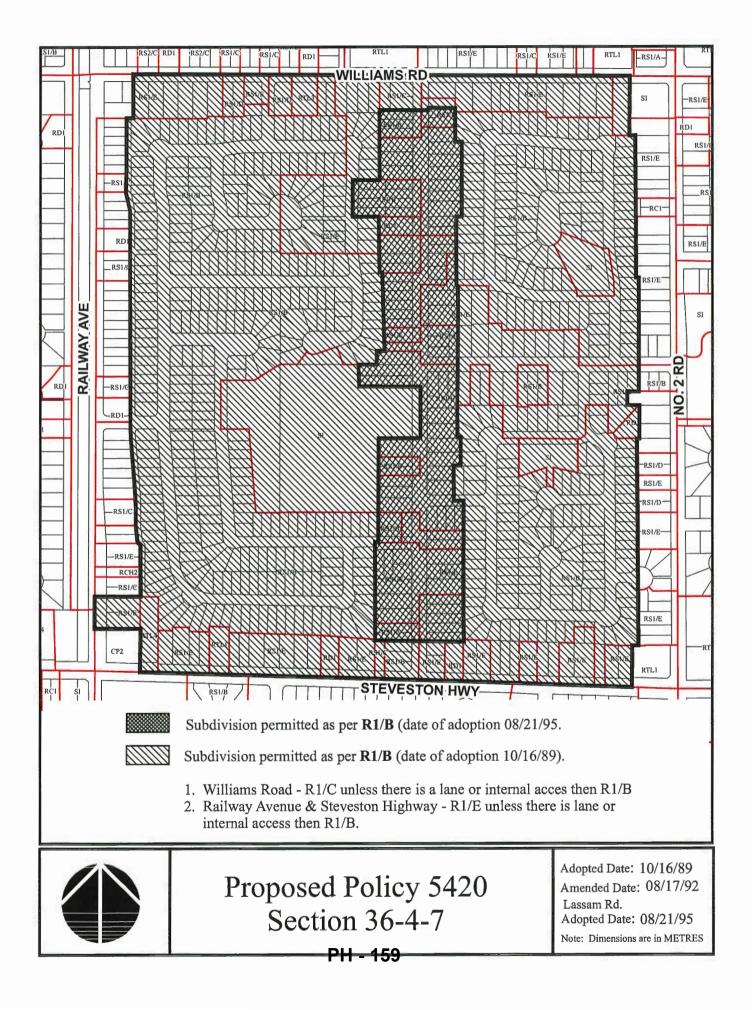
The following policy establishes lot sizes for the area, bounded by **Steveston Highway**, **Railway Avenue**, **Williams Road and the rear of the properties located along No. 2 Rd.** in Section 36-4-7:

That properties within the area bounded by Steveston Highway, Railway Avenue, Williams Road and the rear property lines of the properties located along No. 2 Rd. (Section 36-4-7), be permitted to subdivide in accordance with the provisions of Single-Family Housing District (RS2/B) in Richmond Zoning Bylaw 8500, with the following provisions:

- (a) If there is no lane or internal road access, then properties along Steveston Highway will be restricted to Single-Family Housing District (RS2/E);
- (b) Properties along Williams Road will be permitted Single-Family Housing District (RS2/C) unless there is lane or internal road access in which case Single-Family Housing District (RS2/B) will be allowed;
- (c) The Policy for the properties along Lassam Rd. (as cross-hatched on the attached map) was adopted on August 21, 1995;

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

- **Note:** Council adopted the above noted Single-Family Lot Size Policy, with an amendment clarifying that the western boundary of the policy area is <u>the middle of Railway Avenue</u>.
- Note: There are two adoption dates for two separate portions of Policy 5420.



ATTACHMENT 7

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



March 29, 2019 File: RZ 17-784927 Planning and Development Division Development Applications Fax: 604-276-4052

Dear Owner/Resident:

Re: Proposed amendment to Single-Family Lot Size Policy 5420 and proposed rezoning application at 10200/10220 Railway Avenue

This is to advise you that the City of Richmond has received a rezoning application for a property in your neighbourhood at 10200/10220 Railway Avenue. The applicant proposes to subdivide the property to create three single-family lots, each with a width of 10 metres. A location map showing the property and proposed subdivision is provided in Attachment 1.

This property is located in the area governed by Single Family Lot Size Policy 5420, which restricts lot width to a minimum of 12 metres (39 feet). As such, the proposal includes an amendment to this Policy.

It is important to note that the proposed amendment to Single-Family Lot Size Policy 5420 and the proposed rezoning at 10200/10220 Railway Avenue do not change the zoning of other properties in the area. Additional development in your neighbourhood would be subject to the standard rezoning application review process, which includes opportunity for public input at a Public Hearing. Details on this application and the Lot Size Policy are provided in the letter.

Rezoning Application at 10200/10220 Railway Avenue

Raman Kooner has applied to the City of Richmond for permission to rezone the property from the "Two-Unit Dwellings (RD1)" zone to the "Coach Houses (RCH1)" zone, to permit the property to be subdivided to create three single-family lots with vehicle access from the rear lane. Each lot would contain a single family dwelling as well as a coach house unit above a detached garage. The application is being processed under City file number RZ 17-784927. The proposed subdivision is shown in Attachment 1.

The proposed rezoning is consistent with the Arterial Road Land Use Policy contained in the Official Community Plan. Arterial Road Coach House development is permitted on designated lots with access to a municipal rear lane.

Single-Family Lot Size Policy 5420

On October 16, 1989, City Council adopted Single-Family Lot Size Policy 5420 to establish the lot sizes that would be considered on properties generally bounded by Steveston Highway, Railway



Avenue, Williams Road and the rear property lines of the properties located along No. 2 Road. A map of the current Policy area is provided in Attachment 2. The Lot Size Policy provides the following direction:

- 2 -

- Properties are permitted to subdivide in accordance with the provisions of the "Single-• Detached (RS1/B)" zone, with the following provisions:
 - If there is no lane or internal road access, then properties along Railway Avenue 0 and Steveston Highway will be restricted to the "Single-Detached (RS1/E)" zone;
 - Properties along Williams Road will be permitted the "Single Detached (RS1/C)" 0 zone unless there is a lane or internal road access, in which case the "Single Detached (RS1/B)" zone will be allowed.

Proposed Amendment to Single-Family Lot Size Policy 5420

The proposed amendment to the Lot Size Policy would remove 46 properties on Railway Avenue, including the subject property, and two properties on Williams Road from the Lot Size Policy area. All other provisions in the Lot Size Policy would remain unchanged. A map showing the proposed Lot Size Policy area is provided in Attachment 3, with the changes highlighted in a bubbled area.

The Lot Size Policy currently permits the subject property to subdivide in accordance with the "Single Detached (RS1/B)" zone (see Table 1, below). This would yield two single-family lots with a minimum lot width of 12 metres. Each single-family lot would be permitted to contain one secondary suite.

The proposed amendment would permit this property to rezone and subdivide in accordance with the "Coach Houses (RCH1)" zone, which would yield three single-family lots with a minimum lot width of 9 metres each (see Table 1, below). Each single-family lot would be permitted to contain one detached garage with a coach house.

Zone	Min. Lot Width	Min. Lot Depth	Min. Lot Area	Max. Floor Area Ratio*	Purpose
Permitted Single Detached (RS1/B)	12.0 m (39.3 ft)	24.0 m (78.7 ft)	360.0 m² (3,875 ft²)	0.55 applied to a maximum of 464.5 m ² of the lot area, together with 0.30 applied to the balance	Single-family dwelling; secondary suite is permitted
Proposed Coach Houses (RCH1)	9.0 m (29.5 ft)	35.0 m (114.8 ft)	315.0 m ² (3,390 ft ²)	0.60	Single-family dwelling with detached coach house; secondary suite is not permitted

regulates the maximum building area.

Process

Please review the accompanying materials, and forward any comments or concerns you may have about the proposed amendment to Single-Family Lot Size Policy 5420, and/or the redevelopment proposal at 10200/10220 Railway Avenue, to my attention by April 30, 2019, via:

Jordan Rockerbie, Planning Technician Development Applications Department City of Richmond 6911 No. 3 Road Richmond, BC V6Y 2C1

or

jrockerbie@richmond.ca

Next Steps

Staff will complete a report to Planning Committee on the proposed Lot Size Policy amendment and rezoning application, and will incorporate your feedback as part of the report. If supported by the Planning Committee, the application would be subsequently considered by Richmond City Council at a regular Council meeting. You will be provided with the opportunity to address Council directly if the proposed amendment to Single-Family Lot Size Policy 5420 and the application to rezone 10200/10220 Railway Avenue proceed to a Public Hearing.

It is emphasized that the proposed amendment to Single-Family Lot Size Policy 5420 and the proposed rezoning application at 10200/10220 Railway Avenue do not change the zoning of other properties in the area. Any future rezoning applications on other properties must undergo the standard rezoning application review process, which includes a public notification and a Public Hearing.

If you have any questions about the contents of this letter or require further explanation, please contact me by phone at 604-276-4092 or by email at jrockerbie@richmond.ca

Thank you,

Jordan Rockerbie *Planning Technician* T: 604-276-4092

JR:jr

Encl. 3

Attachments:

Attachment 1: Location Map showing proposed rezoning and subdivision Attachment 2: Existing Single-Family Lot Size Policy 5420 Attachment 3: Proposed Single-Family Lot Size Policy 5420

Rockerbie, Jordan

From:	Bill de Mooy <bill@billdemooy.com></bill@billdemooy.com>
Sent:	Saturday, 6 April 2019 14:01
То:	Rockerbie,Jordan
Subject:	Re: Single-Family Lot Size Policy 5420

We'll support the change in Lot Size Policy and the rezoning application associated with it. The proposed allowance for (approx) 30' frontage lots have little to do with my lot or that of most properties on Railway Ave. without assembling and subdiving but it at least allows the duplex lot to be put to better use.

I look forward to learning more about your "suite of options" being put forth to city council.

Thanks.

Bill de Mooy

On Fri, Apr 5, 2019 at 4:08 PM Rockerbie, Jordan <<u>JRockerbie@richmond.ca</u>> wrote:

Hello Bill,

The purpose of the letter is twofold: first, to provide notice that the City is considering a change to the Lot Size Policy in your neighbourhood, and second, to gather feedback on the proposed change *and* the rezoning application associated with it. The mail-out went to all of the properties currently subject to the Lot Size Policy, i.e. the area generally bound by Williams Road, Steveston Highway, Railway Avenue, and No. 2 Road.

Regarding the BC Assessment Authority, I cannot make assurances on their behalf.

What I can tell you is that all of the properties on Railway Avenue in your neighbourhood currently have two conflicting land use designations: a designation under than Lot Size Policy introduced in 1989 and last amended in 1995, and a designation in the Arterial Road Land Use Strategy last amended in 2016. The proposed Lot Size Policy amendment addresses the conflicting policies by removing the land use designation from 1995 in favour of the designation applied in 2016. Depending on where you property is on Railway Avenue, the land use designation already supports redevelopment to "Compact Single Detached," "Compact Lot Coach House," "Arterial Road Duplex," or "Arterial Road Townhouses."

Part of my staff report to Council will include a tally of the number of positive and negative responses, as well as copies of those responses as an attachment. Please let me know if you would like your correspondence included in this attachment. Additionally, please let me know if you have further questions about the application at hand, the Lot Size Policy, or the Arterial Road Land Use Strategy.

PH - 163

Thank you,

Jordan Rockerbie

Planning Technician, Development Applications

City of Richmond | T: 604-276-4092

From: Bill de Mooy [mailto:bill@billdemooy.com]
Sent: Thursday, 4 April 2019 16:23
To: Rockerbie,Jordan
Subject: Re: Single-Family Lot Size Policy 5420

Thanks Jordan.

So what is it that planning would like from people living on Railway Ave between Williams Road and Steveston Hwy? Support or dissapproval of the application by the developer or of the lot size policy amendment?

The only concern I have is that the BC Assessment Authority assesses my property higher because of their mantra of "highest and best use" even though I am not rezoning my property to the revised lot size policy. If I can be assured that I will not be financial worse off by the amendment then I have no objection. If by allowing the amendment I'm likely to pay more in property taxes then HELL NO.

Cheers.

Bill de Mooy.

On Wed, Apr 3, 2019 at 9:27 AM Rockerbie, Jordan <<u>JRockerbie@richmond.ca</u>> wrote:

Hello William, thank you for your comments on this redevelopment.

At this time, the City is not proposing any changes to the Single Family Lot Size Policy other than a shift in the boundary. Policy Planning staff are currently working on a referral from Council regarding the effectiveness of the Lot Size Policy program as a whole in Richmond neighbourhoods. It is likely that staff will bring forward a suite of options for Council to consider, ranging from status quo to a complete reworking of the policy. Any changes to the Lot Size Policy program would involve significant public consultation.

Regarding the application at hand, the applicant is proposing to remove 10200/10220 Railway Avenue from the Lot Size Policy area, to enable a rezoning and subdivision to create three single-family lots with coach houses. If the property were to remain in the Lot Size Policy area, the redevelopment potential would be limited to two single-family lots with coach houses *or* secondary suites.

I would be happy to provide additional information or staff contacts for the various policies in Richmond which target housing affordability. Many of our policies are "living documents," with regular review, public feedback, and updates.

If you have any additional comments or concerns about the subject rezoning and Lot Size Policy amendment, do let me know.

Thank you,

Jordan Rockerbie

Planning Technician, Development Applications

City of Richmond | T: 604-276-4092

From: Bill de Mooy [mailto:bill@billdemooy.com] Sent: Tuesday, 2 April 2019 12:48 To: Rockerbie,Jordan Subject: Single-Family Lot Size Policy 5420

Hi Jordan

Just thinking.

Why is there a proposal to change a zoning that allows for a house with secondary accommodation to a zoning that does not allow for a house with secondary accommodation yet allows a coach house?

I'm led to understand that the building of a coach house is much more expensive that building a secondary accommodation as part of a house.

Where is affordable housing in this thought process? To merely allow building on smaller lots and collect more DCC money from subdividing?

If the creation of "affordable housing" is truly what those on Richmond Council want then I would think following the lead of Vancouver, North Vancouver, Surrey, Maple Ridge and Langley would be more thoughtful.

A lot size policy that allows for secondary accommodations AND a coach house or two secondary accommodations would allow for (1) more rentable units, as Richmond desperately requires, and (2) more mortgage helpers to help make a detached home be more affordable, or (3) more multi-generational family homes to supply the need for family support, with privacy, of an aging parents AND young adult children who are staying home longer because of the high cost of rents or real estate.

If you're going to change a policy, would now not be a good time to have a "more useful" land use policy. Even the reintroduction of the Flex-House and Coach house could be worthy of consideration. A home for all ages.

Just thinking.

William de Mooy

10540 Railway Ave.,

Richmond, BC V7E 2B8

Rockerbie, Jordan

From:	L Neudorf <leleyn@telus.net></leleyn@telus.net>
Sent:	Thursday, 18 April 2019 15:43
То:	Rockerbie,Jordan
Subject:	Rezoning appl 10200/10220 Railway Ave.

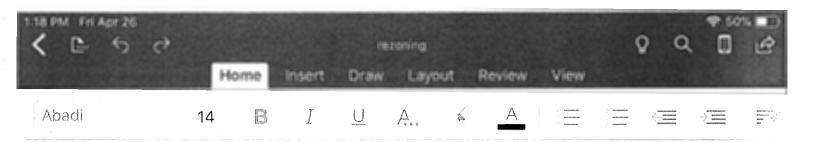
Dear Jordon Rockerbie, Re: Rezoning application at 10200/10220 Railway Ave.

If I had a vote, we would vote against this rezoning application – I propose that the developer work with the current zoning (39.3 ft.). For sure, if we lived on the west side of Hollymount Dr. (with the back lane) I would not be keen to have a swath of laneway homes using the back alley, higher traffic, etc. and no doubt many Air BnB operations.

I see a slim lot of 29.5 ft. as only benefiting the developer and the City.

Per se I am not against higher densities, in fact rather than the standard 3 level townhomes going in along Steveston Hwy between Railway and No. Two Rd I would vote to allow 3-4 level apartment blocks in these land assembly areas, thus allowing many more housing units and many more lower price options.

Thank you. Len Neudorf – Res. 604-271-9147 10370 Hollymount Dr.



I am writing in response to the correspondence regarding the rezoning application at 10200/10220 Railway Avenue.

I do not have any objection to the change to the lot size. I do however, object to the coach house rezoning for the smaller lots.

The subdivision to the east of Railway Avenue, historically known as Holly Park, is already very crowded with vehicles. I live on Hollymount Drive. During weekdays the street is fairly clear of cars. In the evenings and on weekends, Hollymount is already very crowded with most street space completely used for parking. Please do a check evenings and weekends.

I believe, it is reasonable to assume that single family houses will have a minimum of 2 vehicles. If there are more than two adults living in the house it's possible each person over sixteen would have a vehicle. This is the norm in Richmond these days. If you add a coach house to the property, each adult living there, would also, presumably, own a vehicle. Where will all these cars park? The lane access garage could only accommodate 2 vehicles.

Our neighbourhood already serves as overflow parking for O'hares Pub. It is not unusual to have pub patrons parking here.

When I have family and friends visit they already have a hard time finding parking. I have a fire hydrant in my front yard, no one can park in front of my home.

I realize that densification is needed and inevitable, but, some consideration of existing neighbourhoods is required.

Yours truly,

Carolyn Payer 10420 Hollymount Drive V7E 4S3

Rockerbie, Jordan

From: Sent: To: Subject: Michelle Li <michelleli@shaw.ca> Monday, 29 April 2019 19:15 Rockerbie,Jordan Redevelopment proposal to 10200/10220 Railway

Hello,

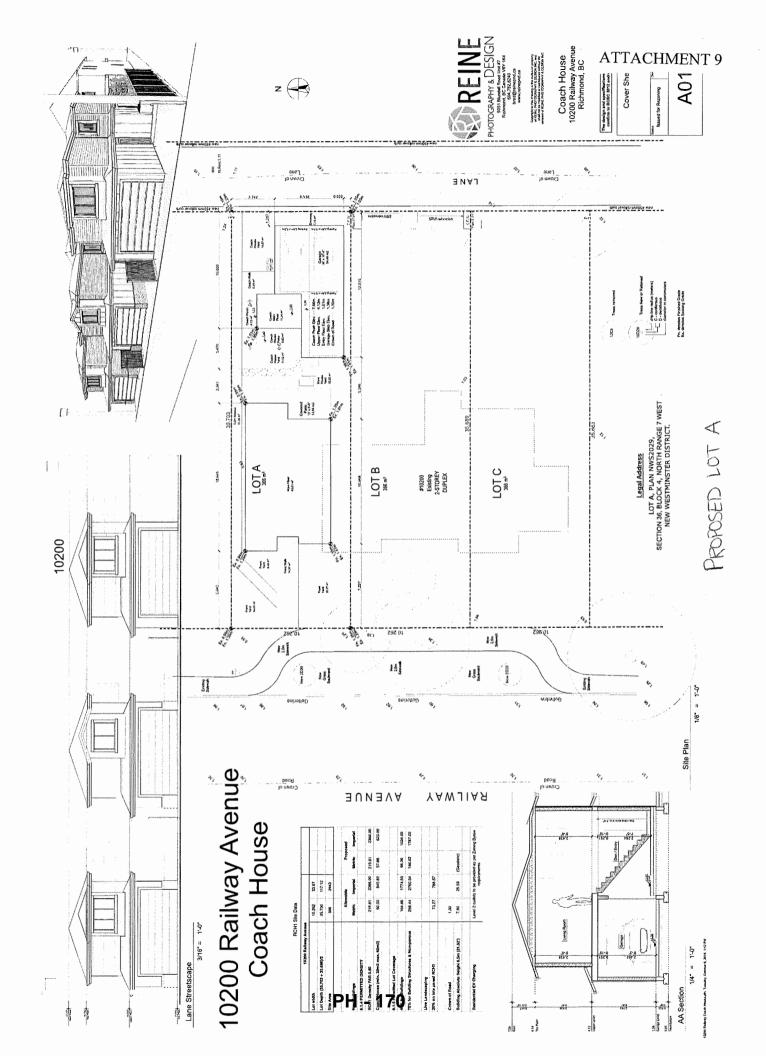
I received a package in the mail about this redevelopment in my neighbourhood and I want to show my strong support of this redevelopment. I would like to see coach homes allowed on any lots where it is suitable with no input from the public since this is a way to add affordable rental housing, housing for extended families, and allow for aging in place. It would also make home ownership more affordable and sustainable for families in our area.

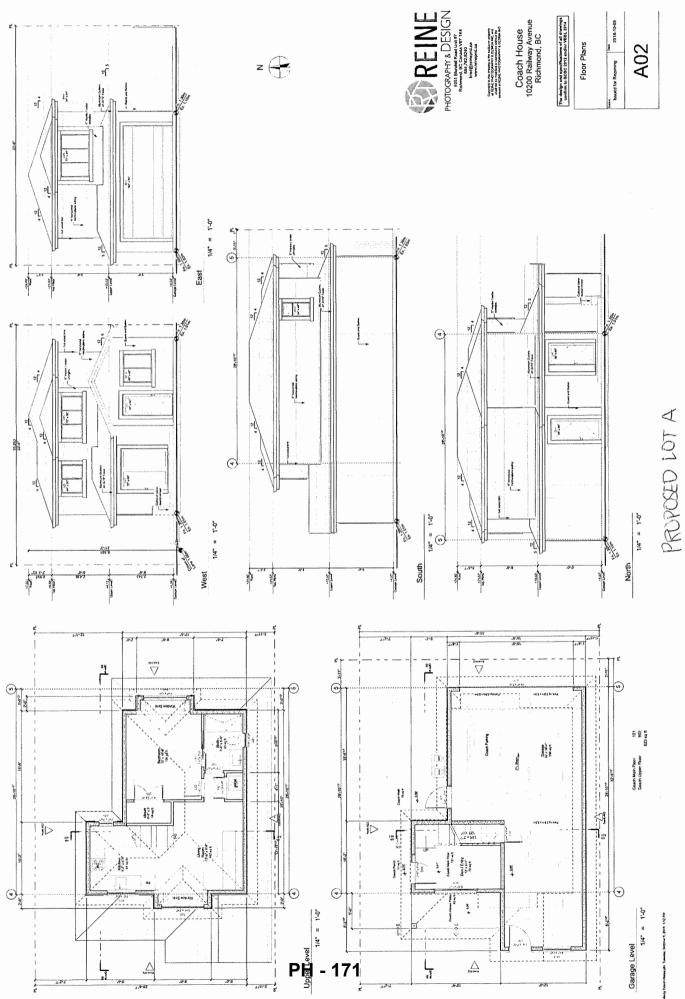
Sincerely,

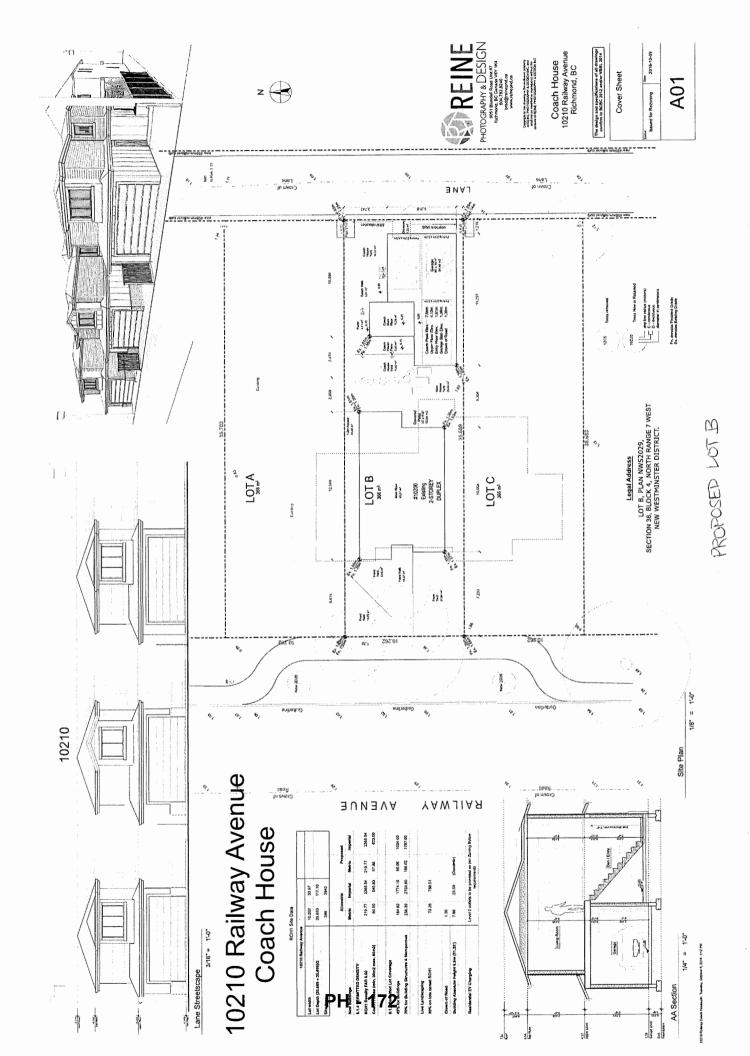
Michelle Li

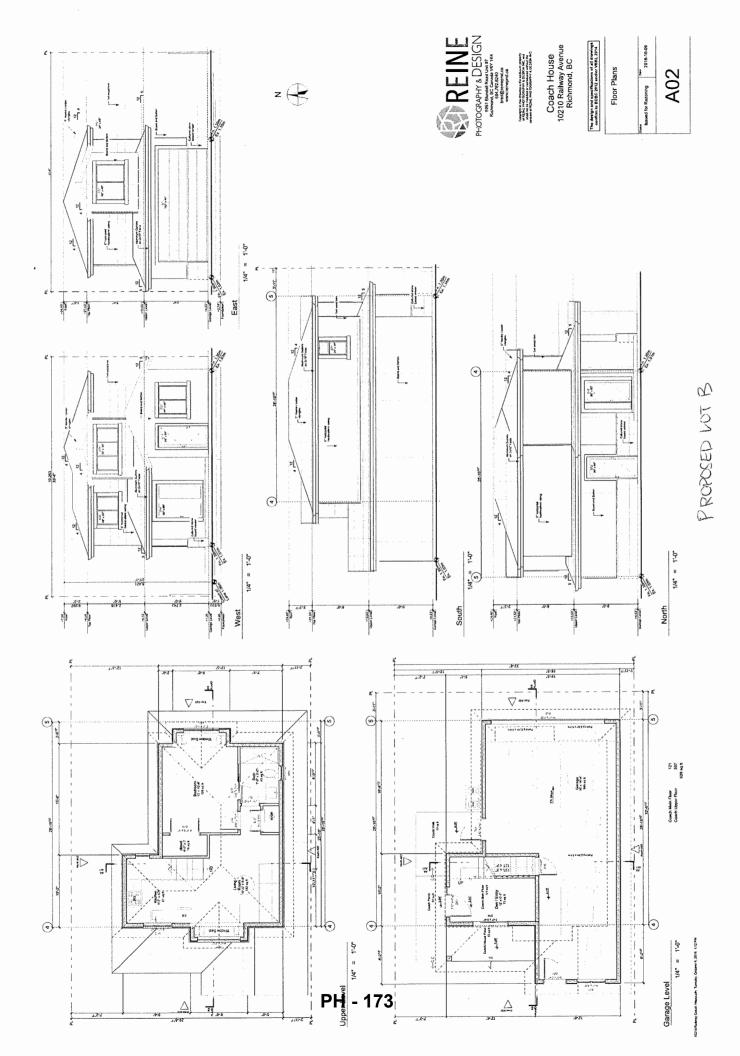
10350 Hollybank Drive

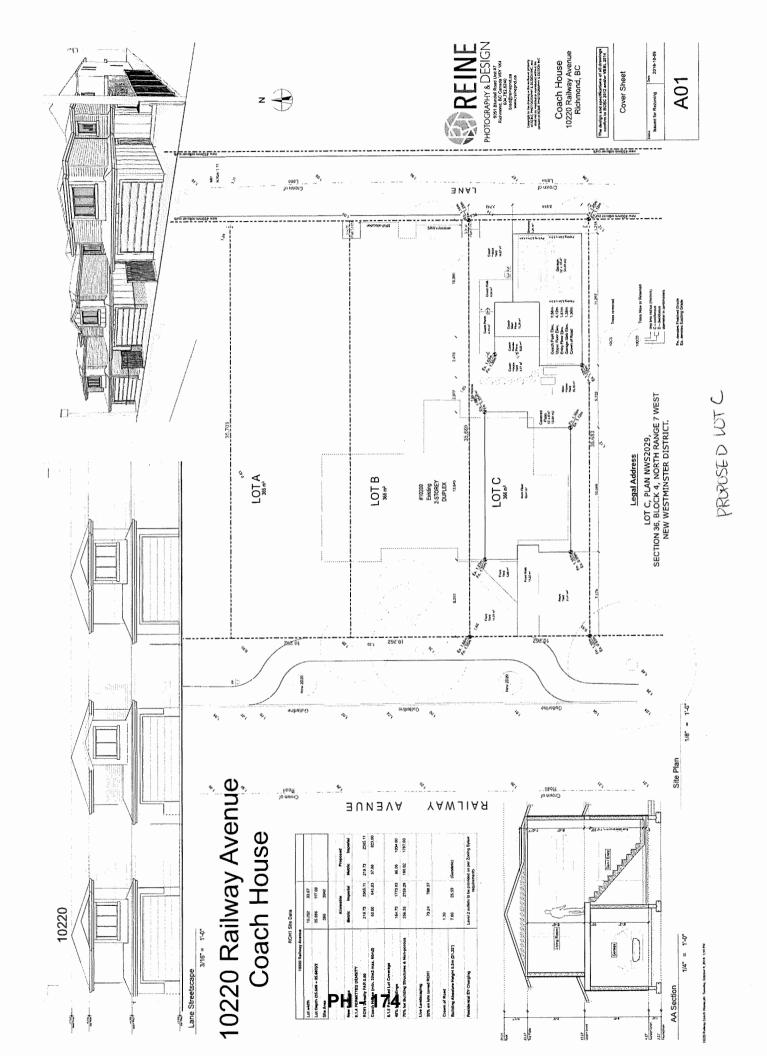
Richmond, BC

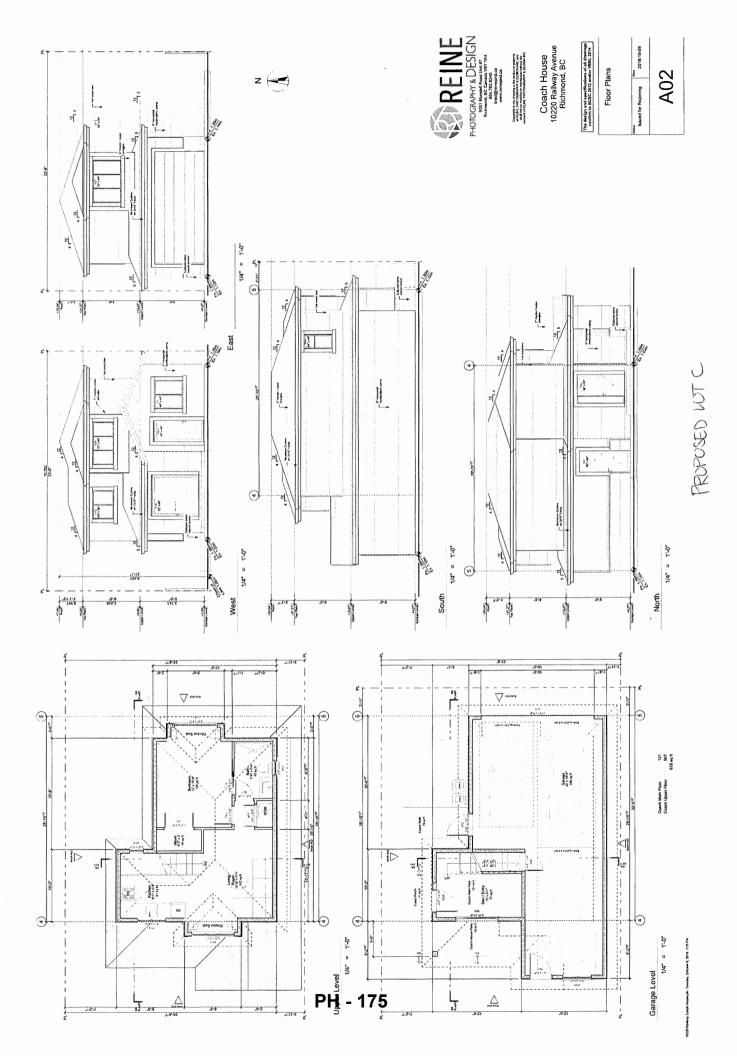


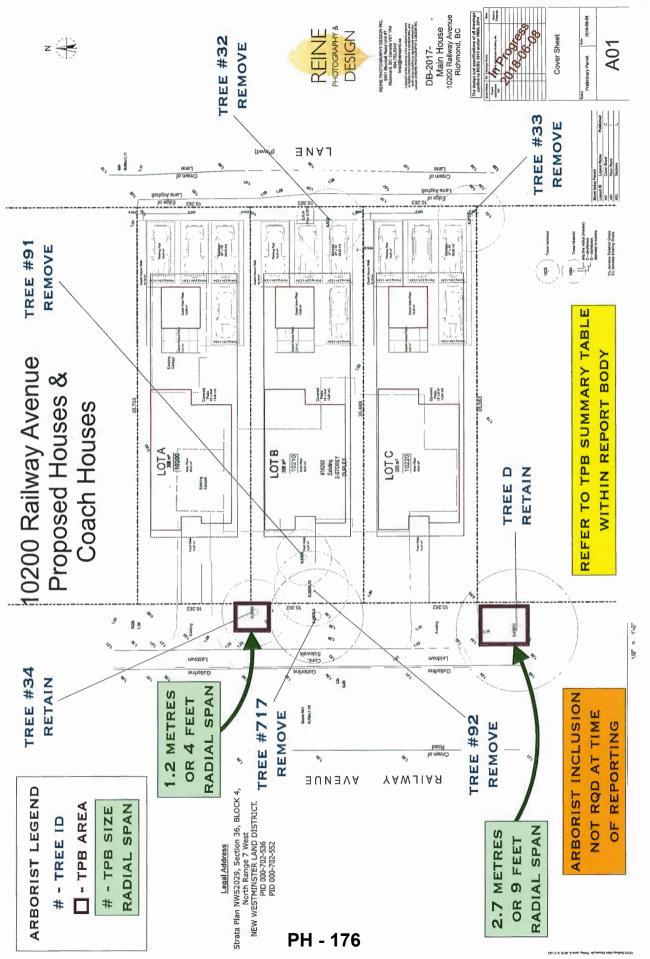














ATTACHMENT 11 **Rezoning Considerations** Development Applications Department 6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 10200/10220 Railway Avenue

File No.: RZ 17-784927

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10035, the developer is required to complete the following:

- 1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs and a 10% contingency. The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the 9 required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	Minimum Height of Coniferous Tree
4	9 cm	5 m
2	8 cm	4 m
3	6 cm	3.5 m .

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

- 2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
- 3. Submission of a Tree Survival Security to the City in the amount of \$1,980 for the 2 trees to be retained.
- 4. Registration of a flood indemnity covenant on title.
- 5. Registration of a legal agreement on title ensuring that the coach house cannot be stratified.
- 6. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
- 7. Registration of a legal agreement on title to ensure that the Building Permit application and ensuing development at the site is generally consistent with the preliminary conceptual plans included in Attachment 8 to this staff report.

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

- 1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
- 2. Submission of a Tree Survival Security to the City in the amount of \$1,980 for the 2 trees to be retained (if it has not already been received as part of the Rezoning Considerations Item 5, above).

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

- 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.
- 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 PH - 177

Initial:

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

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

- 1. Payment of the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment fees.
- 2. Discharge of covenant RD147895, which restricts the land use to two-unit housing only.
- 3. Cancellation of Strata Plan NWS2029.
- 4. Complete the following site servicing works and off-site improvements through a City work order. Works include, but may not be limited to, the following:

Water Works:

- Using the OCP Model, there is 271.0 L/s of water available at a 20 psi residual at 10126 Railway Avenue frontage and 247.0 L/s of water available at a 20 psi residual at 10260 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.
 - Confirm with the City's Fire Department whether a hydrant is required at the proposed site's Railway Ave frontage to comply with the maximum 120 meters hydrant spacing (per City's specifications) and to service the proposed development.
 - If required, replace the portions (two locations) of the existing AC watermain at Railway Avenue that may be exposed and impacted to facilitate installation of the required storm sewer service connections.
- At Developer's cost, the City is to:
 - Install 3 new water service connections to serve the proposed development, complete with meters and meter boxes. The meters shall be placed at the boulevard area between the property line and the sidewalk.
 - Cut and cap, at main, the existing water service connections to 10200 and 10220 Railway Ave.

Storm Sewer Works:

- At Developer's cost, the City is to:
 - Provide a new storm sewer service connection complete with a type 3 inspection chamber at the common property line of the northernmost lot and the middle lot. Tie-in of the new service connection shall be to the existing opening at the east side of manhole STMH849. The new inspection chamber shall be placed at the boulevard area between the property line and the sidewalk.
 - Remove the existing storm service connection and IC off of the STMH849 fronting the adjoining property line of the north and middle lot.
 - Remove the existing storm sewer service connection and IC at the south property line of the southernmost lot to be created and replace it in the same alignment with a new storm service connection complete with a type 3 inspection chamber. Use the same tie-in point for the new connection as the old one. The new inspection chamber shall be placed at the boulevard area between the property line and the sidewalk.
 - Cut and cap the existing storm sewer service connection at the northwest corner of the proposed site.

Sanitary Sewer Works:

- At Developer's cost, the City is to:
 - Remove the existing inspection chamber and sanitary pipe connections and discharge the existing utility right of way.
 - Cut and cap at main the existing sanita **PH**ad **th78** ervices 10200 and 10220 Railway Ave.

Initial:

- Provide a new sanitary sewer service connection complete with an inspection chamber at the common property line of the northernmost lot and the middle lot. The new inspection chamber shall be placed in a new 2.0 m wide x 1.0 m deep utility right of way that's divided equally between the northernmost lot and the middle lot.
- Provide a new sanitary sewer service connection complete with an inspection chamber in a new 1.5 m x 1.5 m utility right of way to service the southernmost lot.

Frontage Improvements:

- At the developer's costs, the developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - To underground the electric power and telecommunication lines required to service the proposed three-lot subdivision in compliance with the City's Subdivision and Development Bylaw 8751 and the City's Building Regulation Bylaw 7230.
 - To determine if above ground structures are required and coordinate their locations (e.g. PMT, LPT, Shaw cabinets, Telus Kiosks, etc). These should be located onsite.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - Pay, in keeping with the Subdivision and Development Bylaw No. 8751, a \$53,010.00 cash-in-lieu of construction contribution for the design and construction of lane upgrades as set out below:
 - Lane-Asphalt Pavement \$16,740.00
 - Lane-Concrete Curb and Gutter \$12,400.00
 - Lane Drainage \$16,120.00
 - Lane-Lighting \$7,750.00
 - Complete frontage improvements to Railway Avenue, including:
 - 2.0 m sidewalk at the property line, landscaped boulevard, and concrete curb and gutter in the existing location;
 - Removal of the existing sidewalk and driveway crossings, and replacement with frontage improvements as described above;
 - New trees are not permitted behind the curb to avoid impact to the existing AC watermain, and therefore must be placed closer to the new sidewalk at property line to maintain minimum clearance of 1.5 m between the AC watermain and the trees; and
 - Lower the existing street light conduits at a minimum depth of 1.0 m below ground and replace the wiring along entire Railway Avenue frontage.

General Items:

- The Developer is required to:
 - 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, dewatering, 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.

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.

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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 10035 (RZ 17-784927) 10200/10220 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 "COACH HOUSES (RCH1)".

P.I.D. 000-702-536

Strata Lot 1 Section 36 Block 4 North Range 7 West New Westminster District Strata Plan NW2029 Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form 1

P.I.D. 000-702-552

Strata Lot 2 Section 36 Block 4 North Range 7 West New Westminster District Strata Plan NW2029 Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form 1

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10035".

FIRST READING	JUN 1 0 2019	CITY OF RICHMOND
A PUBLIC HEARING WAS HELD ON		APPROVED
SECOND READING		APPROVED by Director
THIRD READING		or Solicitor
OTHER CONDITIONS SATISFIED		
ADOPTED		

MAYOR

CORPORATE OFFICER



То:	Planning Committee	Date:	May 31, 2019
From:	Wayne Craig Director, Development	File:	RZ 18-829032
Re:	Application by Matthew Cheng Architect Inc. for Gate, 9460, 9480 & 9500 Garden City Road from Density Townhouses (RTL4)		0

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10047, for the rezoning of 9020 Glenallan Gate, 9460, 9480 & 9500 Garden City Road from the "Single Detached (RS1/E)" zone to the "Low Density Townhouses (RTL4)" zone, in order to permit the development of 13 townhouse units with vehicle access from Garden City Road, be introduced and given first reading.

ana Wayne Craig Director, Development WC:sds Att. 7

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Affordable Housing	प	he Eneg	

Staff Report

Origin

Matthew Cheng Architect Inc. has applied to the City of Richmond for permission to rezone the properties at 9020 Glenallan Gate, 9460, 9480 & 9500 Garden City Road from the "Single Detached (RS1/E)" zone to the "Low Density Townhouses (RTL4)" zone in order to permit the development of 13 townhouse units with vehicle access from Garden City Road. A location map and aerial photograph are provided in Attachment 1. The subject site is currently occupied by four single-family dwellings, which are proposed to be demolished.

Project Description

The subject properties have a total combined frontage of approximately 76.2 m (250 ft.) and are required to be consolidated into one development parcel prior to final adoption of the rezoning bylaw. The proposal includes eight three-storey and five two-storey townhouse units, in five buildings, with a proposed floor area ratio (FAR) of 0.6. One secondary suite and two convertible units are also included in the proposal. The preliminary site plan, building elevations and landscape plan are provided in Attachment 2.

Findings of Fact

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

Existing Housing Profile

The applicant has advised that the four existing single-family dwellings are currently tenanted with no existing secondary suites.

Surrounding Development

To the North: Across Glenallan Gate, single-family dwellings on lots zoned "Single Detached (RS1/E)" fronting Garden City Road.

- To the South: Duplex and single-family dwellings on lots zoned "Single Detached (RS1/C)" fronting Garden City Road.
- To the East: Single-family dwellings on lots zoned "Single Detached (RS1/E)" fronting Glenallan Drive.
- To the West: Across Garden City Road, single-family dwellings on lots zoned "Single Detached (RS1/E)" fronting Greenfield Drive.

Related Policies & Studies

Official Community Plan

The Official Community Plan (OCP) land use designation for the subject site is "Neighbourhood Residential (NRES)". The "Neighbourhood Residential" designation comprises of those areas where the principal uses are single-family, two-family and multiple family housing (specifically townhouses). The development proposal is consistent with this designation.

Arterial Road Policy

The subject site is identified for "Arterial Road Townhouse" on the Arterial Road Housing Development Map and the proposal is consistent with the Townhouse Development Requirements in the Arterial Road Land Use 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.

The applicant has advised that notification letters were delivered by the applicant to all adjacent neighbouring properties, which included information on density, height, preliminary site plan, elevations and developer contact information. To date, one neighbour replied with questions in regards to setbacks, which were addressed by the developer. No other correspondence has been received. The applicant has also submitted a map showing the properties notified, which is provided in Attachment 4, along with a copy of the letter.

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*.

Analysis

Built Form and Architectural Character

The applicant is proposing to consolidate the subject properties into one development parcel, with a total frontage of 76.2 m (250 ft.) and a site area of 2,779.1 m² (29,914 ft²), in order to construct 13 townhouse units. The proposed townhouse units are oriented around a single driveway providing access to the site from Garden City Road and a north-south internal maneuvering drive aisle providing access to the garages of the units. The shared outdoor amenity space is proposed to be situated in a central open area at the rear (east) of the site.

The proposal consists of eight three-storey and five two-storey townhouse units, for a total of 13 units, with side-by-side double car garages, and a proposed FAR of 0.6. The three-storey units are proposed along Garden City Road, with a 7.5 m (25 ft.) setback from the south property line to the third floor to minimize potential privacy concerns. Two-storey units and a 6.0 m (20 ft.) setback are proposed along the rear (east) to address the interface with the existing single-family dwellings. The proposed building forms, heights and setbacks are consistent with the design guidelines for arterial road townhouse development.

The proposal includes one secondary suite (studio) with a total area of 26.3 m² (283 ft²), which complies with the minimum floor area for secondary suites in townhouses as per Zoning Bylaw 8500 (25.0 m²). The applicant has also demonstrated that the proposed secondary suite can accommodate a bed, and kitchen and washroom facilities. To ensure the secondary suite is built to the satisfaction of the City, the applicant is required to register a legal agreement on Title prior to final adoption of the rezoning bylaw, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and Richmond Zoning Bylaw 8500. In addition, prior to final adoption of the rezoning bylaw, the applicant is required to register a legal agreement on Title to ensure the secondary suite will not be stratified.

Existing Legal Encumbrances

There is an existing 3.0 m wide Statutory Right-of-Way (SRW) (Plan 35224) along the rear (east) property line of the subject properties for sanitary sewer services. The existing SRW will not be impacted by the proposed development and the developer is aware that encroachment into the SRWs is not permitted.

Transportation and Site Access

Vehicular access to the subject site is proposed via one full movement driveway from Garden City Road. The long-term objective is for the driveway access established on Garden City Road to be utilized by adjacent properties to the south, if the properties redevelop. A Statutory Rightof-Way (SRW) for Public Right-of-Passage (PROP) over the entire area of the proposed driveway and the internal maneuvering drive aisle is required prior to final adoption of the rezoning bylaw, which will facilitate access for future adjacent development.

The proposal complies with the required number of vehicle and bicycle parking spaces as per Zoning Bylaw 8500.

Prior to final adoption of the rezoning bylaw, the applicant is required to provide a 4 m by 4 m corner cut road dedication at the northwest corner of the subject site.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report, which identifies tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 16 trees located on the subject property, three trees located on neighbouring property and two trees located on City property.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and Tree Management Plan (Attachment 5), conducted an on-site visual assessment and concurs with the Arborist's recommendations, with the following comments:

- 2 trees (tag# 220 & 224) located on-site along the street frontages are identified in good condition. Trees are to be retained and protected as per City of Richmond Tree Protection Information Bulletin TREE-03.
- 2 trees (tag# 434 & 435) located on City property were assessed by Parks Arboriculture Staff, which provided the following comments:
 - One tree (tag# 435) located in the southwest corner has been assessed for retention. A security deposit of \$4,570 will be required prior to final adoption of the rezoning bylaw.
 - One tree (tag# 434) located in the southwest corner is identified in poor condition. The tree has been assessed for removal. Compensation of \$650 will be required prior to final adoption of the rezoning bylaw.
 - One undersized hedge is located on City property along Garden City Road and has been assessed for removal. As per the Arterial Road Guidelines, hedges in the front yard are discouraged. No compensation is required for the removal of the hedge.
- 2 trees (tag# 318 & 396) located on neighbouring property to be retained and protected. The applicant has provided an authorization letter from the neighbouring property owner (9520 Garden City Road) for the removal of 1 tree (tag# 494).
- 14 trees (tag# 216-219, 221-223, 225, & 283-288) located on site are either dying (sparse canopy foliage) or have been historically topped and as a result exhibit significant structural defects such as previous stem failure, narrow and weak secondary stem unions at the main branch union (below previous topping cuts) and co-dominant stems with inclusions. As a result, these trees are not good candidates for retention and should be removed and replaced.

Tree Replacement

The applicant is proposing to remove 14 on-site trees (tag# 216-219, 221-223, 225, & 283-288). The OCP tree replacement ratio of 2:1 would require a total of 28 replacement trees. Based on the submitted Preliminary Landscape Plan (Attachment 2), the developer is proposing to plant 31 new trees.

The size and species of replacement trees, and overall landscape design, will be reviewed in detail through the Development Permit application process. To ensure the replacement trees are planted and maintained on-site, the applicant is required to provide an acceptable Landscape Plan and Landscape Security based on 100% of the cost estimate provided by the Landscape Architect, prior to Development Permit issuance.

Securities will not be released until a landscaping inspection has been passed by City staff after construction and landscaping has been completed. The City may retain a portion of the security for a one year maintenance period from the date of the landscape inspection.

Tree Protection

The proposed Tree Management Plan is provided in Attachment 5, which outlines the protection of the two trees on-site (tag# 220 & 224) and one City-owned tree (tag# 435). To ensure the protection of these trees, the applicant is required to provide the following, prior to final adoption of the rezoning bylaw:

- Submission to the City of a contract with a Certified Arborist for supervision of all works conducted within or in close proximity to tree protection zones.
- Submission of a Tree Survival Security in the amount of \$19,570 (\$15,000 based on the sizes of the on-site trees to be retained and \$4,570 for the City-owned tree).
- Prior to demolition of the existing dwellings on the subject site, installation of tree protection fencing around all trees to be retained, in accordance with the City's Tree Protection Information Bulletin TREE-03.

Variance Requested

The proposed development is generally in compliance with the "Low Density Townhouses (RTL4)" zone other than the variances noted below. Based on the review of the current plans for the project, the following variances are being requested:

• Reduce the exterior side yard setback (along Garden City Road) from 6.0 m (20 ft.) to 4.5 m (15 ft.), in order to provide a 6.0 m rear yard setback to both the ground and second floors of the rear units.

Staff are supportive of the proposed variance for the following reasons:

- The proposed variance is consistent with the Arterial Road Guidelines for Townhouses in the OCP. In this context, the exterior side yard functions as a front yard along Garden City Road. The Arterial Road Guidelines are supportive of reduced front yard setbacks, provided an appropriate interface with neighbouring properties is provided. The reduced setback along Garden City Road allows for an increased setback along the east property line, adjacent to existing single-family development. Balconies, bay windows, and porches are not permitted to project into the proposed 4.5 m exterior side yard setback.
- The proposed 6.0 m rear yard setback to both the ground and second floors of the rear units provides an improved rear yard interface with the existing singlefamily dwellings to the west and enhances solar access to the rear yards.
- The distance between the proposed building face and the back of curb on Garden City Road would be approximately 8.6 m, in order to accommodate a new sidewalk and treed and grassed boulevard along Garden City Road.

The variance will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping at the Development Permit stage.

Affordable Housing Strategy

In addition to providing one secondary suite (studio), the applicant proposes to provide a cash contribution to the Affordable Housing Reserve Fund of \$8.50 per buildable square foot, in accordance with the City's Affordable Housing Strategy, for a total cash contribution in the amount of \$152,561.32.

Public Art

In response to the City's Public Art Program (Policy 8703), the applicant will provide a voluntary contribution at a rate of \$0.85 per buildable square foot (2018 rate) to the City's Public Art Reserve Fund, for a total contribution in the amount of \$15,256.13.

Energy Efficiency

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.

Amenity Space

The applicant is proposing a cash contribution in-lieu of providing the required indoor amenity space on-site. As per the OCP, rezoning applications received prior to February 28, 2019 may choose to provide a cash contribution of \$1,600 per unit for developments up to 19 units. The total cash contribution required for this 13 unit townhouse development is \$20,800.

Shared outdoor amenity space will be provided on-site. Based on the preliminary design, the size of the proposed outdoor space complies with the OCP requirements of 6.0 m² per unit. Staff will work with the applicant at the Development Permit stage to ensure the configuration and design of the outdoor amenity space meets the Development Permit Guidelines in the OCP.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the developer is required to enter into a Servicing Agreement for the design and construction of required site servicing and frontage improvements, as described in Attachment 7. Site servicing and frontage improvements include, but are not limited to, the following:

- Construct a new concrete sidewalk and grassed/treed boulevard along the Garden City Road and Glenallan Gate frontages. The new sidewalk placement will incorporate the required tree protection and transition to the existing frontage treatments to the south and east of the site.
- Construct a 1.5 m wide concrete walkway to connect the north-south drive-aisle to the new sidewalk along Glenallan Gate.
- Upgrade the existing northbound bus stop on Garden City Road at Glenallan Gate to the following standards: concrete landing pad (3.0 m x 9.0 m) for installation of bus shelter, bus bench, garbage/recycling receptacles, and conduit pre-ducting for electrical connections.

• Upgrade approximately 40 m of water main along Glenallan Gate frontage, upgrade 60 m of storm sewer along Glenallan Gate frontage, and replace 55 m of sanitary sewer located in the rear yard.

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

- Contribute \$8,726 towards the upgrade of the existing special crosswalk at the Garden City Road and Glenallan Gate intersection. The upgrade works include new LED street lights, new amber flashers, and new standard Audible Pedestrian Signal pushbuttons.
- Contribute \$30,000 towards the purchase and installation of a City design standard bus shelter.

The developer is also required to pay Development Cost Charges (DCCs') (City & Metro Vancouver), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the required site servicing and frontage improvements as described in Attachment 7.

Development Permit

A Development Permit application is required to be processed to a satisfactory level, prior to final adoption of the rezoning bylaw. Further refinements to architectural, landscape and urban design will be completed as part of the Development Permit application review process, including, but not limited to, the following:

- Compliance with Development Permit Guidelines for multi-family developments and arterial road townhouses in the OCP;
- Refinement of the proposed building form and architectural features to achieve sufficient variety in design and create an interesting streetscape along Garden City Road and Glenallan Gate;
- Refinement of the shared outdoor amenity area design, including the choice of play equipment, to create a safe and vibrant environment for children's play and social interaction; and
- Review of the relevant accessibility features, including aging-in-place features in all units and proposed convertible units.

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

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 application is to rezone the properties at 9020 Glenallan Gate, 9460, 9480 & 9500 Garden City Road from the "Single Detached (RS1/E)" zone to the "Low Density Townhouses (RTL4)" zone in order to permit the development of 13 townhouse units.

The rezoning application complies with the land use designation and applicable policies contained within the OCP for the subject site. Further review of the project design will be completed as part of the Development Permit application review process.

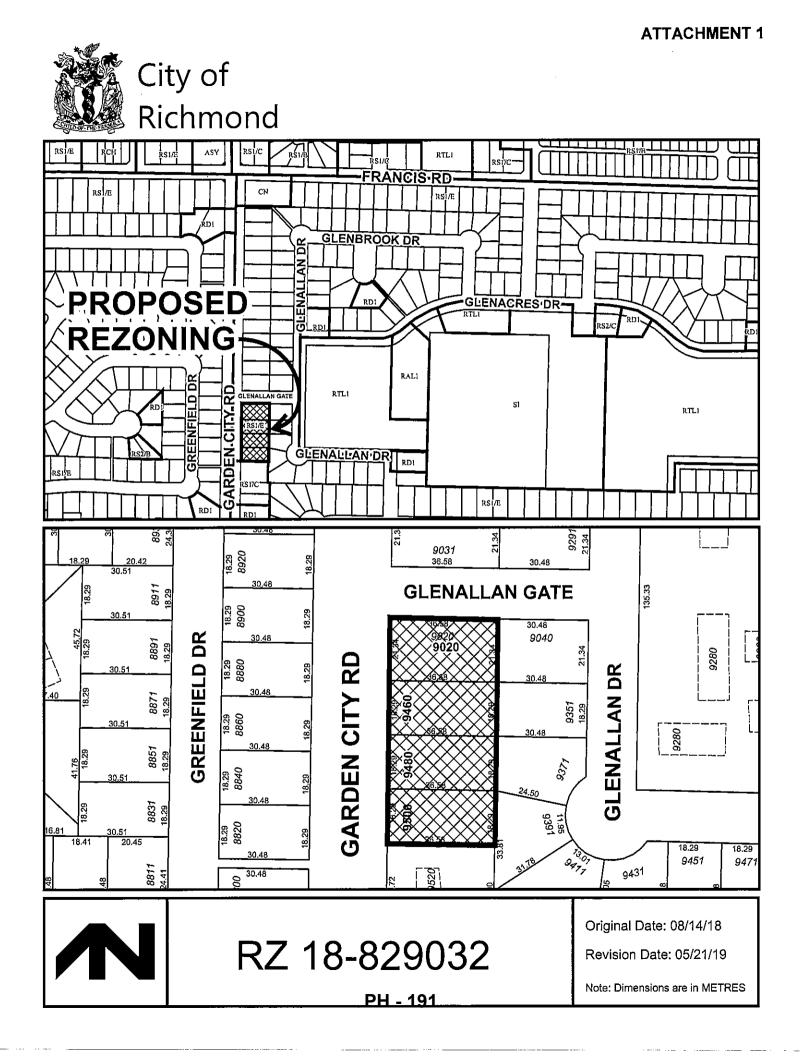
The list of rezoning considerations is included in Attachment 7, which has been agreed to by the applicant (signed concurrence on file).

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10047 be introduced and given first reading.

Steven De Sousa Planner 1

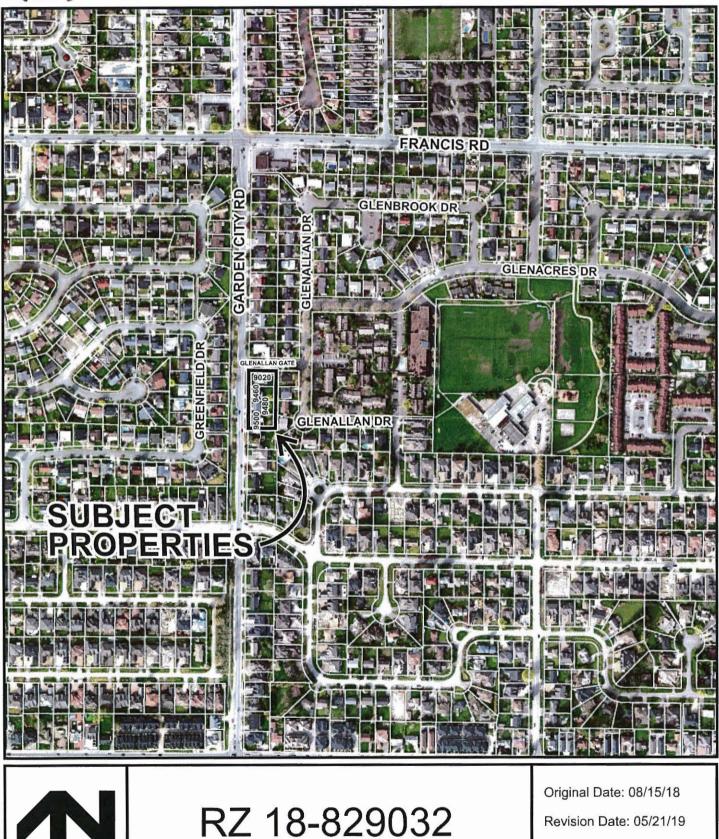
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Attachment 1: Location Map & Aerial Photo Attachment 2: Conceptual Development Plans Attachment 3: Development Application Data Sheet Attachment 4: Notification Map and Letter by Applicant Attachment 5: Tree Management Plan Attachment 6: Step Code Letter from Applicant Attachment 7: Rezoning Considerations





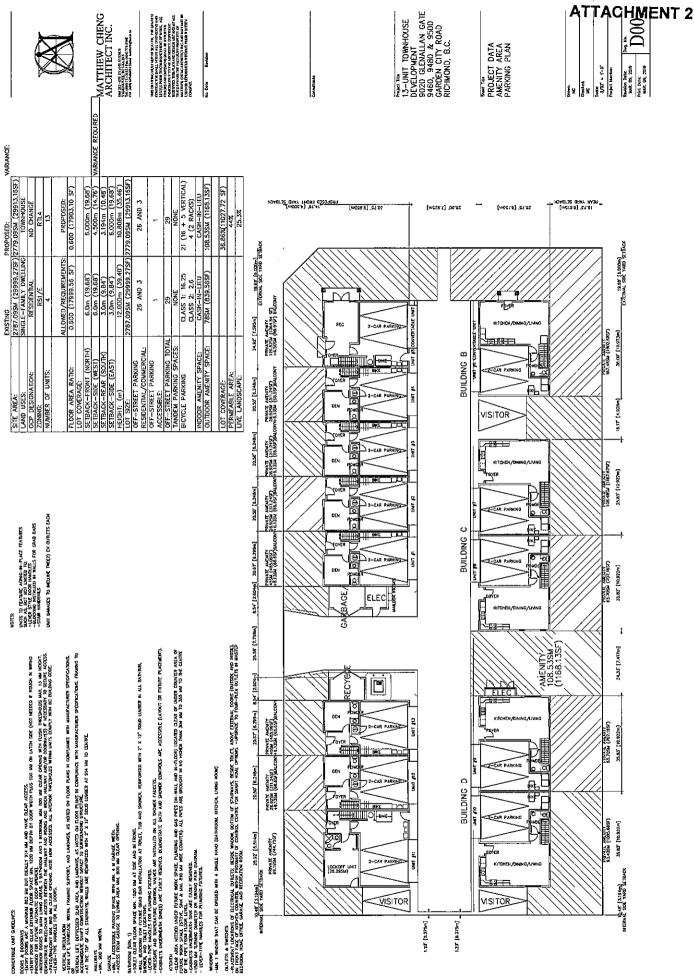
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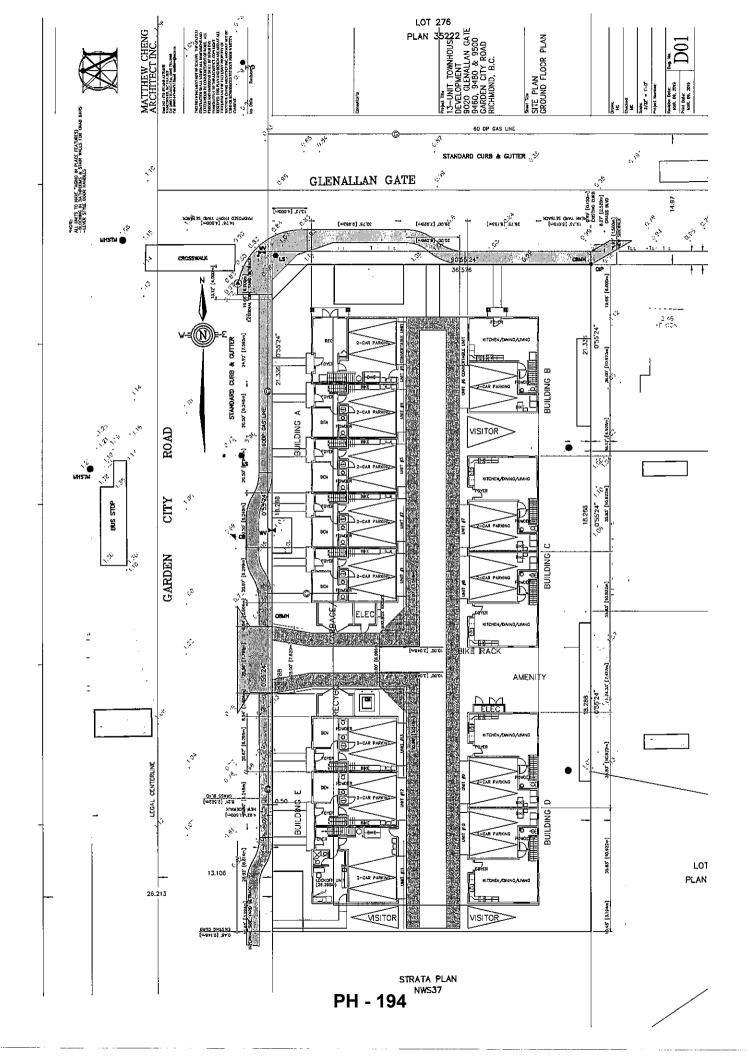


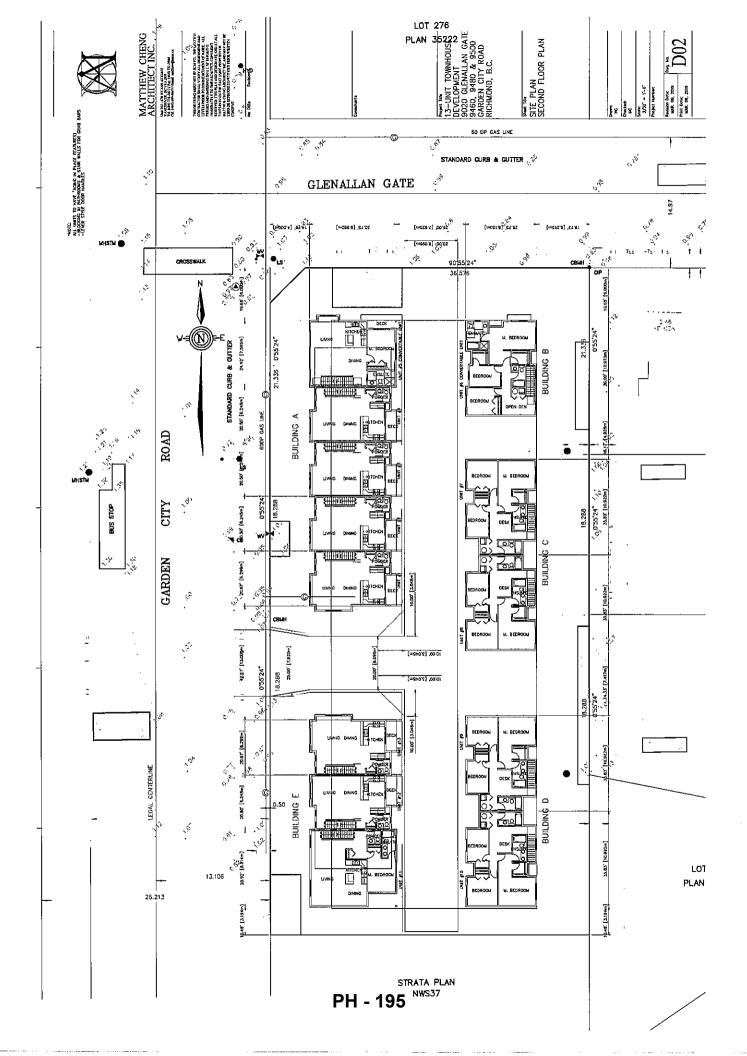
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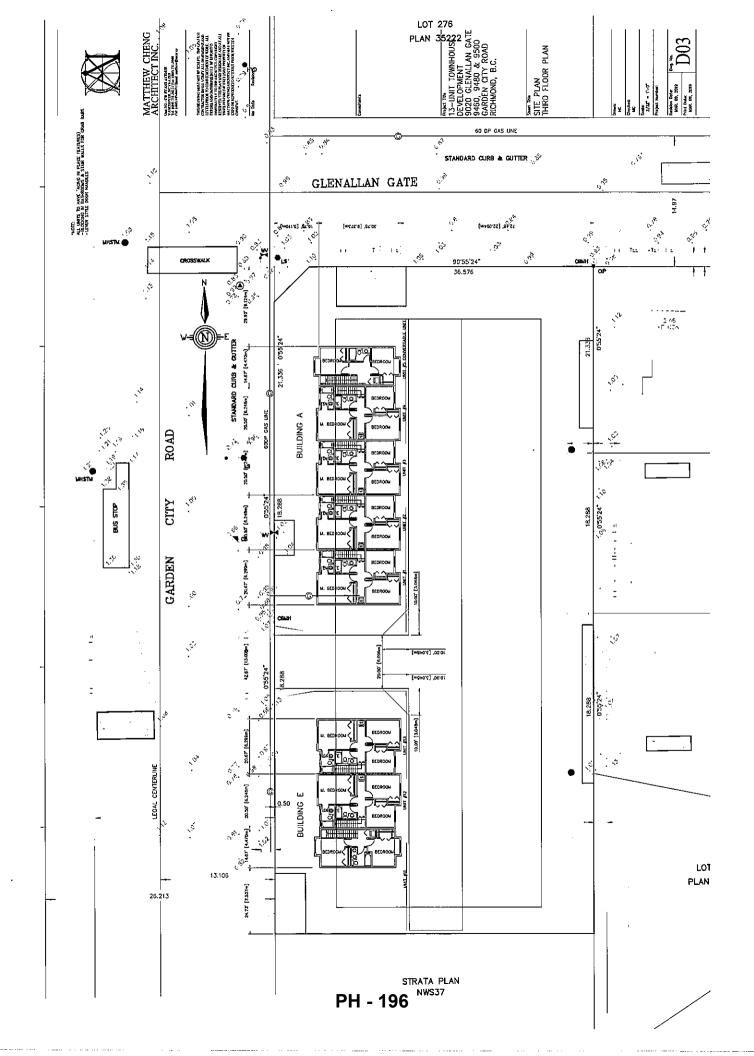
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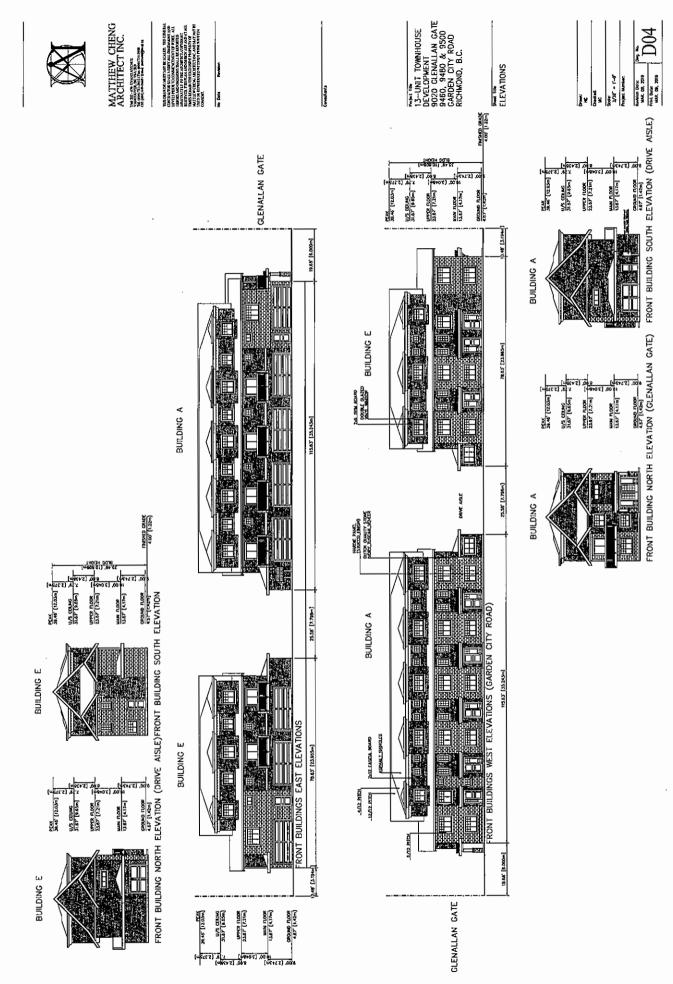
Note: Dimensions are in METRES

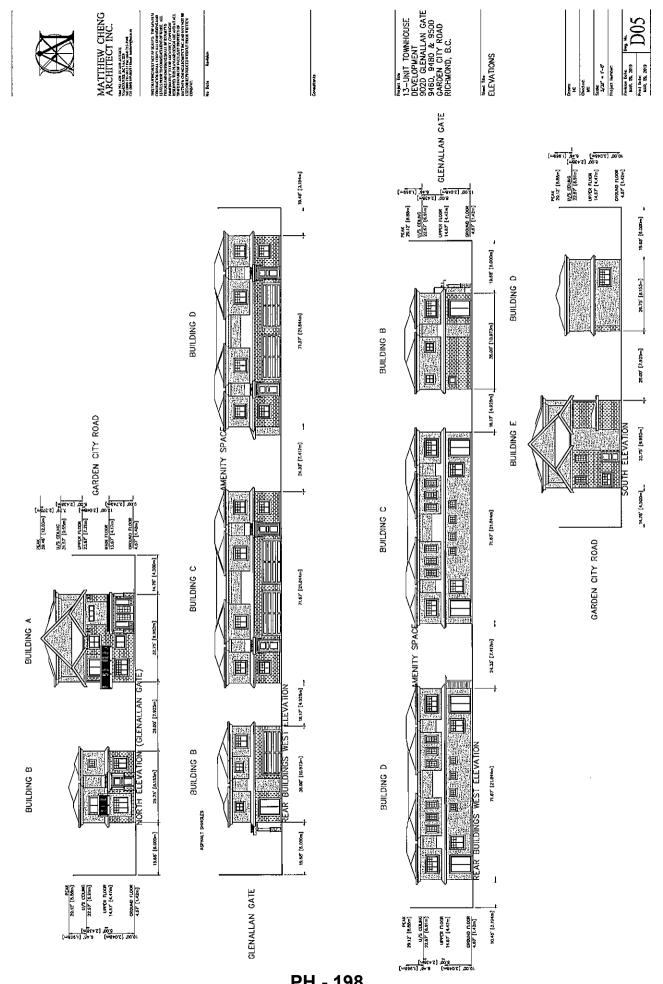


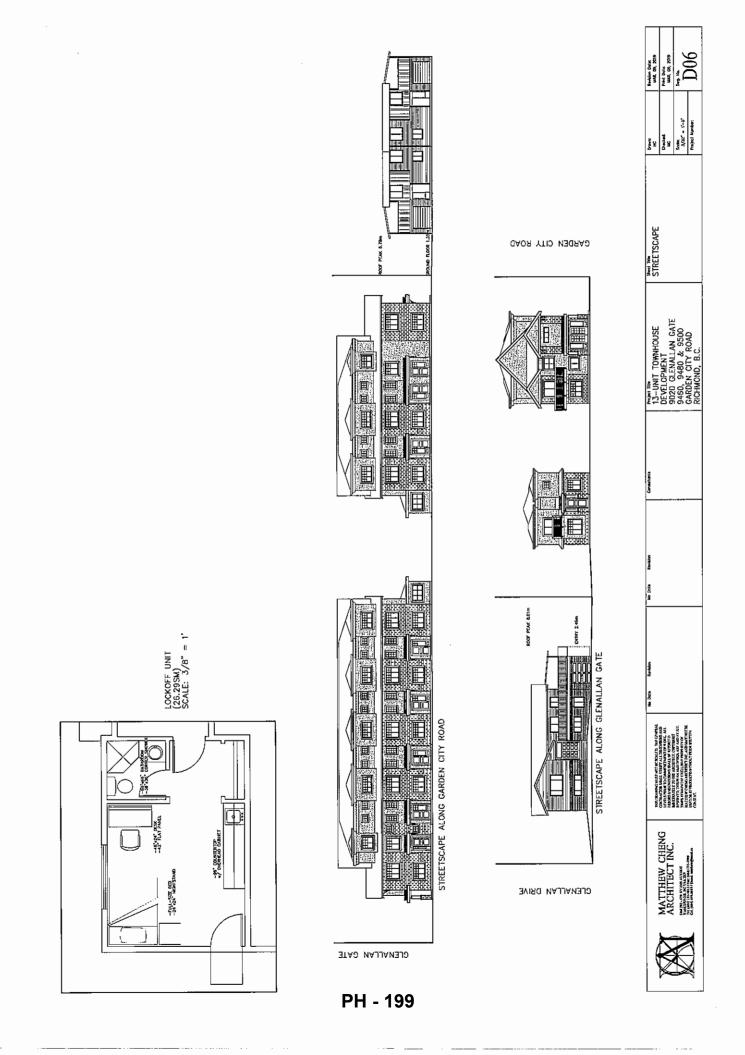


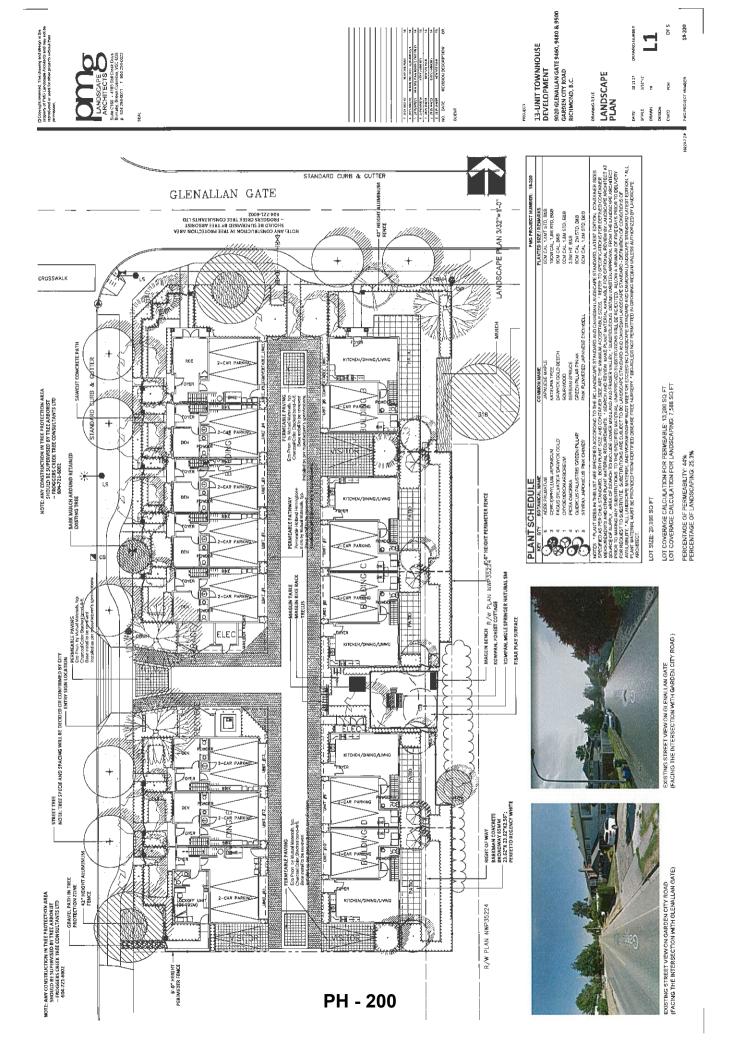


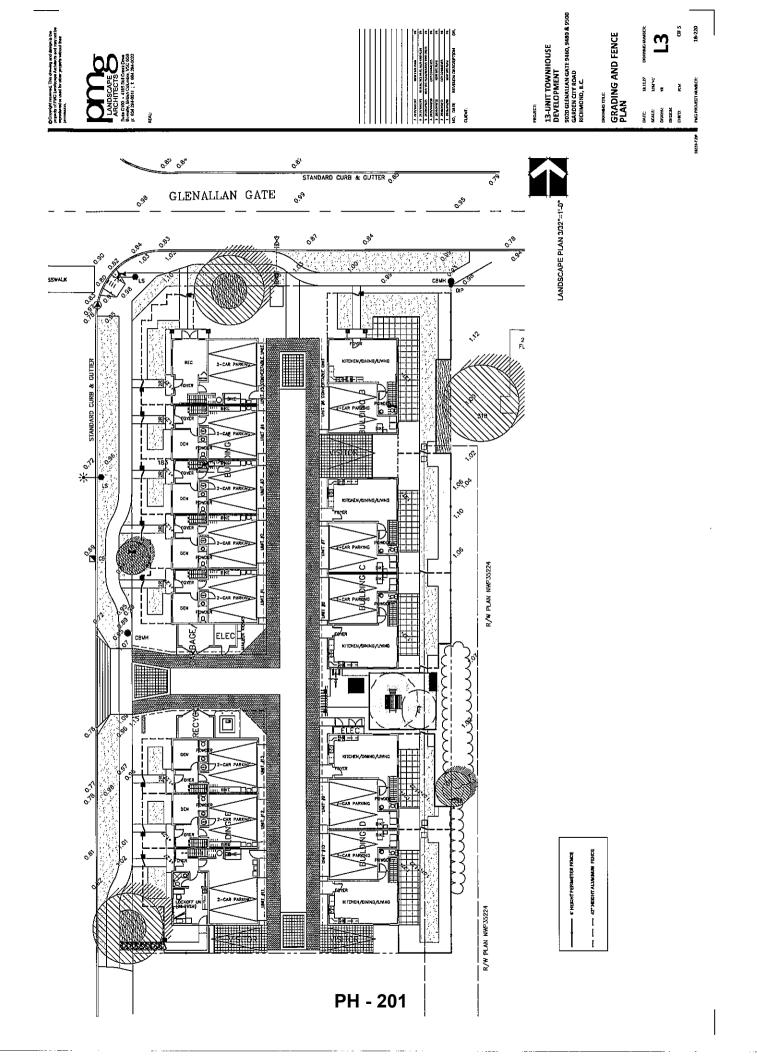


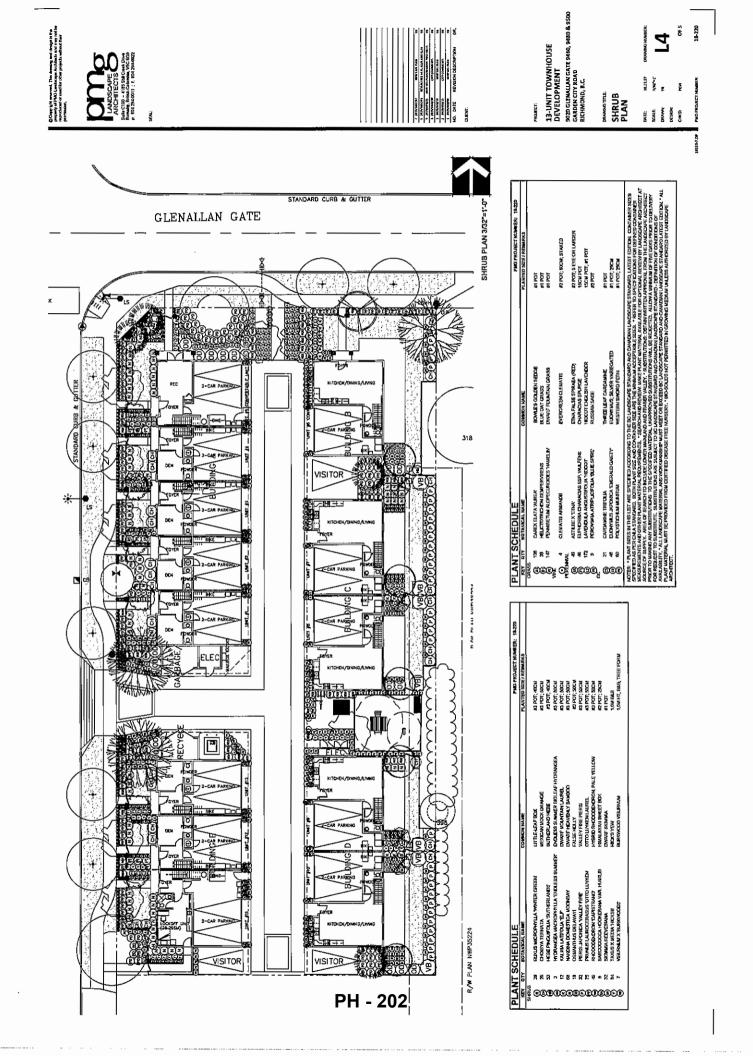


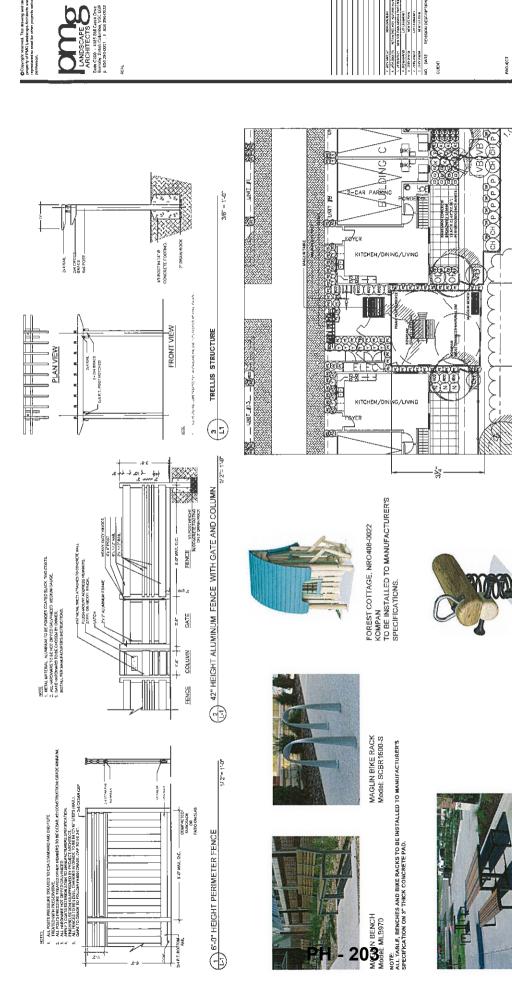












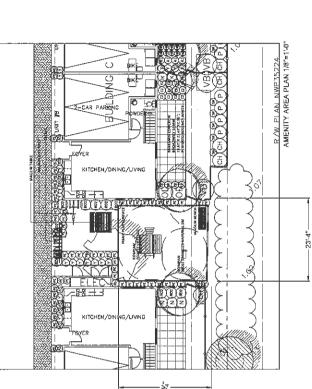
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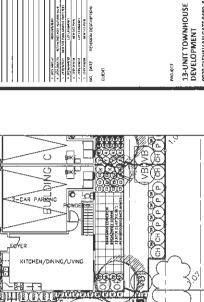
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MAGLIN TABLE Model: MLPT720 CLUSTER SEATING SERIES

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Development Application Data Sheet

Development Applications Department

RZ 18-829032

Attachment 3

Address: ____9020 Glenalian Gate, 9460, 9480 & 9500 Garden City Road

Applicant: Matthew Cheng Architect Inc.

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	1110486 BC Ltd.	To be determined
Site Size:	2,787.1 m ² (30,000 ft ²)	2,779.1 m ² (29,914 ft ²) Corner cut: 8 m ² (86 ft ²)
Land Uses:	Single-family residential	Multiple-family residential
OCP Designation:	Neighbourhood Residential (NRES)	No change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	4	13

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	0.6	None permitted
Lot Coverage – Building:	Max. 40%	37%	None
Lot Coverage – Non- porous:	Max. 65%	56%	None
Lot Coverage – Live Landscaping:	Min. 25%	25%	None
Lot Area:	N/A	2,779.1 m ²	None
Lot Width:	Min. 40.0 m	76.2 m	None
Lot Depth:	Min. 35.0 m	36.6 m	None
Setbacks – Front (North):	Min. 6.0 m	6.0 m	None
Setbacks – Rear (South):	Min. 3.0 m	3.0 m	None
Setbacks – Exterior Side (West):	Min. 6.0 m	4.5 m	Variance requested
Setbacks – Interior Side (East):	Min. 3.0 m	6.0 m	None
Height:	Max. 12.0 m (3 storey s)	Front Buildings: 10.8 (3 storeys) Rear Buildings: 9.0 m (2 storeys)	None
Off-street Parking Spaces – Total:	Min. 26 (R) and 3 (V)	26 (R) and 3 (V)	None
Accessible Parking Spaces:	Min. 2% where three or more visitor stalls required = 1	1	None

	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Permitted – Maximum of 50% of required spaces	0	None
Small Car Spaces:	None when fewer than 31 spaces are provided on-site	0	None
Bicycle Parking Spaces – Class 1:	Min. 17	21	None
Bicycle Parking Spaces – Class 2:	Min. 3	4	None
Amenity Space – Indoor:	Min. 50 m ² or cash-in-lieu	Cash-in-lieu	None
Amenity Space – Outdoor:	Min. 6.0 m ² per unit = 78 m ²	108 m²	None
Private Space – Outdoor:	Min. 30 m ² per unit	Complies	None



Dear Neighbors,

January 22, 2019

City of Richmond Rezoning File Numbers: RZ 18-829032

This letter is a public notification of adjacent neighbors to the properties 9020 Glenallan Gate, 9460/9480/9500 Garden City Road, Richmond.

My name is Jaclyn Deng, Project Manager of Kingdom Property Investment. We are applying to Re-Zone these properties from single family use into low density two and three storey townhomes, FSR 0.6.

The proposed development has 13 units in total. Front units will be two and half-story and threestory, and the back units will be two-story. The elevation of the proposed development is consistent with single family neighborhood. Vehicle access to the development is to be provided by a single driveway located at the Garden City Road.

I have attached pertinent documents which contain proposed building massing and site plan.

We will also make neighborhood contributions including: Upgrade the existing northbound bus stop on Garden City Road at Glenallan Gate, Upgrade of the existing special crosswalk at the Garden City Road/Glenallan Gate, Improve the frontage along the Garden City Road and Glenallan Gate, concrete sidewalk and grass boulevard.

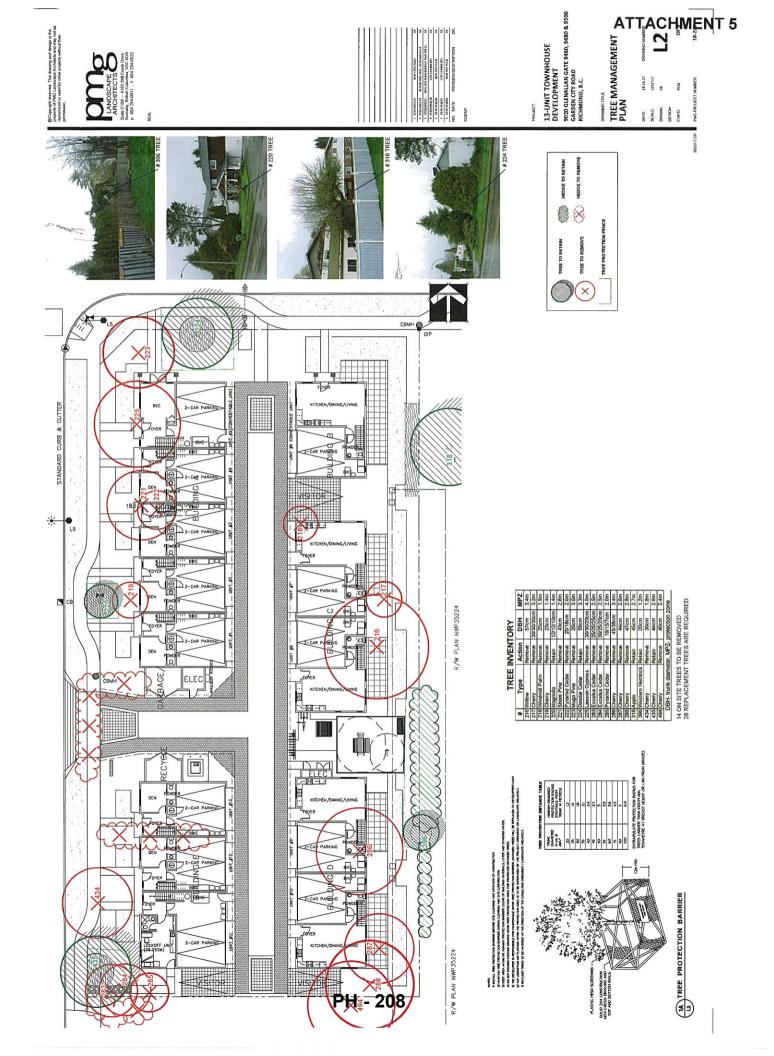
If you have any concerns or would like to talk regarding this application, please don't hesitate to contact me or the Architecture Matthew Cheng.

Matthew Cheng, Architect AIBC

Matthew Cheng Architect Inc. 202-670 Evans Ave, Vancouver, BC 604-731-3012 (T) 604-649-0669 (C)

Best Regards,

Jaclyn Deng Kingdom Property Investment Ltd. 360-3820 Cessna Dr. Richmond BC, V7B 0A2 Tel: 604-276-0563 Mail: jaclyn.deng@kingdomcanada.com





AATTHEW CHENG ARCHITECT INC.

#202-670 EVANS AVE., VANCOUVER, B.C. V6A 2K9 CEL: 604-649-0669 TEL: 604-731-3012

Email:matthew@mcai.ca

Steven De Sousa Planner 1, Policy Planning Department City of Richmond

May 21, 2019

Re: Intent to design in compliance with Step Code at 9020 Glenallan Gate, 9460, 9480, 9500 Garden City Road, Richmond, BC (RZ 18-829032)

Dear Steven,

The purpose of this letter is to confirm our intent to design the proposed development at 9020 Glenallan Gate, 9460, 9480, 9500 Garden City Road such that it will meet the City of Richmond's energy efficiency requirements (known as Step Code), which will be incorporated into the building permit drawings.

Capital Home Energy has been retained as the Certified Energy advisor.

Sincerely yours,

Matthew Cheng, Architect AIBC Matthew Cheng Architect Inc.

CAPITAL HOME ENERGY M

May 21, 2019

Client: 1110486 BC Ltd

Re: City of Richmond Step Code 3 Letter of Intent

Development Address: 9020 - 9500 Garden City Road, Richmond

To Whom It May Concern:

This letter is to inform the City of Richmond that Capital Home Energy Inc has been engaged for Energy Design services, for the abovementioned development address to comply with the BC Energy Step Code level 3 compliance. This will include, energy modeling, air tightness testing, and final Certification.

Please contact our office for any further inquiries about the project.

Regards,

Jul 1

Luke Dolan Energy Advisor Capital Home Energy Inc www.capitalhomeenergy.com 604-562-0387



Rezoning Considerations

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

Address: 9020 Glenallan Gate, 9460, 9480 & 9500 Garden City Road File No.: RZ 18-829032

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10047, the developer is required to complete the following:

- 1. 4 m x 4 m corner cut road dedication at the northwest corner of the subject site.
- 2. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
- 3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
- 4. City acceptance of the developer's offer to voluntarily contribute \$650 to the City's Tree Compensation Fund for the removal of the City-owned tree (tag# 434) and the planting of replacement trees at/near the subject site.
- 5. Submission of a Tree Survival Security to the City in the amount of \$19,570 for the trees to be retained (\$15,000 for on-site trees (tag# 220 & 224) and \$4,570 for the City-owned tree (tag# 435)).
- 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. Registration of a flood indemnity covenant on title.
- 8. Registration of a cross-access easement, statutory right-of-way, property right-of-passage, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the entry driveway to the site and entire length of all internal drive aisles, in favour of the future developments located to the south of the subject development, to permit shared use. The legal agreement is to include that the City will not be responsible for maintenance or liability, no permanent structures are to be placed at the south end of the north-south drive aisle, and the intent and existence of the legal agreements is to be made known to the purchasers of any unit(s) and the strata council of this development.
- 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. \$15,256.13) to the City's public art fund.
- 11. Contribution of \$1,600 per dwelling unit (e.g. \$20,800) in-lieu of on-site indoor amenity space.
- 12. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$152,561.32) to the City's affordable housing fund.
- 13. Registration of a legal agreement on Title, as determined to the satisfaction of the Director of Development, to ensure that:
 - a) no final Building Permit inspection is granted until one secondary suite is constructed on-site, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw; and
 - b) the secondary suite cannot be stratified or otherwise held under separate title.
- 14. City acceptance of the developer's offer to voluntary contribute \$30,000 towards the purchase and installation of a City design standard bus shelter.
- 15. City acceptance of the developer's offer to voluntary contribute \$8,726 towards the upgrade of the existing special crosswalk at the Garden City Road and Glenallan Gate intersection. The upgrade works include new LED street lights, new amber flashers, and new standard Audible Pedestrian Signal pushbuttons.
- 16. Enter into a Servicing Agreement* for the design and construction of required site servicing and frontage improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the

Initial: _____

City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to, the following:

Water Works:

- a) Using the OCP Model, there is 222.0 L/s of water available at a 20 psi residual at the Garden City Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) At Developer's cost, the Developer is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm 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.
 - ii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for multi-family land use.
 - iii) 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).
 - iv) Upgrade approximately 40 m of existing 150 mm water main along the Glenallan Gate frontage to 200 mm, from the east property line of the development site on Glenallan Gate to the new 200 mm water main installed via the City's Capital Project at Garden City Road. The new water main shall be located in the roadway in the alignment established by the City's Capital Watermain Project.
 - v) Remove the existing AC water mains along the Garden City Road and Glenallan Gate frontages and legally dispose offsite.
 - vi) Install a new water connection complete with water meter and meter box to serve the proposed development.
- c) At Developer's cost, the City will:
 - i) Complete all tie-ins for the proposed works to existing City infrastructure.
 - ii) Cap and remove all existing water connections and water meters to the development site.

Storm Sewer Works:

- d) At Developer's cost, the Developer is required to:
 - i) Upgrade approximately 60 m of 600 mm storm sewer to 900 mm along the Glenallan Gate frontage of the development frontage, from the east property line of the development site to the existing box culvert on the west side of Garden City Road. The new storm sewer shall be located in the roadway near the centerline.
 - ii) Install a new storm service connection off of the proposed storm sewer, complete with inspection chamber, to serve the proposed development.
 - iii) Remove the existing storm sewer along Glenallan Gate to the extents of the proposed upgrades.
 - iv) Confirm the proposed storm sewer size via a capacity analysis. The analysis shall be included in the servicing agreement drawings.
 - v) 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.
 - vi) Cap and remove all existing storm connections to the development site. Inspection chamber STIC45540 at the south property line, and inspection chamber STIC59080 at the east property line, shall be retained to serve 9540/9520 Garden City Road and 9040 Glenallan Gate, respectively. If the inspection chamber(s) are located within the development site, the developer is required to provide a right-of-way for the inspection chamber(s).
- e) At Developer's cost, the City will:
 - i) Complete all tie-ins for the proposed works to existing City infrastructure.
 - ii) Tie in all existing storm service connections to the proposed storm sewer.

Sanitary Sewer Works:

- f) At Developer's cost, the Developer is required to:
 - i) Replace approximately 55 m of 200 mm AC sanitary sewer located in the rear-yard SRW with PVC, from manhole SMH1742 to the south property line of the development site.
 - ii) Fill and abandon existing sanitary sewer to the extent of the upgrades.
 - iii) Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews.

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Initial: _____

- iv) Install a new sanitary service connection to serve the proposed development. No inspection chamber is required if it ties directly into a manhole. The new sanitary connection shall be located at or near the south property line of the development site.
- v) Remove all existing sanitary connections to the development site.
- g) At Developer's cost, the City will:
 - i) Reconnect all existing sanitary connections to the proposed sanitary sewer.
 - ii) Complete all tie-ins for the proposed works to existing City infrastructure.

Frontage Improvements:

- h) Transportation requirements include, but are not limited to, the following:
 - i) For both Glenallan Gate and Garden City Road development frontages, the following improvements are required: (i) remove the existing sidewalk and construct a new 1.5 m wide concrete sidewalk next to the fronting property line; and (ii) construct a new grass boulevard with street trees over the remaining width between the new sidewalk and the existing fronting road curb. The new sidewalk and boulevard will incorporate the required tree protection and transition to meet the existing frontage treatments to the east and south of the subject site. The behind-the-curb frontage improvements, along both Garden City Road and Glenallan Gate site frontages, shall have the following cross section (measuring from the fronting property line of the site):
 - 1.5 m wide concrete sidewalk (the sidewalk may have to be designed to go around trees intended for retention).
 - (2) 2.4 m wide grass boulevard with street trees.
 - (3) 0.15 m wide curb.
 - The exact dimensions of these frontage works are to be determined based on legal surveys.
 - All existing driveways along the Garden City Road and Glenallan Gate development frontages 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 Item above.
 - iii) Construct a new driveway to the site at the site's Garden City frontage. The new driveway is to be constructed in accordance to the following criteria:
 - (1) The driveway is to be located 35 m to 50 m from the Glenallan Gat/Garden City Road intersection.
 - (2) The location of the driveway is to be established so that the north-south and east-west drive aisles can form a "hammer head" T-intersection to accommodate on-site truck turn-around movements.
 (2) Cite a bin and a bin at a hard on the followed
 - (3) City driveway design standards are to be followed.
 - iv) Provide a 1.5 m wide concrete walkway to connect the north-south drive aisle to the new sidewalk along the site's Glenallan Gate frontage.
 - v) The Developer is required to upgrade the existing northbound bus stop on Garden City Road at Glenallan Gate (Bus Stop ID #56860) to these standards: concrete landing pad (3.0 m x 9.0 m) for installation of bus shelter; bus bench and garbage/recycling receptacles; and conduit pre-ducting for electrical connections. The bus pad is to be constructed to meet TransLink Accessible Bus Stops standards. Contact City Traffic Operations staff to confirm the accessible bus pad location and dimensions before commencement of construction.
 - vi) The Developer is required to provide, for all residential parking spaces (excluding visitor parking), Level 2 EV charging outlets (208V to 240V AC and current of 16A to 80A).
- i) 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) Review street lighting levels along all road frontages, and upgrade as required.

General Items:

- j) At Developer's cost, the Developer is required to:
 - 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 development frontages 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) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures.
 - 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, dewatering, 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^{*} being forwarded to the Development Permit Panel for consideration, the developer is required to:

1. Submission of a Landscape Plan, prepared by Registered Landscape Architect, to the satisfaction of the Director of Development.

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

1. Submission of a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect, including all hard and soft materials, installation and a 10% contingency.

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

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 0570.

Initial:

- 2. Incorporation of energy efficiency, CPTED, sustainability, and accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- 3. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
- 4. If applicable, 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 on file]

Signed

Date



Richmond Zoning Bylaw 8500 Amendment Bylaw 10047 (RZ 18-829032) 9020 Glenallan Gate, 9460, 9480 & 9500 Garden City Road

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

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

P.I.D. 003-349-306 Lot 277 Section 27 Block 4 North Range 6 West New Westminster District Plan 35222

P.I.D. 004-231-775 Lot 278 Section 27 Block 4 North Range 6 West New Westminster District Plan 35222

P.I.D. 004-058-887 Lot 279 Section 27 Block 4 North Range 6 West New Westminster District Plan 35222

P.I.D. 007-151-071 Lot 280 Section 27 Block 4 North Range 6 West New Westminster District Plan 35222

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10047".

FIRST READING	JUN 2 4 2019	CITY OF RICHMOND
A PUBLIC HEARING WAS HELD ON		APPROVED by
SECOND READING		APPROVED by Director
THIRD READING		or Solicitor
OTHER CONDITIONS SATISFIED		
ADOPTED		

MAYOR

CORPORATE OFFICER



To: Planning Committee

From: Wayne Craig Director, Development Date:May 28, 2019File:RZ 17-790958

Re: Application by 1116559 B.C. LTD. for Rezoning at 9340 General Currie Road from Single Detached (RS1/F) to Town Housing (ZT45) - Gilbert Road, Acheson -Bennett Sub-Area, St. Albans Sub-Area, South McLennan (City Centre)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10048, for the rezoning of 9340 General Currie Road from "Single Detached (RS1/F)" to "Town Housing (ZT45) - Gilbert Road, Acheson - Bennett Sub-Area, St. Albans Sub-Area, South McLennan (City Centre)", to allow the development of five (5) townhouse units, be introduced and given first reading.

Wavne Crai Director Development

WC Att. 13

	REPORT CONCURRE	INCE
ROUTED TO:	CONCURRENÇE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing		Je Eneg

Staff Report

Origìn

1116559 B.C. LTD. has applied to the City of Richmond for permission to rezone the property at 9340 General Currie Road from the "Single Detached (RS1/F)" zone to the "Town Housing (ZT45) - Gilbert Road, Acheson - Bennett Sub-Area, St. Albans Sub-Area, South McLennan (City Centre)" zone to allow the development of five (5) townhouse units with vehicle access from General Currie Road. A location map and an aerial photo are provided in Attachment 1.

Findings of Fact

The Development Application Data Sheet providing details about the development proposal is provided in Attachment 2. Preliminary development plans are provided in Attachment 3.

The subject site is 954 m^2 (10,269 ft^2) in size and is located on the south side of General Currie Road, between Heather Street and Ash Street.

Subject Site Existing Housing Profile

The applicant has submitted a housing profile for the subject property. The submission indicates that the existing single-family dwelling is currently rented, and does not contain a secondary suite. The building will be removed at a future development stage.

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- To the North: Two two-storey, detached dwelling units on each of two subdivided lots zoned "Town Housing (ZT45) - Gilbert Road, Acheson - Bennett Sub-Area, St. Albans Sub-Area, South McLennan (City Centre)"
- To the South: The Paulik Neighbourhood Park
- To the East: A single detached house on a property zoned "Single Detached (RS1/F)"
- To the West: Two two-storey, detached dwelling units on each of two subdivided lots zoned "Town Housing (ZT45) - Gilbert Road, Acheson - Bennett Sub-Area, St. Albans Sub-Area, South McLennan (City Centre)".

Related Policies & Studies

Official Community Plan/McLennan South Sub-Area Plan

In the Official Community Plan (OCP), the subject property is designated "Neighbourhood Residential (NRES)", which allows for single family, two-family and multiple family housing including townhouses.

In the McLennan South Sub-Area Plan under the City Centre Area Plan, the subject property is designated as "Residential, 2 ½ storeys", which allows a 0.6 base Floor Area Ratio and a typical (3 storeys maximum) townhouse, triplex, duplex and single family housing. The McLennan South Sub-Area Plan Land Use Map is included in Attachment 4. The proposed townhouse development is consistent with the land use designation in the McLennan South Sub-Area Plan.

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. In response to the rezoning sign, an email inquiry was received from a property owner asking about ways to object to the rezoning application (Attachment 5). Subsequently, the inquirer, who identified himself as a property owner in the immediate neighbourhood, contacted staff by phone but did not elaborate his concerns nor was any further correspondence received from the inquirer to date.

The applicant also delivered a letter (Attachment 6) to 15 properties in the immediate area (Attachment 7) to seek comments on the proposed development, and to invite them to a public information meeting. The public information meeting was held on December 19, 2018, Wednesday, at 9100 Blundell Road, Unit 550, which is within walking distance of the subject property. The meeting was an open house format and participants could drop in anytime between 6:00 pm and 8:00 pm.

A summary of the information meeting prepared by the applicant and a copy of the sign-in sheet are included in Attachment 8. The summary notes that three (3) groups of people (a total of four people) attended the meeting. None of the attendees raised significant concerns regarding the proposed development, but wanted to learn more about the project timeframe, and obtain more information about the proposed landscaping details.

Two emails were received from the owners of 9337 General Currie Road and 7411 Ash Street in response to the letter delivered by the applicant (Attachment 9). The main concerns noted in the emails are summarized below with responses to each of the concerns identified in bold italics:

1. Concern regarding the Height of the Proposed Building

The McLennan South Sub-Are Plan envisions a mix of 2, 2 1/2 and 3 storey townhouses in the inner portion of the western half of the neighbourhood, as shown on the McLennan South Sub-Area Plan Land Use Map included in Attachment 4. The proposed building height is consistent with the height permitted in the McLennan South Sub-Are Plan (2 ½ to 3 storey maximum) for the subject site.

In order to provide a smoother transition to the immediately neighbouring properties, wider side yard setbacks are proposed on both sides:

- On the west side, 1.8 m is proposed to the first and second storeys, and 4 m is proposed to the top storey except for the space reserved for a future elevator in the proposed convertible unit.
- On the east side, a driveway access and outdoor amenity area are provided. For the building on the north side, 7.5 m is proposed to the first and second storeys, and 9.5 m is proposed to the top storey. For the building on the south side, 2.55 m is proposed to the first and second storeys and 4.8 m is proposed to the top storey.

Also, the top storey is mostly enclosed under pitched roof with dormers to reduce the apparent building massing and height, and mitigate potential impact to neighbours.

2. Concern regarding the Proposed Density/Number of Units and Parking

The subject site is designated "Residential, 2 ½ storeys", which allows a 0.6 base Floor Area Ratio (FAR) and a typical (3 storeys maximum) townhouse, triplex, duplex and single family housing. The applicant proposes five units with a FAR 0.7, which is appropriate considering the existing townhouse developments with similar density in the immediate neighbourhood, which are also zoned "Town Housing (ZT45) - Gilbert Road, Acheson -Bennett Sub-Area, St. Albans Sub-Area, South McLennan (City Centre)"

To achieve 0.7 FAR, the applicant has agreed to provide the following:

- A contribution in the amount of \$61,225.5 (\$8.50 per buildable square foot) to the City's affordable housing fund;
- Provision of a convertible housing unit; and
- A voluntary contribution in the amount of \$8,500 towards the upgrade of the pedestrian signals to install Audible Pedestrian Signal (APS) at the intersection of Ash Street and Blundell Road, and the intersection of General Currie Road and Garden City Road.

All the proposed units are provided with two-car garages except for one smaller unit in the building on the south side, and the number of parking spaces provided (9 spaces) exceeds the minimum required number of parking spaces (7 spaces) under the Zoning Bylaw.

3. Landscaping and Accessibility

The comments have been shared with the applicant, and they will be further considered when more detailed landscape plans are developed as part of the Development Permit application review process.

4. Project Timeline and Construction Management

The comments have been shared with the applicant, and any concerns from neighbours during the construction process will be managed as part of a building permit application process. The applicant has indicated that they are aware of the City's Good Neighbour Program and intend to proceed with construction as soon as the Development Permit and building permit permits are issued. 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*.

Analysis

Official Community Plan and McLennan South Sub-Area Plan Compliance

The McLennan South Sub-Area Plan encourages new townhouse and multi-family developments of sufficient site assembly size, including area and frontage, to support high quality development. Along the local or collector roads such as General Currie Road, the required minimum frontage width is 40 m and the required minimum lot area is 2,000 m² (0.5 ac). The Plan also notes that new development may deviate from the minimum site assembly sizes where an existing lot is isolated (orphaned) and is not able to consolidate with adjacent properties (e.g., surrounding lots recently developed in accordance with Area Plan designation), and it can be demonstrated that high quality development can be achieved in full compliance with Area Plan Policies, Objectives, and Development Permit Guidelines.

The subject site is 954 m^2 (10,268.8 ft²) in size and the frontage of the subject site are 23 m. The area and frontage of the subject site do not meet the minimum requirements.

However, staff support the proposed development based on the following:

- The applicant has advised that efforts were made to acquire the two neighbouring properties to the east in order to achieve sufficient site assemble size and frontage, but has not been successful. The adjacent property owner who owns both the neighbouring single family properties to the east is not interested in redeveloping the properties at this time. A confirmation email from the applicant is included in Attachment 10. The proposed development will not restrict redevelopment of the adjacent properties to the east as the adjacent properties will have sufficient size and frontage if combined.
- The inner portion of the western half of the McLennan South Sub-Area allows for a mix of 2, 2 ½ and 3 storey townhouses. The proposed development is consistent with the McLennan South Sub-Area land use designation.
- The proposed townhouse development is consistent with the use and housing form permitted under the existing ZT45 zone in the neighbourhood. There are a few existing townhouse developments zoned ZT45 in the neighbourhood.
- The proposed density 0.7 meets the maximum density permitted in the existing ZT45 zone and is compatible with the existing developments with similar density in the neighbourhood. The properties immediately to the west and to the north are zoned ZT45 with 0.7 FAR, and the existing three-storey townhouse development at the northeast corner of General Currie Road and Heather Street is also zoned ZT45 with 0.67 FAR. To achieve 0.7 FAR, the applicant has agreed to provide the following:
 - A contribution in the amount of \$61,225.5 (\$8.50 per buildable square foot) to the City's affordable housing fund;
 - Provision of a convertible housing unit; and

- A voluntary contribution in the amount of \$8,500 towards the upgrade of the pedestrian signals to install Audible Pedestrian Signal (APS) at the intersection of Ash Street and Blundell Road, and the intersection of General Currie Road and Garden City Road.
- The proposed housing forms creates an interesting rhythm and a varied streetscape, and provides opportunities for a variety of housing types in the neighbourhood as envisioned in the McLennan South Sub-Area Plan.
- A Statutory Right-of-Way on the subject site will be secured to provide vehicle access to potential future development to the east to limit the number of driveways on General Curries Road and help achieve a more pedestrian-friendly environment.

Built Form and Architectural Character

The proposed development consists of five (5) townhouse units arranged in two buildings. Two units in the north building will front General Currie Road and the three units in the south building are oriented towards an east-west internal drive aisle.

The proposed buildings are all three storeys with the habitable space of the top storey being smaller than the other two floors (approximately 52% of the habitable space of the second storey). The proposed building form and character respects the existing single family scale and character of the neighbourhood by incorporating a varied, sloped roof form, and the building massing of the townhouse units are reduced by enclosing most of the top storey under a pitched roof.

In order to achieve a better transition and mitigate potential impacts on the two-storey buildings to the west, a wider side yard setback is proposed: 1.8 m to the first and second storeys, and 4 m to the top storey except for the space reserved for a future elevator in the proposed convertible unit in the north building.

The outdoor amenity area is proposed at the southeast corner of the site and will be directly connected to the adjacent park to the south by a pedestrian pathway. The proposed outdoor amenity area is proposed to facilitate children's play and a bench to permit observation of children and social activities. Registration of a cross-access easement on title will be required to allow shared use and access to/from the future development to the east over the outdoor amenity area, so the proposed outdoor amenity space can be expanded in the future should the adjacent properties to the east be redeveloped.

One convertible unit is proposed in the north building. The unit includes space designed for the future installation of an elevator and a side-by-side, two-car garage, which is wide enough to accommodate an accessible parking space.

Further details of the site plan, architectural character of the proposed development, and landscape design including the outdoor amenity area design will be reviewed through the Development Permit application process.

Transportation and Site Access

Access to the site is provided from General Currie Road. As described above, a Statutory Rightof-Way will be required to be registered on title as part of the rezoning requirements to allow the drive aisle to be shared with the future residential development on the adjacent property to the east.

The proposed vehicle and bicycle parking spaces meet the Zoning Bylaw 8500 requirements. The required number of residential parking spaces is seven (7), and the proposed development includes nine (9) residential parking spaces. All units, save for one with a one-car garage, will have side-by-side, two car garages.

One visitor parking space and garbage/recycling collection area are provided and accessed through the internal drive aisle.

The applicant has also agreed to provide a voluntary cash contribution to upgrade the pedestrian signals to install Audible Pedestrian Signal (APS) in the neighbourhood as follows:

- \$5,000 for the upgrade of signalized crosswalk infrastructure at the intersection of Ash Street and Blundell Road (Account: 3550-10-556-55134-0000); and
- \$3,500 for the upgrade of special crosswalk infrastructure at the intersection of General Currie Road and Garden City Road (Account 3550-10-556-55131-0000).

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 three (3) bylaw-sized trees on the subject property, and one (1) street tree on City property. The Tree Survey plan is included in Attachment 11.

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

- Three (3) trees (tag # 776, #777 and one tree with no tag) are located on the development site.
- One (1) walnut tree (tag# 777) is in marginal condition and in conflict with the development. Remove and replace.
- Two (2) trees (one (1) cherry tree (tag #776) and one (1) tree with no tag) are in very poor condition. The cherry tree is a failure in progress and is currently guyed to assist in preventing a full collapse of the tree. The tree with no tag has historically failed, and is in contact with the ground and cannot be remediated via arboricultural treatments. Remove and replace.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Also, the City's Parks staff assessed the condition of the existing western redcedar located on the City property (tag# 775). The tree is in good condition and should be protected.

Tree Replacement

The applicant wishes to remove three (3) on-site trees (Trees tag # 776, #777 and one tree with no tag). The 2:1 replacement ratio would require a total of six (6) replacement trees. The preliminary landscape plan shows that eight (8) trees will be planted on the site. The size and species of replacement trees, and overall landscape design will be reviewed in detail through the Development Permit application review process.

Tree Protection

One tree (1) on City property is 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 12). To ensure that the tree identified for retention is protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission of a \$2,600 Tree Survival Security;
- 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 zone. 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 postconstruction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around the tree 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.

Variance Requested

The applicant has requested to vary Section 7.5.13 to allow four small car parking spaces (one small car parking stall in each of the side-by-side garages in four units). Section 7.5.13 requires that all spaces provided be standard spaces for on-site parking in developments which contain fewer than 31 spaces. As the proposed development contains fewer than 31 spaces, no small car space is permitted. Staff are supportive of the proposed variance to permit four (4) small car parking spaces as it enables two extra parking spaces be provided within the garages in a side-by-side arrangement.

The total required number of residential parking spaces is seven (7) and the total proposed number of residential parking spaces to be provided is nine (9), which exceeds the minimum requirement.

The variance will be addressed through the associated Development Permit application and will be further reviewed at the Development Permit application review stage.

Affordable Housing Strategy

The applicant is required to comply with the City's Affordable Housing Strategy, which requires either provision of units or a cash contribution to the City's Affordable Housing Fund. In accordance with the Strategy, prior to rezoning bylaw adoption, a cash contribution of \$61,225.5 (\$8.50 per buildable square foot) is required.

BC Energy Step Code

On July 26, 2018, Council adopted BC Energy Step Code requirements for all new residential developments. The proposed development consists of townhouses that staff anticipates would be designed and built in accordance with Part 9 of the BC Building Code. Therefore, this development would be expected to achieve Step 3 of the Energy Step Code for Part 9 construction.

Amenity Space

Consistent with the Official Community Plan, the applicant is proposing to provide cash contribution in the amount of \$1,600 per unit for a total of \$8,000 in lieu of providing indoor amenity space.

The proposed outdoor amenity space area is 44.3 m^2 (477 ft²) in area, which exceeds the required minimum area of 30 m² (323 ft²), and the outdoor amenity space provides a direct link to the adjacent park.

Site Servicing and Frontage Improvements

The applicant is required to enter into a Servicing Agreement at Building Permit stage for the design and construction of the required site servicing and frontage improvements, as described in the attached Rezoning Consideration (Attachment 11). Frontage improvements include, but may not be limited to, the following:

- Provide 8.5 m wide pavement along the development frontage to meet local road design standards. The centre line of the 8.5 m wide pavement is to be consistent with the centre line of the 20.12 m wide road right-of-way.
- Removal of the existing driveway and construction of a new 2.0m wide sidewalk, 3.85 m wide boulevard with street trees, 0.15 wide curb. The new sidewalk and boulevard are to transition to meet the existing frontage treatments to the east and west of the subject site.
- Undergrounding of the overhead service lines.

Development Permit Application

A Development Permit application is required to be processed to a satisfactory level prior to final adoption of the rezoning bylaw. Further refinements to architectural, landscape and urban design will be completed as part of the Development Permit application review process, including, but not limited to, the following:

- Compliance with the Development Permit Guidelines for multi-family developments and McLennan South Sub-Area Plan Development Permit Guidelines;
- Refinement of the character and form of building elevations including materials to create an interesting streetscape along General Currie Road;
- Review of the size and species of replacement trees, and landscape plan to ensure bylaw compliance and to achieve a mix of conifer and deciduous trees on site and along the frontage;
- Refinement of the outdoor amenity area design;
- Review of aging-in-place features and the design of the convertible unit; and
- Review of a sustainability strategy for the development including measures to achieve BC Energy Step Code requirements.

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

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 application is to rezone the property at 9340 General Currie Road from the "Single Detached (RS1/F)" zone to the "Town Housing (ZT45) - Gilbert Road, Acheson - Bennett Sub-Area, St. Albans Sub-Area, South McLennan (City Centre)" zone, to develop five townhouse units with vehicle access from General Currie Road.

The rezoning application is consistent with the land use designation and applicable policies contained in the City Centre McLennan South Sub-Area Plan for the subject site.

The list of rezoning considerations is included in Attachment 13; which have been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10048 be introduced and given first reading.

Minhee Park Planner 2

MP:cas

Attachment 1: Location Map and Aerial Photo Attachment 2: Development Application Data Sheet Attachment 3: Preliminary Plans

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

Attachment 5: Correspondence from Neighbour to City Clerk's Office

Attachment 6: Letter to Neighbours from the Applicant

Attachment 7: Notification Area Map

Attachment 8: Public Information Meeting Summary

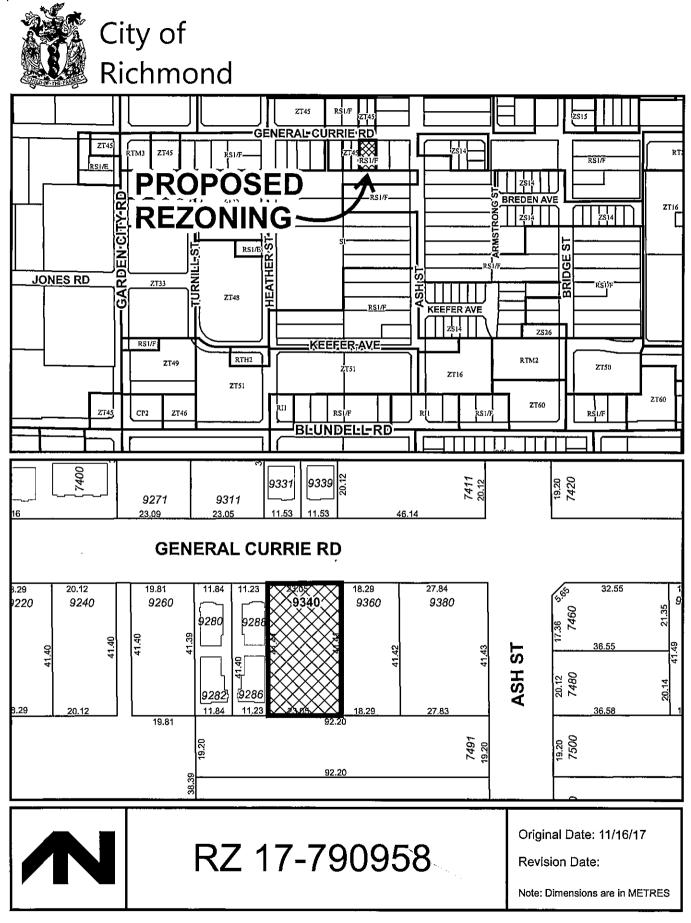
Attachment 9: Written Comments from Neighbours

Attachment 10: Confirmation Email from Applicant

Attachment 11: Tree Survey Plan

Attachment 12: Tree Management Plan

Attachment 13: Rezoning Considerations





City of Richmond



RZ 17-790958

Onginal Date: 11/16/1

Revision Date:

Note: Dimensions are in METRES



Development Application Data Sheet

Development Applications Department

RZ 17-790958

Attachment 2

Address: 9340 General Currie Road

Applicant: 1116559 B.C.LTD.

Planning Area(s): McLennan South Sub-Area

	Existing	Proposed
Owner:	1116559 B.C. LTD.	No Change
Site Size:	954 m ² (10,268.8 ft ²)	No Change
Land Uses:	Single Detached Dwelling	Townhouses
OCP Designation:	Neighbourhood Residential	No Change
Area Plan Designation:	Residential	No Change
Zoning:	Single Detached (RS1/F)	Town Housing (ZT45) - Gilbert Road, Acheson - Bennett Sub- Area, St. Albans Sub-Area, South McLennan (City Centre)
Number of Units:	1	5

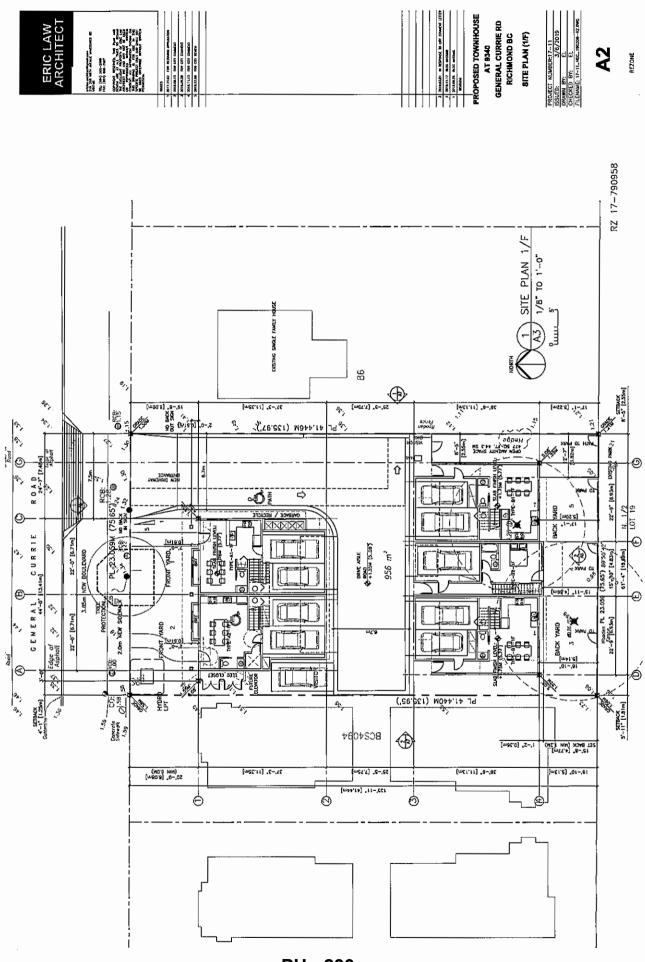
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.7	0.7	none permitted
Buildable Floor Area (m ²):*	669.2 m ²	668.7m²	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 65% Landscaping: Min. 25%	Building: Max. 38.3% Non-porous Surfaces: Max. 64.34% Landscaping: Min. 25%	none
Lot Size:	360 m²	954 m²	none
Lot Dimensions (m):	N/A	Width: 23 m Depth: 41.4 m	none
Setbacks (m):	General Currie: Min. 6 m Rear: Min. 1.2 m Interior Side: Min. 1.2 m	General Currie: 6 m Rear: 4.7 m Interior Side (West):1.2 m Interior Side (East): 2.5 m	none
Height (m):	12 m	10.3 m	none
Off-street Parking Spaces - Total:	7 (R) and 1 (V)	9 (R) and 1 (V)	none
Tandem Parking Spaces:	Permitted – Maximum of 50% of required spaces	0	none

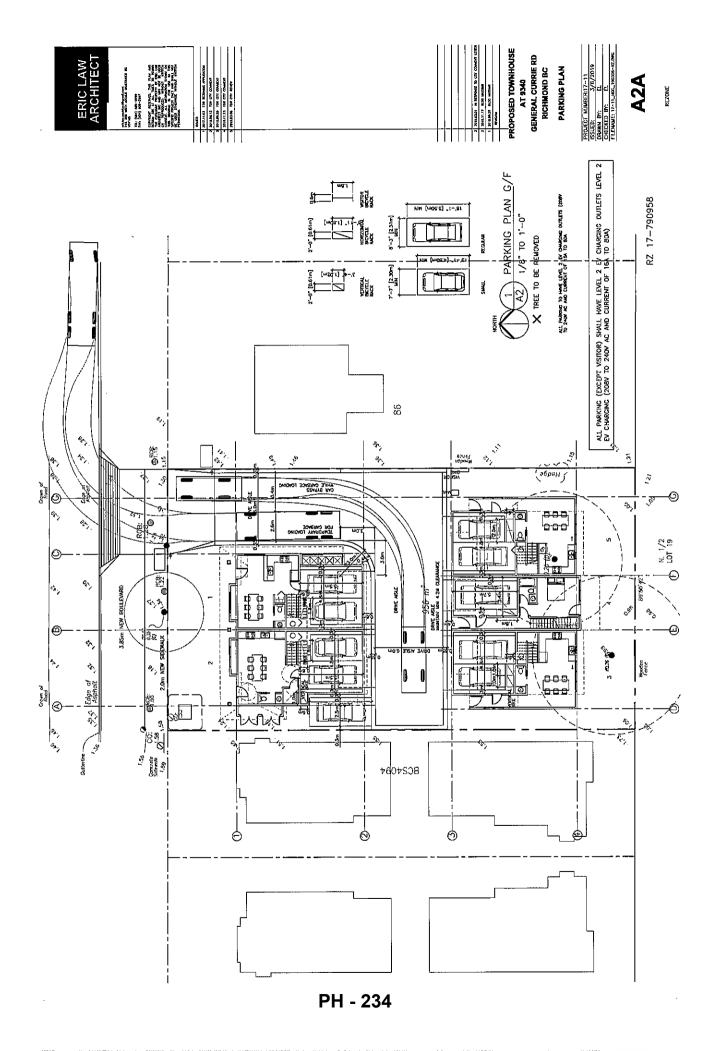
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Small Car Spaces	None permitted for parking area which contains fewer than 31 spaces	4 ·	Variance
Bicycle Parking Spaces – Class 1	7	7	none
Bicycle Parking Spaces – Class 2	1	1	none
Amenity Space – Indoor:	Min. 50m ² or \$1,600/unit cash-in-lieu	\$8,000 (\$1,600/unit) cash-in-lieu	none
Amenity Space – Outdoor:	30 m²	44.3 m ²	none

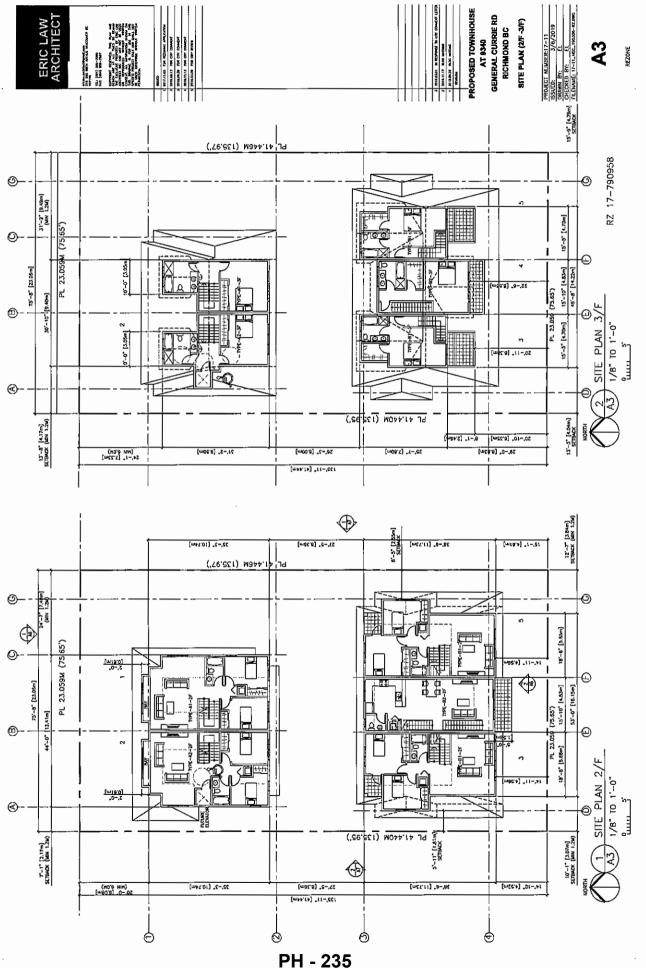
* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

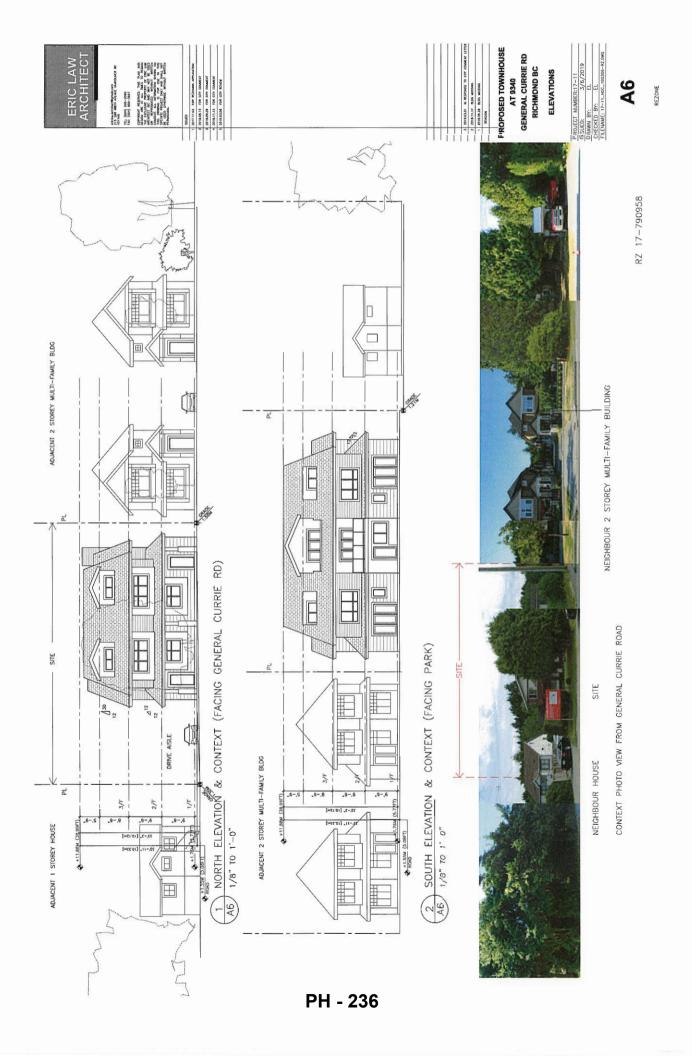
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REZONING FOR PROPOSED TOWNHOUSE DEVELOPMENT AT 9340 GENERAL CURRIE ROAD, RICHMOND, BC	UM 1207 PROPOSED	0.7 7 THE SF CROSS FLOOR AREA 5 UMTS 38.1% (1946 SQ. FT.) UME PULM AREA : 25.0% (SEE LANDSCAPE) UME PULAUEL AREA 64.34% (SEE LANDSCAPE)	EULDING FECHT - 10.3.3M EULDING FECHT - 10.3.3M FROMT VARD FACHNE CENERAL CURRE - 6.0M (19'6') WEST SIDEVARD - 1.2.5M (35'5) WEST SIDEVARD - 1.2.5M (15'6') REJAR YARD - 4.77M (15'6') RESUDENTIAL PARKING: 5 RECULAR PARKING TOTAL - 9 ANALL PARKING TOTAL - 9 ANALL PARKING TOTAL - 9 COURED FOR SAMALL PARKING	WSTOR PARKING: 1 REGULAR BECRLE WSTOR BIKE RACK 1 TOWINHOUSE 7 (NISIDE CARACE) TOWINHOUSE 7 (NISIDE CARACE) OUTDOOR AMENITY SPACE RRAWED: CHILDREN PLAYCROUND: 477 SO, FT, 44.3 SM	ALL THE UNITS IN THIS PROJECT SWALL INCOMPONENT THE FOLLOWING FOUNDERS IN THE UNITS THE UNITS THE UNITS THE SOLAR TH
PROPOSED TC URRIE ROAD,	3400 GENERAL CURRE ROMO, RECHINORIN, DE EXST HALF OF THE WEST HALF OF LOT 20 BLOCK 'G' RECTION 19 BLOCK 4 MORTH RANGE 5 WEST NEW WESTMINSTER DISTRICT PLAN 1207 205 SM (10.209 S) CURRENT TO SILVE, PROPOSED REZONING CURRENT CONNC (UNDER RELIF ZONING) (27145)	0.70 0.70 0.70 A TOTAL GROSS FLOOR AREA 0.70 X45 SLA = 689.2 SM (7.203 SF) (2.90 MITS / HECKNEE (107.6395F) (5.91 MITS / HECKNEE (107.6395F) (5.91 MITS / HECKNEE (107.6395F) MAX - 455 (4.3037F) MAX - 455 (4.3037F) MAX - 445 (4.303	WX WAN BUILDHO HEIGHT - 12M FRANTWOP FACHOR ENERAL CURRE RD EXST MOP WEST SIDCHRON - 1.2M REJAR YARD - 1.2M 1.4 PER DWELLING UNNTS X5 = 7 0.2 VISTIOR PARKING / UNIT X5 = 1 ZT45 ZDNING ALLOW TANDEM PARKING	0.17 0.17 0.17 0.017 0.017	AT - DERUGNARIA SUMMERT AZ - SITE PLAN (1/7) AAT - DUNT PLAN AT - UNIT PLAN AT - UNIT PLAN AT - UNIT PLAN AT - UNIT PLAN AT - DUNT PLAN AT - DERUGNAR AB - DEN DAGE MAGRAM
NG FOR FINERAL C	9.440 CENERAL CURRIE ROUD, RCHWI EXST WULF OF THE WEST HALF OF UL EXST WILF OF THE WEST HALF OF UL EXECUNI 15 BLOCK 4 NORTH RANGE 956 SM (10.280 ST) CURRENT ISS//F, PROPOSED: ZT45 CURRENT CONNG) (2145) (UNDER RS1/F ZONNG) (2145)	0.55 TO 454.5 SM 0.3 TO REST OF SITE AREA 1 PER LOT WMX - 45 X	MAX HELDHI - 9M FRONTARD - 6M REJREAMED - 2M REJREAMED - 6M 2 PER DWELLING UNIT		LOCATION MAP NTS
REZONI 9340 GE	DEVELOPMENT DAYA (A) CANC AUDRESS: (B) LECAL DESCRIPTION: (C) LOT AREA: (D) ZONING USE	 (E) FLOOR AREA RATIO (F) MUMBER OF UNIT: (C) BULDING COVERAGE: 	 (H) BULDING HEIGHT: (H) SETBACK: (I) PARKING: 	SITE LOCATION	NORTH - NIS

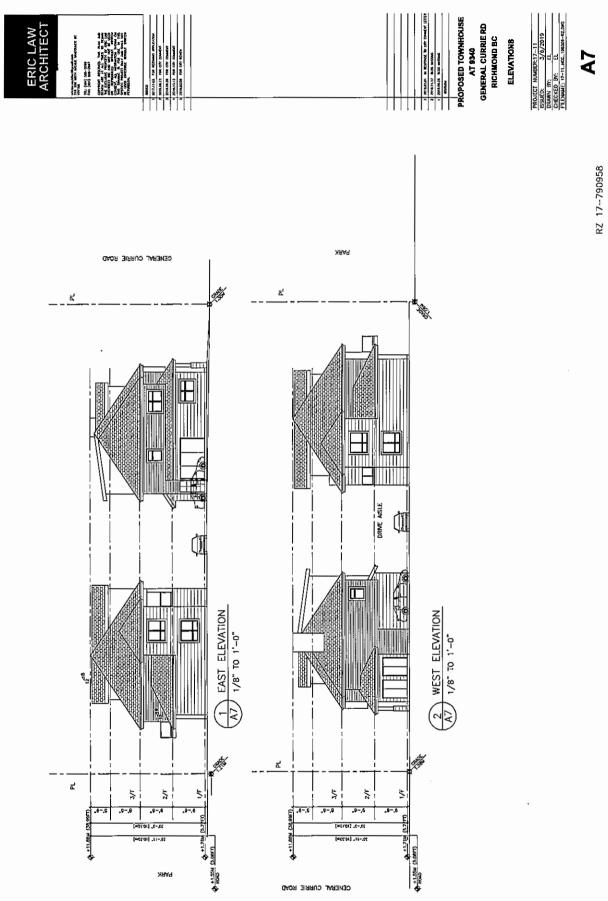
ATTACHMENT 3



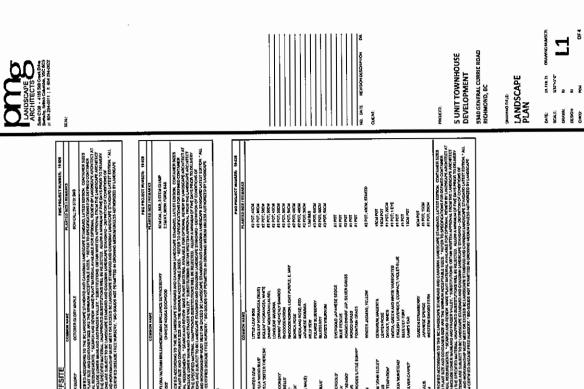




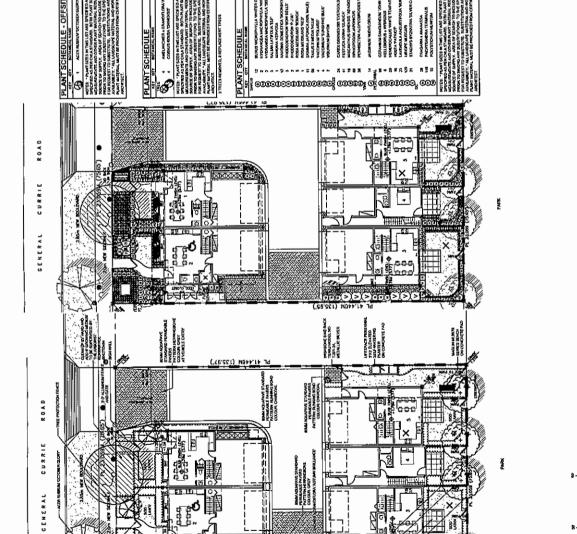




REZONE



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PH - 238

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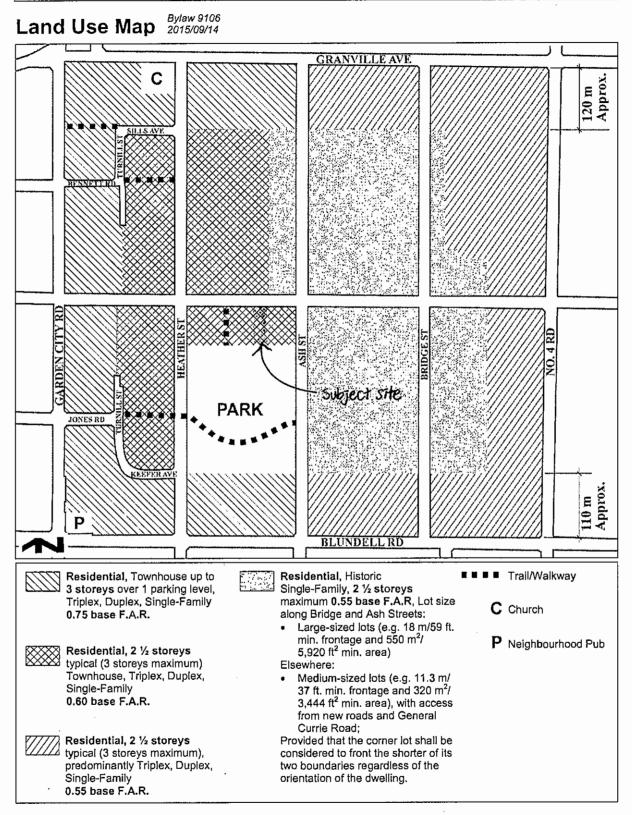
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S-F ALIANALIA FENCE-RETAR TEXAA INDONRESSED 9.40-COLORR INVITEM # HT. WOOD PERMETED

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OF 4

City of Richmond



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

Original Adoption: May 12, 1996 / Plan Adoption: February 16, 2004 3218459 PH - 239 McLennan South Sub-Area Plan 42

Park, Minhee

From:	CityClerk
Sent:	Thursday, 3 May 2018 16:00
То:	'willie huang'
Subject:	RE: Inquiry for objection against rezoning application
Follow Up Flag:	Follow up
Flag Status	Completed

Hello,

This application is currently with staff in the Planning and Development Division. Minhee Park, Planner 1, may be reached at 604-276-4188.

You may correspond with her regarding your objection.

If you have any other questions, please feel free to contact me.

Thank you, Hanieh

Hanieh Berg | Legislative Services City Clerk's Office | City of Richmond 6911 No. 3 Road, Richmond, BC V6Y 2C1 Direct (604) 276-4163 · Fax (604) 278-5139

From: willie huang [mailto:huang.h.willie@gmail.com] Sent: Tuesday, 1 May 2018 22:24 To: CityClerk Subject: Re: Inquiry for objection against rezoning application

Dear Clerks Staff:

Here is the associated information for the rezoning application which we are objecting to. If you need more information, feel free to contact me. Sincerely

~ * *									•	
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On Tue, May 1, 2018 at 10:37 AM, CityClerk <<u>CityClerk@richmond.ca</u>> wrote:

Hello,

This is to acknowledge and thank you for your email.

PH -¹240

Can you please provide a bylaw number or rezoning number associated with the project?

Thank you,

Hanieh

Hanieh Berg | Acting Manager, Legislative Services

City Clerk's Office | City of Richmond

6911 No. 3 Road, Richmond, BC V6Y 2C1

From: Lum,Robert Sent: Tuesday, 1 May 2018 08:56 To: CityClerk Subject: FW: Inquiry for objection against rezoning application

Hi Clerks staff:

Could you please provide response to Mr. Huang regarding the process for objecting a rezoning as stated below?

Thanks,

Robert

From: willie huang [mailto:huang.h.willie@gmail.com] Sent: Tuesday, 1 May 2018 00:04 To: Lum,Robert Subject: Inquiry for objection against rezoning application

PH -²241

To Whom it may concern,

I am writing to inquire about the process or method to object against a rezoning application in my neighbourhood. I am wondering who to write the letter to and if there is any specific formats to follow (we have multiple neighbours willing to sign to object against a rezoning application)

/sincerely

NOTICE: PROPOSED TOWNHOUSE DEVELOPMENT AT 9340 GENERAL CURRIE ROAD

December 11, 2018

Dear Neighbour,

We would like to invite you to an open house to share information about our proposed townhouse development at **9340 General Currie Road** and obtain your feedback. We would like to identify any comments or questions you may have in order to address them early in the process.

We have submitted a rezoning application for 5 townhouses to the City of Richmond for **9340 General Currie Road**.

This development will be built according to the city's regulations under a specific ZT45 zoning. There will be total of 5 townhouse units with total of 9 parking spots and 1 visitor parking. There will be two buildings with 2 units at front and 3 units at back building, and each townhouse unit will have 3 bedrooms with 2 and a half bathrooms.

OPEN HOUSE MEETING to be held at:

#550 - 9100 Blundell Road, Richmond BC V6Y 2N9

Time: 6 pm to 8 pm

Date: December 19, 2018

Included in the envelope is a preliminary plan of this project and a 3D rendering so you can see what the townhouses will look like.

If you cannot make it in person, you can send your comments directly to 9340generalcurrieroad@gmail.com or Mail your comments to our address below.

Ajit Thaliwal #2240-4871 Shell Rd. Richmond BC V6X 3Z6

Your thoughts, comments, questions and time are greatly appreciated. We do need your comments by January 11, 2019.

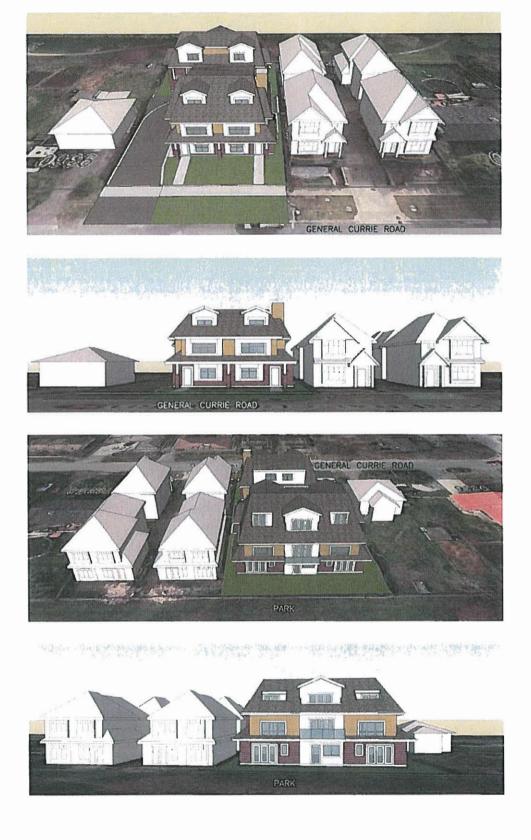
City Contact Minhee Park, Planner 2 Policy Planning Department City of Richmond Tel. (604) 276-4188 mpark@richmond.ca

Sincerely,

B

Ajit Thaliwal 1116559 BC LTD #2240-48/71 Shell Rd Richmond BC V6X 3Z6 t: 604-727-5166 f: 604-727-5166 g340generalcurrieroad@gmail.com

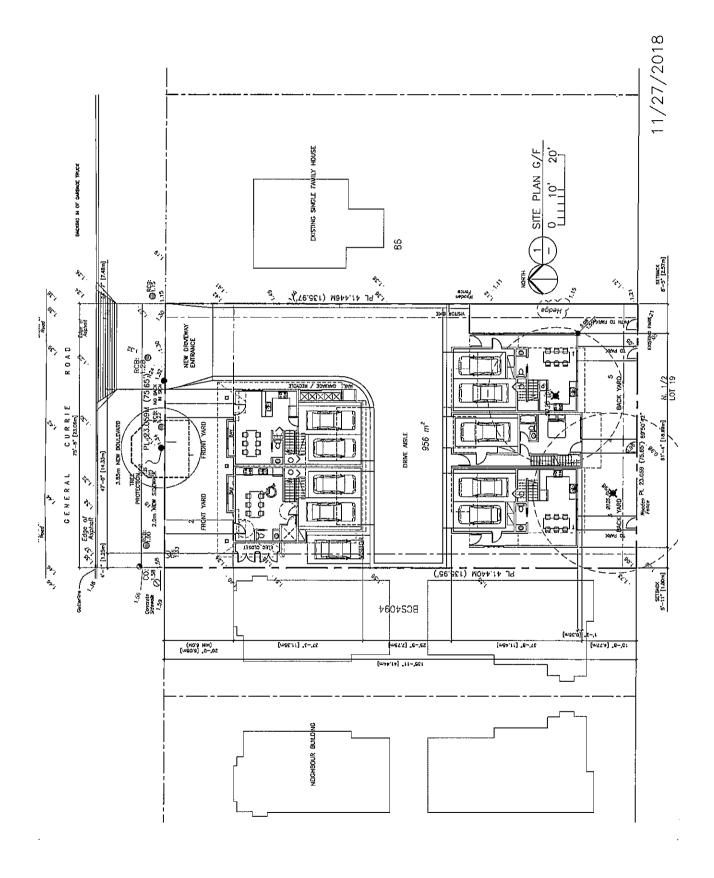
9340 General Currie Road - 3D Rendering of The 5 Units Townhouse Development

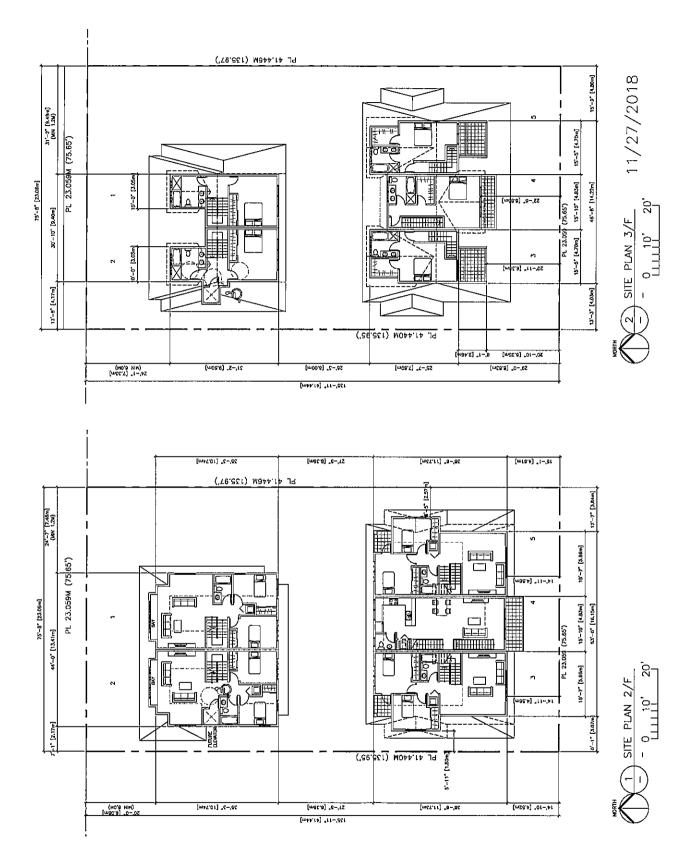


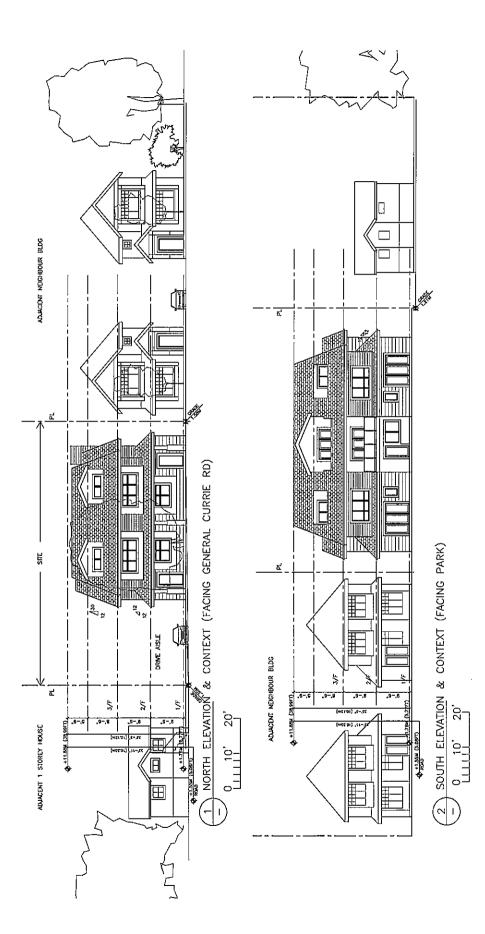
PROPOSED TOWNHOUSE DEVELOPMENT AT 9340 GENERAL CURRIE ROAD, RICHMOND, BC

PROPOSED	(1) FLOOR AREA RATIO: 0.77198 SF GROSS FLOOR AREA	(2) NUMBER OF UNIT: 5 UNITS	(3) SITE COVERAGE: 38.3%	 (4) BUILDING HEIGHT BUILDING HEIGHT - 10.33M (5) SETBACK FRONTYARD FACING GENERAL CURRIE - 6.0M (19'8") EAST SIDEYARD - 2.57M (8'5") WEST SIDEYARD - 1.25M (4'1") REAR YARD - 4.77M (15'6") 	 (6) PARKING 5 REGULAR PARKING 4 SMALL PARKING 7 TOTAL = 9 	SITE LOCATION VISITOR PARKING: 1 REGULAR	HEATINER STREET	MORT LOCATION MAP

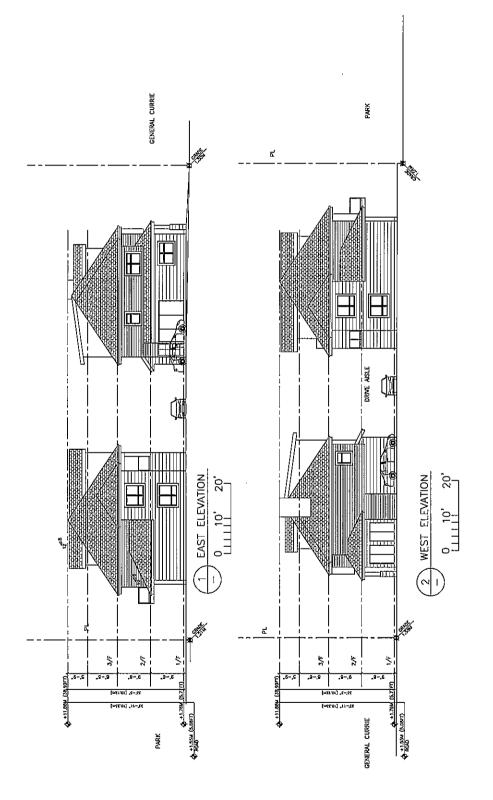








11/27/2018



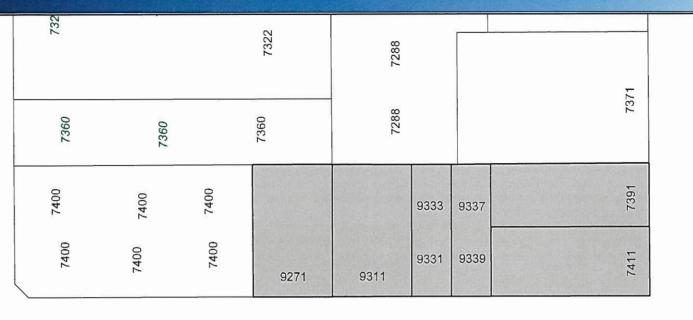
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PH - 249

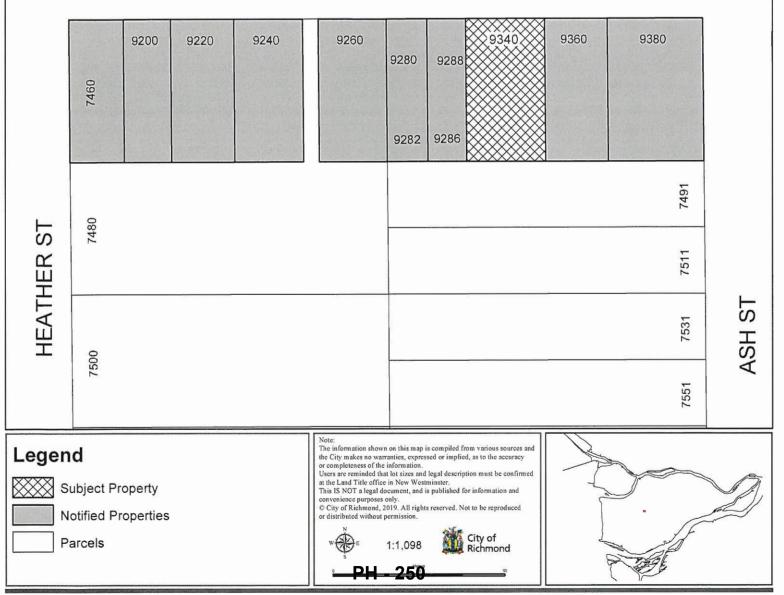
4

Richmond

ATTACHMENT 7 RZ17 - 790958: Notification Area Map



GENERAL CURRIE RD



Park, Minhee

From: Sent:	Ajit Thaliwal <ajitt@sutton.com> Thursday, 20 December 2018 16:56</ajitt@sutton.com>
То:	Park,Minhee
Cc:	Raman Kooner
Subject:	FW: 9340 General Currie Rd - Open House Meeting Dec 17. 2018
Attachments:	20181219_180157.jpg; 20181219_180202.jpg; 20181219_180011.jpg; 20181219_ 180017.jpg; 20181219_181403.jpg; 20181219_181007.jpg; 9340 General Currie Rd - Open House Meeting Sign Up Sheet.pdf

Hello Minhee

In respect to the open house meeting we had last night.

We had total of 3 groups attend

- 1. Neigbour to the east attended with his wife, they were very comfortable with the project, just wanted to make sure we put a fence up for their privacy. We agreed
- 2. Cindy lives few doors to the west she did not have any issues with our site/project and wanted know if her site would get the same zoning also.
- 3. Sharon from 7411 Ash Street she did not have any issues with the development in general asked about timeframe and was more concerned about the landscaping and tree planting on the site. We advised that we would consult her on this aspect once the landscape architect has given us a drawing and she was happy to hear this.

Please find attached some pics of last nights open house and sign in sheet for your records.

Thanks Ajit

	9340 General Currie Road - Open House Sign Up Sheet	Sign Up Sheet	, , , , , , , , , , , , , , , , , , ,
Home Owner Name	Address	Рћале	Email
1 Michael Schreeder	9360 Ern. Curris	604-241 -5855	
sharton MacGougan	7411 ASh Street	604. b18-886b	
· CINDY MILLIN	OPLOO GONDON CURVIE GOUL 278-1644	1004 278-1644	
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Park, Minhee

From:	Mark Thompson <mr.lark@gmail.com></mr.lark@gmail.com>
Sent:	Saturday, 29 December 2018 22:56
To:	Park,Minhee
Cc:	9340generalcurrieroad@gmail.com
Subject:	Re: 9340 General Currie Road
Follow Up Flag:	Follow up
Flag Status:	Completed

Hello,

thanks for your reply about the rezoning of this property and the opportunity to further discuss the application.

I now have had the chance to review the drawings of the proposed complex and have a couple of comment/questions. First, the height of the new building seems considerably higher than the neighbours' homes (and mine). That does seem to be out of character for this small area of the neighbourhood.

Second, there are five homes proposed. Again, this seems to be out of character for this area. The neighbouring complex to the west has only four residences. Where I live at 9331-9339 General Currie, we have only four homes. To effectively "cram" five residences where the surrounding homes have only four creates crowding issues, parking problems, and smaller things like a lot of extra garbage/recycling boxes weekly. Even now, with the existing house which is rented-likely 4-6 tenants, parking problems have been created despite that the driveway has room for three or four cars. I can imagine much bigger problems if five homes are permitted with 2-3 cars per residence.

Thank you for listening to my concerns,

Mark Thompson

On Wed, 19 Dec 2018 at 08:44, Park, Minhee <<u>MPark@richmond.ca</u>> wrote: Hi Mr. Thompson,

Thanks for your email.

The rezoning application is still under staff review, and the applicant is trying to obtain input from neighbours early in the application process.

If you need more information about the application or have any questions, I would be more than happy to meet with you early in the new year. Also, I encourage you to send me your comments by email if you have any comments.

Please feel free to contact me to set up a meeting or obtain further information regarding the proposed development. Thank you.

Minhee Park, Planner 2 Policy Planning Department

PH -¹253

City of Richmond Tel. (604) 276-4188 Fax. (604) 276-4052

-----Original Message-----From: Mark [mailto:<u>mr.lark@gmail.com]</u> Sent: Tuesday, 18 December 2018 18:58 To: <u>9340generalcurrieroad@gmail.com</u> Cc: Park,Minhee Subject: 9340 General Currie Road

Gentlemen,

I reside at 9337 General Currie Road, Richmond, B.C. V6Y 1M7. I just received notice of this meeting yesterday together with various diagrams relating to the proposed project.

As much as I would like to attend the open house, I will be unable to because of the short notice and other commitments for that evening.

Thank you,

Mark Thompson

Park, Minhee

From:
Sent:
To:
Subject:

Sharon MacGougan <sharonmacg@telus.net> Friday, 11 January 2019 16:57 Park,Minhee 9340 General Currie Road

PROPOSED TOWNHOUSE DEVELOPMENT AT 9340 GENERAL CURRIE ROAD January 11, 2018

Submitted by: Sharon MacGougan President, Garden City Conservation Society and resident of 7411 Ash Street C. 604.618-8866

Process:

Having the opportunity to meet with the developer early on in the process is a wonderful one! I'm hoping that this becomes a standard requirement because it fosters respect and better understanding on both sides. Well done!

These are some of the comments I made to developers at the Open House they facilitated on December 19, 2018.

RESPECT FOR THE NEIGHBOURHOOD

Bird Habitat:

I advised the developer that the city boulevard (close to and across from their site) is designated bird habitat. There is a City of Richmond Adopt-a-Bird Habitat "for the love of birds" sign at the corner of Ash and General Currie Roads. Half of my property and the city's boulevard next to my property are trees and lower growth.

I have asked the developer to respect this area and please ensure that their various work crews do not dump garbage here.

I suggested providing a garbage can for employee use and ensure that ALL workers use it.

Ecology:

I suggested that the developer plant native to BC species of trees and plants on their site. Please no palm trees, banana trees, palm plants or other non-native species. We have lost a lot of native ecology through development in our area and it is almost universally not being replaced.

Accessibility:

It is neighbourly for the developer to be easily accessible in case of problem AND respond/rectify in a reasonable amount of time.

Time-lincs:

I suggest that development completes in a reasonable amount of time.

Is the developer running simultaneous developments? What this means for a neighbourhood is that the disruption is dragged out for years (in multiple neighbourhoods).

Fencing:

The faux brick concrete pillar fencing style is unfriendly and and leaves less space for planted material. I am happy to supply photos of "friendlier" fencing with hedge examples from my neighbourhood, when appropriate.

Park, Minhee

From: Sent: To: Subject: Raman Kooner <ramankooner@gmail.com> Monday, 3 June 2019 08:39 Park,Minhee 9340 General Currie Road

Hi Minhee

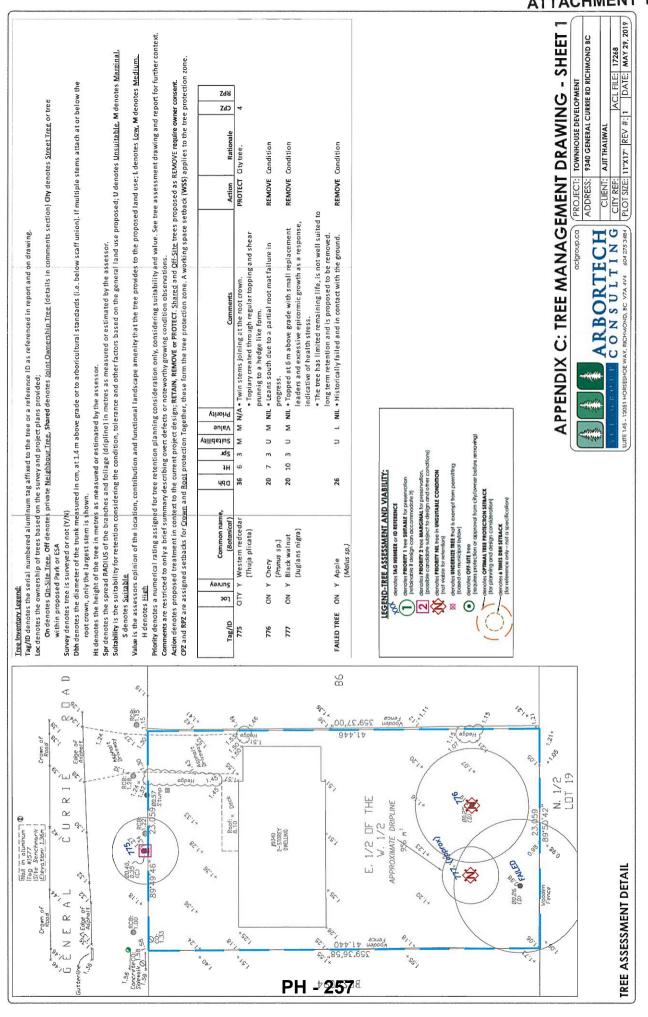
Just wanted to follow up your phone call with an email.

We had tried to approach the neighbors to purchase their property some time ago through a realtor Steve Baker, he had gone to their residence on at least 2 maybe 3 different occasions. I believe you already have the contracts and some voice notes from Mr.Baker. Ajit had also talked to them on a different occasion and brought up them potentially selling the property to us. The neighbors at 9360 (right next door) are the relatives of the owner of both adjacent properties who lives at 9380 General Currie, I believe it is her son that lives next door. They did actually expressed interest but the mother, whom is the owner of both properties did not want to sell at the current time, they were very nice and complimentary of the development. They had some requests of us to help them out with their fencing and potential driveway location, and we have addressed their concerns.

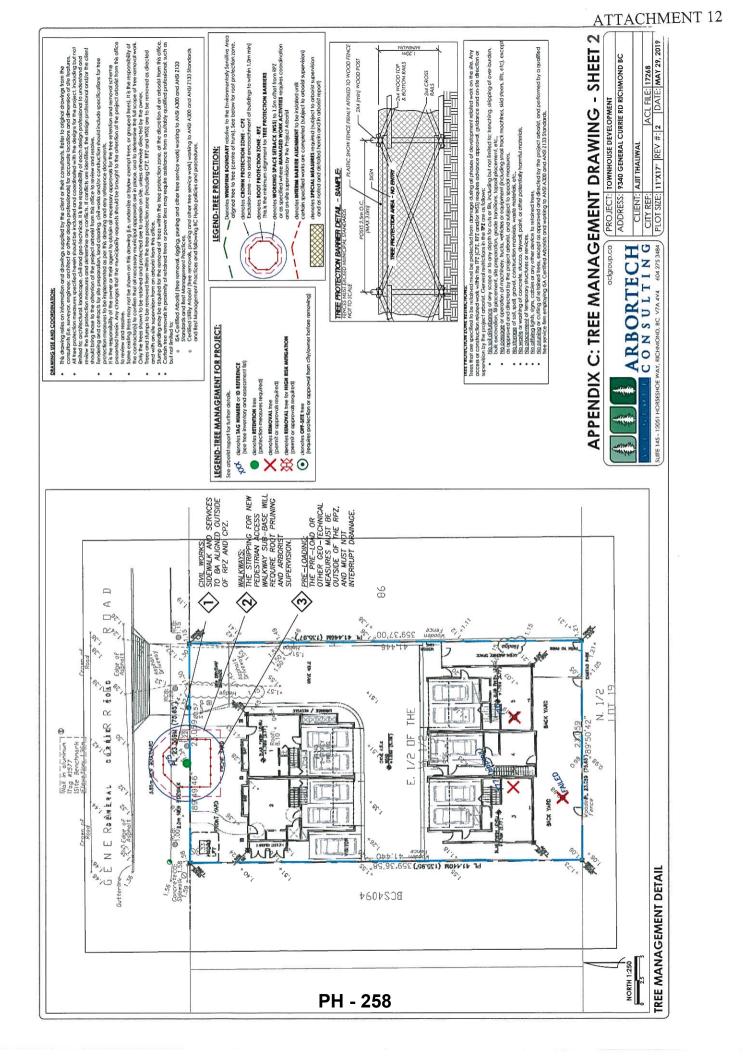
If you need anything further please let us know.

Thank You

Raman Kooner #2240-4871 Shell Rd Richmond BC, V6X 3Z6 o: 604.273.3155 c: 604.825.4433 f: 604.304.0426 e: ramankooner@gmail.com



ATTACHMENT 11



ATTACHMENT 13



Rezoning Considerations

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

Address: 9340 General Currie Road

File No.: RZ 17-790958

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10048, the developer is required to complete the following:

- 1. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
- 2. Registration of a flood indemnity covenant on title.
- 3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
- 4. Submission of a Tree Survival Security to the City in the amount of \$2,600 for one tree located on the City property to be retained. The security is release upon a satisfactory report by a Certified Arborist after the completion of the construction.
- 5. Registration of a cross-access easement, Statutory Right-of-Way (SRW), and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of the future development to the east. Language should be included in the SRW document that the City will be not responsible for maintenance or liability within the SRW and that utility SRW under the drive aisle is not required.
- 6. Registration of a cross-access easement, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, to allow sharing of the outdoor amenity space on the subject site in favour of the neighbouring future development to the east.
- 7. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$61,225.5) to the City's affordable housing fund.
- 8. Contribution of \$8,000 (\$1,600 per dwelling unit) in lieu of on-site indoor amenity space.
- 9. City's acceptance of the developer's offer to voluntarily contribute a total of \$8,500 towards the upgrade of the pedestrian signals to install Audible Pedestrian Signal (APS) in the neighbourhood as follows:
 - a) \$5,000 for the upgrade of signalized crosswalk infrastructure at the intersection of Ash Street and Blundell Road (Account: 3550-10-556-55134-0000); and
 - b) \$3,500 for the upgrade of special crosswalk infrastructure at the intersection of General Currie Road and Garden City Road (Account: 3550-10-556-55131-0000).

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

- 1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development. The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the six (6) required replacement trees with the following minimum sizes:

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

Prior to Development Permit^{*} Issuance, the developer must complete the following requirements:

1. Submission of a landscape security based on 100% of the cost estimate provided by the landscape architect.

PH - 259

Initial: _____

Prior to Demolition Permit^{*} Issuance, the developer must complete the following requirements:

 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. Tree protection function 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.

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. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure and frontage 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:

Water Works

- a) Using the OCP Model, there is 308.0 L/s of water available at a 20 psi residual at the General Currie Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) At Developer's cost, the Developer is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm 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.
 - ii) Provide a right-of-way for the water meter. Exact right-of-way dimensions to be finalized during the servicing agreement process.
- c) At Developer's cost, the City is to:
 - i) Cut, cap and remove the existing water service connection and meter.
 - ii) Install a new water service connection, complete with metre and metre box. The metre is to be located on-site in a right of way.

Storm Sewer Works

- a) At Developer's cost, the City is to:
 - i) Cut, cap, and remove the three existing storm connections and inspection chambers to the development site. The storm inspection chamber located within the tree protection zone may be considered for abandonment instead of removal, subject to suitability.
 - ii) Install a new storm connection, complete with inspection chamber, to serve the proposed development.

Sanitary Sewer Works

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

- i) Cut, cap, and remove the existing sanitary connection and inspection chamber to the development site. The cap shall be made at the wye into the adjacent lot's service connection, to ensure that the lot directly west of 9340 General Currie Road remains in service.
- ii) Install a new sanitary connection, complete with inspection chamber, to serve the proposed development.

PH - 260

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.

Initial:

- (2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
- (3) To underground overhead service lines.
- (4) To 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 (if applicable), and registered prior to SA design approval:
 - BC Hydro PMT 4.0 x 5.0 m
 - BC Hýdro 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
- ii) Review street lighting levels along the General Currie Road frontage, and upgrade as required.
- iii) Provide other frontage improvements as per Transportation's requirements including:
 - (1) Curb-to-Curb Road works
 - Provide 8.5 m wide pavement along the development frontage to meet local road design standards. The centre line of the 8.5 m wide pavement is to be consistent with the centre line of the 20.12 m wide road right-of-way.
 - As necessary, the widened pavement is to include taper sections (20:1) to meet the existing edges of
 pavement to the east and west of the subject site. Behind each tapered section, a 1.0 m wide gravel
 shoulder is required.
 - (2) Behind the curb frontage improvements
 - The cross section elements are to include:
 - a. South property line of the General Currie Road right-of-way.
 - b. 2.0 m wide sidewalk. (The sidewalk may be designed to "meander" around any existing trees that have been identified for protection. As much as possible, the full width of the sidewalk is to be maintained.).
 - c. 3.85 m wide boulevard with street trees.
 - d. 0.15 m wide curb.
 - e. As necessary, the new sidewalk and boulevard are to transition to meet the existing frontage treatments to the east and west of the subject site.
 - (3) All existing driveways along the General Currie 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) and (2) above.
 - (4) The exact dimensions of road works and frontage improvements described under Items 1/2/3 are to be confirmed through the Servicing Agreement detailed design process and legal surveys. Road dedications would be required if the existing road right-of-way is not adequate to support the required works.
 - (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.

General Items:

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

Initial:

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

CITY OF RICHMOND

APPROVED

by Director or Solicitor



Richmond Zoning Bylaw 8500 Amendment Bylaw 10048 (RZ17-790958) 9340 General Currie 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 "Town Housing (ZT45) - Gilbert Road, Acheson -Bennett Sub-Area, St. Albans Sub-Area, South McLennan (City Centre)".

P.I.D. 003-995-011

East Half of the West Half Lot 20 Block "G" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10048".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

JUN 2 4 2019