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**To:** Planning Committee **Date:** April 19, 2007  
**From:** Jean Lamontagne, Director of Development **File:** RZ 03-254977  
Terry Crow, Manager Policy Planning  
**Re:** **Application by Andrew Cheung Architects Inc. for Rezoning at 3131, 3171, 3191, 3211, 3231, 3251, 3271, 3291, 3331, 3371, 3391 & 3411 Sexsmith Road and 3200, 3220, 3240, 3280, 3300 & 3320 No. 3 Road from Single-Family Housing District, Subdivision Area F (R1/F), 3360 No. 3 Road from Roadside Stand (Class C) District (RSC), and 8511 Capstan Way from Automobile-Oriented Commercial District (C6) and Gas Station District (G1) to School and Public Use (SPU), Comprehensive Development District (CD/181), and Comprehensive Development District (CD/182)**

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### Staff Recommendation

1. That Bylaw No. 7109 to redesignate 3200, 3220, 3240, 3280, 3300, 3320, and 3360 No. 3 Road, 3131, 3171, 3191, 3211, 3231, 3251, 3271, and 3291 Sexsmith Road, and 8511 Capstan Way from “Detailed Land Use Study Required” to “Urban Entertainment District” in the Official Community Plan Land Use Map in Schedule 2.10 (City Centre Area Plan) of Official Community Plan Bylaw No. 7100; and to add the definition of Urban Entertainment District under Section 1.2.2 (Land Use Map Definitions) of that same schedule as “a medium- to high-density pedestrian-oriented district supporting a dynamic mix of entertainment and related uses”, be abandoned.
2. That Bylaw No. 7110, for the rezoning of 3200, 3220, 3240, 3280, 3300, and 3320 No. 3 Road and 3131, 3171, 3191, 3211, 3231, 3251, 3271, and 3291 Sexsmith Road from “Single-Family Housing District, Subdivision Area F (R1/F)”, 3360 No. 3 Road from “Roadside Stand (Class C) District (RSC)”, and 8511 Capstan Way from “Automobile-Oriented Commercial District (C6)” and “Gas Station District (G1)”, to “Comprehensive Development District (CD/97)”, be abandoned.
3. That Official Community Plan Amendment Bylaw No. 7882, to:
  - a) redesignate 3200, 3220, 3240, 3280, 3300, 3320 & 3360 No. 3 Road, 3131, 3171, 3191, 3211, 3231, 3251, 3271, 3291, 3331, 3371, 3391 & 3411 Sexsmith Road, 8511 Capstan Way, and a portion of City Road Right-of-Way North of Capstan Way from “Mixed Use” to “High Density Mixed Use” in Attachment 1 (Generalized Land Use Map) to Schedule 1 of the Official Community Plan Bylaw No. 7100, and to revise the map in section 3.1, Neighbourhoods & Sense of Community, Neighbourhoods in Richmond, City Centre, accordingly; and

- b) redesignate 3200, 3220, 3240, 3280, 3300, 3320 & 3360 No. 3 Road, 3131, 3171, 3191, 3211, 3231, 3251, 3271, 3291, 3331, 3371, 3391 & 3411 Sexsmith Road, 8511 Capstan Way, and a portion of City Road Right-of-Way North of Capstan Way from “Detailed Land Use Study Required” to “Mixed Use – High Density” and “Park – Configuration and location to be determined” in the “Land Use Map” in Schedule 2.10 of Official Community Plan Bylaw No. 7100 (City Centre Area Plan), together with associated amendments to the accompanying “Development Permit Guidelines”,

be introduced and given first reading.

4. That Bylaw No. 7882, 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 deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

5. That Bylaw No. 7882, in accordance with the City Policy on Consultation during OCP Amendment, be referred to the following agencies for comment by May 22, 2007:


- Vancouver International Airport Authority (VIAA); and
- School District No. 38 (Richmond).


6. That Bylaw No. 8117, for the rezoning of a portion of the subject site as indicated in Schedule A to the said bylaw from “Single-Family Housing District, Subdivision Area F (R1/F)”, “Roadside Stand (Class C) District (RSC)”, “Automobile-Oriented Commercial District (C6)”, and “Gas Station District (G1)” to “School and Public Use District (SPU)”, be introduced and given first reading.

7. That Bylaw No. 7883, to introduce a new “Comprehensive Development District (CD/181)” and for the rezoning of a portion of the subject site as indicated in Schedule A to the said bylaw from “Single-Family Housing District, Subdivision Area F (R1/F)”, “Roadside Stand (Class C) District (RSC)”, “Automobile-Oriented Commercial District (C6)”, and “Gas Station District (G1)” to “Comprehensive Development District (CD/181)”, be introduced and given first reading.

8. That Bylaw No. 8113, to introduce a new “Comprehensive Development District (CD/182)” and for the rezoning of a portion of the subject site as indicated in Schedule A to the said bylaw from “Single-Family Housing District, Subdivision Area F (R1/F)”, “Roadside Stand (Class C) District (RSC)”, “Automobile-Oriented Commercial District (C6)”, and “Gas Station District (G1)” to “Comprehensive Development District (CD/182)”, be introduced and given first reading.

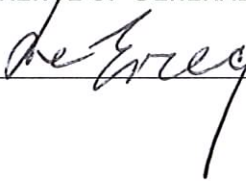
9. That Bylaw No. 7882, Bylaw No. 8117, Bylaw No. 7883 and Bylaw No. 8113 be referred to the Public Hearing scheduled for Tuesday, May 22, 2007 at 7:00 PM in the Council Chambers at Richmond City Hall

  
Jean Lamontagne  
Director of Development  
(4138)

  
Terry Crowe  
Manager, Policy Planning  
(4139)

Att. 21

**FOR ORIGINATING DEPARTMENT USE ONLY**

ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Major Projects.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Real Estate Services .....	Y <input type="checkbox"/> N <input type="checkbox"/>	
Engineering .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Law.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Parks .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Transportation .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

**Staff Report**

**Origin**

Andrew Cheung Architects Inc. has applied to rezone the area bounded by No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way (**Attachments 1 & 2**) to “School and Public Use District (SPU)”, “Comprehensive Development District (CD/181)”, and “Comprehensive Development District (CD/182)” to permit the construction of a comprehensively planned, mixed-use, high-density, transit-oriented neighbourhood. (**Attachment 3, 4 & 5**) The project is the subject of a concurrent Subdivision application (SD 07-357988).

**Findings Of Fact**

Item	Existing	Proposed
Owners Attachment 6	Pinnacle International Sun Tech City Development City of Richmond	To be determined
Applicant	Andrew Cheung Architects Inc.	
Site Size	69,650 m <sup>2</sup> (17.2 acres)	<ul style="list-style-type: none"> <li>• Net site – 57,833 m<sup>2</sup> (14.3 acres)</li> <li>• Park dedication – 5,808 m<sup>2</sup> (1.4 acres)</li> <li>• Road dedication – 6,009 m<sup>2</sup> (1.5 acres)</li> </ul>
Land Uses	<ul style="list-style-type: none"> <li>• Vacant</li> <li>• Single-family residential</li> <li>• Gas station</li> <li>• Automobile-oriented commercial</li> </ul>	<p><u>Maximum total buildable floor area</u></p> <ul style="list-style-type: none"> <li>• Based on a net density of +/-5.24 floor area ratio (FAR)</li> <li>• 302,974 m<sup>2</sup> (3,261,292 ft<sup>2</sup>), including parking &amp; storage at or above a designated elevation of 1.5 m (5 ft.) geodetic</li> </ul> <p><u>Multiple-family residential floor area</u></p> <ul style="list-style-type: none"> <li>• 177,860 m<sup>2</sup> (1,914,532 ft<sup>2</sup>), including 4,645 m<sup>2</sup> (50,000 ft<sup>2</sup>) of “Affordable Subsidized Rental Housing”</li> <li>• 59% of maximum buildable floor area</li> <li>• Maximum floor area &amp; units specified in zoning bylaws</li> </ul> <p><u>Non-residential floor area</u></p> <ul style="list-style-type: none"> <li>• 125,114 m<sup>2</sup> (1,346,760 ft<sup>2</sup>), including parking &amp; storage at or above a designated elevation of 1.5 m (5 ft.) geodetic</li> <li>• 41% of maximum buildable floor area (or more if it takes the place of residential uses)</li> </ul>
OCP Designation	“Mixed Use”	“High Density Mixed Use”
City Centre Area Plan	“Detailed Land Use Study Required”	<ol style="list-style-type: none"> <li>1. “Mixed Use – High Density”</li> <li>2. “Park – Configuration and location to be determined”</li> </ol>
Zoning	<ul style="list-style-type: none"> <li>• Single-Family Housing District, Subdivision Area F (R1/F)</li> <li>• Roadside Stand (Class C) District (RSC)</li> <li>• Automobile-Oriented Commercial District (C6)</li> <li>• Gas Station District (G1)</li> </ul>	<ol style="list-style-type: none"> <li>1. <u>School and Public Use District (SPU)</u> Use: 0.6 ha (1.4 ac) of City park</li> <li>2. <u>Comprehensive Development District (CD/181)</u> Uses: Office, hotel, retail &amp; residential Number of Parcels: 5 Net Density: 3.40 - 7.00 floor area ratio (FAR) net, including parking</li> <li>3. <u>Comprehensive Development District (CD/182)</u> Uses: Office, hotel, retail &amp; residential Number of Parcels: 2 Net Density: 3.99 &amp; 7.64 FAR net, including parking</li> </ol>

## Surrounding Development

The subject site is situated in an under-developed, single-family residential area, framed by:

- **East** A mix of under-developed, single-family residential properties and vacant land (similar to the subject site), together with an existing Translink park and ride lot, which will be disposed of once the Canada Line park and ride facility in West Bridgeport is operational in 2009;
- **South** – Recently constructed, low-density, low-rise, automobile-oriented commercial uses;
- **West** – Older, low-density, low-rise, automobile-oriented commercial and industrial uses; and
- **North** – The Sea Island Way-Bridgeport Road couplet, operated as a provincial highway and fronted by big-box stores, budget/business hotels, and automobile-oriented commercial uses.

## Related Policies & Studies

### 1. City Centre Area Plan (CCAP)

The existing Area Plan (adopted in June 1995) designates most of the quarter-section in which the subject site is situated (Section 28 of 5-6) as “Detailed Land Use Study Required” and provides little information regarding its development potential. Updating of the CCAP is underway and is expected to be complete by year-end. A key step in this process is the completion of the CCAP CONCEPT plan, approved in principle by Council in February 2007. (**Attachment 7**, CCAP CONCEPT, “Land Use & Density” map) The CONCEPT expands on the policy directions described in the 1995 Plan with regard to:

- Encouraging the establishment of light rail transit along No. 3 Road;
- Encouraging mixed-use, pedestrian-friendly and Transit-Oriented Development (TOD);
- Providing for a mix of housing types suitable for a range of households and income levels;
- Enhancing No. 3 Road as Richmond’s premier urban-commercial corridor; and
- Ensuring that public park and amenities will be well-located and provided concurrently with private development.

Applicant’s Proposal - In light of the lack of detailed Area Plan information regarding the subject site, the applicant has prepared a:

- “Master plan” for the site’s comprehensive development; and
- Phasing strategy for the project’s gradual development over many years as warranted by the market (e.g., +/-10 years). (**Attachment 4**)

This “master plan” proposal has been reviewed for compliance with both the existing Area Plan (**Attachment 8**) and the CCAP CONCEPT Goals (**Attachment 9**) and found to be consistent with both as follows:

- Transit Oriented Development (TOD) strategies and transit-related funding;
- Provision of office uses along Sea Island Way, both from the perspective of creating a desirable “gateway” feature and with regard to supporting opportunities for new transit-oriented office uses in the downtown;

- Creation of a residential neighbourhood that will provide a catalyst for transit-oriented village development (e.g., “Capstan Village”) and enhance existing automobile-oriented commercial area to the south;
- Provision of public parks and amenities; and
- Construction of key public amenities (e.g., all proposed City-owned open space and publicly owned and/or accessible streets) in the project’s first phase.

In addition, the CCAP CONCEPT identifies a list of “Village Attributes” (**Attachment 10**) that must, should, or could be included in the downtown’s “urban villages”, including the “Capstan Village” (centred near the Capstan Canada Line Station and the subject site). Among other things, the “Village Attributes” include:

- ***Childcare***

The 1995 City Centre Area Plan encourages the provision of childcare in the downtown. The CCAP CONCEPT goes beyond this and directs that childcare be a required feature in each of the downtown’s “urban villages”, including the “Capstan Village” (e.g., including the subject site).

*Applicant’s Proposal* - The applicant proposes to voluntarily provide on-site childcare services as part of the development at no cost. To ensure that the child care is provided a legal agreement will be registered on title of the lands prior to adoption of the rezoning bylaw requiring that a childcare facility is provided on-site for 25 children (designed to provide full daytime care for children from infant to six years of age), for which the:

- Developer shall have sole responsibility for the facility’s cost of construction;
- Facility may be owned by the developer and/or others; and
- City shall ensure the facility’s satisfactory operation by an independent operator.

- ***Affordable Housing***

Concurrent with the CCAP process, Richmond is updating its ***Affordable Housing Strategy*** to better define Richmond’s objectives for various household income levels, their housing needs, and mechanisms for facilitating that housing. The CCAP CONCEPT, on a preliminary basis, defines siting priorities for affordable housing in the downtown, and designates “urban village” areas within a 5 minute walk of a Canada Line station (such as the subject site) as preferred locations as they offer the greatest potential for “affordable lifestyles” (e.g., least need for a car, best transit access, best proximity to amenities, etc.).

Prior to work beginning on the CCAP and Affordable Housing Strategy updates, staff raised the issue of affordable housing with the applicant.

*Applicant’s Proposal* - The applicant proposes to voluntarily provide some on-site affordable housing as part of the development. The applicant is proposing to provide affordable housing in accordance with the following:

- Construct, at the developer’s sole cost, 4,645 m<sup>2</sup> (50,000 ft<sup>2</sup>) of “Affordable Subsidized Rental Housing” (e.g., as defined in the draft Affordable Housing Strategy) on two of the subject site’s seven development parcels;

- Construct this housing in the second phase (Parcel G – construction estimated to be within 5 years) and third/final phase (Parcel C – construction estimated to be within 10 years) as per **Attachment 4**; and
  - Secure this housing in perpetuity with a Housing Agreement registered in favour of the City (together with any necessary bylaws). This proposal is generally consistent with draft findings of the Affordable Housing Strategy, and is satisfactory to both staff and the developer from the standpoint of housing type, location, and amount (e.g., roughly 100 units or +/-5% of the project's maximum total units, based on a gross "affordable housing" unit size of 46.5 m<sup>2</sup> or approximately 500 ft<sup>2</sup>). A legal agreement will be registered on title of the lands prior to adoption of the rezoning bylaw to ensure the proposed affordable housing is provided on-site.
- **Art & Culture**  
Richmond adopted its Public Art Strategy in 1997 and the Richmond Arts Strategy in 2004. These strategies are complemented by the CCAP CONCEPT, which directs that:
    - Public art should be a required feature in each of the downtown's "urban villages"; and
    - Live/work dwellings should be promoted in the area around the Canada Line's proposed Capstan Station as a key initiative in support of a new downtown "Arts District".

Applicant's Proposal: The applicant proposes to voluntarily support both initiatives by providing:

- \$250,000 worth of artworks in public spaces across the site, a plan for which will be prepared, to the satisfaction of the City followed by the phased implementation of the plan as a condition of the issuance of Development Permits for the subject site's seven development parcels. A comprehensive "public art plan" will be developed prior to final adoption of the rezoning bylaw; and
- Live/work dwelling units along all of the subject site's public residential street and walkway frontages, as per the proposed subject Comprehensive Development District zones, legal agreements to be registered on title, and applicable Development Permit Guidelines.

Overall, staff's review of the proposed comprehensive "master plan" and its phased development over +/-10 years indicates that the subject application is consistent with the intent of the 1995 Area Plan and the CCAP CONCEPT, together with current City objectives for childcare, "Affordable Subsidized Rental Housing", and the timely provision of amenities in coordination with development.

## 2. Aircraft Noise Sensitive Development (ANSND) Policy

The subject site is designated as "Area 3 – Moderate Aircraft Noise Area" (**Attachment 11**) and is in a location where rezoning applications may not proceed prior to completion of the CCAP updates, with the exception of the subject site and the Wall Developments site (RZ 04-275910), the latter of which had a rezoning bylaw for high-density, mixed-use development (3 floor area ratio) granted third reading at Public Hearing in July 2006.

The ANSD Policy allows for all “aircraft noise sensitive land uses” on the subject site (e.g., residential, school, day care, and hospital) provided that they are considered to be appropriate from an Area Planning perspective and the following requirements are satisfied:

- Residential use does not exceed two-thirds of the “maximum buildable square feet”;
- Covenants are registered on title regarding aircraft noise (including vendor signage and other measures aimed at ensuring a high level of public awareness with regard to potential aircraft noise impacts);
- Noise mitigation is provided and documented (e.g., acoustic report) as per City policy; and
- Mechanical ventilation and the capability for central air conditioning are incorporated in construction.

In addition, the ANSD policy encourages the adoption of additional amenity space guidelines similar to those recently supported as part of rezoning of 5491 River Road, west of the Richmond Oval.

Applicant’s Proposal - Staff’s review of the subject application confirms that it:

- Complies with the ANSD Policy (**Attachment 12**); and
- Includes appropriate amenity space Development Permit (DP) Guidelines as part of proposed amendment to the City Centre Area Plan.

### 3. City Centre Transportation Plan (CCTP)

This plan, adopted in 1997, is being updated concurrently with the City Centre Area Plan (CCAP). The 1997 Plan seeks to balance the needs of pedestrians, cyclists, and transit with the car, and promotes measures such as rapid transit along No. 3 Road, parking reductions, transportation demand management measures, development of the “north loop road” (e.g., including Hazelbridge Way and Capstan Way immediately south of the subject site), and new road links such as the extension of Hazelbridge Way across the subject site to Sexsmith Road.

Updating of the CCTP will build on the 1997 Plan, the Canada Line, evolving development opportunities, and strengthening public support for, among other things, pedestrian- and Transit-Oriented Development (TOD), reduced parking ratios, car sharing, an expanded bike network and complementary cycling initiatives, and alternative transit options (e.g., smaller buses).

Applicant’s Proposal - The subject application is consistent with the intent of both the 1997 Transportation Plan and anticipated directions arising through the CCTP update process. In particular, the subject development presents a unique opportunity to support rapid transit and Transit-Oriented Development (TOD) through:

- Capstan Station - Coordination with and funding earmarked for the construction of the Canada Line’s Capstan Station (see below); and
- Parking – Significant parking demand management measures including:
  - a) Parking reductions of up to 35%, as compared to current bylaw standards; and



- b) The inclusion of all parking above existing grade in floor area ratio (FAR) calculations, and the provision for parking floor area to be developed as other non-residential uses (e.g., office) where adequate parking can be provided underground, thus, discouraging the provision of parking in excess of the bylaw (contrary to current Richmond practice, which places no upper limit on parking nor any disincentive to over-build).

4. Rapid Transit - Canada Line

The Canada Line system is a landmark initiative for transit in the region, Richmond, and the City Centre, and a critical building block for the growth and development of Richmond's downtown as a sustainable, higher-density, mixed-use urban centre founded on Transit-Oriented Development (TOD) principles. With regard to the subject site, accommodation of the system requires:

*Transit Ridership Enhancement – Promotion of higher density development in close proximity to Canada Line stations to promote transit use.*

Implicit in the construction of the Canada Line project and the enormous public investment it represents, is the responsibility for Richmond to promote TOD development in its downtown in a way that will support enhanced ridership (e.g., by maximizing densities near stations, encouraging mixed-use development, reducing parking availability, etc.). This is especially important in a location such as the subject site, which is within a 5 minute walk of a transit station (the future Capstan Station), making it an area that research has shown is the most effective in not only encouraging increased transit ridership, but changing lifestyles (e.g., best chance that people will choose to not own and/or use a car).

*Applicant's Proposal* – The subject development maximizes opportunities to promote transit ridership and transit-oriented lifestyles through its well-located, high-density residential and business uses, parking management measures, and attractive, high-amenity, pedestrian-friendly setting.

- *Capstan Station Construction – Facilitation of funding in support of the possible near term construction of the Canada Line's Capstan Station.*

The Canada Line project identifies the Capstan Station as a "future" station with no fixed date for construction. Unfortunately, simply waiting for the region to construct the station is not a practical option as "Capstan Village" and its station are fundamental to the establishment of the north City Centre as a viable transit-oriented community. More specifically, if development is allowed to proceed in "Capstan Village":

- With residential growth, but without Capstan Station, new residents will not have an adequate incentive to use transit and developers can be expected to resist attempts by the City to implement transit-supportive parking demand management measures (e.g., parking reductions, car sharing, etc.), thus, resulting in increased transit congestion and lost transit ridership; and

- Without both residential growth and Capstan Station, the incentive for the north City Centre to convert from its highly automobile-oriented structure to one that is transit-oriented will be severely impacted and, as a result, the area can be expected to suffer from escalating traffic congestion and parking shortages, an imbalance of jobs and residents, lack of 24-hour life, lack of diversity, higher chances of crime, reduced incentives to redevelop rundown/transitional properties; etc., all of which would in turn impair efforts to improve transit ridership.

*Applicant's Proposal* – Based on the understanding that (i) construction of the Capstan Station is an imperative for the viable growth of the northern City Centre, (ii) there is no timely regional funding source for the station, and (iii) the significant advantages that could be realized if station construction was to proceed concurrently with private development, Richmond and the subject applicant have worked together to secure a means by which to help facilitate station construction without direct costs to the City or taxpayer. As a result:

- Station Funding – The applicant proposes to provide a voluntary contribution of \$15 million (including funds that would be directed to the City Centre's Transit-Oriented Development Fund) that can be directed by the City towards the construction of Capstan Station. This arrangement carries no risk for the City of Richmond. The station construction will only proceed if the project moves ahead and funds are received. Translink will be responsible for all other construction costs above and beyond the contribution made by the subject application.
  - Station Timing – Staff are working with Translink to determine the potential timing of construction of the Capstan Station, including the possibility of it commencing as early as 2010.
- ***Canada Line Right-of-Way Acquisition*** – *Provision of space along the subject site's No. 3 Road frontage for the system's aerial guideway, columns/foundations, and future Capstan Station.* Translink has secured this right-of-way.

*Applicant's Proposal* - The City helped to facilitate Translink's right-of-way acquisition by proposing, as part of the subject application, to close a strip of existing road rights-of-way along the west edge of Sexsmith Road for consolidation with the subject site.

An additional temporary construction easement/right-of-way around the proposed station location is required to facilitate construction of the proposed Capstan Station. To achieve the required construction window, an additional temporary easement/right-of-way (approximately 5 m wide) around the future transit station is required. This easement/right-of-way will be secured prior to rezoning or subdivision approval.

- ***Public Realm Enhancements*** – *No. 3 Road Streetscape Study*  
The City has completed the first phase of design work for its No. 3 Road streetscape. The approved design provides for a sidewalk, landscaped boulevard, and bike lane, most of which will be within the existing road right-of-way along the frontage of the subject site; the construction of which will be the responsibility of Canada Line Co. and Richmond.

Applicant's Proposal - The applicant will be responsible for:

- As a condition of rezoning:
  - a) Various rights-of-ways across the subject site's No. 3 Road frontage to provide for necessary/attractive public circulation and a "transit plaza" in association with the Capstan Station; and
  - b) Development Permit (DP) Guidelines to be adopted for the subject site to guide the design of on-site frontage improvements; and
- As a condition of DP (on a parcel-by-parcel basis), landscaping, walkways, and plaza design/construction within the bounds of the subject site (for which no Development Cost Charge credits shall be applicable).

Overall, staff's review of the subject application indicates that it is consistent with Richmond's objectives for the timely, cost-effective, and attractive integration of the Canada Line and Transit-Oriented Development (TOD) within the downtown.

#### 5. Parks

No detailed open space plan exists for the subject site or the surrounding area. Nevertheless, the Parks Master Plan and 2010 Richmond Trails Plan provide some guidance, as does the CCAP CONCEPT, as follows:

- **Park** should be provided for City Centre residents –
  - At the rate of 3.1 ha (7.66 ac) for each 1,000 residents, of which –
  - 1.315 ha (3.25 ac) for each 1,000 residents must be provided within the City Centre planning boundary, of which –
  - Some portion should be provided to serve local "neighbourhoods" such that residents may access it without crossing a major road.

In support of this, the CCAP CONCEPT proposes neighbourhood parks of 0.2 – 2.0 ha (0.5 – 5.0 ac.) in size in each ¼ of a quarter-section, including one on the subject site.

Applicant's Proposal - The developer will dedicate, deed to the City, and construct (concurrent with the first phase of development) a 5,808 m<sup>2</sup> (1.4 acres) public park at the centre of the subject site, framed by a mix of pedestrian-oriented commercial and residential uses. This is consistent with Parks and CCAP objectives and sets a desirable precedent for future neighbourhood development elsewhere in the downtown.

- **Trails** should be provided along Sea Island Way and Capstan Way, the latter of which is important both for local recreation/amenity purposes and as the key east-west link between the river, the Capstan Canada Line Station, the neighbourhood, and Talmey Elementary School, east of Garden City Road (e.g., the area's proposed school location, as per consultation with the School District). (**Attachment 13**) Additional trails, together with pedestrian-friendly, landscaped streets, should be provided to create "smaller blocks" and enhance pedestrian access through the area and to/from transit, shopping, etc.

Applicant's Proposal – The proposed development is supportive of City objectives, including the provision of necessary rights-of-ways and design/construction (to the satisfaction of the City) of:

- The Capstan Greenway (concurrent with the project's first phase of development);

- The Sea Island Greenway (concurrent with development of parcels along the site's Sea Island Way frontage);
  - 2 north-south public trail links (concurrent with development fronting onto those links), one of which is to be developed as a 12 m (39 ft.) wide linear park; and
  - An east-west public trail, in the form of a terraced, outdoor, retail arcade, linking the central park with the Capstan Station (concurrent with development fronting onto that link).
- ***Special initiatives*** should be pursued, including the establishment of No. 3 Road as a high-amenity pedestrian/bike route and "great street", as per the City's "No. 3 Road Streetscape Study".

*Applicant's Proposal* – The proposed development is supportive of City objectives for No. 3 Road, including the provision of necessary rights-of-ways and design/construction (to the satisfaction of the City) of frontage works, landscaping, and a "transit plaza" adjacent to the Capstan Station, fronted by a mix of pedestrian-scale shops and services.

Overall, staff's review of the subject application indicates that it is consistent with Parks, Trails, CCAP CONCEPT, and No. 3 Road Streetscape Study objectives. Note that the applicant's proposed public open space design contained within the subject rezoning should be considered conceptual. Detailed design of the central public park, to the satisfaction of the City, shall be undertaken through the Servicing Agreement process, and detailed trail and frontage designs shall be reviewed and refined through the project's various Development Permit application processes.

#### 6. Flood Management Strategy

Richmond's draft flood management strategy seeks, where possible, to increase the elevation of habitable floor areas to enhance personal safety and minimize the potential for property damage.

Near the outset of the subject application review process, based on preliminary findings of the flood management study, staff indicated to the applicant that the minimum floor elevation of new habitable residential space in the City Centre would likely increase from the current bylaw requirement of 0.9 m geodetic to 2.6 m geodetic (excluding apartment building entry lobbies), which is consistent with the West Cambie Area Plan.

*Applicant's Proposal* – The applicant's proposal satisfies the City's general objectives with regard to flood management and applies measures such as raising the site grade to enhance other aspects of the development (e.g., concealing parking to enhance appearance, etc.) as follows:

- The project's habitable residential space (e.g., excluding entry lobbies, storage space, etc.) shall be a minimum of 2.6 m (8.5 ft.) geodetic, or roughly 1 m (3.3 ft.) above the grade of the subject site's existing fronting roads, and a Flood Plain restrictive covenant shall be registered on title to this effect prior to adoption of the subject rezoning;
- The project's interior spaces, including the proposed park, shall be raised to 6.0 m (19.7 ft.) geodetic, thus, enhancing public safety and public investment in the public realm; and

- Existing Sexsmith Road corridor shall be raised to 2.6 m (8.5 ft.) geodetic (thus, establishing a desirable precedent for and enhanced transition to future neighbouring development.

7. Existing Gas Station & Automotive Businesses

Several automotive service businesses and a gas station are situated on a small portion of the subject site. An environmental assessment, completed by a consultant on behalf of the applicant, indicates that the site is clean and subject to ongoing monitoring. Nevertheless, the gas station encroaches on the proposed Hazelbridge Way extension and, based on standard City practice, should be demolished prior to any subdivision or rezoning approval.

*Applicant's Proposal* – The applicant has provided a letter of assurance that the existing gas will be removed. (**Attachment 14**)

Note that if the gas station continues operation beyond this date and if the City, contrary to standard practice, decides to allow it to continue operation beyond rezoning and/or subdivision approval, the City shall require additional legal agreements beyond those set out in the attached Rezoning Considerations. (**Attachment 21**)

Furthermore, it should be noted that Ministry of Environment (MOE) approval is required prior to rezoning adoption or subdivision approval.

8. Form & Density

The form of the subject project is a significant departure from the “Downtown Commercial District (C7)” buildings currently typical of high-density, City Centre development. The following table provides a comparison of some key aspects of C7 and the subject development.

	<b>Downtown Commercial District (C7)</b>	<b>Proposed Development</b>
<b>Net Density</b> <i>Based on site area exclusive of park &amp; road dedications</i>	<ul style="list-style-type: none"> <li>• 3 FAR, <u>excluding</u> parking</li> <li>• Parking typically represents an additional 2 FAR where parking conforms with the existing City bylaw</li> <li>• Total effective density = +/-5 FAR</li> </ul>	Average density of +/-5.24 FAR, <u>including</u> parking
<b>Height</b>	45 m (148 ft.)	47 m (154 ft.) geodetic
<b>Lot Coverage</b>	90%	35% - 70%
<b>Built Form</b>	“Point” towers on 2-storey podiums	“Point” towers on 2 – 5 storey podiums & combined with 6-10 storey streetwall buildings

- **Density** – Conventional C7 development has a net density of 3 FAR plus parking, resulting in a total effective above-grade density of +/-5 FAR net, of which roughly 40% is used for parking.

*Applicant's Proposal* – The subject development proposes:

- A net average density across its seven parcels of +/-5.24 FAR (including both non-parking and parking uses), or just 5% more than the +/-5 FAR density typical of conventional C7 projects;

- The additional density, which represents 13,935 m<sup>2</sup> (150,000 ft<sup>2</sup>), will include, among other things, 4,645 m<sup>2</sup> (50,000 ft<sup>2</sup>) of “Affordable Subsidized Rental Housing” and a 25-child childcare facility; and
- Only 30% of the subject site’s above grade floor area will be used for parking (versus +/-40% for C7 projects).

This means that within the same general bulk of development that could be reasonably expected if the subject site was to be developed under C7, the subject proposal will result in increased development efficiency, and by doing so will help to:

- Put more people, jobs, and community amenities in close proximity to transit;
  - Reduce parking impacts on the form of development; and
  - Better support the development of a key CCAP transit-oriented “village” centre.
- **Lot Coverage** – Conventional C7 development has 90% site coverage resulting in buildings being built on or near property lines with little or no “residual” grade-level, publicly accessible open space.

Applicant’s Proposal – Unlike conventional C7 development, the applicant proposes lots coverage’s for the subject project’s seven parcels of just 35% to 70%. As a result, site area is freed up for use as public open space, including:

Open Space Use	Area
Major Public Open Spaces • Park expansion, transit plaza & mid-block link, and Capstan Greenway	5,857 m <sup>2</sup> (1.4 ac.)
Enhanced Sidewalks & Boulevards • Including, among other things, a large "gateway" plaza at No. 3 Road/Sea Island Way	15,216 m <sup>2</sup> (3.8 ac.)
Publicly-Accessible Streets (2)	5,350 m <sup>2</sup> (1.3 ac.)
<b>Total</b>	<b>26,423 m<sup>2</sup> (6.5 ac.)</b>

Importantly, the proposed area allocated for “major public open spaces” effectively doubles the development’s proposed City-owned park space (e.g., 5,808 m<sup>2</sup>/1.4 ac.) and ensures that public open space will be well located, accessible, and affordable (e.g., provided and constructed without the City providing compensation).

The other important implication of the subject development’s low lot coverage is small building footprints. In conventional C7 projects, a fixed density of +/-5 FAR on every parcel and the need to accommodate parking in above-grade structures would make such footprints impossible. In the case of the subject development, however, the large site size, comprehensive “master plan” approach, and Comprehensive Development District zoning allows for this challenge to be overcome by:

- Raising the centre of the site by several metres, effectively raising the public realm to the elevation of the project’s parking roof decks; and
- Maintaining an average density of +/-5.24 FAR, while varying the density on each individual parcel (e.g., from 3.40 FAR to 7.00 FAR) to take advantage of site-specific opportunities (e.g., increasing the density on the parcels with the higher proposed lot coverage).

- **Character** – The Official Community Plan (OCP) and current City Centre Area Plan (CCAP) contain DP Guidelines for high-density, residential and mixed-use development. These guidelines do not, however, address the subject development’s unique issues/opportunities (e.g., “gateway” location, Canada Line interface, etc.), nor do they address objectives set out under the CCAP CONCEPT for the establishment of “Capstan Village” as a high-amenity environment with a distinctive, urban character that sets it apart from areas elsewhere in the downtown.

Applicant’s Proposal - In light of the subject’s site’s unusually large size and complexity, site-specific form and character guidelines are proposed as an amendment to the City Centre Area Plan. A key purpose of these guidelines, together with the site’s proposed Comprehensive Development District zones, is to knit together the project’s C7-type density and innovative lot coverage/open space opportunities in a manner that will create a distinctive, “signature” image and an attractive, livable, urban form.

The proposed strategy includes a mixture of point towers, mid-rise, streetwall buildings, and limited low-rise podiums.

The result is a dramatic form, significantly different from anything developed to date in Richmond. It is also a form that:

- Creates a distinctive, urban “gateway” image;
- Supports a mix of uses, designed and located to take best advantage of the site’s unique opportunities and challenges (e.g., Canada Line’s access and overlook, Sea Island Way’s visibility and noise, etc.);
- Ensures sunshine to the site’s park and transit plaza throughout the year;
- Provides for a fine-grained network of pedestrian-friendly streets and walkways;
- Provides for a variety of street-oriented uses including live/work dwellings;
- Facilitates the ready integration of this neighbourhood with future adjacent development;
- Provides extensive opportunities for the use of low- and mid-rise roofs for open space, community gardens, and related activities/measures; and
- Achieves a high standard of livability.

## Consultation

### Council Policy 5043 – OCP Bylaw Preparation Consultation Policy

This policy provides direction regarding the consultation requirements for an OCP amendment.

The statutory Public Hearing will provide area residents, businesses, and property owners an opportunity to comment on the application. In addition, in accordance with City policy:

- **School District No. 38 (Richmond)** – The subject application was formally referred and found to be satisfactory as per the attached letter, dated January 17, 2006. (**Attachment 13**) However, in light of the length of time that has elapsed, it is proposed that the subject application be formally referred a second time, for comment on or prior to the date of Public Hearing.

- *Vancouver International Airport Authority (VIAA)* - The subject application will be formally referred for comment on or prior to the date of Public Hearing. (Note that VIAA was consulted regarding development of this area and the subject application through the preparation of the OCP Aircraft Noise Sensitive Development Policy, adopted in 2004.)

### Staff Comments

#### Right-of-Way Discharge

There are existing rights-of-ways registered on the subject site that may need to be discharged as a result of subdivision and/or infrastructure requirements, including, but not limited to:

- Plan LMP 47719
- Plan LMP 48280
- Plan LMP 48041
- Plan LMP 72422

This will be addressed through the project's concurrent subdivision application (SD 07-357988).

#### Site Servicing

- Capacity Analysis –The applicant has not completed a Capacity Analysis for the subject site. The applicant will be required, as a condition of subdivision (SD 07-357988), to:
  - a) Complete this analysis to the satisfaction of the City; and
  - b) Be responsible for implementing all the works indicated in that analysis at the applicant's sole cost.

Further to the Sanitary analysis submitted by DS Lee (the applicant's consultant) and approved by the City in the letter dated April 6, 2006, DS Lee must resubmit the Sanitary analysis for review by the City with the correct population figures, which according to the applicant's most recent submission are substantially higher than those used in the 2006 analysis.

A letter of assurance has been received from the applicant to this effect. (**Attachment 15**)

- Service Corridor Within City-Owned Open Space – Parks and Engineering staff have agreed that a service corridor may be located along the east side of the development's proposed "park" to accommodate sanitary and water. The design of this corridor must ensure that its construction/operation/maintenance will not compromise tree planting, landscaping, or use of the open space, and that manholes and other above grade features will be concealed from view and/or integrated into the design of the open space to the satisfaction of Parks staff.

#### Servicing Agreement (SA) Requirements

As a condition of rezoning and subdivision approval, the developer voluntarily agrees to secure the design and construction, to current City standards and specifications, at the developer's sole cost, including, but not limited to, the list of works summarized below and described in full in **Attachment 21**:

- Road improvements, such as the installation of covered storm sewers along Sexsmith Road;
- Roadway widening and the construction of new road works, such as the extension of Hazelbridge Way, the raising and widening of Sexsmith Road, the widening of Capstan Way, and the installation of a curb and related works along the south side of Sea Island Way;
- Installation of landscaped boulevards, sidewalks, street lighting, street trees, and furnishings along all street frontages, except along No. 3 Road where the developer's responsibility will be limited to areas outside the City-owned road right-of-way;



- Traffic signals;
- Pedestrian crossing features;
- Sanitary sewer upgrades, as per a City-approved Capacity Analysis (as referenced above);
- Storm sewer upgrades; and
- Park construction, as per the applicant's "Proposed Park Design Concept" (**Attachment 19**).

## **Analysis**

### New Planning Directions

Adoption of the Aircraft Noise Sensitive Development (ANSD) Policy in 2004, created the opportunity for new residential development in the north City Centre at "Capstan Village" (e.g., centred on the proposed Canada Line's Capstan Station). Today, based on directions arising from the City Centre Area Plan (CCAP) CONCEPT and City Centre Transportation Plan (CCTP) processes, it is recommended that the area within a 5 minute walk of the Capstan Station – including the subject site – should be developed with a mix of high-amenity, urban uses designed to:

- Support rapid transit and transit/pedestrian-oriented lifestyles (e.g., reduced car dependence);
- Enhance the attractiveness and viability of nearby existing commercial uses;
- Enhance existing lower-density residential uses east of Garden City Road through improved access to services and amenities and a more attractive environment; and
- Take advantage of the area's proximity to the Middle Arm of the Fraser River and plans to promote it as a "premier urban riverfront" and a focus for celebration and recreation.

### High-Amenity Development

Review of the subject application indicates that the proposed "master planned development" and its gradual phasing over +/-10 years is highly supportive of the City's planning directions for the downtown including, among other things:

- A new residential neighbourhood, strategically located within a 5 minute walk of the Canada Line's Capstan Station;
- +/-100 "Affordable Subsidized Rental Housing" units;
- 25 childcare spaces;
- A sunny, 5,808 m<sup>2</sup> (1.4 ac) City-owned park, together with a trails, greenways, and enhancement of No. 3 Road including "transit plaza" at the Capstan Station;
- Significant reductions in parking ratios aimed at encouraging increased reliance on transit, walking, and cycling;
- Innovations in flood management practices (e.g., raising the grade across the site and key roads);
- A vibrant mix of residential and non-residential uses supportive of Transit-Oriented Development (TOD) principles and consistent with the City's Aircraft Noise Sensitive Development (ANSD) Policy;
- \$250,000 of public art to be installed within the subject site's public areas;
- Live/work dwellings supportive of the CCAP's "Arts District" concept; and
- Innovative built form initiatives including, among other things, the extensive use of mid-rise building forms, concealing parking below grade, enhanced outdoor grade-level, indoor, and rooftop amenity space, etc.

### An Unparalleled Opportunity - Capstan Station

In addition to the subject development's desirable features, the project represents a unique opportunity for the City to potentially effect the construction of the Canada Line's Capstan Station in a manner that is both:

- Timely (e.g., concurrent with private development on the subject site); and
- Cost effective (e.g., a developer contribution of \$15 million that could be used to construct the Capstan Station, resulting in no direct costs to the taxpayer or City).

As a result of the magnitude of the developer's proposed contribution (made possible by the project's unusually large size and various mechanisms), Translink is in the process of evaluating possible construction dates for the Capstan Station.

### A Unique Project

The long list of features incorporated in this application will each be a benchmark for future development (e.g., parking reductions, live/work dwellings, childcare, etc.). However, the project's uniqueness with regard to its potential funding of the Capstan Station means that *no future project will be able to duplicate it*.

In light of this, aspects of the subject development, such as its density, should not be considered precedent setting. Rather, if a similar sized project was proposed near this or some other Canada Line station, the maximum anticipated density supportable would be as indicated in the CCAP CONCEPT "Land Use & Density" map. (**Attachment 7**)

### Overall Summary

The subject development presents a unique opportunity for the City to:

- Support transit and the potential for the timely, cost-effective construction of the Capstan Station;
- Establish the subject project as the catalyst for a new, purpose-built transit-oriented community;
- Establish City benchmarks for key development features (e.g., parking, park, etc.); and
- Support key objectives for the sustainable growth of the downtown and Richmond as a whole.

### **Financial Impact**

#### 3391 Sexsmith Road

The subject rezoning includes a City-owned property at 3391 Sexsmith Road measuring roughly 2,066 m<sup>2</sup> (0.51 ac) in size. Consolidation of this lot with the other properties making up the subject site is necessary for the proposed project to proceed. The sale of this property to the developer is the subject of a separate staff report.

#### Voluntary Developer Contributions

The developer has voluntarily agreed to enter into legal agreements for the onsite provision of childcare, affordable housing and public art as outlined previously in this report. These on-site amenities support the CCAP and will add to the liveability of the proposed development.

In addition, voluntary developer contributions earmarked by the City for the potential construction of the Canada Line's Capstan Station, including those to the downtown's Transit-Oriented Development (TOD) Fund, will total approximately \$15 million.

Road Closures

The rezoning proposal includes two portions of existing road allowances. A narrow sliver of road adjacent to Sexsmith Road and a currently unopened portion of road north of Capstan Way. The City is prepared to transfer these excess road portions in consideration for the voluntary contributions being proposed as part of the development (i.e., \$15 million for Capstan Station, Childcare, Public Art, and Affordable Subsidized Rental Housing).

**Conclusion**

The Canada Line system is a landmark initiative for transit in the region, Richmond, and the City Centre, and a critical building block for the growth and development of Richmond's downtown as a sustainable, higher-density, mixed-use urban centre founded on Transit-Oriented Development (TOD) principles.

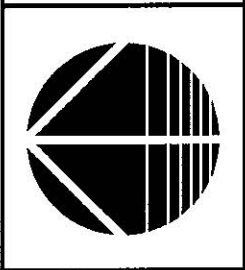
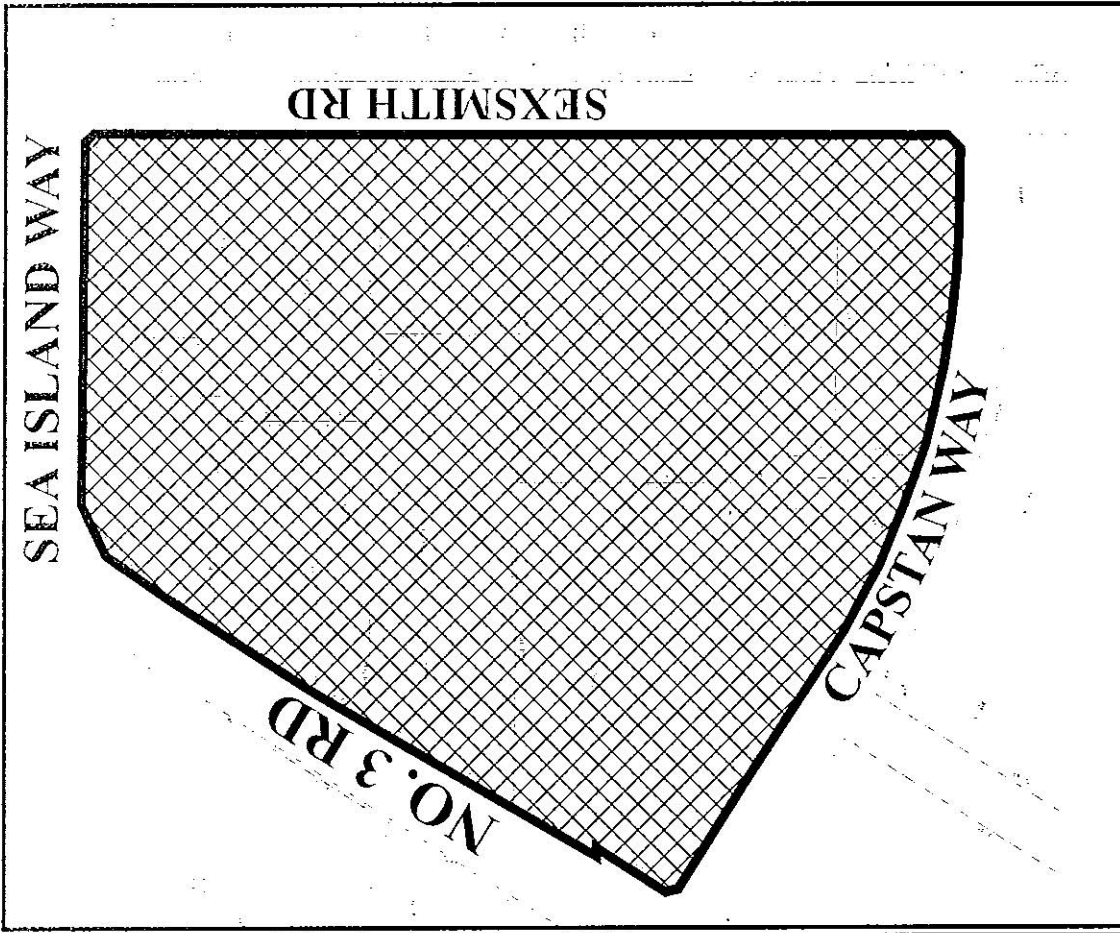
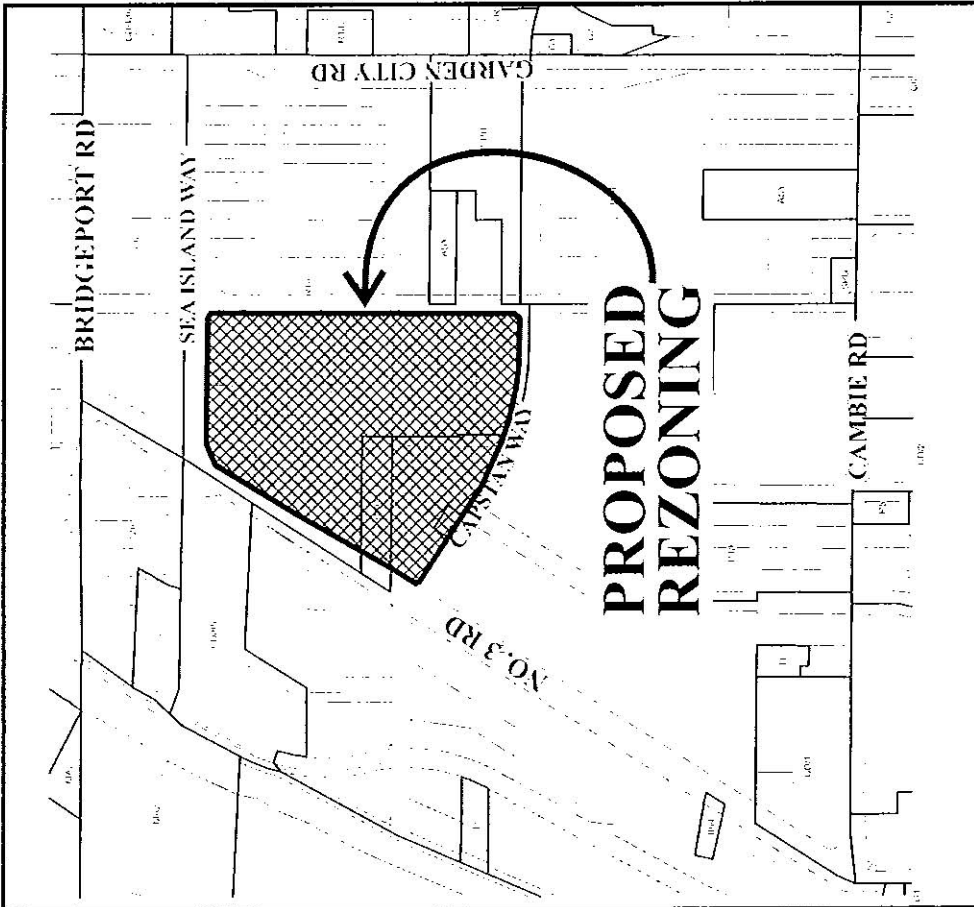
The subject application for rezoning is consistent with City objectives for Richmond's downtown, and presents an unparalleled opportunity with regard to the potential funding of the Capstan Station's timely and cost-effective construction.



Suzanne Carter-Huffman  
Senior Planner/Urban Design  
(4228)

SPC:cas

# City of Richmond

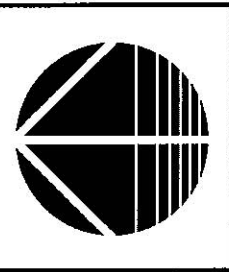
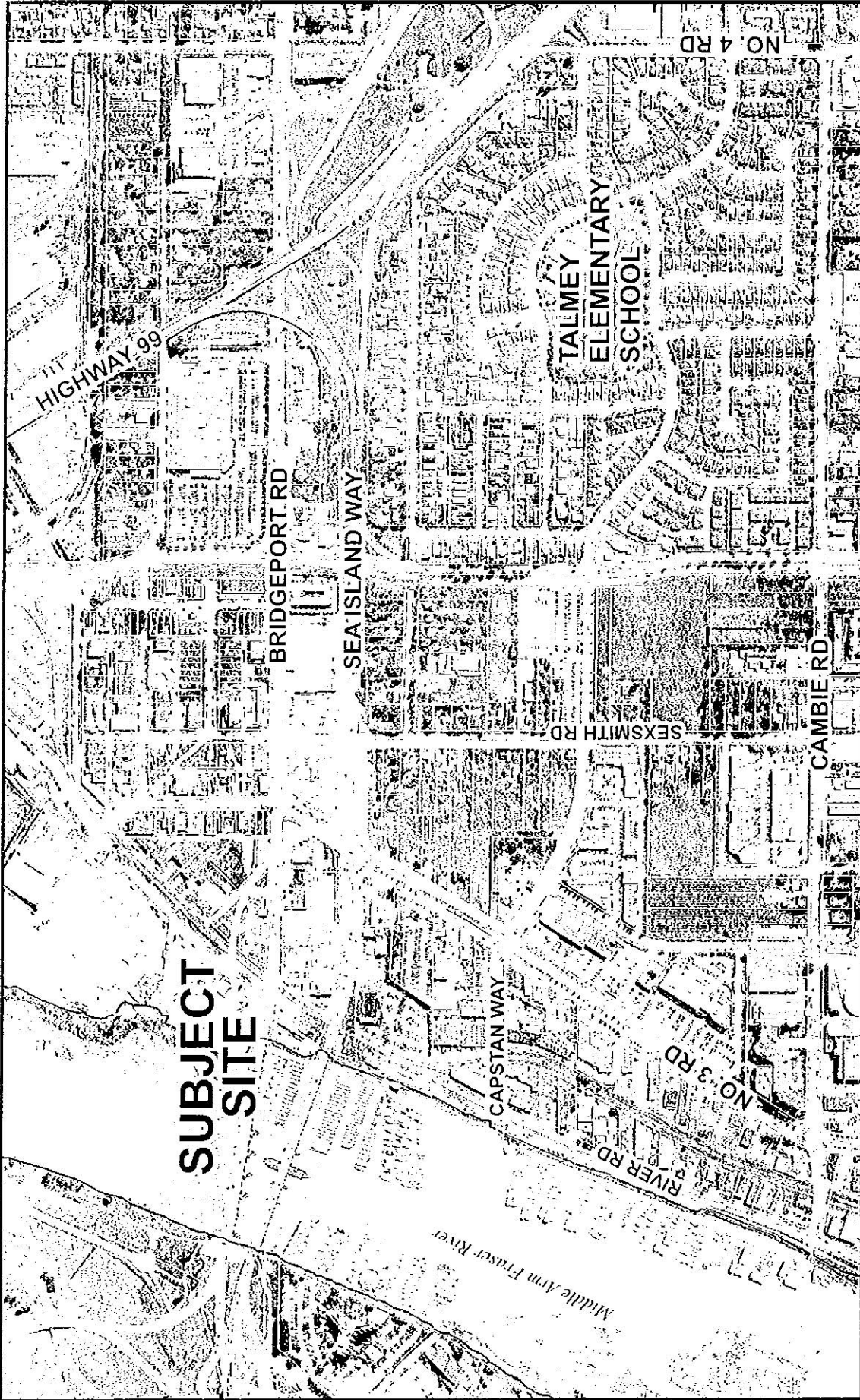


## RZ 03-254977

Original Date: 01/20/04

Revision Date: 01/05/05

Note: Dimensions are in METERS



RZ 03-254977

Original Date: 08/14/06

Revision Date:

Note: Dimensions are in METRES



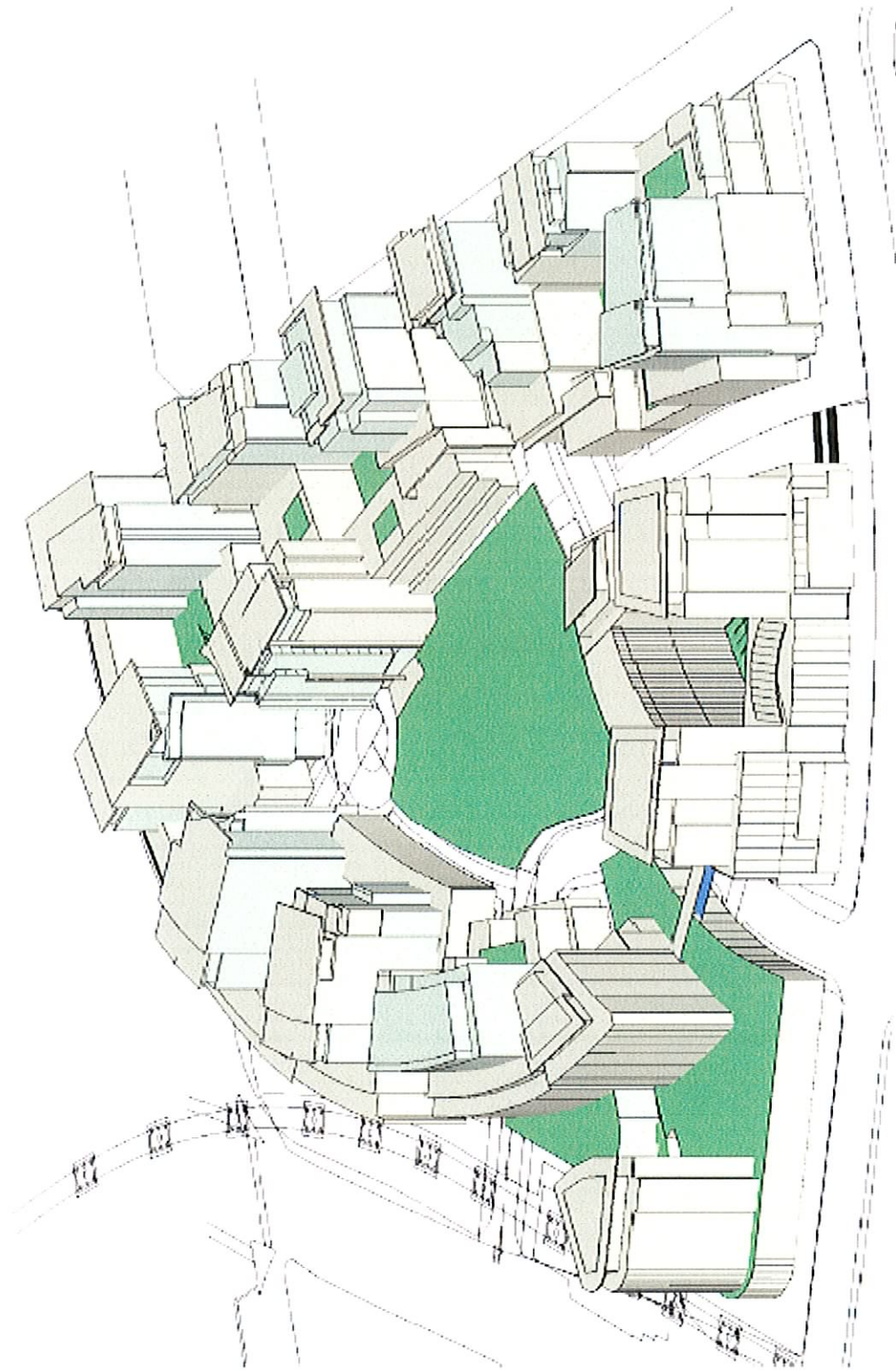
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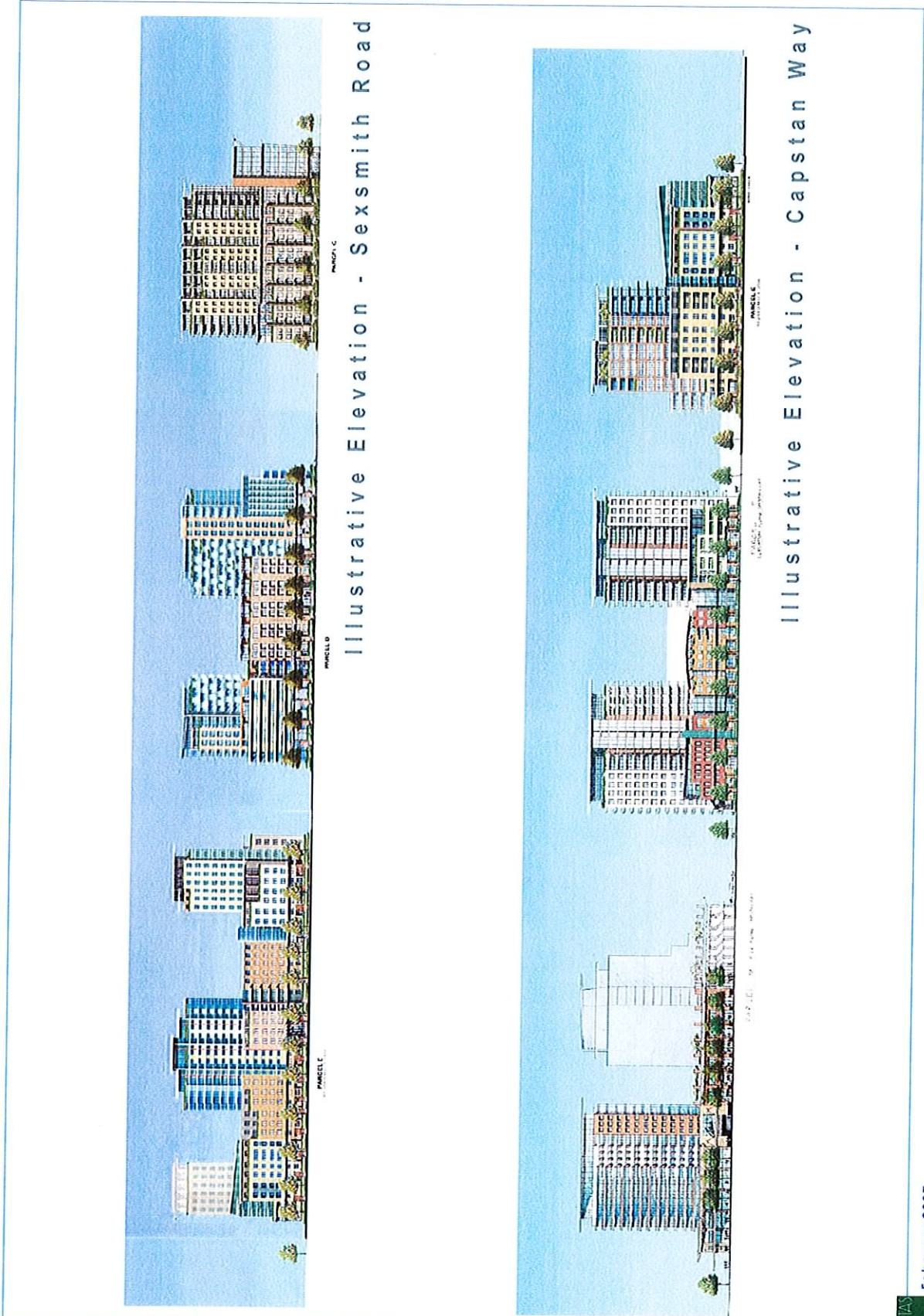


Illustrative Master Plan

Pinnacle Park Place / Western Centre

**ATTACHMENT 3**  
**Pinnacle Park Place/Western Centre – Computer Model Image**





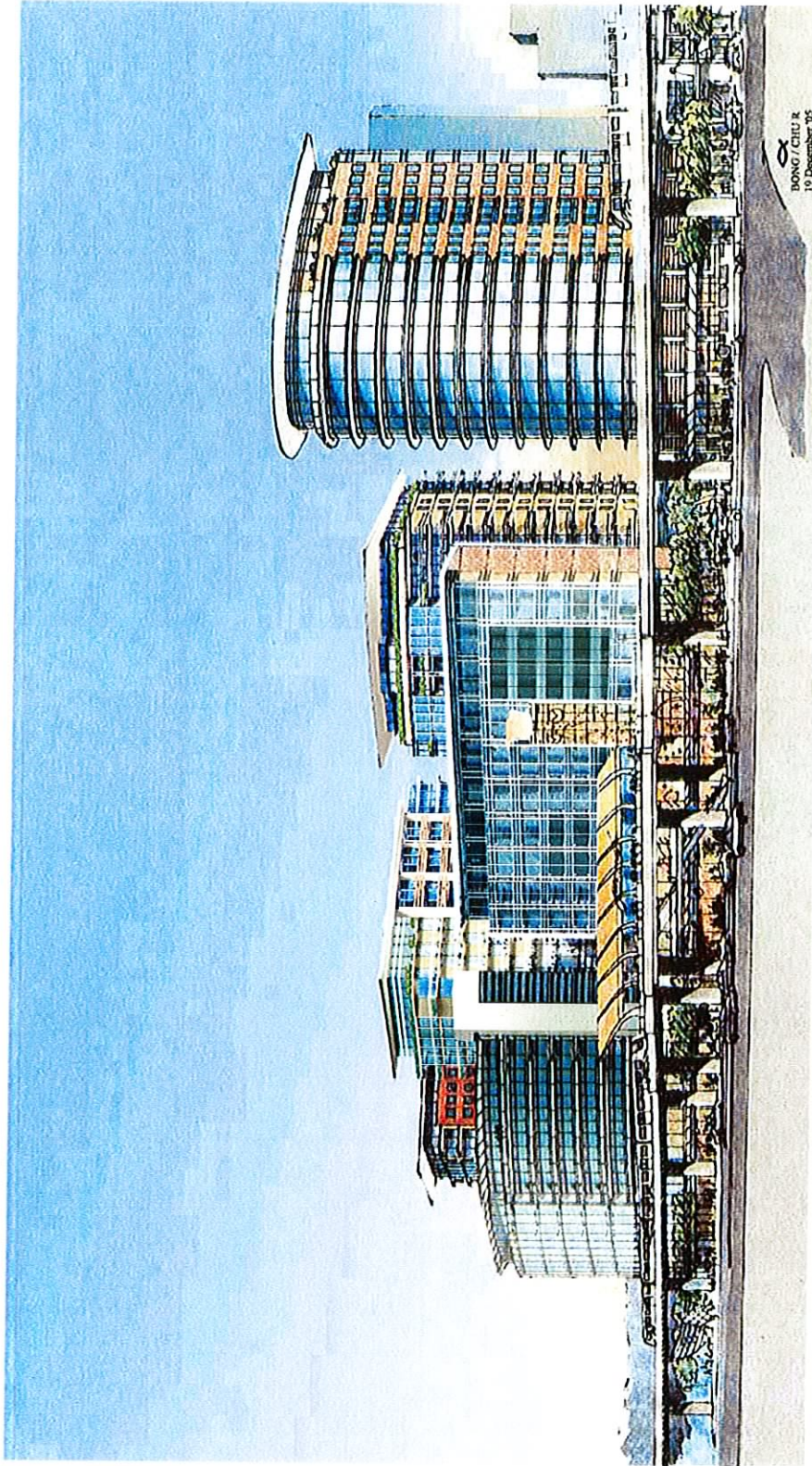
Illustrative Elevation - Sexsmith Road

Illustrative Elevation - Capstan Way



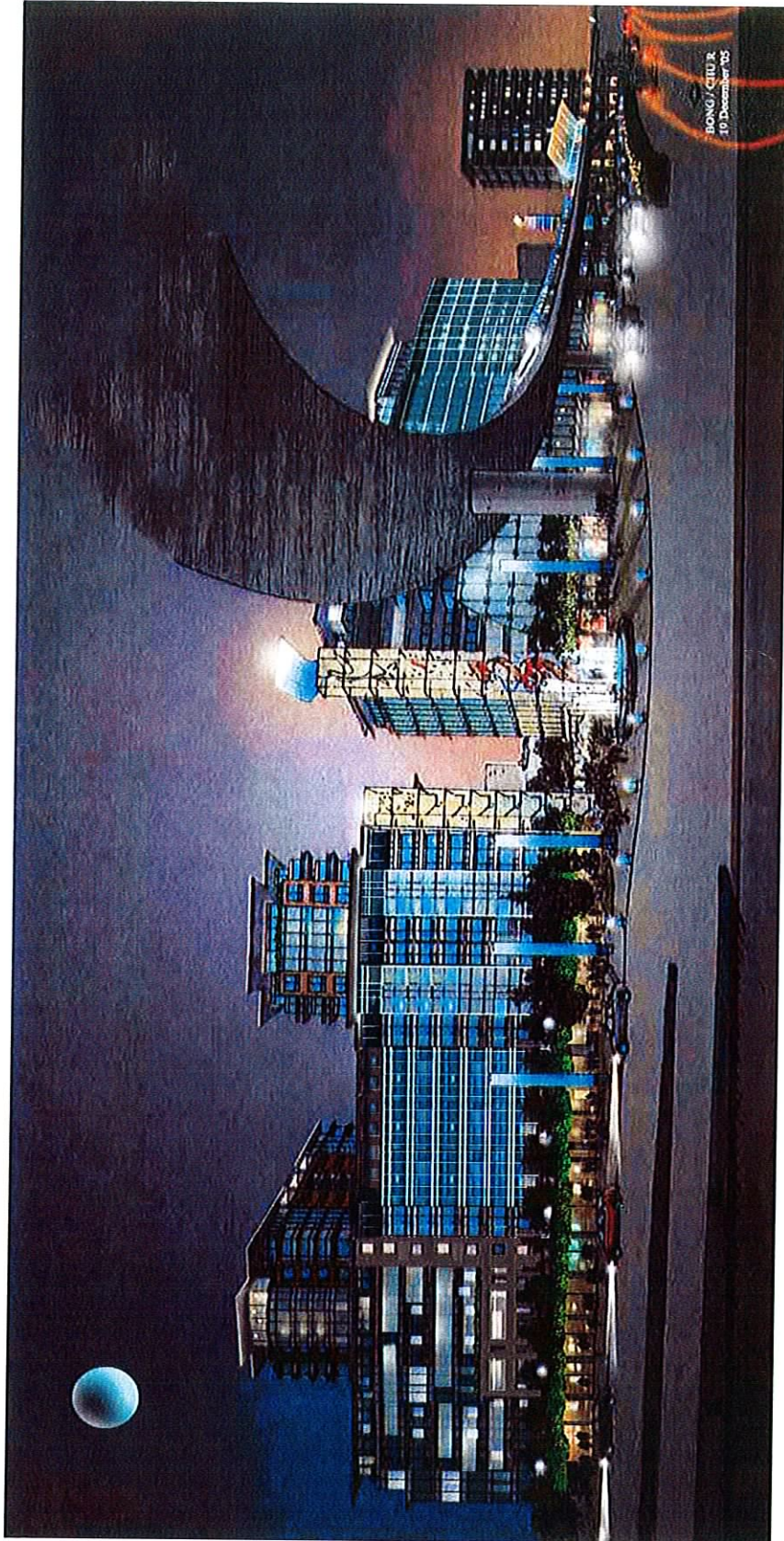
February 2007





Illustrative Perspective - No.3 Road  
Pinnacle Park Place / Western Centre





Illustrative Perspective - Sea Island Way

Pinnacle Park Place / Western Centre 6

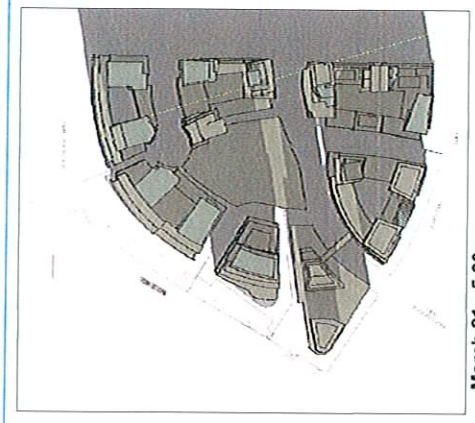


February 2007

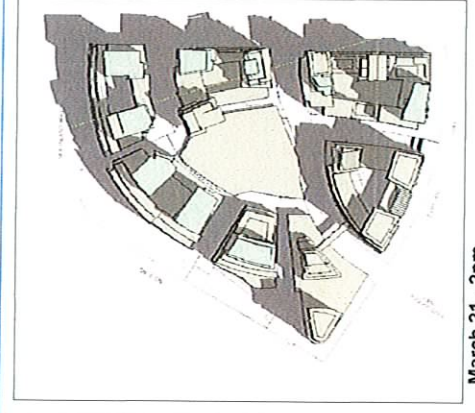


Illustrative Perspective - Central Park Looking North-East

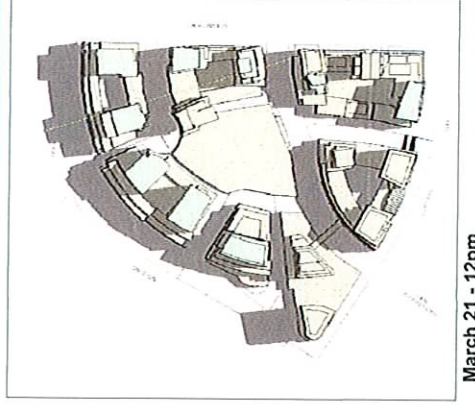
Pinnacle Park Place / Western Centre 14



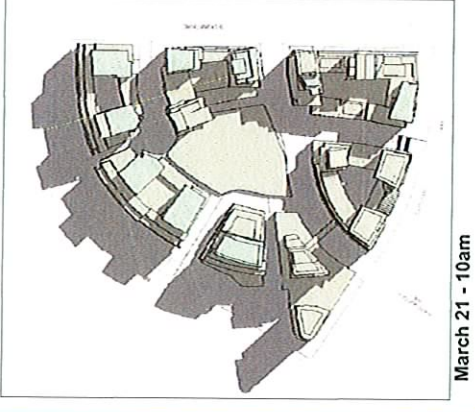
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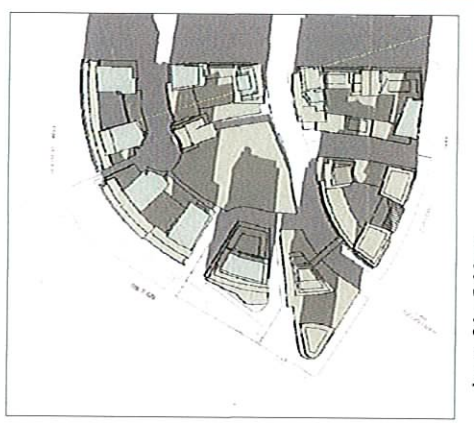
March 21 - 12pm



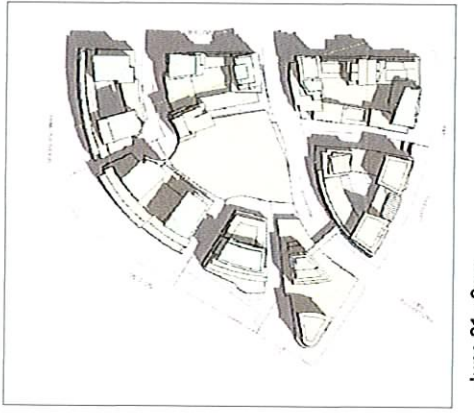
March 21 - 2pm



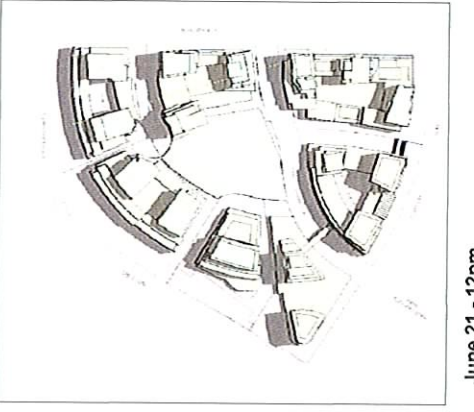
March 21 - 5:30pm



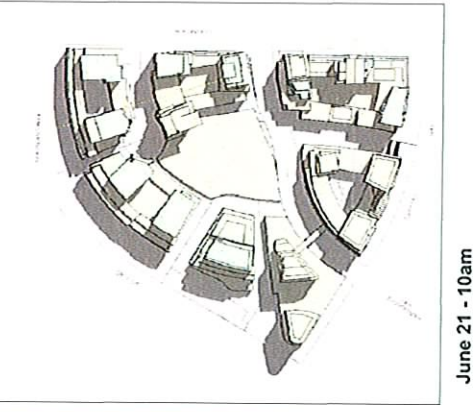
June 21 - 10am



June 21 - 12pm



June 21 - 2pm



June 21 - 5:30pm



AG 1:300  
February 2007

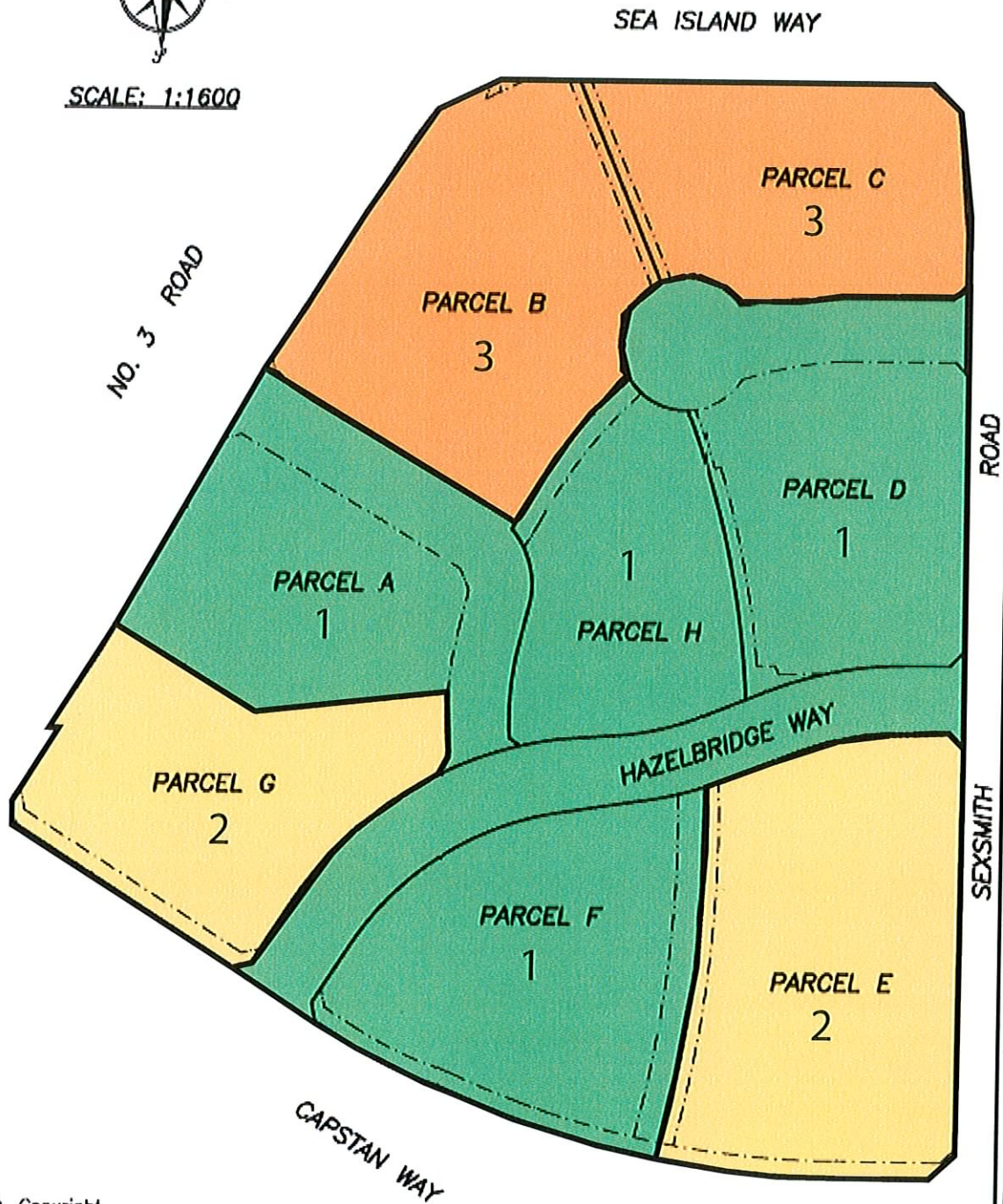


PROPOSED STATUTORY RIGHT OF WAY PLAN OF PART OF  
SECTION 28 BLOCK 5 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT

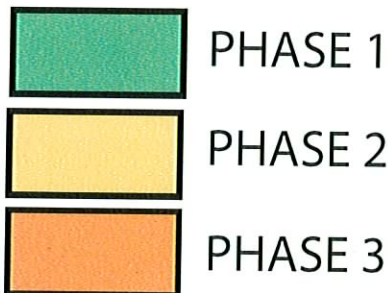
ATTACHMENT 4



SCALE: 1:1600



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Canada and B.C. Land Surveyor  
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Telephone: 214-8928  
Fax: 214-8929  
E-mail: jctam@telus.net  
Job No. 2519  
Drawn By: KA



DWG No. 2519-PRO-SRW-APP

MARCH 15th, 2007.

## Development Data Sheet

RZ 03-254977

Address: 3200, 3220, 3240, 3280, 3300, 3320 & 3360 No. 3 Road, 3131, 3171, 3191, 3211, 3231, 3251, 3271, 3291, 3331, 3371, 3391 & 3411 Sexsmith Road, and 8511 Capstan Way

Applicant: Andrew Cheung Architects Inc.

Planning Area: City Centre Area – Schedule 2.10

Existing		Proposed
<b>Owners</b>	Pinnacle International Sun Tech City Development City of Richmond	To be determined
<b>Site Size</b>	69,650 m <sup>2</sup> (17.2 acres)	<ul style="list-style-type: none"> <li>• <u>Net site</u> – 57,833 m<sup>2</sup> (14.3 acres)</li> <li>• <u>Park dedication</u> – 5,808 m<sup>2</sup> (1.4 acres)</li> <li>• <u>Road dedication</u> – 6,009 m<sup>2</sup> (1.5 acres)</li> </ul>
<b>Land Uses</b>	<ul style="list-style-type: none"> <li>• Vacant</li> <li>• Single-family residential</li> <li>• Gas station</li> <li>• Automobile-oriented commercial</li> </ul>	<p><u>Maximum total buildable floor area</u></p> <ul style="list-style-type: none"> <li>• Based on a net density of +/-5.24 floor area ratio (FAR)</li> <li>• 302,974 m<sup>2</sup> (3,261,292 ft<sup>2</sup>), including parking &amp; storage at or above a designated elevation of 1.5 m (5 ft.) geodetic</li> </ul> <p><u>Multiple-family residential floor area</u></p> <ul style="list-style-type: none"> <li>• 177,860 m<sup>2</sup> (1,914,532 ft<sup>2</sup>), including 4,645 m<sup>2</sup> (50,000 ft<sup>2</sup>) of "Affordable Subsidized Rental Housing"</li> <li>• 59% of maximum buildable floor area</li> <li>• Maximum floor area &amp; units specified in zoning bylaws</li> </ul> <p><u>Non-residential floor area</u></p> <ul style="list-style-type: none"> <li>• 125,114 m<sup>2</sup> (1,346,760 ft<sup>2</sup>), including parking &amp; storage at or above a designated elevation of 1.5 m (5 ft.) geodetic</li> <li>• 41% of maximum buildable floor area (or more if it takes the place of residential uses)</li> </ul>
<b>OCP Designation</b>	"Mixed Use"	"High Density Mixed Use"
<b>City Centre Area Plan</b>	"Detailed Land Use Study Required"	<ol style="list-style-type: none"> <li>3. "Mixed Use – High Density"</li> <li>4. "Park – Configuration and location to be determined"</li> </ol>
<b>Zoning</b>	<ul style="list-style-type: none"> <li>• Single-Family Housing District, Subdivision Area F (R1/F)</li> <li>• Roadside Stand (Class C) District (RSC)</li> <li>• Automobile-Oriented Commercial District (C6)</li> <li>• Gas Station District (G1)</li> </ul>	<ol style="list-style-type: none"> <li>4. <u>School and Public Use District (SPU)</u> Use: 0.6 ha (1.4 ac) of City park</li> <li>5. <u>Comprehensive Development District (CD/181)</u> Uses: Office, hotel, retail &amp; residential Number of Parcels: 5 Net Density: 3.40 - 7.00 floor area ratio (FAR) net, including parking</li> <li>6. <u>Comprehensive Development District (CD/182)</u> Uses: Office, hotel, retail &amp; residential Number of Parcels: 2 Net Density: 3.99 &amp; 7.64 FAR net, including parking</li> </ol>
<b>Estimated Number of Dwelling Units</b>	N/A	<ul style="list-style-type: none"> <li>• "Market" Housing: 2,036 @ 85 m<sup>2</sup> (915 ft<sup>2</sup>) gross/unit</li> <li>• "Affordable Subsidized Rental Housing": +/-100 @ 46.5 m<sup>2</sup> (approx. 500 ft<sup>2</sup>) gross/unit</li> <li>• Total: +/-2,136</li> </ul>

CD/181			Proposed Development*			
Density	Block	FAR net	Residential	Non-Residential*		Total
				Non-Parking	Parking	
	A 8,066 m <sup>2</sup>	3.40	14,204 m <sup>2</sup> 167 dwelling units	4,255 m <sup>2</sup>	8,922 m <sup>2</sup>	27,381 m <sup>2</sup>
				Sub-Total = 13,177 m <sup>2</sup>		
	B 9,036 m <sup>2</sup>	4.84	17,804 m <sup>2</sup> 209 dwelling units	13,981 m <sup>2</sup>	11,978 m <sup>2</sup>	43,763 m <sup>2</sup>
				Sub-Total = 25,959 m <sup>2</sup>		
	C 6,312 m <sup>2</sup>	7.00	21,376 m <sup>2</sup> <i>Including 3,252 m<sup>2</sup> "Affordable Housing"</i> +/-283 dwelling units	11,966 m <sup>2</sup>	10,778 m <sup>2</sup>	44,120 m <sup>2</sup>
				Sub-Total = 22,744 m <sup>2</sup>		
D 8,985 m <sup>2</sup>	4.88	32,237 m <sup>2</sup> 379 dwelling units	Nil	11,620 m <sup>2</sup>	43,857 m <sup>2</sup>	
			Sub-Total = 11,620 m <sup>2</sup>			
E 9,976 m <sup>2</sup>	5.13	39,389 m <sup>2</sup> 463 dwelling units	Nil	11,741 m <sup>2</sup>	51,130 m <sup>2</sup>	
			Sub-Total = 11,741 m <sup>2</sup>			
<b>Total</b> 42,375 m <sup>2</sup>	4.96	125,010 m <sup>2</sup> +/-1,501 dwelling units	30,202 m <sup>2</sup> (35%)	55,039 m <sup>2</sup> (64%)	210,251 m <sup>2</sup>	
			Total = 85,241 m <sup>2</sup>			
Lot Coverage	A	35%	<ul style="list-style-type: none"> <li>To be confirmed through the Development Permit process for each parcel</li> </ul>			
	B	50%				
	C	70%				
	D	45%				
	E	60%				

CD/182			Proposed Development*			
Density	Block	FAR net	Residential	Non-Residential*		Total
				Non-Parking	Parking	
	A 8,502 m <sup>2</sup>	7.64	35,449 m <sup>2</sup> 417 dwelling units	Nil	29,497 m <sup>2</sup>	64,946 m <sup>2</sup>
				Sub-Total = 29,497 m <sup>2</sup>		
B 6,956 m <sup>2</sup>	3.99	17,401 m <sup>2</sup> <i>Including 1,393 m<sup>2</sup> "Affordable Housing"</i> +/-218 dwelling units	5,017 m <sup>2</sup>	5,359 m <sup>2</sup>	27,777 m <sup>2</sup>	
			Sub-Total = 10,376 m <sup>2</sup>			
<b>Total</b> 15,458 m <sup>2</sup>	6.00	52,850 m <sup>2</sup> +/-635 dwelling units	5,017 m <sup>2</sup> (13%)	34,856 m <sup>2</sup> (87%)	92,723 m <sup>2</sup>	
			Total = 39,873 m <sup>2</sup>			
Lot Coverage	A	60%	<ul style="list-style-type: none"> <li>To be confirmed through the Development Permit process for each parcel</li> </ul>			
	B	65%				

CD/181 & CD/182: Combined Proposed Development*			
Zoning District	Residential	Non-Residential*	Total
CD/181 Site Area = 42,375 m <sup>2</sup>	125,010 m <sup>2</sup> 1,501 dwelling units	85,241 m <sup>2</sup>	210,251 m <sup>2</sup>
CD/182 Site Area = 15,458 m <sup>2</sup>	52,850 m <sup>2</sup> 635 dwelling units	39,873 m <sup>2</sup>	92,723 m <sup>2</sup>
<b>Total</b> Site Area = 57,833 m <sup>2</sup> Avg. FAR = +/-5.24	177,860 m <sup>2</sup> <i>Including 4,645 m<sup>2</sup> +/-100 units) of "Affordable Housing"</i> +/-2,136 dwelling units	125,114 m <sup>2</sup> (72% Parking)	302,974 m <sup>2</sup> (30% Parking)
<b>% Max. Floor Area</b>	<b>59%</b>	<b>41%</b>	<b>100%</b>

\* "Non-Residential" includes building area situated above 1.5 m (5 ft.) geodetic that is used for off-street parking & related uses. Note that under the proposed zoning, floor area indicated as "Parking" may (at DP stage) be replaced with "Non-Parking" uses, provided that adequate parking is provided elsewhere on site (e.g., below 1.5 m/5 ft. geodetic).

CD/181 & CD/182 & Related OCP Amendments		
<b>Lot Size (Minimum)</b>	<ul style="list-style-type: none"> <li>• Not applicable</li> </ul>	
<b>Setbacks</b>	<ul style="list-style-type: none"> <li>• Varies</li> <li>• Setbacks required for public access are secured with rights-of-ways.</li> </ul>	
<b>Building Height</b>	<ul style="list-style-type: none"> <li>• 47 m (154 ft.) geodetic maximum</li> </ul>	
<b>Off-Street Parking Spaces</b>	<b>Residential</b>	<ul style="list-style-type: none"> <li>• 1.0 spaces/unit for residents (e.g., 35% relaxation as compared to current bylaw standards), plus 0.15 spaces/unit for visitors (e.g., 25% relaxation)</li> <li>• Additional relaxations of 5% for market and "Affordable Subsidized Rental Housing" and 10% where the developer provides car share vehicles and associated parking spaces.</li> </ul>
	<b>Non-Residential</b>	<p>The subject zoning proposes a new blended rate for retail, restaurant, and office (with a lower rate for office use alone on higher building floors). This, together with the Canada Line, allows for parking reductions over existing bylaw rates of +/-25%, and will help to ensure that a reasonable amount of parking will be available regardless of the mix of uses.</p> <ul style="list-style-type: none"> <li>• Retail &amp; Restaurant: 4.5 spaces/100 m<sup>2</sup> gross leaseable floor space</li> <li>• Office: 4.5 spaces/100 m<sup>2</sup> gross leaseable floor space on the first 2 storeys, and 1.275 spaces/100 m<sup>2</sup> of gross leaseable floor space on higher floors</li> </ul>
<b>Tandem Parking</b>	<ul style="list-style-type: none"> <li>• Permitted where 1 unit uses 2 spaces</li> </ul>	
<b>Indoor Amenity Space</b>	<ul style="list-style-type: none"> <li>• As per the City's Aircraft Noise Sensitive Development Policy, the subject project's DP Guidelines require 2-3 times the amount of indoor amenity space currently required under the OCP.</li> <li>• Proposed site-specific Development Permit (DP) Guidelines encourage some of this space to be grouped to facilitate the provision of larger, special amenities (e.g., pools) that could be shared by multiple buildings.</li> </ul>	
<b>Outdoor Amenity Space</b>	<ul style="list-style-type: none"> <li>• As per the OCP and City Centre Area Plan in terms of amount and the use of roof decks as accessible outdoor space.</li> <li>• In addition, proposed site-specific DP Guidelines:             <ul style="list-style-type: none"> <li>- Direct that all rooftop areas (on courtyards and buildings of up to 8 storeys in height) should be landscaped;</li> <li>- 6 m<sup>2</sup> (65 ft<sup>2</sup>) per unit should be developed as recreation space, most of which should be in sun for a minimum of 4 hours each day around noon as measured on the Spring Equinox (thus, resulting in considerably more hours of sun during the March to September period); and</li> <li>- Other areas should be designed to accommodate features such as garden plots, general landscaping, and stormwater management features.</li> </ul> </li> <li>• Proposed CD zoning districts require that 50% of each lot must be covered by a combination of pervious surfaces, trees, shrubs, native and ornamental plants or other landscape material specified in a Development Permit approved by the City of Richmond.</li> </ul>	



## CURRENT OWNERSHIP OF THE SUBJECT SITE

	Address	Owner	Zoning	Lot Areas (m <sup>2</sup> )
1	3171 Sexsmith Rd	<b>Pinnacle International</b> (Richmond) Plaza Inc. (+/-69% of Gross Site)	R1/F (Single Family)	2,030
2	3191 Sexsmith Rd		R1/F	3,883
3	3211 Sexsmith Rd		R1/F	2,602
4	3231 Sexsmith Rd		R1/F	1,379
5	3251 Sexsmith Rd		R1/F	1,332
6	3271 Sexsmith Rd		R1/F	1,332
7	3291 Sexsmith Rd		R1/F	4,050
8	3331 Sexsmith Rd		R1/F	6,066
9	3371 Sexsmith Rd		R1/F	3,032
10	3411 Sexsmith Rd		R1/F	5,021
11	3200 No. 3 Rd		R1/F	2,191
12	3220 No. 3 Rd		R1/F	1,973
13	3240 No. 3 Rd		R1/F	3,365
14	3300 No. 3 Rd		R1/F	3,786
15	3320 No. 3 Rd		R1/F	5,545
16	3280 No. 3 Rd		R1/F	1,601
17	3360 No. 3 Rd	<b>Sun Tech City</b> Development Corp. (+/-28% of Gross Site)	C6 (Automobile-Oriented Commercial) & RSC (Class C) (Roadside Stand)	5,340
18	8511 Capstan Way		C6 (Automobile-Oriented Commercial) & G1 (Gas Station)	10,382
19	3131 Sexsmith Rd		R1/F (Single Family)	2,046
20	3391 Sexsmith Rd	<b>City of Richmond</b> (+/-3% of Gross Site)	R1/F	2,066
	<b>Gross Site Area</b>			<b>69,651 m<sup>2</sup></b> <b>(17.2 ac)</b>
<b>NOTE:</b> The source of the individual Lot Areas indicated above is Richmond's GIS and should be considered approximate. The Gross Site Area is based on survey information provided by the applicant.				



# A. Land Use & Density

The framework proposes an approach centred on the establishment of a network of distinct, yet complementary, mixed-use transit villages, each of which will provide an attractive, livable environment and together will provide for a dynamic, sustainable downtown.

**Further Investigation**

1. Refine employment targets and related land use and density requirements for the downtown's mixed-use and business districts.
2. Identify strategies aimed at coordinating the City Centre with objectives for the airport, port, and agricultural lands.
3. Refine density targets for residential development and how that relates to trends in dwelling unit and household size.
4. Explore opportunities for density and height bonussing and density transfer as means to secure public amenities and park through private development.

Sea Island/Airport development is pending a detailed review with the Vancouver International Airport Authority.

- Proposed Major Village Centre
- Proposed Minor Village Centre
- Potential Village Centre
- T2 Rural Zone
- T3 Sub-Urban Zone (0.55 - 1.2 Floor Area Ratio)
- T4 General Urban Zone (1.2 - 2.0 FAR)
- T5 Urban Centre Zone (2.0 - 3.0 FAR)
- T6 Urban Core Zone (3.0+ FAR)
- Special District Zone (1.5 - 2.0+ FAR)
- Non-residential Zones
- Garden City Lands
- Trade & Exhibition Centre

Density is a "net target" (e.g., net of park and road). Actual density permitted may be lower than the maximum indicated, subject to factors such as property size and location, provision of amenities, density transfer opportunities, and form of development requirements.

Any rezoning that seeks to increase existing density as per the CCAP will be required to contribute to amenities based on the market value of the density increase.

FAR refers to "floor area ratio", which is the ratio of the floor area of a building to the net size of its property (e.g., net of park and road).



## COMPLIANCE WITH THE EXISTING CITY CENTRE AREA PLAN

The subject application requires amendments only with regard to the existing Area Plan's Development Permit Guidelines and Land Use Map.

EXISTING AREA PLAN POLICIES		COMPLY	COMMENTS
1.0	Plan Overview	N/A	No amendment required
2.0	Jobs & Business		
	<ul style="list-style-type: none"> <li>Increase residents where they can support/enhance existing business</li> </ul>	YES	Proposed limited retail and a high number of new residents will enhance the viability of nearby Hazelbridge/No. 3/Cambie commercial uses
	<ul style="list-style-type: none"> <li>Increased housing choices for workers</li> </ul>	YES	This is the first significant housing opportunity in the north City Centre and provides a diversity of housing choices (e.g., live/work, "Affordable Subsidized Rental Housing", apartment, etc.)
	<ul style="list-style-type: none"> <li>Enhanced urban environment</li> </ul>	YES	High-amenity, urban development centered on a park
	<ul style="list-style-type: none"> <li>Improved access</li> </ul>	YES	The Canada Line, enhanced road access, trails, and open spaces will support business uses
	<ul style="list-style-type: none"> <li>Strengthen office and hotel sectors</li> </ul>	YES	Hotel is permitted and significant office use is proposed (+/-27,480 m <sup>2</sup> /295,800 ft <sup>2</sup> ), some of which will be in the first phase of construction
3.0	Neighbourhoods & Housing		
	<ul style="list-style-type: none"> <li>A "...series of distinct neighbourhoods, each of which has a community focus and local commercial services within a comfortable 10-minute walking distance ... from residences."</li> </ul>	YES	Proposed as a: <ul style="list-style-type: none"> <li>Prominent downtown "gateway"</li> <li>A pedestrian- &amp; transit-oriented (TOD) community</li> <li>The nucleus of a new, mixed-use "urban village" centred on the Canada Line's Capstan Station</li> </ul>
	<ul style="list-style-type: none"> <li>Aberdeen: Develop as a mix of "low- to high-rise multi-family housing designed to take advantage of its proximity to transit, the river, airport, and the area's vibrant commercial uses."</li> </ul>	YES	
	<ul style="list-style-type: none"> <li>Green, landscaped neighbourhoods</li> </ul>	YES	Green landscaped open spaces, streets, trails, and rooftops will be signature elements of this new neighbourhood (established via the project's Servicing Agreement and Development Permit process)
	<ul style="list-style-type: none"> <li>Affordable Housing – Be consistent with City policies and take advantage of rezoning and other special opportunities</li> </ul>	YES	Developer will pay to construct +/-101 units (4,645 m <sup>2</sup> / 50,000 ft <sup>2</sup> ) of "Affordable Subsidized Rental Housing" as a condition of rezoning.
4.0	Transportation		
	<ul style="list-style-type: none"> <li>A well-linked, pedestrian -scaled transportation/road network</li> </ul>	YES	Extends Hazelbridge and creates small, urban blocks for good access/circulation
	<ul style="list-style-type: none"> <li>Transit and light rail (e.g., Canada Line, etc.)</li> </ul>	YES	The project will facilitate possible funding of the Capstan Station and could significantly accelerate its completion schedule
	<ul style="list-style-type: none"> <li>Increased business viability (e.g., North Loop Road, etc.)</li> </ul>	YES	Upgrades Capstan Way leg of the North Loop Road
	<ul style="list-style-type: none"> <li>A high level of residential livability (e.g., diversion of through traffic, etc.)</li> </ul>	YES	Proposed layout minimizes traffic impacts on residential uses
	<ul style="list-style-type: none"> <li>Parking reductions aimed at land/cost efficiencies and reduced car use (e.g., ratio reductions, car sharing, etc.)</li> </ul>	YES	Proposed parking reductions support Richmond's transit oriented development (TOD) objectives
	<ul style="list-style-type: none"> <li>Enhanced cycling opportunities (e.g., designated bike lanes, on-site parking, greenways, etc.)</li> </ul>	YES	Developer will construct Capstan Way bike lane and provide on-site bike parking. (Canada Line improvement to No. 3 Road include a bike lane along the subject site's frontage.)

EXISTING AREA PLAN POLICIES		COMPLY	COMMENTS
5.0	<b>Natural &amp; Human Environment</b>		
	<ul style="list-style-type: none"> <li>Flexible, multi-purpose park design</li> </ul>	YES	Provides for child/youth play, community gardens, gathering, and seating near street-oriented shops, restaurants, and dwellings
	<ul style="list-style-type: none"> <li>Timely park provision/construction designed and located to serve the social/recreational needs of local residents</li> </ul>	YES	A 5,808 m <sup>2</sup> (1.4 ac) park will be constructed in the project's first phase (size and location of which are as per recent Parks Master Plan and City Centre Area Plan CONCEPT directions).
	<ul style="list-style-type: none"> <li>Supplement dedicated park land with privately-owned/publicly-accessible (POPA) open spaces</li> </ul>	YES	A transit plaza, No. 3 Road landscaping, and trails will be provided for public use & maintained by the developer
	<ul style="list-style-type: none"> <li>A comprehensive open space network for pedestrians and cyclists linking key destinations, transit, etc.</li> </ul>	YES	Among other things, part of the Capstan Way "greenway" and bike route will be installed linking the future Canada Line station, Talmey Elementary School, and the river
	<ul style="list-style-type: none"> <li><b>Public Art</b> in parks and other public areas</li> </ul>	YES	As a condition of rezoning, a Public Art Plan will commit individual parcels to a total of \$250,000 in artworks to be installed in the site's park and outdoor public areas
	<ul style="list-style-type: none"> <li>Sustainable park design and maintenance practices</li> </ul>	YES	Detailed park design, to be undertaken via the project's Servicing Agreement, will include means to detain and reuse stormwater, reduce water use, and promote public awareness/participation. Trails will be maintained by the developer.
	<ul style="list-style-type: none"> <li>Sustainable urban development practices</li> </ul>	YES	As per the Flood Management Strategy, residential use will have a minimum elevation of 2.6 m (8.5 ft.) geodetic and large parts of the site will be raised to this level or higher.
6.0	<b>Community Facilities &amp; Services</b>		
	<ul style="list-style-type: none"> <li>Timely provision of public amenities designed and located to serve the needs of local residents and workers, such as <b>Childcare Facility</b></li> </ul>	YES	Developer will pay to construct a childcare facility for 25 children (infants to age 6), as a condition of rezoning. Residential tenant amenity space will be grouped to provide for enhanced recreation opportunities
	<ul style="list-style-type: none"> <li>Flexible approach to service provision</li> </ul>	YES	Commercial space near the Canada Line and park may be leased to provide services
7.0	<b>City Infrastructure</b>		
	<ul style="list-style-type: none"> <li>Promote reuse, reduction, and recycling</li> </ul>	YES	Proposed Development Permit Guidelines promote stormwater management, reduced water and energy use, durable buildings, and innovation.
	<ul style="list-style-type: none"> <li>Provide adequate service capacity and ensure its timely provision</li> </ul>	YES	A capacity analysis will be completed to the satisfaction of Engineering as a condition of subdivision and the basis for preparation of a Service Agreement.
8.0	<b>Development Permit Guidelines</b>	NO	An amendment is required to address various features, including the site's strong mid-rise forms, lower floorplate sizes and sculpting, streetscape features and landscape, views and vistas, and green roofs.
~	<b>Land Use Map</b>		
	<ul style="list-style-type: none"> <li>Designated as "Detailed Land Use Study Required"</li> </ul>	NO	An amendment is required to designate the subject site for high-amenity, transit-oriented uses and public open space, which is consistent with Area Plan and draft CCAP Update objectives.

## CITY CENTRE AREA PLAN (CCAP) CONCEPT: GOALS

*Approved in Principle, February 12, 2007*

The CCAP CONCEPT recommends that growth of the City Centre should be socially, environmentally, and fiscally responsible. To achieve this, four "Smart Growth" goals are proposed, supported by a number of guiding principles and policy directions.

*The subject development provides the foundation for a new, high-amenity, sustainable, mixed-use village – "Capstan Village" – supportive of the Canada Line, existing nearby commercial, and City objectives to enhance its downtown as a transit-oriented, "premier urban riverfront community".*

CCAP CONCEPT Goals		PINNACLE PARK PLACE/WESTERN CENTRE	
		Comply	Supportive Features
1	<p><b>Build a Complete Community</b> <i>An inclusive community design to support the needs of a diverse and changing population</i></p>	YES	<ul style="list-style-type: none"> <li>Establishes a "people place" in the form of a distinct, high-amenity, urban neighbourhood centred around a park, community gardens, and local shops/service</li> <li>Provides a range of housing types close to transit, shopping, jobs, and open space</li> <li>Constructs 4,645 m<sup>2</sup> (50,000 ft<sup>2</sup>) of "Affordable Subsidized Rental Housing" at the developer's sole cost as a condition of rezoning</li> <li>Constructs a childcare facility for 25 children (0 - age 6) at the developer's sole cost as a condition of rezoning</li> <li>Provides a larger amount of residential amenity space and concentrates it to enhance indoor recreation opportunities and respond to aircraft noise issues</li> <li>Provides well-located commercial space that could be secured by others to accommodate social services, health services, etc.</li> </ul>
2	<p><b>Build Green</b> <i>A culture that uniquely supports and celebrates Richmond as an "island city by nature"</i></p>	YES	<ul style="list-style-type: none"> <li>Builds on the principles of Transit-Oriented Development (TOD) to promote reduced car dependence and healthier lifestyles</li> <li>Promotes walking, cycling, and transit with landscaped, pedestrian-friendly streets and greenways, bike routes, small blocks, enhanced linkages to the riverfront and surroundings, reduced parking ratios for cars, and required bike parking</li> <li>Provides a central park incorporating community gardens</li> <li>Incorporates green roofs to provide recreation and garden space for tenants, promote cooling, and reduce stormwater runoff</li> <li>Sites buildings to ensure sun to the neighbourhood park</li> </ul>
3	<p><b>Build Economic Vitality</b> <i>A comprehensively planned business environment that builds on Richmond's unique combination of economic and lifestyle opportunities</i></p>	YES	<ul style="list-style-type: none"> <li>Reinforces No. 3 Road as Richmond's pre-eminent business address and downtown "gateway" through the creation of a landmark development and opportunities for office and hotel uses</li> <li>Enhances the existing commercial precinct near Cambie Road with the addition of a large, new residential market</li> <li>Builds on the special opportunities presented by the Canada Line, airport, and highway to support the development of business uses in a high-amenity, mixed-use setting that puts people close to a range of housing types, transit, shopping, jobs, open space, and recreation</li> </ul>
4	<p><b>Build a Legacy</b> <i>A premier urban riverfront community and an international meeting place that enhances life for all Richmond residents, business &amp; visitors</i></p>	YES	<ul style="list-style-type: none"> <li>Promotes the establishment of a new, distinctive "urban village"</li> <li>Help to facilitate possible funding of the Canada Line's Capstan Station and its role as a catalyst for more sustainable urban development</li> <li>Respects aircraft noise through improved building standards</li> <li>Promotes cultural understanding through access to public art</li> <li>Enhances linkages and "gateway" elements supportive of Richmond's objectives for a "premier urban riverfront"</li> <li>Coordinates the responsibility for and timing of parks, "Affordable Subsidized Rental Housing", and childcare with housing development</li> </ul>

## CITY CENTRE AREA PLAN (CCAP) CONCEPT: VILLAGE ATTRIBUTES

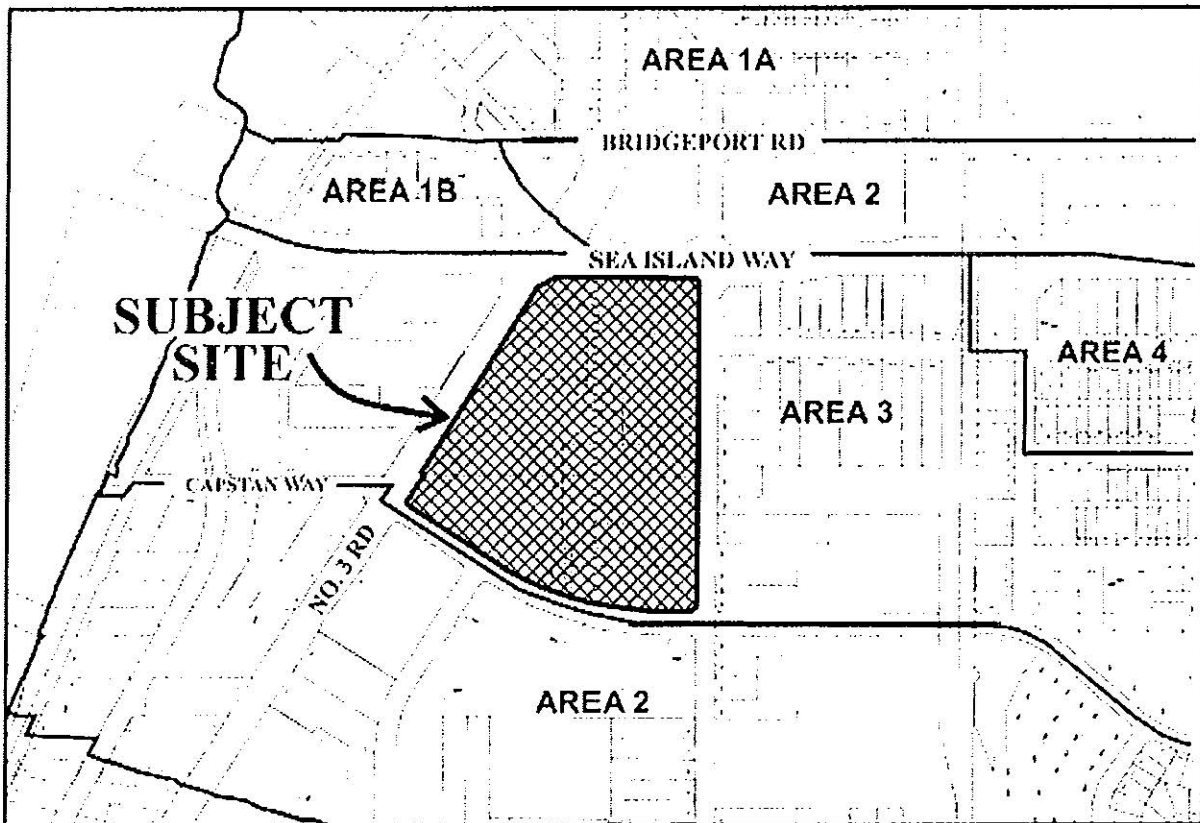
Approved in Principle, February 12, 2007

The CCAP CONCEPT recommends that the City Centre develop upon the principles of Transit-Oriented Development (TOD), where all residents are within a 5 or 10 minute walk of quick, efficient public transit and opportunities to live, work, and play in a pedestrian-friendly environment. To achieve this, it is proposed that "urban villages" are established centred on Canada Line stations, including the proposed Capstan Station.

*The subject development provides for a large number of important "village" attributes, making it the cornerstone of the future "Capstan Village" area and a desirable part of the emerging downtown.*

Village Attributes		Pinnacle Park Place/Western Centre	
		Proposed Features	Comments
<b>A</b>	<b>Each Village <u>must</u> provide for:</b>		
	1. Transit Node	YES	<ul style="list-style-type: none"> <li>Incorporates the future "Capstan" Canada Line station &amp; could help to facilitate its construction</li> </ul>
	2. Transit-Oriented Development	YES	<ul style="list-style-type: none"> <li>Proposes a walkable, high-density, mixed-use neighbourhood</li> </ul>
	3. "Main Street"	YES	<ul style="list-style-type: none"> <li>Concentrates retail, hotel, office, and open spaces near the "Capstan" station, providing a catalyst and anchor for the incremental establishment of the village's "main street"</li> </ul>
	4. Convenience Commercial	YES	
	5. Specialty Commercial	YES	
	6. Neighbourhood Parks & Playgrounds	YES	<ul style="list-style-type: none"> <li>Dedicates and constructs a 0.6 ha (1.4 ac) park as a condition of rezoning</li> </ul>
	7. Affordable Housing	YES	<ul style="list-style-type: none"> <li>Constructs 4,645 m<sup>2</sup> (50,000 ft<sup>2</sup>) (e.g., +/- 100 units) of "Affordable Subsidized Rental Housing" as a condition of rezoning</li> </ul>
	8. A Childcare (0 - 6 years old)	YES	<ul style="list-style-type: none"> <li>Constructs a 25-child facility as a condition of rezoning</li> </ul>
	9. Public Art	YES	<ul style="list-style-type: none"> <li>The developer will prepare a plan for \$250,000 of public art, to be implemented and paid for by the developers of individual buildings as the project progresses</li> </ul>
	10. A Library Lending Service	TBD	<ul style="list-style-type: none"> <li>Some of these uses may be accommodated by others within the retail or office space that will be constructed on the subject site</li> <li>NOTE: The proposed development will consolidate some its private residential amenity space for special facilities (e.g., indoor pool)</li> </ul>
	11. Social/Community Services	TBD	
	12. Recreational/Cultural Amenities		
	13. Eco-Urban Amenity	YES	<ul style="list-style-type: none"> <li>The developer will construct community garden plots within the public park &amp; each block</li> </ul>
<b>B</b>	<b>Some Villages <u>may</u> provide:</b>		
	1. Branch Library	N/A	<ul style="list-style-type: none"> <li>The draft "City Centre Amenity Strategy" sites these uses south of the subject site in a location more central to their catchment areas</li> </ul>
	2. Community Centre	N/A	
	3. Community Park & Greenway	YES	<ul style="list-style-type: none"> <li>The developer must construct portions of the Capstan, Sea Island &amp; No. 3 Road greenways</li> </ul>
	4. School	N/A	<ul style="list-style-type: none"> <li>Preliminary School District direction indicates that Talmei Elementary will serve this area</li> </ul>
	5. Community Police Office	TBD	<ul style="list-style-type: none"> <li>The "City Centre Amenity Strategy" has not identified this site for city/regional features or a community policing station, but the latter could be accommodated within the site's commercial space.</li> </ul>
<b>C</b>	<b>Some Villages <u>may</u> provide city/regional features:</b>	N/A	

**Aircraft Noise Sensitive Development (ANSD) Location Map**



**LEGEND**

**Aircraft Noise Sensitive Development Policy (ANSD) Areas**  
(see Aircraft Noise Sensitive Development Policy Table)

**No New Aircraft Noise Sensitive Land Uses:**

**AREA 1A** - New Aircraft Noise Sensitive Land Use Prohibited

**AREA 1B** - New Residential Land Uses Prohibited.

**Areas Where Aircraft Noise Sensitive Land Uses May be Considered:**  
**Subject to Aircraft Noise Mitigation Requirements:**

**AREA 2** - All Aircraft Noise Sensitive Land Uses (Except New Single Family) May be Considered (see Table for exceptions).

**AREA 3** - All Aircraft Noise Sensitive Land Use Types May Be Considered.

**AREA 4** - All Aircraft Noise Sensitive Land Use Types May Be Considered

**No Aircraft Noise Mitigation Requirements:**

**AREA 5** - All Aircraft Noise Sensitive Land Use Types May Be Considered.



**Aircraft Noise Sensitive Development Location Map**

Original Date: 02/21/07

Amended Date:

Note: Dimensions are in METERS

## Aircraft Noise Sensitive Development (ANSD) Policy Interpretation

**Policy Direction** – The ANSD policy directs that the amount of residential uses on the subject site may not exceed two-thirds of its “maximum buildable square feet (BSF)”.

The following proposes how “maximum buildable square feet (BSF)” and maximum residential floor area will be determined for the subject site in compliance with the intent of the City's ANSD policy.

	PLANNING CONSIDERATIONS	DENSITY IMPLICATIONS
<b>A.</b>	<b><i>Proximity to the Canada Line – Preferred High Density Location</i></b>	
	<ul style="list-style-type: none"> <li>Proximity to the “Aberdeen” and “Capstan” stations makes the subject site a prime location for high-density, mixed-use development, which typically means “Downtown Commercial District (C7)”.</li> <li>C7 allows for:               <ol style="list-style-type: none"> <li>An outright density of 3 floor area ratio (FAR) based on net site area (e.g., after road and park dedications)</li> <li><u>PLUS</u> additional density for parking and storage, which typically equates to +/-2 FAR (based on Richmond's current parking bylaw)</li> <li>A total combined density of approximately 5 FAR</li> </ol> </li> </ul>	3 FAR net, with no limitation on parking and storage density
<b>B.</b>	<b><i>Transit Oriented Development (TOD) – Increased Density Without Increased Bulk</i></b>	
	<ul style="list-style-type: none"> <li>TOD principles promote measures that increase housing and business densities near transit nodes, while discouraging car use through measures such as:               <ol style="list-style-type: none"> <li><u>Parking Reductions</u> – TOD principles and the subject site's proximity to the Canada Line encourage parking relaxations of 15-25% over current bylaw ratios.</li> <li><u>Parking Density Calculations</u> –                   <ul style="list-style-type: none"> <li>TOD principles encourage the inclusion of parking in density calculations to discourage parking in excess of the bylaw.</li> <li>The subject development proposal calculates all parking located at or above the grade of the site's four perimeter streets as density (e.g., No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way).</li> </ul> </li> </ol> </li> <li><u>Bulk Implications</u> – The combined effect of the proposed parking reductions and parking density calculations on the subject site, as compared with conventional C7 development, results in:               <ol style="list-style-type: none"> <li>Same total density (e.g., +/-5 FAR net);</li> <li>Little or no increase in building bulk;</li> <li>Less above-grade floor area used for parking; and</li> <li>More residential and business uses close to transit.</li> </ol> </li> <li><u>Form of Development Condition</u> – Support for this approach is contingent on the subject development raising the centre of the subject site by roughly 4.5 m (14.8 ft.), thus facilitating greater parking layout efficiencies and masking of above-grade parking than would be possible in conventional C7 type development.</li> </ul>	+/-5 FAR net, including parking and storage
<b>C.</b>	<b><i>Additional Density Considerations- Consistent with TOD “Community Building” Objectives</i></b>	
	<ul style="list-style-type: none"> <li>In recognition of the subject project's uniquely efficient development strategy, which is consistent with Transit-Oriented Development (TOD), form of development, and open space objectives for the City Centre's “Capstan Village” area and facilitates the provision of key amenities (e.g., “Affordable Subsidized Rental Housing”, childcare, potential Capstan Station construction funding, etc.), additional density over and above 5 FAR can be supported, as follows:               <ul style="list-style-type: none"> <li>Additional floor area of 13,935 m<sup>2</sup> (150,000 ft<sup>2</sup>); PROVIDED THAT</li> <li>Maximum residential BSF does not exceed 177,860 m<sup>2</sup> (1,914,532 ft<sup>2</sup>) (e.g., such that residential BSF will be less than 2/3 of maximum total BSF).</li> </ul> </li> </ul>	Additional density equivalent to +/-0.24 FAR net
<b>D.</b>	<b><i>Resulting Maximum TOTAL Recommended Density</i></b>	<b>+/-5.24 FAR net</b>
<b>E.</b>	<b><i>Resulting “Maximum Buildable Square Feet (BSF)”</i></b>	
	<ul style="list-style-type: none"> <li>BSF = Net Site Area x Maximum Recommended Density = 57,833 m<sup>2</sup> (622,530 ft<sup>2</sup>) X +/-5.24 FAR net = 302,974 m<sup>2</sup> (3,261,292 ft<sup>2</sup>)</li> <li>Residential BSF (as per proposed “cap”) = 177,860 m<sup>2</sup> (1,914,532 ft<sup>2</sup>) (59% of BSF)</li> <li>Residual Non-Residential BSF = 125,114 m<sup>2</sup> (1,346,760 ft<sup>2</sup>) (41% of BSF)</li> </ul>	302,974 m <sup>2</sup> 3,261,292 ft <sup>2</sup>



## School District No. 38 (Richmond) - Letter of Support



School District No. 38 (Richmond)  
7811 Granville Avenue, Richmond, BC V6Y 3L3

Tel: (604) 668-6000 Fax: (604) 668-6161

Office of the Secretary - Treasurer

January 17, 2006

Mr. David Weber  
City Clerk  
City of Richmond  
6911 No 3 Road  
Richmond, B.C.  
V6Y 2C1

Dear Mr. Weber:

In January of 2001 the Local Government Act changed such that the City of Richmond was required to consult with the Board of School Trustees (Richmond) for all changes to the Official Community Plan (OCP). In December 2005 representatives from the City of Richmond's Planning Department met with myself regarding changes to the OCP that would result in an increase in the number of school-aged children. We agreed that changes to the OCP that resulted in a potential increase of more than 50 school-aged children would be forwarded to the Board of School Trustees. In this regard the Board of School Trustees received correspondence from the City of Richmond's Planning Department regarding a significant residential development at the intersection of No. 3 Road and Capstan Way.

The development (RZ 03-254977) contemplates the construction of approximately 1689 dwelling units. Since this was the first change to the OCP that had been forwarded to the Board of School Trustees, pursuant to Section 881 of the Local Government Act, the Board referred this to its January 9, 2006 Personnel & Finance Committee Meeting in order to discuss not only the application but the process whereby such matters would be considered by the Board.

At the January 9, 2006 Personnel & Finance Committee Meeting a recommendation was made to the Board. The Board at its January 16, 2006 public meeting passed the following resolution:

*038/2006 THAT the Board of School Trustees (Richmond) respond to the City of Richmond's proposed city centre zoning applications confirming that Talney Elementary School could accommodate elementary school-aged children moving in to the area; and further that the school district's capital plan may be impacted by such additional enrollment.*

*CARRIED*

"OUR FOCUS IS ON THE LEARNER"

• Page 2

It is anticipated that in the future the Board of School Trustees (Richmond) will be able to respond to these changes to the OCP within 3 weeks of receipt of such changes. The exception may be during the months of July and August where the Board would normally meet once in the early part of July and then again in early September.

If you have any questions regarding this matter, I can be reached at 604.668.6011.

Sincerely,

A handwritten signature in black ink, appearing to read "K.L. Morris". The signature is fluid and cursive, with a large initial "K" and "M".

K.L. Morris  
Secretary Treasurer

cc: Trustees

*B. Bearsto, Superintendent of Schools*

*Mayor and Councillors*

*T. Crowe, Manager – Policy Planning*

*Attachments: Correspondence from S. Carter-Huffman and Section 881, Local Govt. Act*

Applicant's Letter of Assurance Regarding Closure of the Existing Gas Station

April 25, 2007

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

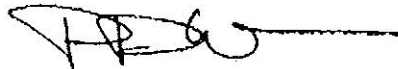
Attention: Suzanne Carter-Huffman, Senior Planner/Urban Design

Dear Suzanne:

Re: Rezoning Conditions -- RZ03-254977, Capstan Gas Station Removal

This letter is to confirm that the subject Gas Station located on Capstan Way will be removed providing vacant possession of the property, clear of all structures, fixtures, equipment and underground storage tank prior to the subdivision completion required by the rezoning conditions (reference rezoning condition item #9).

I trust this will satisfy your request for a letter of assurance.



Peter Webb

Sun Tech City Development Corp

**Applicant's Letter of Assurance Regarding Capacity Analysis Requirements**

April 17, 2007

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

**Attention: Suzanne Carter-Huffman, Senior Planner**

Dear Suzanne:

**Re: No. 3 Road/Sea Island Way, Rezoning Application R2-03-254977**

This is to confirm that Pinnacle International and Concord Pacific agree to the capacity analysis for the above mentioned rezoning application will be completed as a condition of subdivision, and this analysis will be done to the satisfaction of the City. Pinnacle International and Concord Pacific agree to be responsible for implementing all the works indicated in that analysis at the applicant's sole cost.

We trust that this satisfies your request for a letter of assurance.

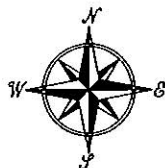
Signed Copy on File

Signed Copy on File

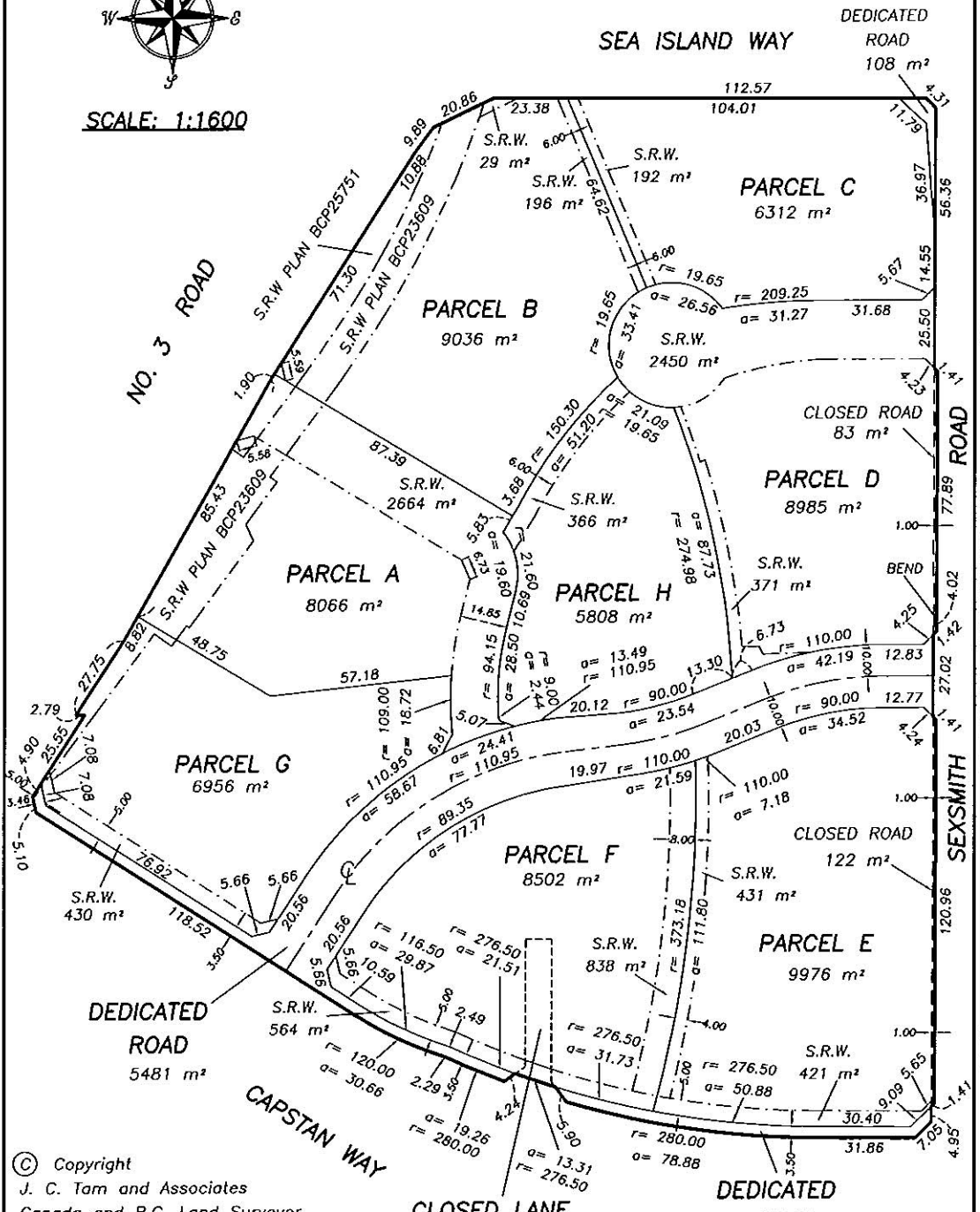
Approved for and on behalf of  
Mr. Michael De Cotlis  
Pinnacle International

Approved for and on behalf of:  
Mr. Peter Webb  
Concord Pacific

**PROPOSED SUDDIVISION PLAN OF PART OF  
SECTION 28 BLOCK 5 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT**



SCALE: 1:1600

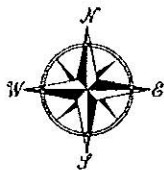


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J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: jctam@telus.net  
Job No. 2519  
Drawn By: KA

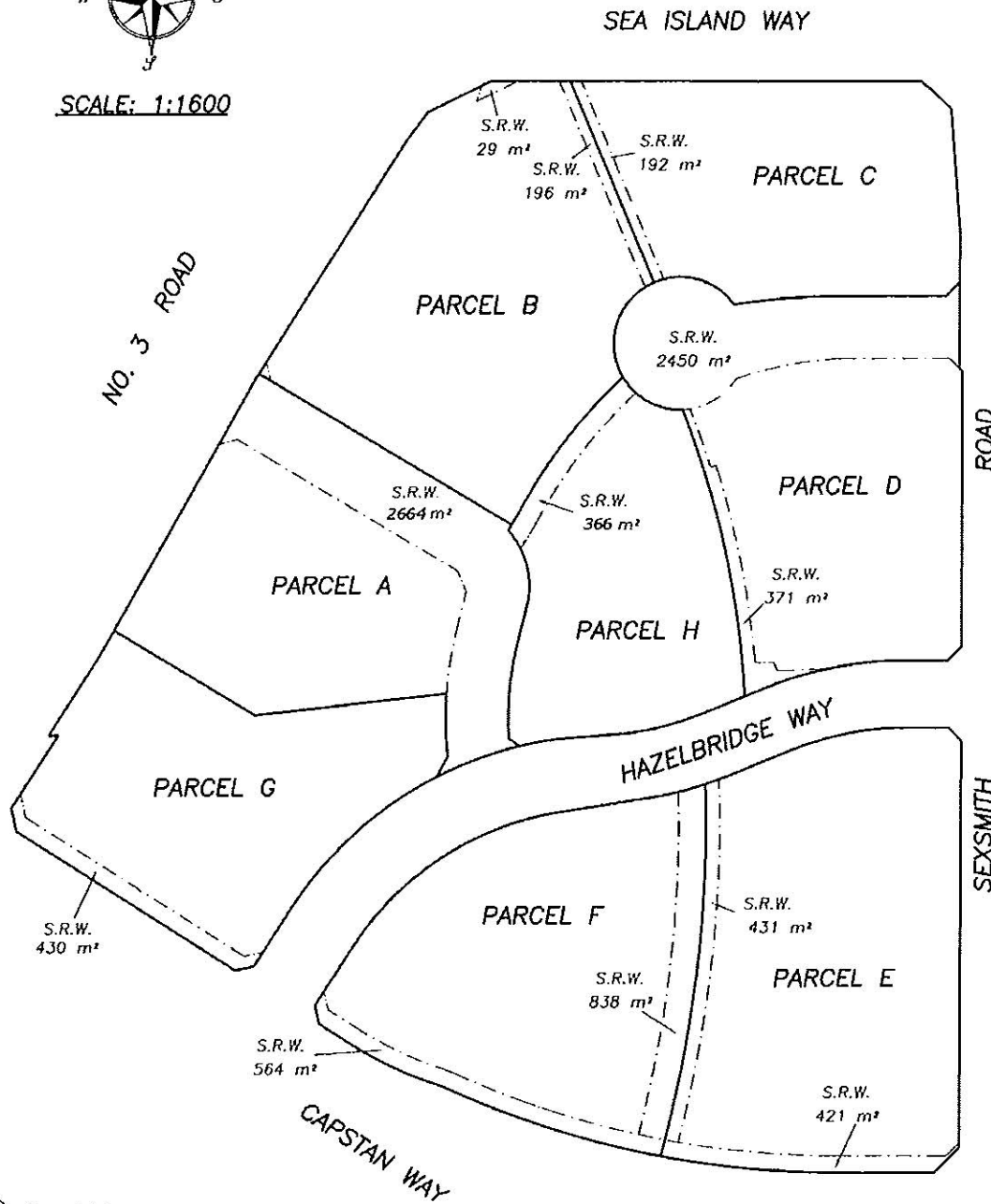
DWG No. 2519-PRO-SUB-020

APRIL 5th, 2007.

PROPOSED STATUTORY RIGHT OF WAY PLAN OF PART OF  
SECTION 28 BLOCK 5 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT



SCALE: 1:1600

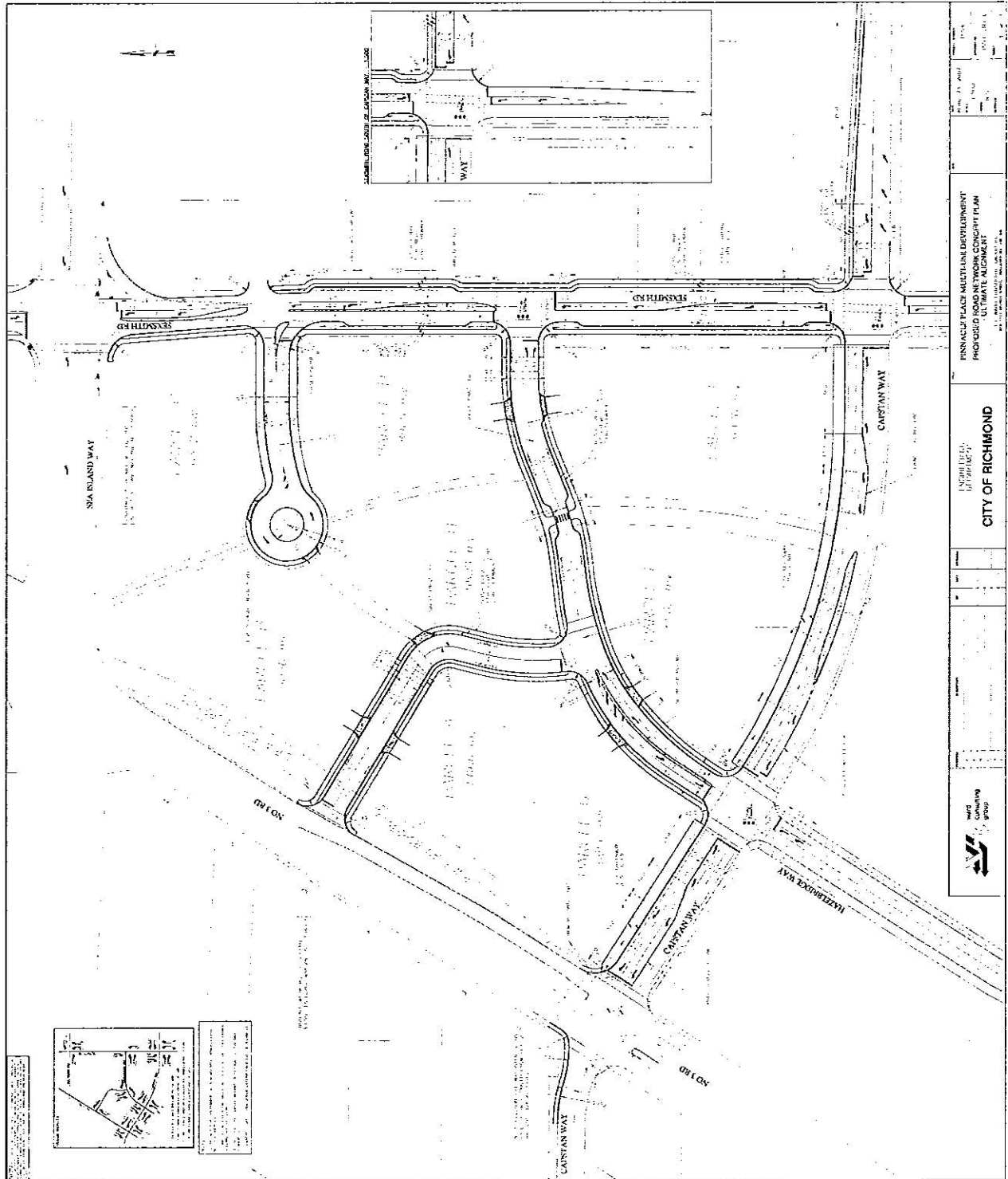


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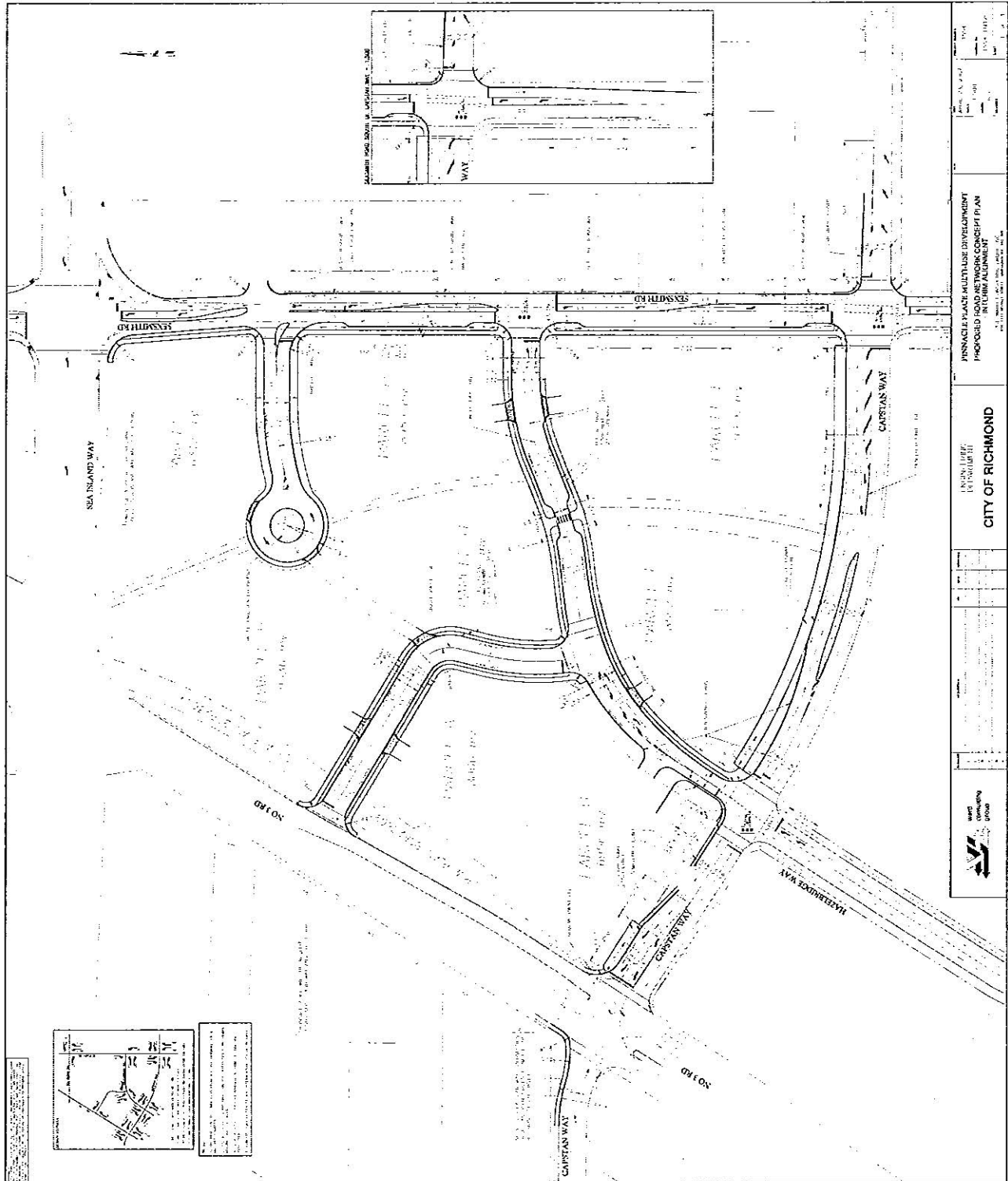
DWG No. 2519-PRO-SRW-APP

MARCH 15th, 2007.

Proposed Road Network Concept – Ultimate Alignment

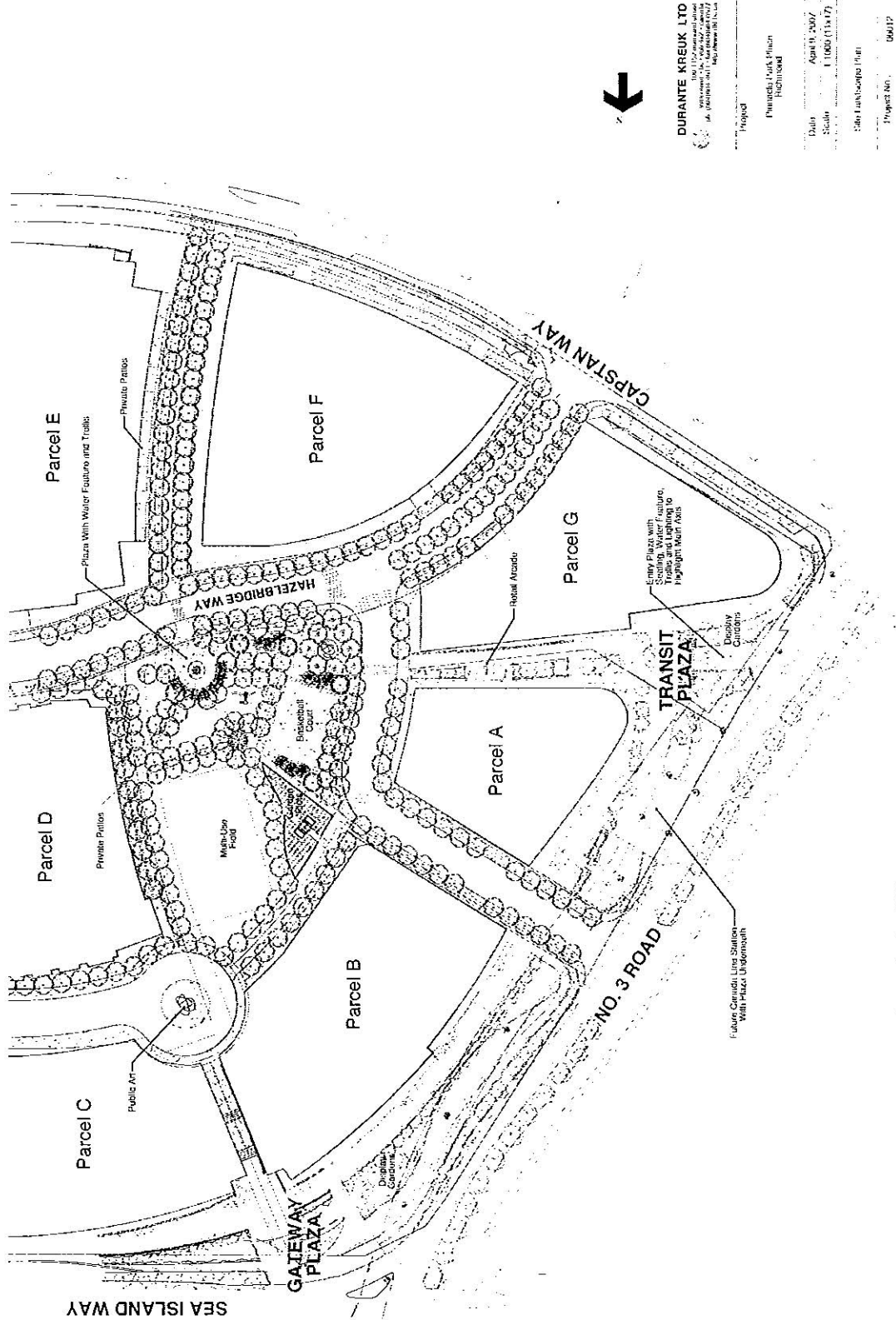


Proposed Road Network Concept – Interim Alignment





Proposed Park Design Concept



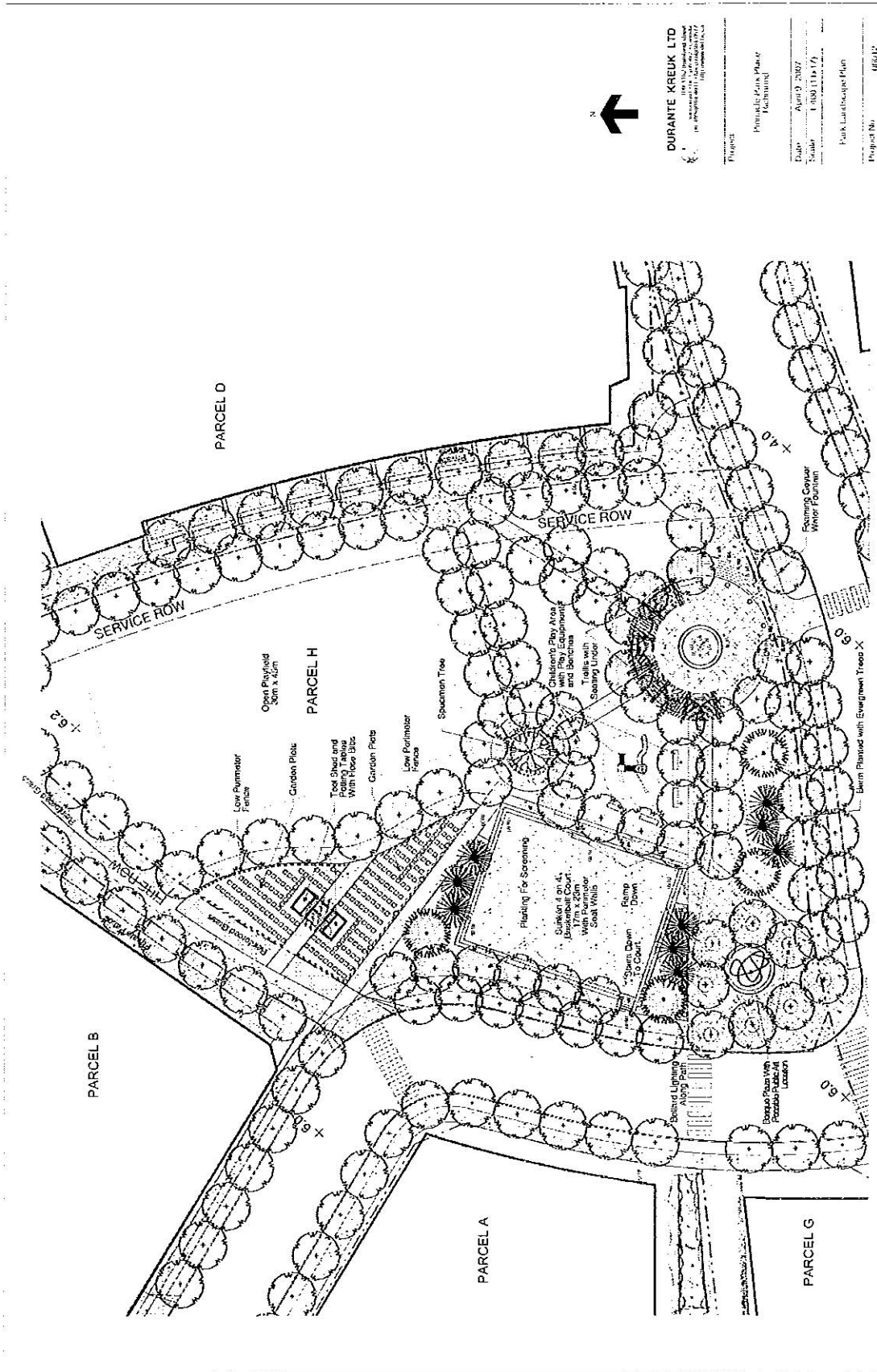
**DURANTE KREUK LTD**  
Professional Land Surveyors  
10000 104th Avenue, Suite 100  
Richmond, BC V6V 1K4  
Tel: (604) 273-1111  
Fax: (604) 273-1112  
www.durantekreuk.com

Project:  
Parade Park Phase  
Richmond

Date: April 2007  
Scale: 1:1000 (1"=17')

Site Plan/Concept Plan  
Project No.: 06012

Proposed Park Design Concept



**DURANTE KREUK LTD**  
Professional Landscapers  
1000 11th St NW  
Vancouver BC V6G 1Z7  
Tel: (604) 271-3333  
www.durantekreuk.com

Project: Primrose Park Phase Rejuvenated  
Date: April 13, 2007  
Scale: 1:600 (1:1.5 x 1.5)  
Project: Park Landscape Plan  
Project No. 460617

## Rezoning Considerations

No. 3 Road/Sea Island Way/Sexsmith Road/Capstan Way  
RZ 03-254977

**Prior to final adoption of OCP Amendment Bylaw No. 7882, and Zoning Amendment Bylaw Nos. 8117, 7883, and 8113, the developer is required to complete the following:**

1. Ministry of Transportation approval required for Bylaw Nos. 8117, 7883, and 8113.
2. Ministry of Environment (MOE) Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues.
3. Registration of a legal agreement on title regarding the Development Phasing – Setting out the terms and conditions of the phasing of development of the lots and the related development of Parcel H, roads, and services and, in specific, requiring that Parcel H, the Hazelbridge Way extension, required improvements to existing roads around the perimeter of the subject site, and the project’s two privately-owned/publicly-accessible roads will be constructed in the project’s first phase of construction.
4. Prepare a comprehensive “Public Art Plan” for the subject site (e.g., goals, concept/theme, siting of artworks, artwork selection process/criteria, phasing, maintenance, deaccessioning requirements, etc.) to the satisfaction of the City, for the creation and installation of artworks to:
  - i. Be installed within the areas of the subject site secured for public use (e.g., Parcel H, Capstan “greenway”, No. 3 Road pedestrian area, etc.);
  - ii. Be owned by the City;
  - iii. Have a total value of \$250,000; and
  - iv. Be funded and implemented on a parcel-by-parcel basis by the subject development as a condition of Development Permit (DP).
5. Proof of an executed agreement regarding the Capstan Transit Station to the satisfaction of the City, including payment of all voluntary contributions specified in the agreement.
6. Registration of a legal agreement on title, together with all necessary bylaws, to ensure that “Affordable Housing” is provided on-site as follows –

Provide 50,000 ft<sup>2</sup> of “Affordable Subsidized Rental Housing” (as defined by Richmond’s draft Affordable Housing Strategy) to be secured in favour of the City with a Housing Agreement, including:

Parcel	Gross Buildable Floor Area Excluding Parking
C	35,000 ft <sup>2</sup>
G	15,000 ft <sup>2</sup>

7. Registration of a legal agreement on title to ensure that childcare is provided on-site as follows-
 

Provide a childcare facility on Parcel G to accommodate 25 children (age 0 to 6 years old), to be secured in favour of and operated to the satisfaction of the City.
8. Registration of a legal agreement on title to ensure that residential units are protected for use as live/work dwellings and for home occupation as provided for under the zoning of the subject site as follows-
  - i. For home occupation – To be permitted in all residential dwellings; and

- ii. For live/work dwellings – To include any dwelling unit fronting on a public road or right-of-way, secured by the City of Richmond for the purpose of public access, with a floor slab elevation that is within 3 m (9.8 ft.) of the elevation of that public road or right-of-way.
9. Registration of a Subdivision Plan for the subject site, including property consolidation (including the developer’s completion of purchase of the City-owned lot at 3391 Sexsmith Road), road dedications (Hazelbridge Way extension and widening of Capstan Way and Sexsmith Road at Sea Island Way), road closures (at Sexsmith Road and the unopened lane situated mid-block along the north side of Capstan Way), and transfer of parcel H to the City of Richmond for use as park, as per the “Draft Subdivision Plan” (**Attachment 16**), to the satisfaction of the City, together with:
- i. Capacity Analysis – The applicant shall complete a capacity analysis to the satisfaction of the City and be responsible for implementing all the works indicated in that analysis at the applicant’s sole cost:
  - ii. Gas Station - If the existing gas station on Parcel G is to be maintained beyond the time of subdivision, additional legal agreements shall be required, as determined to the satisfaction of the City.

**Prior to registration of a Subdivision Plan the following shall be included as conditions to the approval of the subdivision:**

- i. Registration of Right-of-Way agreements as per “Right-of-Way Location Diagram”. for which:  
The developer shall be responsible for liability and maintenance to the satisfaction of the City, for the following:
  - (a) Areas allowing 24-hour public pedestrian and bicycle circulation, special events use as deemed to be appropriate by the City, and bylaw enforcement, including:
    - Parcels B & C –
      - A 6.0 m wide corridor centred on and running the full length of the common property line between the two parcels;
      - A strip of land of varying width along the south side of Sea Island Way to accommodate the cross-section described for this frontage under the Servicing Agreement requirements (e.g., a public sidewalk, boulevard, and related landscaping) to the satisfaction of the City of Richmond, subject to Ministry of Transportation approval; and
    - Parcels E & F –
      - A 12.0 m wide corridor running the full length of the common property line between the two parcels such that a 4.0 m wide right-of-way is registered on Parcel E and an 8.0 m wide right-of-way is registered on Parcel F.
  - (b) Areas allowing 24-hour public pedestrian and bicycle circulation, temporary commercial and special event uses (e.g., mobile food/retail kiosks and vendors, buskers, street entertainers, and similar uses) as deemed to be appropriate by the City, and bylaw enforcement, including:

- Parcels A, B & G –
    - A blanket right-of-way across the three parcels, the extent of which shall be amended to include only the subject site’s No. 3 Road frontage, the proposed “transit plaza”, the mid-block route between Parcel H and the Capstan Canada Line Station (e.g., generally following the common property line of Parcels A and G), and related publicly-accessible outdoor areas based on approved Development Permit designs to the satisfaction of the City (Note that this may involve more than one right-of-way agreement.); and
  - Parcels E, F & G –
    - 5.0 m wide corridor for the establishment of a landscaped greenway route along the entire north edge of Capstan Way, together with corner cuts at the intersections of No. 3 Road, Hazelbridge Way, and Sexsmith Road.
- (c) Areas allowing for 24-hour public pedestrian, bicycle, and vehicle circulation, temporary commercial and special event uses (e.g., mobile food/retail kiosks and vendors, buskers, street entertainers, and similar uses) as deemed to be appropriate by the City, and bylaw enforcement, including “new streets” at:
- Parcels D (e.g., cul-de-sac); and
  - Parcels A (e.g. between Hazelbridge Way & No. 3 Rd. frontage).

The City shall be responsible for maintenance, for the following:

- (a) Allowing for 24-hour public pedestrian and bicycle circulation, various recreation activities and temporary commercial and special event uses (e.g., mobile food/retail kiosks and vendors, buskers, street entertainers, and similar uses) as deemed to be appropriate by the City of Richmond, and bylaw enforcement, for:
- Parcel D –
    - A corridor of varying width running along a portion of the west property line of Parcel D, the purpose of which shall be limited to City park-related uses, design, used, and maintained in coordination with Parcel H, and shall not be secured in part or in whole via fencing, landscaping, or other means for the use of Parcel D.
- (b) Allowing for emergency vehicle passage:
- Along the west edge of Parcel H –
    - A corridor of varying width running along a portion of the northwest property line of Parcel H, the purpose of which shall be limited to secondary access for emergency vehicles. This area shall be designed in coordination with the development of Parcel H.
- ii. Registration of a temporary construction easement to facilitate the necessary construction staging area around the proposed Capstan Station. The construction easement shall cover an approximately 5 m wide area around the proposed transit station location, will be effective only during the period of construction of the Station and will provide for the joint use of such area by the developer for its construction activities to the extent required.

- iii. Registration of Right-of-Way agreements for underground utilities that cannot be accommodated within dedicated road allowances.
- iv. Registration of legal agreements on title to provide cross access and/or off-site parking agreements between the following:
  - (a) Parcels A and G, to facilitate shared access to and use of the parking facilities on these parcels and all related public and private vehicle and pedestrian movement between them
  - (b) Parcels A and B, to facilitate shared access to and use of the parking facilities on these parcels and all related public and private vehicle and pedestrian movement between them; and
  - (c) Parcels F and G, to facilitate shared access to and use of the parking facilities on these parcels, the shared use of any vehicle/pedestrian tunnel beneath Hazelbridge Way and pedestrian bridge over Hazelbridge Way, and all related public and private vehicle and pedestrian movements, to be amended and, as determined by the City, supplemented or replaced with additional legal requirements, based on approved Development Permit designs to the satisfaction of the City.
- v. Registration of No Build Covenants restricting construction:
  - (a) Of a building or structure below finished grade within 4.0 m of the subject site's No. 3 Road property line, with the exception of the Canada Line guideway and Capstan Station, City works, and underground utilities, to be amended based on approved Development Permit designs to the satisfaction of the City; and
  - (b) On all parcels, with the exception of Parcel H, until such time that, on a parcel-by-parcel basis, the developer satisfies the City's conditions of Building Permit related to the contribution of funds as per the Capstan Transit Station agreement.
- vi. Registration of a legal agreements on title to restrict Vehicular Access as follows:
  - (a) Parcels D, E, F & G –
    - Limiting vehicle access (e.g., driveways) to each respective subject site's frontage on Hazelbridge Way. Only one driveway location shall be permitted for each parcel;
  - (b) Parcels A & G –
    - Restricting vehicle access (e.g., no driveways) from the Right-of-Way registered to accommodate public vehicle and pedestrian access along the east sides of Parcels A to the building sites on those parcels (Note that Parcel A may have driveway access from the right-of-way along its north frontage.); and
  - (c) Restricting vehicle access (e.g., no driveways) to the subject site's frontages along:
    - Parcels B & C – Sea Island Way;
    - Parcels A, B, C, D, E & G – No. 3 Road and Sexsmith Road (excluding locations where a Right-of-Way is registered to accommodate public vehicle and pedestrian access in place of a public road); and
    - Parcels E, F & G – Capstan Way.

- vii. Registration of a Flood Plain Covenant requiring a minimum finished floor elevation of 2.6 m geodetic for habitable residential space (including residential storage space).
- viii. With regard to aircraft noise, registration of the following legal agreements on title, including clauses indemnifying the City:
  - (a) A covenant to ensure that adequate acoustical measures are employed to address noise impacts in accordance with the OCP Aircraft Noise Sensitive Development Policy; and
  - (b) An Aircraft Noise Warning Agreement to include disclosure on all agreements of purchase and sale of dwellings to potential occupants and notification by signage posted in all sales offices, with wording and sign specifications to the satisfaction of the City.
- ix. With regard to rapid transit operations and related noise, registration of the following legal agreements on title, including clauses indemnifying the City:
  - (a) A covenant to ensure that adequate acoustical measures are employed to address noise impacts; and
  - (b) A Rapid Transit Warning Agreement to include disclosure on all agreements of purchase and sale and notification by signage posted in all sales offices, with wording and sign specifications to the satisfaction of the City.
- x. With regard to Parcel H and other outdoor areas on the subject site intended by the City for public recreational use, registration of legal agreements on title to:
  - (a) Ensure that potential purchasers are made aware of the City's intended use of these areas (e.g., Parcel H, the mid-block trails between Parcels B and C and between E and F, the Capstan "greenway" along the north side of Capstan Way, and the No. 3 Road public corridor); and
  - (b) Protect the City's ability to make these spaces available for public recreational use and complementary permanent and temporary commercial activities as determined to be appropriate by the City.
- xi. Enter into a Servicing Agreement for the design and construction, to current City standards and specifications, at their sole cost, including, but not limited to, the works as described below:
  - (a) Road improvements shall require a Benkelman Beam Test for the roads more than 15 years old, conversion of ditches to a covered storm sewer system, and the undergrounding of all overhead utilities, except that the developer shall not be responsible for the undergrounding of overhead utilities along the east side of Sexsmith Road.
  - (b) Roadway widening and the installation of traffic lanes, curbs and gutters, boulevards, and sidewalks as per the "Proposed Road Network Concept – Ultimate Alignment" (**Attachment 18**), except that:
    - Sexsmith Road shall be constructed as per the "Proposed Road Network Concept Plan – Interim Alignment" (**Attachment 19**).
    - The grade of the extension of Hazelbridge Way and Sexsmith Road shall be raised such that no incline exceeds an 6% slope, all necessary slope retention and vehicle/pedestrian access to abutting properties is maintained, and the length of the

portion of the road constructed at its maximum elevation is maximized, the elevations of which shall be:

- For Hazelbridge Way – 6.0 m geodetic; and
  - For Sexsmith Road – 2.6 m geodetic.
  - Sea Island Way improvements subject to consultation with the Ministry of Transportation.
- (c) Landscaped boulevards, sidewalks, street lighting, street trees, and street furnishings as follows:
- Hazelbridge Way & Sexsmith Road –
    - A boulevard landscaped with a combination of decorative paving treatment, groundcover planting, shrubs, and a row of large-growing street trees planted in decorative, metal tree grates with a maximum spacing of 9.0 m on centre;
    - Broom finish concrete sidewalk;
    - Decorative City Centre streetlights (L12.6) with irrigation, flower basket arms, and electrical receptacles, but excluding pedestrian lights and banner arms; and
    - Decorative City Centre benches.
  - Capstan Way (North side only.) – “Greenway” treatment including:
    - A 2.5 m wide boulevard along the back of curb landscaped with a combination of decorative paving treatment, groundcover planting, shrubs, and a row of large-growing street trees planted in decorative, metal tree grates with a maximum spacing of 9.0 m on centre;
    - A 2.5 m wide sidewalk with a decorative paving treatment;
    - Decorative City Centre streetlights (L12.6) with irrigation, flower basket arms, electrical receptacles, pedestrian lights, and west of Hazelbridge Way, banner arms; and
    - Decorative public seating.
  - Sea Island Way (South side only. Subject to consultation with the Ministry of Transportation.) – “Greenway” treatment including:
    - A boulevard, along the back of curb with a minimum width of 2.0 m, landscaped with a combination of groundcover planting, shrubs, and a row of large-growing street trees planted with a maximum spacing of 9.0 m on centre;
    - A sidewalk, along the back of the boulevard, with a minimum width of 2.0 m and finished in a decorative paving treatment;
    - Between the back of the sidewalk and the property line, additional groundcover plants, shrubs, and a second row of large-growing street trees planted with a maximum spacing of 9.0 m on centre;
    - Decorative City Centre pedestrian lighting; and
    - Decorative public seating.
  - No. 3 Road (East side only.) –
    - Improvements as per Richmond’s No. 3 Road Streetscape Study and the Canada Line project, and to the satisfaction of the City.
- (d) Traffic signals at the following locations, the timing of installation of which shall be determined by the City:
- Full signals at the:
    - Capstan Way - Hazelbridge Way intersection;
    - Capstan Way - Sexsmith Road intersection; and
    - Sexsmith Road - Hazelbridge Way intersection.



- Modified/upgraded signals at the:
  - Sexsmith Road - Sea Island Way; and
  - No. 3 Road - Capstan Way intersection.
- (e) Special crosswalks (e.g., special pavement treatments, bollards, markings, lighting, and/or other features as determined by the City of Richmond) at major pedestrian crossing points, including:
  - Mid-block on Capstan Way at the proposed pedestrian pathway between Parcels E and F;
  - Mid-block on Hazelbridge Way at the proposed pedestrian pathway between Parcels E and F;
  - Mid-block on Hazelbridge Way at the west end of the proposed Parcel H and the east end of Parcel G; and
  - The entire west frontage of Parcel H (crossing to Parcels A & G).
- (f) Sanitary sewer upgrades, as per the developer's capacity analysis approved by the City's Engineering Department.
- (g) Storm sewer upgrades, as per the developer's capacity analysis approved by the City's Engineering Department (e.g., along Hazelbridge Way from Capstan Way to Cambie Road).
- (h) Parcel H design and construction, to the satisfaction of the City:
  - As per the concept described in the "Proposed Park Design Concept" (**Attachment 20**) approved by the City's Parks Department; and
  - For which the total construction value payable by the developer shall not exceed the value of the subject development's estimated applicable Development Cost Charge (DCC) credits for park construction, excluding any works:
    - Adjacent to, but outside Parcel H's proposed property lines (e.g., sidewalks and landscaping within road rights-of-ways and works on Parcel D and other fronting parcels); and
    - Situated within the boundary of Parcel H, but not specific to its development (e.g., underground services serving adjacent parcels).

Development Permit Conditions, specifically:

**The following are to be met prior to a Development Permit application being referred to the Development Permit Panel:**

1. Development Permit (DP) application(s) shall be processed and completed to a level deemed acceptable by the Director of Development.
2. Prepare a comprehensive signage package to the satisfaction of the City of Richmond's Development Application Division.
3. Ensure that provision is made such that all residential and non-residential loading, including both small and large trucks (e.g., WB-17), can typically be accommodated on-site (e.g., off a public road) and will not compromise vehicular movement or safety on any existing public roads or the proposed Hazelbridge Way extension.

4. Pay a voluntary contribution towards the creation and installation of public art within the public outdoor spaces on the subject site as per the strategy approved as part of the "Public Art Plan" prepared by the developer as a condition of the subject rezoning.

Building Permit Conditions, specifically:

**The following requirements are to be met prior to the issuance of a Building Permit:**

1. Provide an acoustical report by a registered professional, qualified in acoustics, indicating that the building design includes sufficient noise mitigation elements to ensure compliance with covenants registered on title regarding aircraft noise impacts and rapid transit operation impacts.
2. Prepare a construction parking and traffic management plan to the satisfaction of Richmond's Transportation Department, including the location of parking services, deliveries, workers, and loading, lane closures, and proper traffic construction controls as per the "Traffic Control Manual for Works on Roadways (Ministry of Transportation and Highways) and "MMCD Traffic Regulation Section 01570".

Signed copy on file

Signed \_\_\_\_\_

Date \_\_\_\_\_



**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 7882 (RZ 03-254977)**

**3131, 3171, 3191, 3211, 3231, 3251, 3271, 3291, 3331, 3371, 3391 & 3411 Sexsmith Road, 3200, 3220, 3240, 3280, 3300, 3320 & 3360 No. 3 Road, 8511 Capstan Way and a Portion of City Road Right-of-Way North of Capstan Way**

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

1. Richmond Official Community Plan Bylaw 7100 is amended by:

1.1 In Schedule 1:

- a) Repealing the map in item 3.1, Neighbourhoods & Sense of Community, Neighbourhoods in Richmond, City Centre, and replacing it with “Schedule A attached to and forming part of Bylaw No. 7882”; and
- b) Repealing the existing land use designation in Attachment 1 (Generalized Land Use Map) of the area bounded by No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way, and by designating it “High Density Mixed Use”.

1.2 In Schedule 2.10 (City Centre Area Plan):

- a) Repealing the existing “Land Use Map” thereof and replacing it with “Schedule B attached to and forming part of Bylaw No. 7882”; and
- b) Under item 8.0 Development Permit Guidelines, inserting the following:

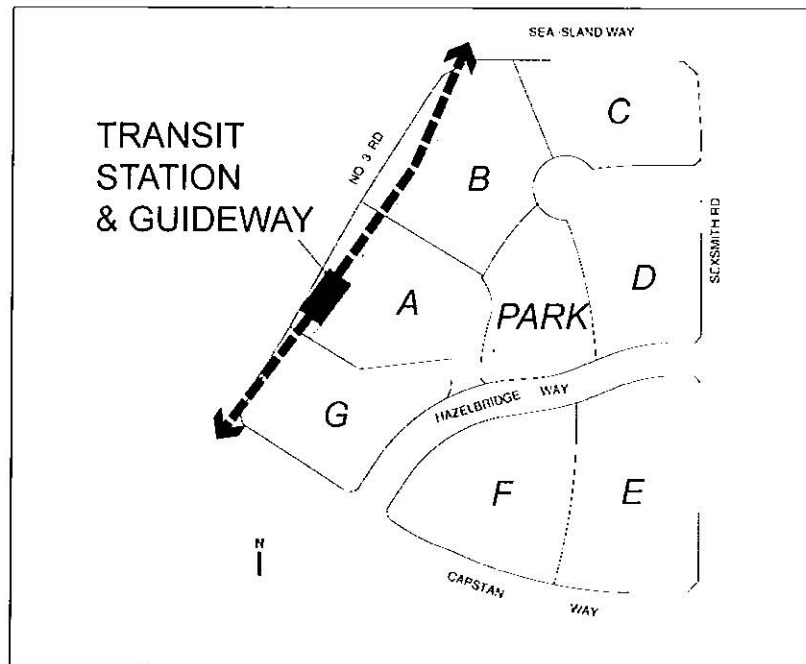
**“8.4 Additional Development Permit Guidelines for the Area Bounded by No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way**

**8.4.1 Application & Intent**

It is the objective of these guidelines to support the directions provided under Richmond’s Development Permit Guidelines contained within Schedule 1 and Schedule 2.10 (City Centre Area) of this bylaw, and to supplement those directions with additional guidelines specific to the area bounded by No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way.

These guidelines do not require literal interpretation, in whole or in part. They will, however, be taken into account in the consideration of Development Permit applications. The Development Permit Panel may, at its discretion, recommend refusal or require modification to a Development Permit application proposal for failure to meet the standards of these guidelines, in whole or in part.

Diagram 1 – The subject area’s boundaries and “blocks”.



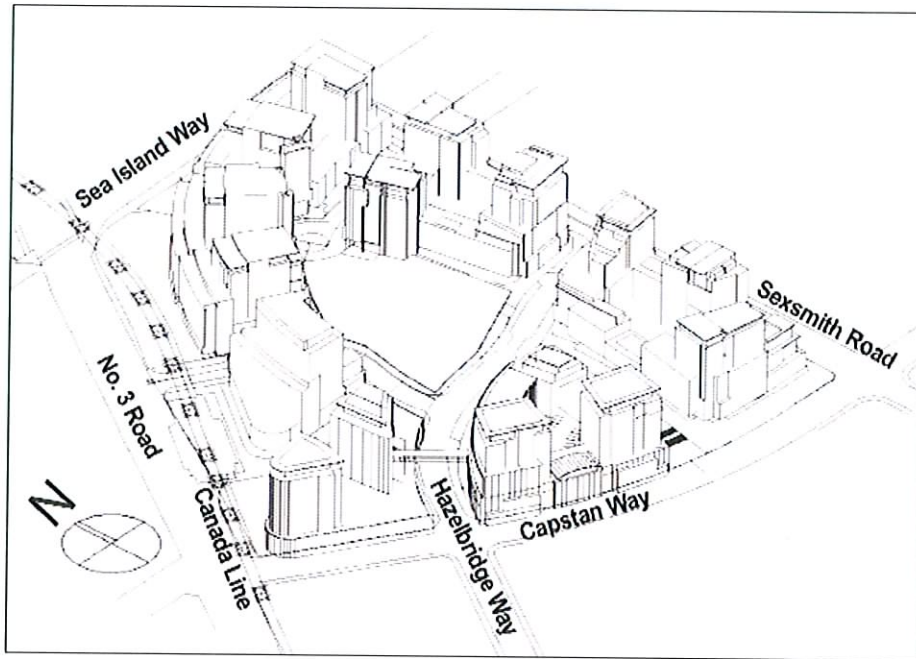
### Justification

The Area Plan promotes the establishment of higher density, mixed-use, pedestrian/transit-oriented development where it can provide significant benefit to transit ridership and be most effective in encouraging less car-dependent lifestyles.

The development of this area in this way merits site specific consideration regarding form and character in order to achieve the City’s desired objectives for this important emerging area of Richmond, including:

- Creating an attractive, cohesive, high-density, transit-oriented neighbourhood;
- Facilitating the ready integration of this neighbourhood with future adjacent development;
- Enhancing this area as part of a key “gateway” to Richmond and the City Centre; and
- Achieving a high standard of livability.

Diagram 2 – Conceptual Form of Development



8.4.2 Development Permit Guidelines

a) Settlement Patterns

Development of the subject area should be consistent with the general form, uses, and features encouraged by the Development Permit Guidelines contained within Schedule 2.10 (City Centre Area) to Bylaw 7100 (Official Community Plan), AND FURTHERMORE:



- **Distinctive Neighbourhood Character:** The form and character of development should help to identify this area as the first phase of and a key focus for “Capstan Village”, a new, mixed-use, high density, transit-oriented community built around the Canada Line and part of an important “gateway” to the city and the downtown, the design of which should have a contemporary, urban character including:

- i. A sweeping crescent of buildings complementing the curvilinear Canada Line guideway and boldly redefining this part of No. 3 Road and Sea Island Way as the “gateway” to a new, urban downtown for Richmond;
- ii. Strong streetwall building forms defining and focusing attention and activity on the neighbourhood’s central “square”/park, while protecting it from the noise and impacts of busy nearby thoroughfares;
- iii. A vibrant, daytime-nighttime, multi-level, mixed-use, transit node and shopping precinct at the “village centre” and crossroads of the emerging “Capstan Village” community in the vicinity of No. 3 Road, Capstan Way, and Hazelbridge Way (**Diagram 3**);

Diagram 3  
“Village Centre”





- iv. Predominant mid-rise (4–9 storeys) building forms, complemented by towers (+/-15 storeys) that are sculpted and sited to enhance local vistas and the downtown skyline;
- v. Live/work dwelling units fronting many of the area’s streets and public open spaces;
- vi. Small blocks defined by lively, landscaped, pedestrian-friendly streets, pedestrian greenways, and walkways designed to:

Encourage people to walk and cycle to and from the neighbourhood’s mixed-use, “village centre” and transit node; and

Create strong visual and physical linkages with existing and future development around the neighbourhood, especially the riverfront and the future neighbourhoods east of Sexsmith Road and south of Capstan Way;

- vii. Sunny, outdoor public and semi-public spaces; and
- viii. A playful use of built forms and colours, durable materials, architectural and landscape elements, and public art designed to enhance the area’s pedestrian scale and to heighten awareness of the area’s proximity to the river and airport.

**b) Massing & Height**

As with other parts of the City Centre, guidelines for the subject site seek to promote a coherent “vocabulary” expressive of the development’s and the larger area’s anticipated role; HOWEVER, in light of “Capstan Village’s” unique combination of location, uses, and opportunities (e.g., transit, proximity to the airport, highway noise, etc.), the massing promoted is similarly unique and a departure from other downtown City Centre neighbourhoods, specifically with regard to the predominance of mid-rise building forms, the role of low-rise and tower forms, and objectives for sun exposure.

- **Predominant Mid-Rise Building Forms:** Mid-rise buildings should be the area’s predominant form and lend a distinctive character, especially with regard to:

- i. **“The Crescent”:** A series of buildings, the design of which is coordinated to create a sweeping, “glass wall” roughly 30 m (98 ft.) in height along the north/west faces of blocks A, B, and C (**Diagram 4**), juxtaposed with significant tree planting, a broad landscaped terrace, discrete signage integrated into the building design, and bold public art elements, and in doing so providing:

One of several key elements intended to frame the important No. 3 Road “gateway” at its intersection with the prominent Sea Island/Bridgeport couplet and the Canada Line;

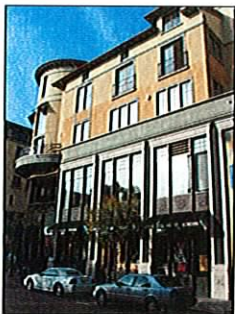
**Diagram 4**  
**“The Crescent”**



A “signature” address designed to attract urban-style, transit-oriented and airport-related office and hotel uses; and

A non-residential buffer shielding sensitive residential and open space uses in the centre of the neighbourhood from traffic, noise, and other impacts.

**Diagram 5  
Articulated  
Residential  
Streetwall**



- ii. **Articulated Residential Streetwall:** An urban streetwall of up to 8 storeys in height (+/-25 m/82 ft.) lining Sexsmith Road, Capstan Way, and Hazelbridge Way at blocks C, D, E, and F (**Diagram 5**) such that:

The perimeter of the subject site is strongly defined to:

- Reinforce its identity as a distinct neighbourhood within “Capstan Village”; and
- Enhance the role/image of the “square”/park at the focus of the neighbourhood;

Long facades are broken up along their length and:

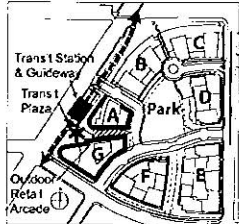
- Expressed as multiple buildings (e.g., a minimum of 3 per block face);
- Further broken up with architectural elements such that the building bays have a distinctly vertical proportion (e.g., roughly twice as tall as their width);
- Made visually textural through the use of elements that create variations in sun and shadow across the façade such as punched windows deeply recessed into the building wall, fully or partially recessed balconies, sun shades, articulated cornices, and brick or other modular building materials; and
- Made distinct by variations in setbacks, architectural details, colour, roof form, and materials that combine to create a diverse, visually stimulating, and pedestrian-friendly, urban-residential setting;

Façade height is broken up vertically into three layers including a:

- “Base” – A 2-4 storey element creating a strong horizontal line that anchors the building with “heavier” forms (e.g., punched windows) and substantial, durable, and tactile materials (e.g., brick, concrete, stone, etc.);
- “Middle” – A 2-4 storey element typically set back from the base and comprised of lighter materials, larger openings (e.g., recessed balconies), and brighter colours; and
- “Top” – A light, glassy, 1-2 storey element set back further still and capped by a “floating” roof form that boldly projects forward (generally to align with the “base”); and

Facades are further broken up to enhance the identity of and give expression to individual residential units through variations in dwelling unit divisions, balconies, entries, materials, and colours.

**Diagram 6  
“Village Centre”  
Low-Rise  
Streetwall**



- **Low-Rise Building Forms:** Low-rise buildings, in the form of “podiums” supporting high-rise (+/-15 storeys) towers, should be promoted selectively to provide:

- i. **“Village Centre” Transit Node & Shopping Precinct:** 1-2 storey streetwalls (6 - 9 m or 20 - 30 ft. high, at block G and, to a lesser extent block A (**Diagram 6**) aimed at:

Defining the area’s pedestrian-oriented commercial focus, including its “Outdoor Retail Arcade” (between the transit station and neighbourhood “square”/park) and “transit plaza” (next to the designated Canada Line station), by contrasting the scale of this area with the adjacent “Crescent” and the other blocks ringing the neighbourhood “square”/park;

Emphasizing the “village centre’s” pedestrian-scaled shopping environment, and providing opportunities to enhance this with distinct lower-level roof forms (complementing special weather protection features along the “Outdoor Retail Arcade” and framing access points to an “indoor retail arcade” linking the “transit plaza” with the Capstan/Hazelbridge intersection);

Letting sun and natural light into the “transit plaza” and “Outdoor Retail Arcade” and providing for views to this area from above from surrounding on-site and future off-site development; and

Serving to visually accentuate the apparent height and slenderness of the “transit plaza’s” landmark tower (e.g., at the No. 3 Road/Capstan Way corner).

- ii. **Neighbourhood “Square”:** 3-5 storey streetwalls (11.5-14.5 m, at blocks B, C, and D (**Diagram 7**) aimed at:

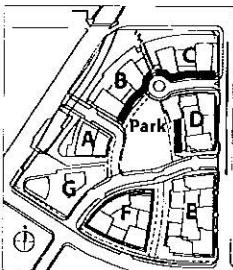
Formally defining the boundaries of the neighbourhood “square”/park with a pedestrian-scaled edge;

Letting sun into the courtyards of developments fronting onto the “square”/park; and

Enhancing the sense of openness around the “square”/park (e.g., as trees within the square will grow taller than this streetwall); and

Providing for “eyes on the park” to enhance safety and security and help to animate the park throughout the day and all year round.

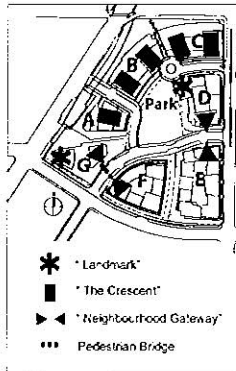
**Diagram 7  
Neighbourhood  
“Square”  
Low-Rise  
Streetwall**



- **Tower Forms:** Towers should be in scale with the neighbourhood’s strong mid-rise streetwall forms and help to punctuate the streetscape and skyline in key locations.



**Diagram 8  
Tower Roles**



- i. **Tower Number, Orientation & Floorplate Size:** The number of towers per block, tower orientation, and maximum tower floorplate sizes (measured above any integrated low- or mid-rise streetwall forms) should be as indicated in the following table. Note that:

Any increase in floorplate size is strongly discouraged, and any reduction in the number of towers on a block should be assumed to result in a loss in buildable floor area;

Tower separation of at least 24 m (79 ft.) should be accommodated throughout the subject site; and

Towers should typically be setback a minimum of 4.5 m (15 ft.) from the face of the building's streetwall (except in the case of the "landmark" tower on block D at the termination of the Hazelbridge Way street-end view as indicated in **Diagram 8**).

Block	Towers Per Block	Preferred Tower Orientation	Maximum Floorplate Sizes
A	1	<ul style="list-style-type: none"> <li>Marking the south end of "The Crescent"</li> </ul>	900 m <sup>2</sup> (9,688 ft <sup>2</sup> )
B	2	<ul style="list-style-type: none"> <li>Four "fins" spaced at regular intervals, perpendicular to and set back from the arcing facade of "The Crescent"</li> </ul>	
C	2	<ul style="list-style-type: none"> <li>Four "fins" spaced at regular intervals, perpendicular to and set back from the arcing facade of "The Crescent"</li> </ul>	
D	3	<ul style="list-style-type: none"> <li>A key "landmark" tower should be located to terminate Hazelbridge Way's street-end view (<b>Diagram 8</b>)</li> <li>Other towers should frame neighbourhood entries (e.g., at Hazelbridge Way) and help break up the streetwall (by extending a portion of each tower to/near to grade)</li> </ul>	670 m <sup>2</sup> (7,212 ft <sup>2</sup> )
E	3	<ul style="list-style-type: none"> <li>Towers should set back from the Capstan-Sexsmith corner</li> <li>Towers should help frame neighbourhood entries (e.g., at Hazelbridge Way and the Capstan Way entry to the mid-block walkway along the block's west side) and help break up the streetwall (by extending a portion of each tower to/near to grade)</li> </ul>	
F	3	<ul style="list-style-type: none"> <li>One tower should be located near the block's westernmost corner and, together with the proposed pedestrian bridge between blocks F and G, help frame the Hazelbridge Way neighbourhood entry</li> <li>Two towers should anchor the block's east corners and help break up the streetwall (by extending a portion of each tower to/near to grade)</li> </ul>	
G	2	<ul style="list-style-type: none"> <li>The block's west tower should be a key "landmark" at the village's "transit plaza" (<b>Diagram 6</b>)</li> <li>The block's east tower should align with and complement "The Crescent" and, together with the proposed pedestrian bridge between blocks F and G, help frame the Hazelbridge Way neighbourhood entry</li> </ul>	

- ii. **Tower Sculpting:** Special attention should be paid to the design of towers on the subject site to ensure that, while they will be of similar height, they will express variety in form and character through alternative approaches via:



Their intended role in the neighbourhood (**Diagram 8**):

- “Landmark” - Block G at the “transit plaza” and D at the “square” marking the terminus of the Hazelbridge Way street-end view;
- “The Crescent” - Blocks A, B and C, designed and sited to enhance the arc of “The Crescent’s” lower-rise buildings by layering it with a contrasting form; and
- “Neighbourhood Gateway” – Blocks F and G at the south end of Hazelbridge Way (in coordination with the pedestrian bridge) and Blocks D and E at its east end;

Features that are clearly expressive of and consistent with the uses contained within each tower (e.g., prominent balconies should express residential versus office use);

Variations in wall articulation and composition (e.g., fenestration, shading devices, amount of solid and void, etc.) responsive to solar orientation;

Their use as a counterpoint to the site’s strong, horizontal streetwall massing; and

Bold roof forms and the massing/treatment of the upper third of each tower in a manner that enhances their individuality.

- **Sun & Shade:** Solar access should be accommodated in accordance with the Development Permit Guidelines contained within Schedule 1 and Schedule 2.10 (City Centre Area) to Bylaw 7100 (Official Community Plan), EXCEPT THAT:

- i. **Neighbourhood “Square”/Park:** No shadow should be cast by buildings or structures forming part of the subject development on either the:

“Square” between the hours of 11 am and 3 pm on the spring equinox (March 21); or

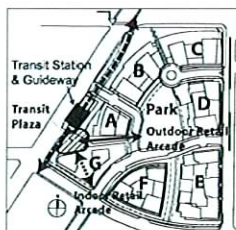
Children’s playground within the “square”/park at noon on the winter solstice (December 21).

- ii. **“Transit Plaza”:**

A minimum of 30% of the “transit plaza” (**Diagram 9**) shall be in sun on the spring equinox (March 21) between 12 noon and 5:00 pm;

Steps should be taken to maximize public enjoyment of those areas of the plaza that receive sunlight at these times (e.g., seating, etc.); and

**Diagram 9**  
**“Transit Plaza”**



Features should be incorporated into the shady areas of the plaza that help to animate them and make the plaza a special attraction on a daily basis and for special events (e.g., a stage, measures to accommodate seasonal vendors, shops and restaurants that “spill out” onto the plaza, a significant water feature, etc.).

**c) Architectural & Landscape Elements**

The subject development’s architectural elements should be provided in accordance with the Development Permit Guidelines contained within Schedule 1 and Schedule 2.10 (City Centre Area) to Bylaw 7100 (Official Community Plan), EXCEPT THAT:

- **Character:** The area should incorporate architectural and landscape elements that lend it a distinctive, “edgy”, contemporary-urban character.
- **Special Retail Features:** The “village centre” (Diagram 3) provides for streetfront retail along all of its street edges, together with several retail features requiring special attention to their form and character, as follows:



- i. **“Transit Plaza” (Diagram 9):** Intended to complement public use and enjoyment of the Canada Line transit system, the design of this space and the mix of uses it contains must encourage a high level of pedestrian activity, visibility, and personal security, a strong “sense of ownership” for local residents, and a vibrant, festive atmosphere, incorporating:

Multiple entries to the plaza linked to key destinations and following anticipated “desire lines” including, in addition to No. 3 Road and Capstan Way, the “Outdoor Retail Arcade” (see below) and a smaller “indoor retail arcade” linking the plaza with the Hazelbridge/Capstan intersection via a grade-level route through the base of the building on block G;



Direct access to a primary retail anchor tenant, especially a medium-sized grocery store, together with other large and small retail tenants, all of which should be at the same level as the plaza and be of a type that will complement regular use of the transit system, generate a high level of customer activity, and encourage a strong relationship with the surrounding residential community;



Small-scale shop frontages around the perimeter of the plaza masking the large tenant(s), providing complementary services (e.g., dry cleaner, specialty food store, café, etc.), and enhancing the visual interest and retail attraction of the space;



Continuous weather protection around the perimeter of the plaza, integrated directly with the transit station entrance;

Pedestrian-oriented/scaled signage, including:

- Commercial signage integrated into the plaza's shopfronts and canopies/awnings and designed to promote the image of an intimate, high-quality retail environment offering distinctive shops and services (e.g., continuous backlit sign bands are discouraged); and
- Entry/wayfinding signage in the form of festive, free-standing signs (e.g., fabric banners on poles, etc.) at the plaza's entry/focal points;

Convenient, weather protected access for shoppers to the shopping area's "underground" parking entered via a "circulation hub" (e.g., concentration of elevators, escalators, stairs, etc.) developed at the intersection of the plaza and the "Outdoor Retail Arcade" (e.g., not via internal store-parking lot links);

A clock;

A "landmark feature" in the form of a large fountain designed to:

- Encourage people to watch and play throughout the year;
- Mitigate traffic noise;
- Identify the fountain as a "signature" image for the plaza and "Capstan Village"; and
- Reinforce the village's link with the river and the important east-west pedestrian axis linking the river, Capstan Way, the plaza, the "Outdoor Retail Arcade", the neighbourhood "square" (where there should be a complementary water feature), and beyond;

Means to accommodate temporary uses including special events (e.g., stage), festive lighting and decorations, vendors and buskers, and seasonal uses (e.g., outdoor restaurant seating);

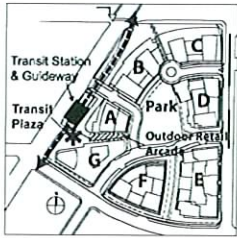
Informal seating in the form of steps, etc. designed to take advantage of the sun and opportunities for "people watching";

Pedestrian-oriented/scaled commercial signage integrated into the design of the plaza and its shopfronts;

Changes in grade designed to seamlessly integrate the plaza, the "Outdoor Retail Arcade", No. 3 Road, and the transit station, the latter of which is expected to be situated at roughly 1 m (3 ft.) above street grade; and

Durable, high-quality furnishings and materials, consistent with or complementary to those along the City's No. 3 Road streetscape and the "Outdoor Retail Arcade".

**Diagram 10  
“Outdoor Retail Arcade”**



ii. **“Outdoor Retail Arcade”**: This dynamic, multi-level, retail space (Diagram 10) follows the common property line between blocks A and G, linking the “transit plaza” and designated Canada Line station location with the “square”/park and the heart of the neighbourhood’s residential community and includes:

Direct access to a secondary retail anchor tenant (e.g., at the same level as the arcade) that will complement the primary retail anchor at plaza level (e.g., a drugstore), complement transit activities, generate a high level of customer activity, and encourage a strong relationship with the surrounding residential community;

Small-scale shop frontages lining both sides of the arcade, masking the anchor tenant(s), providing complementary services (e.g., hair salon, wine store, bookstore, etc.), and enhancing the visual interest and retail attraction of the space;

Strong visual links:

- From the “transit plaza” at the bottom of the arcade and the privately-owned/publicly-accessible street at the top of the arcade, together with shops and restaurants along its length, to ensure adequate surveillance and public safety;
- Through the arcade from its upper level to the Canada Line guideway and the “transit plaza” below, enhanced by the broadening of the arcade’s width from a minimum of 6 m (20 ft.) at its east end to 12 m (39 ft.) or more at its west end; and
- From viewing area(s) on the arcade’s upper level (e.g., outdoor restaurant or seating terraces) to the activity below.

Design and operation of the arcade as a seamless extension of the “transit plaza”, open to the public 24 hours per day;

Provision of convenient stairs, escalators, and elevator access between the arcade’s top and bottom, together with pedestrian access to the shopping area’s “underground” parking, in a manner that makes it the hub of the “village centre”;

Continuous weather protection along the shopfronts lining the length of the arcade in the form of festive awnings and/or a decorative glass roof, together with distinctive, attractive weather protection features over key portions of the arcade’s vertical circulation (e.g., elevator entries, etc.);

Pedestrian-oriented/scaled signage, including:

- Commercial signage integrated into the design of the arcade’s shopfronts and awnings/canopies, such as small signs hung from the underside of

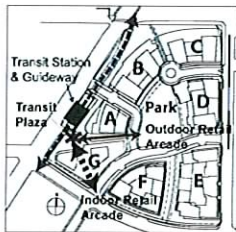
the arcade’s weather protection and set perpendicular to the direction of travel (e.g., not illuminated sign bands or back lit sign boxes); and

- Entry/way finding signage in the form of a festive, free-standing signage (e.g., fabric banners on poles, etc.) at the arcade’s two entry points;

Special landscape features aimed at taking advantage of the arcade’s change in grade (e.g., features that direct stormwater or enhance views); and

Durable, high-quality furnishings and materials, consistent with or complementary to those provided in the “transit plaza” and the neighbourhood “square”/park.

**Diagram 11  
“Indoor Retail  
Arcade”**



- iii. **“Indoor Retail Arcade”**: An indoor retail link (**Diagram 11**) between the “transit plaza” and the Hazelbridge/Capstan corner (and anticipated, higher-density, mixed-use development south of the subject site), designed to:

Provide a convenient, weather-protected, and level “short-cut” to the Capstan transit station, “transit plaza”, and the foot of the “Outdoor Retail Arcade”;

Enhance continuity between streetfront commercial uses along Capstan Way and Hazelbridge Way (e.g., retail, hotel, etc.), the “transit plaza”, and the “Outdoor Retail Arcade”; and

Provide an opportunity to accommodate a large format retailer, such as a grocery store, with “frontage” on both the “transit plaza” and a well-traveled public street, thus, enhancing its visibility, making it convenient for transit riders and people who park at the “village centre”, and reinforcing the retail viability of the “transit plaza” without detracting from the “village centre’s” intended pattern of small-scale, pedestrian-oriented shop fronts.



- **Live/Work Dwelling Units**: Throughout the site, grade-level residential units fronting a publicly-accessible street or open space will be required to be live/work units. These units should be designed to enable residents to adapt them to accommodate various occupations, including retail sales, and as such should provide for:
  - i. **Signage**: The attractive integration of small scale, pedestrian-oriented signage at the front of each unit (but not illuminated sign bands or back lit sign boxes);
  - ii. **Access**: Accessible entries designed to accommodate people with reduced mobility (e.g., wheelchairs, strollers, etc.);
  - iii. **Weather Protection**: At all unit entries (e.g., but not continuously along building frontages);



iv. **Front Yards:** Innovative landscape treatments that are adaptable to the needs of both business and residential uses, and impart a distinctive, welcoming, pedestrian-oriented character to the fronting public walkway or sidewalk (e.g., seating areas, display gardens, water features, outdoor lighting, etc.).

• **Special Landscape Features:** In addition to the “transit plaza”, the subject development incorporates a number of other publicly-accessible, privately-owned outdoor spaces requiring special attention to their form and character, including:

i. **“The Crescent”:** Along No. 3 Road and Sea Island Way, a broad, curving terrace overlooking a landscaped plaza designed and planted to create a ribbon of green trees that follows the Canada Line and is reflected in the fronting buildings, forming a distinctive “gateway” to Richmond’s downtown and part of the Sea Island Greenway (**Diagram 12**) and including:

A terrace, 3 m (10 ft.) wide or greater, running along the curving building faces of blocks B and C, and to a lesser extent A, roughly set 1 m (3 ft.) above the elevation of the fronting streets, and accommodating seating, pedestrian-scaled lighting, and handicapped access to facilitate its use as a key pedestrian route between these buildings and the designated location of the Capstan transit station;

A landscaped display garden across the face of the terrace accommodating some combination of shrubs and ground cover;

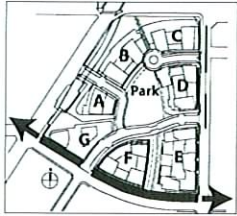
Between the display garden and the property line, plaza space should include:

- Public sidewalk, where it is required in order to provide for uninterrupted public circulation around the Capstan transit station;
- Some combination of paving and ground cover designed to provide strong visual impact (e.g., this plaza is primarily a visual feature, not an area where people are expected to congregate);
- Tall-growing, columnar-shaped, deciduous trees planted to reinforce the curve of the terrace, together with additional trees clustered near both sides of the Canada Line guideway (e.g., so that the guideway runs through the trees and transit riders see this reflected in the glass wall of the fronting buildings as they pass); and
- Special features intended to further enhance the visual impact of this space, especially for motorists and transit riders, including special lighting of the trees and Canada Line guideway and a large, colourful, public art installation.

**Diagram 12**  
**“The Crescent”**  
**Landscape**  
**Feature**



**Diagram 13  
Capstan  
Greenway**



- ii. **Capstan Greenway:** A landscaped pedestrian walkway along the north side of Capstan Way, stretching the full length of the subject site’s south edge (with plans to extend it west to the river and east to Garden City Road) (**Diagram 13**), incorporating:

A 2.5 m (8 ft.) wide boulevard along the curb accommodating large-growing street trees planted at regular intervals, some combination of ground cover, shrubs, and display gardens, and a series of seating areas, some of which may include special features such as chess boards, fountains, tables, etc.;

A 2.5 m (8 ft.) wide walkway with a decorative paving treatment; and

Public art.

**Diagram 14  
Mid-Block  
Pedestrian  
Routes**



- iii. **Mid-Block Publicly-Accessible Pedestrian Routes:** A pair of landscaped pedestrian routes linking the subject site’s perimeter with the neighbourhood “square”/park (**Diagram 14**), as follows:

**“North Trail” (Non-Residential Frontages)** – A 6 m (20 ft.) wide trail running along the common property line of blocks B and C to “The Crescent” and the No. 3 Road/Sea Island Way intersection, with buildings set immediately against the trail edge, including:

- A minimum 2.5 m (8 ft.) wide walkway in the form of low flights of stairs and terraces generally running down the centre of the trail and finished in a decorative paving treatment;
- A ramp system integrated with the walkway with a slope not to exceed 6%;
- Some combination of trees, ground cover, shrubs, and display gardens;
- Pedestrian lighting; and
- Fronting buildings designed to:
  - Provide “eyes on the trail” and animate the space; and
  - Set back from the walkway above the second storey to enhance daylighting and provide a more comfortable human scale.



**“South Linear Park”(Residential Frontages)** – A 12 m (39 ft.) wide “linear park” following the common property line of blocks E and F (as per Diagram 1, Section 8.4.1) to the “Capstan Greenway”, with:

- A linear, park-like, open space incorporating:
  - A pair of walkways (finished in a decorative paving treatment) framing the space and providing access to flanking residential units;
  - Two or three broad, landscaped terraces designed as informal, passive recreation spaces and viewpoints





**Diagram 15  
"Park Drives"**



- A ramp system integrated with the walkways with a slope not to exceed 6%;
- Trees planted to help impart a park-like character to the space and to provide a measure of privacy for upper-level units facing across the open space;
- Some combination of ground cover, shrubs, and display gardens; and
- Pedestrian lighting;
- Buildings set back:
  - A minimum of 3 m (10 ft.) from its edge to accommodate private residential gardens/patios, decorative fences/walls, garden gates, buffer planting, and individual unit entries; and
  - At upper levels to enhance daylighting, allow adequate space for tree growth, and provide a comfortable human scale;
- Fronting dwelling units designed to provide "eyes on the trail" and animate the public open space; and
- Where possible, access points to and views to/from the semi-public courtyards of fronting developments.

iv. **"Park Drives"**: The two lengths of publicly-accessible, privately-owned street adjacent to the public "square"/park (Diagram 15) should be designed to act as extensions of the "square"/park and encourage traffic calming through the use of special paving treatments (e.g., extending the sidewalk or park walkway surface treatment across the travel portion of the street), roll-over or flush curbs demarcated by decorative bollards, and special landscaping and furnishings.

- **Pedestrian Amenities**: High-quality furnishings, lighting, paving, and pedestrian amenities should be chosen from a suite of elements selected for use across the Capstan Village area (e.g., the area roughly bounded by Sea Island Way, Garden City Road, Cambie Road, and the river) and designed to enhance the area's "edgy", contemporary-urban architectural style and its relationship with the river.
- **"Green" Building Features**: Environmental sustainability is an increasingly important consideration in building and site design, especially with regard to energy over-consumption, water conservation, and indoor and outdoor environmental quality. The subject development is encouraged to take steps to advance these objectives and, among other things, should:
  - i. **Awareness**: Incorporate features in its public spaces (e.g., public art, etc.) designed to support on-going public and tenant awareness, understanding, and participation in the "green" technologies, strategies, and systems integral to each

of its buildings/blocks (e.g., waste re-use/reduction, alternative heat sources, etc.).

- ii. **Community Gardens:** Provide all residents with access to garden plots situated on the roofs of the project's low- and mid-rise buildings and/or parking roof decks.
- iii. **Energy Efficiency:** Adopt an approach to building orientation and design aimed at reducing summer heat load, promoting opportunities for natural cooling, and taking advantage of alternative heating opportunities.
- iv. **Stormwater Management:** Seek to:
  - Minimize stormwater runoff and improve the quality of runoff entering the City system through the use of permeable surface treatments, green roofs, and water collection/storage features; and
  - Reduce the use of potable water for irrigation of on-site landscape features and, where possible, the neighbourhood "square"/park and other public areas through the incorporation of systems that facilitate the use of stormwater runoff and/or grey water.

**d) Parking & Services**

Off-street parking and loading should be provided in accordance with the Development Permit Guidelines contained within Schedule 1 and Schedule 2.10 (City Centre Area) to Bylaw 7100 (Official Community Plan), EXCEPT THAT:

- **Surface Parking:** There should be no surface parking with the exception of parking accommodated as part of a privately-owned/publicly-accessible street, complete with sidewalks, landscaped boulevards, travel lanes, and related furnishings and amenities, and situated within a right-of-way secured by the City for this purpose.
- **Rooftop Parking:** No rooftop parking should be permitted.
- **Off-Street Parking Reduction Opportunities:** As per applicable zoning bylaws.
- **Bicycle Parking:** As per applicable zoning bylaws.
- **Number of Driveway/Garage Entries:** Each block (Diagram 1) should have no more than one driveway entry on each of its street frontages (e.g., City-owned roads and rights-of-ways secured by the City for use as a public street), with the exception of frontages along No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way where no driveway should be provided.
- **On-Site Parking:** Parking spaces required shall be located on the lot where the use they serve is situated. Parking spaces may, however, be situated:
  - i. Elsewhere on the block upon which the lot is situated where legal agreements are in place to the satisfaction of the City of

Richmond to ensure adequate access to that parking by the uses it is intended to serve; and

- ii. On a block other than the subject block upon which the lot is situated provided that the affected parking spaces:

Represent no more of the number of parking spaces required on the subject block than, for hotel, 95% and, for all other uses, 50%;

Are situated within 100 m (328.1 ft.) of the use they serve; and

Are accessible to the satisfaction of the City of Richmond by vehicles and pedestrians via means such as a below-grade vehicle/pedestrian tunnel or accessway and/or above-grade pedestrian bridge.

- **Passenger Drop-Off/Pick-Up:** Passenger drop-off/pick-up areas, such as those commonly required by hotels and some office buildings, must be designed to avoid interruptions in the pedestrian-oriented uses and architectural/landscape features that make up the streetscape by either accommodating such areas:
  - i. **“On-street”** along the curb as part of a privately-owned/publicly-accessible street (within a right-of-way-secured by the City for this purpose), in which case pedestrian weather protection in the form of a porte cochere may extend out over the sidewalk and some or all of the boulevard, together with special paving, lighting, and furnishing features and treatments (provided that there is no interruption to the public’s use of the sidewalk area and minimum interruption to the pattern of street trees within the boulevard) and; or
  - ii. **Within the building**, concealed from the street with non-parking uses, and accessible via the same driveway used to access the building’s off-street parking.

e) **Amenity Space**

Multiple-Family Amenity Space should be provided in accordance with the Development Permit Guidelines contained within Schedule 1 to Bylaw 7100 (Official Community Plan), EXCEPT THAT:

- **Indoor Amenity Space:**
  - i. **Cash-in-lieu** payment should not be permitted.
  - ii. Projects should not be exempt from providing indoor amenity space where the average unit size exceeds 148 m<sup>2</sup> (1,593 ft<sup>2</sup>).
  - iii. The minimum size of indoor amenity space provided to meet the needs of the residents of each building should be:
    - For buildings with 200 units or less: 200 m<sup>2</sup> (2,153 ft<sup>2</sup>)
    - For buildings with more than 200 units: 300 m<sup>2</sup> (3,229 ft<sup>2</sup>)
  - iv. Where multiple buildings are situated on a single block (Diagram 1), the indoor amenity space required to meet the

needs of residents should be calculated for the block as a whole (rather than on a building-by-building basis) and legal agreements should be put in place to ensure equal access to and opportunity for use of the amenities by all residents.

- v. Indoor amenity space required to meet the needs of residents living on two or more blocks (as per Section 8.4.1, Diagram 1) may be consolidated, provided that:

The total amount of indoor amenity space provided is equal to or greater than the amount that would have been provided without consolidation (e.g., when calculated on a block-by-block basis);

The consolidation facilitates the provision and long-term, cost-effective operation and maintenance of one or more special recreation facilities (e.g., large indoor pool, racquet courts, etc.) designed to enhance the project's livability beyond what could otherwise have been reasonably expected;

Each block contains, at a minimum, a multi-purpose space of at least 90 m<sup>2</sup> (969 ft<sup>2</sup>) in size (including washrooms and a kitchen) for movie viewing, parties, crafts, children's play, etc.; and

Legal agreements are in place to ensure equal access to and opportunity for use of the amenities by all residents.

- vi. Indoor amenity space (and associated common outdoor amenity spaces) should not front on to a City-owned or privately-owned/publicly-accessible street or open space as such uses are inconsistent with objectives for encouraging an animated and intimate, pedestrian-scale and character, individual dwelling unit entries and gardens, and "eyes on the street" along such frontages.

- **Outdoor Amenity Space:**

- i. **Private Outdoor Space:** For townhouse dwellings (including live/work units) provided at the base of a mid- or high-rise building, private outdoor space should:

Be provided at a rate of no less than 20 m<sup>2</sup> (215 ft<sup>2</sup>) for each unit, all of which may be in one location (e.g. front yard) or two (e.g., a display garden in the front yard plus a balcony or roof deck);

Include landscaping with some combination of plants, shrubs, and trees across 50% of the space; and

Include a patio, balcony, and/or roof deck designed in a manner that makes it a valuable and useful residential feature offering adequate privacy, a sense of security, and space (e.g., able to accommodate a barbeque and seating and/or a child's play space).

- ii. **Common Outdoor Space** (e.g., shared by multiple dwellings): All grade-level outdoor areas, courtyard spaces, and rooftops (up to and including the roofs of 8 storey buildings, but excluding areas designated for private use) should be landscaped as outdoor amenity space, of which:

An area equal to at least 6 m<sup>2</sup> (65 ft<sup>2</sup>) per dwelling unit should be developed as recreation space for residents:

- 50% of which, to a maximum of 600 m<sup>2</sup> (6,459 ft<sup>2</sup>), shall be children’s play space, and
- Most of which should receive sun for an uninterrupted period of at least 4 hours around noon on the spring equinox (March 21); and

The remainder should be some combination of garden plots for the use of residents, other landscaping, and stormwater management features.”

- 2. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 7882**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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MAYOR

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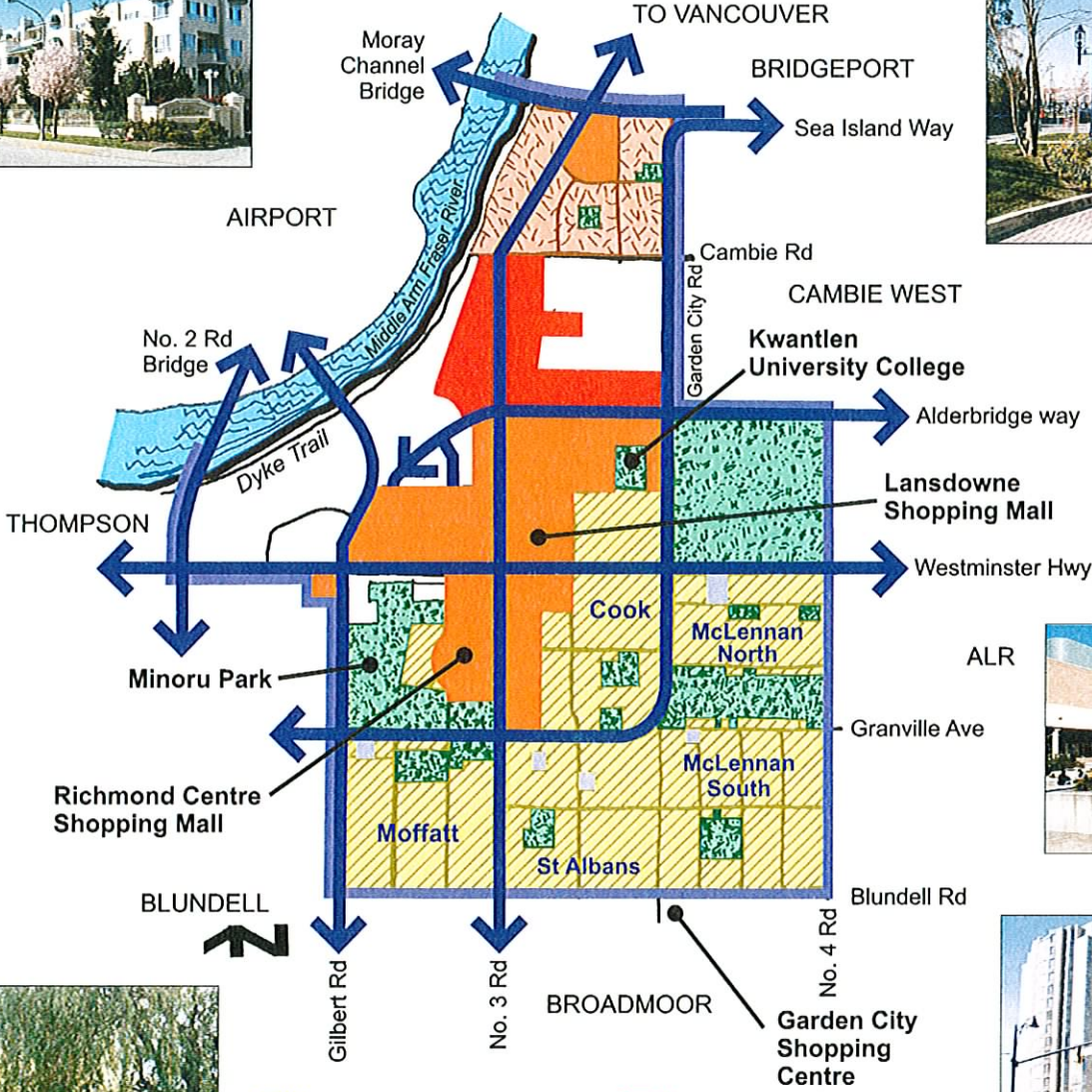


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CITY CLERK

# City Centre

The residential neighbourhoods in the City Centre are predominantly located in the centre core and around the south-eastern portions. These neighbourhoods share their parks and services with the residents of Richmond and the region.



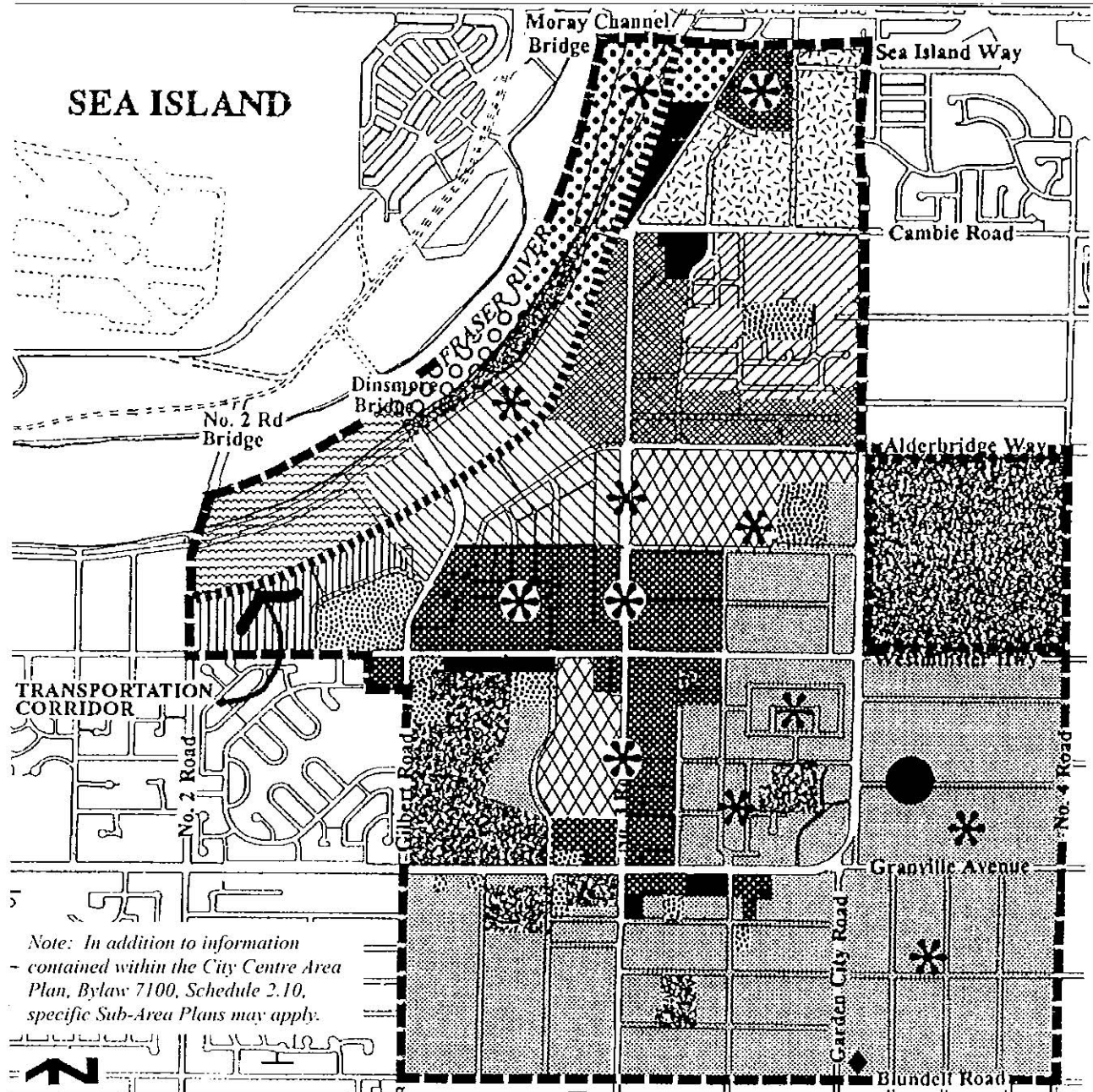
- City Centre Residential
- Mixed Use High Density
- Commercial
- Place of Worship
- Park / School



Adding local character and connections to city-wide and regional attractions would increase the daily usability of services for residents. Providing gathering places which are primarily local in nature would also strengthen individual neighbourhoods. “Greening” the City Centre would provide a more attractive and restful environment.

Land Use Map

Bylaw 7855  
2005.02.14



	Residential		Olympic Riverfront		Programmed Recreational Water Area		Detailed Land Use Study Required
	Mixed Use - High Density		Auto-Oriented Commercial		Park		Neighbourhood Pub
	Mixed Use - Shopping Centre		Urban Business Park		Park - Configuration and Location to be determined		Agricultural Land Reserve Boundary
	Mixed Use - Specialty		Business Park		Transportation Corridor		Neighbourhood Centre Configuration and Location to be determined
	Mixed Use - Riverfront		Mix Use - Light Industry				
			Institutional				



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7883 (RZ 03-254977)**

**3131, 3171, 3191, 3211, 3231, 3251, 3271, 3291, 3331, 3371, 3391 & 3411 Sexsmith Road, 3200, 3220, 3240, 3280, 3300, 3320 & 3360 No. 3 Road, 8511 Capstan Way and a Portion of City Road Right-of-Way North of Capstan Way**

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

1. Richmond Zoning and Development Bylaw 5300 is amended by inserting as Section 291.181 thereof the following:

**“291.181 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/181)”**

The intent of this zoning district is to accommodate high-density, mixed-use, transit-oriented development within 400 m (1/4 mile) of a designated rapid transit station location.

**291.181.1 PERMITTED USES**

- .01 Subject to subsection .03 and .04 herein, the following **uses** are permitted within the areas identified as “A”, “B”, “C”, “D” and “E” in Diagram 1, Section 291.181.1.05:

**Retail Trade & Services**, but excluding **gas station**, the sale or servicing of motorized vehicles and drive-through banks;  
**Food Catering Establishment**, but excluding drive-in restaurant;  
**Hotel**;  
**Office**;  
**Community Use**;  
**Multiple-Family Dwelling**;  
**Mixed Residential/Commercial Use**;  
**Educational Institution**;  
**Recreation Facility**;  
**Assembly**;  
**Places of Worship**;  
**Congregate Housing**;  
**Live/Work Dwelling**, as defined by Section 291.181.10;  
**Home Occupation**;  
**Accessory Uses, Buildings & Structures**, but excluding off-street parking that is not wholly enclosed within a **building** except where it is situated within a right-of-way secured by the City of Richmond for public access for use as a street.



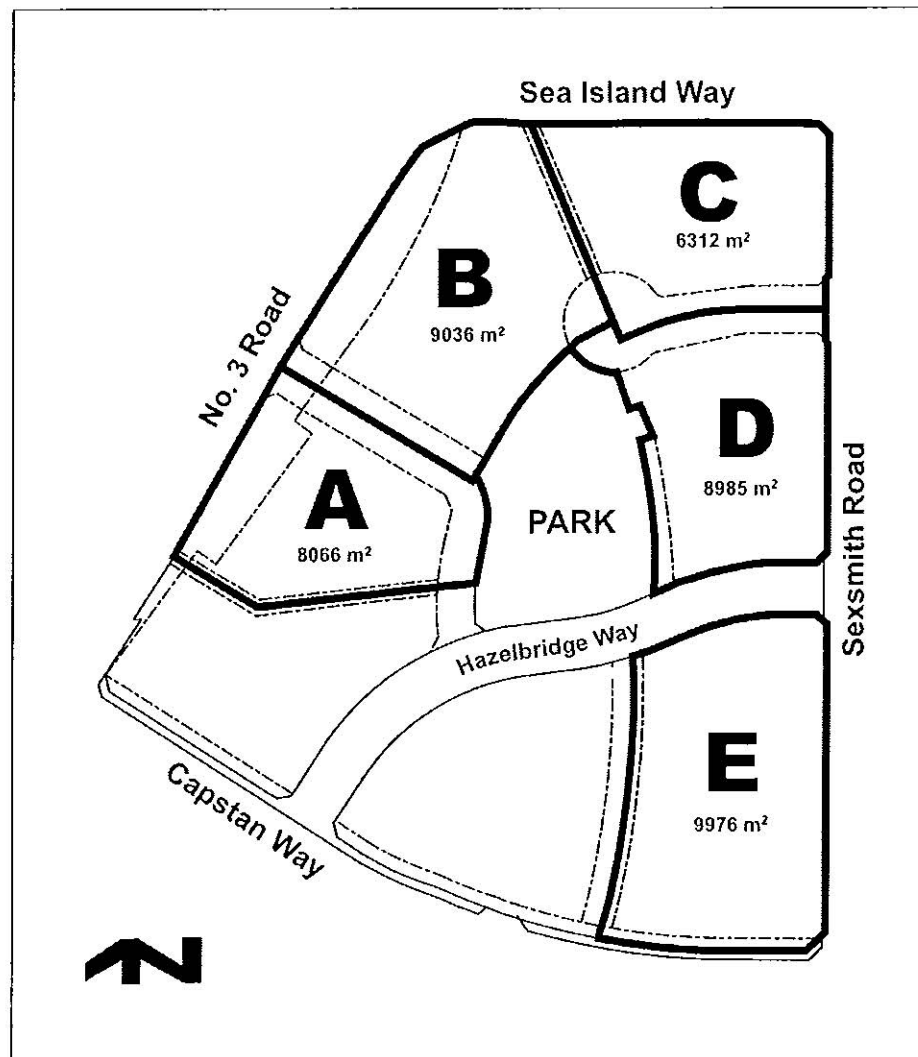
- .02 The following **uses** are permitted only within the area identified as “A” in Diagram 1, Section 291.181.1.05:

**Licensee Retail Store;  
Neighbourhood Public House;  
Commercial Entertainment.**

- .03 Within the area identified as “A” in Diagram 1, Section 291.181.1.05, a **dwelling unit** is not permitted on the first or second **storey** of a **building**.

- .04 Within the areas identified as “B”, “C”, “D”, and “E” in Diagram 1, Section 291.181.1.05, **Retail Trade & Services** and **Food Catering Establishment** are only permitted on the first **storey** of a **building**.

- .05 Diagram 1



**291.181.2 LOWEST HABITABLE FLOOR ELEVATION**

.01 A **dwelling unit** shall have a minimum floor elevation of at least 2.6 m (8.5 ft.) geodetic or 1.0 m (3.3 ft.) below the crown of the fronting **public road** or right-of-way secured by the City of Richmond for public access purposes, whichever is greater.

**291.181.3 PERMITTED DENSITY**

.01 Subject to subsection .02 herein, the maximum **Floor Area Ratio** shall be, based on the block areas indicated in Diagram 1, Section 291.181.1.05:

Block	Maximum Floor Area Ratio Including Residential*	Residential*	
		Maximum Floor Area Ratio	Maximum Number of Dwelling Units**
A	3.40	1.76	167
B	4.84	1.97	209
C	7.00	3.39	213
D	4.88	3.59	379
E	5.13	3.95	463

\* Including Live/Work Dwellings, as defined by Section 291.181.10

\*\* Excluding **multiple-family dwellings** subject to a Housing Agreement with the City of Richmond for the purpose of subsidized rental housing.

.02 **Floor Area Ratio** shall be deemed to exclude the following:

- a) Portions of the **building** that are **used** for off-street parking, bicycle storage, and storage, EXCEPT where:
  - i. Off-street parking is provided in excess of the minimum requirements of this bylaw; and
  - ii. Any **storey** or portion thereof of a **building used** for off-street parking, bicycle storage, or storage that is situated fully or partially above an elevation of 1.5 m (5 ft.) geodetic.
- b) Loading;
- c) Unenclosed balconies;
- d) Elevator shafts and common stairwells; and
- e) Mechanical and electrical storage rooms provided that the total floor area **used** for these areas does not to exceed 100 m<sup>2</sup> (1,076 sq. ft.) per block indicated in Diagram 1, Section 291.181.1.05.

**291.181.4 MAXIMUM LOT COVERAGE**

.01 The maximum **Lot Coverage** shall be, based on the block areas indicated in Diagram 1, Section 291.181.1.05:

Block	Maximum <b>Lot Coverage</b>
A	35%
B	50%
C	70%
D	45%
E	60%

PROVIDED THAT a minimum of 50% of each **lot** must be covered by a combination of pervious surfaces, trees, shrubs, native and ornamental plants or other landscape material specified in a Development Permit approved by the City of Richmond.

**291.181.5 MINIMUM SETBACKS**

.01 Subject to subsection .03 herein, for the areas identified as “A”, “B”, “C”, “D”, and “E” in Diagram 1, Section 291.181.1.05, the minimum setback is measured from an abutting **public road** or right-of-way secured by the City of Richmond for public access, whichever is greater. The minimum **building** setbacks are:

Block	Frontage	Minimum <b>Setbacks</b>
A	East, South & Southwest	<ul style="list-style-type: none"> <li>• 3 m (9.8 ft.), excluding canopies, awnings, and integral architectural appurtenances</li> </ul>
	North	<ul style="list-style-type: none"> <li>• Nil</li> </ul>
	West	<ul style="list-style-type: none"> <li>• For portions of the <b>building</b> that are fully concealed by landscaping and project no more than 1.0 m (3.3 ft.) above the elevation of the crown of the fronting <b>public road</b> or right-of-way secured by the City of Richmond for public access purposes: Nil</li> <li>• For all other portions of the <b>building</b>: 3 m (9.8 ft.)</li> </ul>
B	Northeast & Southwest	<ul style="list-style-type: none"> <li>• Nil</li> </ul>
	East	<ul style="list-style-type: none"> <li>• 3 m (9.8 ft.)</li> </ul>
	Southeast	<ul style="list-style-type: none"> <li>• For portions of the <b>building</b> that are fully concealed by landscaping and project no more than 1.2 m (3.9 ft.) above the elevation of the crown of the nearest public walkway in fronting public park: 1 m (3.3 ft.) to property line at the park</li> <li>• For all other portions of the <b>building</b>: 3 m (9.8 ft.)</li> </ul>
	North & West	<ul style="list-style-type: none"> <li>• For portions of the <b>building</b> that are fully concealed by landscaping and project no more than 1.0 m (3.3 ft.) above the elevation of the crown of the fronting <b>public road</b> or right-of-way secured by the City of Richmond for public access purposes: Nil</li> <li>• For all other portions of the <b>building</b>: 3 m (9.8 ft.)</li> </ul>

Block	Frontage	Minimum Setbacks
C	North	<ul style="list-style-type: none"> <li>For portions of the <b>building</b> that are fully concealed by landscaping and project no more than 1.0 m (3.3 ft.) above the elevation of the crown of the fronting <b>public road</b> or right-of-way secured by the City of Richmond for public access purposes: Nil</li> <li>For all other portions of the <b>building</b>: 3 m (9.8 ft.)</li> </ul>
	East & South	<ul style="list-style-type: none"> <li>For portions of the <b>building</b> that are fully concealed by landscaping and project no more than 1.2 m (3.9 ft.) above the elevation of the crown of the fronting <b>public road</b> or right-of-way secured by the City of Richmond for public access purposes: 1 m (3.3 ft.)</li> <li>For all other portions of the <b>building</b>: 3 m (9.8 ft.)</li> </ul>
	West	<ul style="list-style-type: none"> <li>Nil</li> </ul>
	Southwest	<ul style="list-style-type: none"> <li>3 m (9.8 ft.)</li> </ul>
D & E	All	<ul style="list-style-type: none"> <li>For portions of the <b>building</b> that are fully concealed by landscaping and project no more than 1.2 m (3.9 ft.) above the elevation of the crown of the fronting <b>public road</b>, right-of-way secured by the City of Richmond for public access purposes, or the nearest public walkway in fronting public park: 1 m (3.3 ft.)</li> <li>For all other portions of the <b>building</b>: 3 m (9.8 ft.)</li> </ul>

.02 The minimum setback for a **dwelling unit** that is situated fully or partially at or below the elevation of the roof of the transit vehicles operating on the rapid transit guideway on No. 3 Road shall be: 25 m (82 ft.) from the east dripline of the guideway and transit station **structures**.

.03 There is no required setback for portions of the **building used** for off-street parking that are situated below the elevation of the fronting **public road** or right-of-way secured by the City of Richmond for public access purposes, EXCEPT within the areas identified as "A" and "B" in Diagram 1, Section 291.181.1.05 where the minimum setback from the west **property line** shall be 4 m (13 ft.).

**291.181.6 MAXIMUM HEIGHT**

.01 Maximum **Building & Structure Height**: 47 m (154.2 ft.) geodetic.

**291.181.7 OFF-STREET PARKING & LOADING**

.01 Off-street parking and loading shall be provided in accordance with Division 400 of this bylaw, EXCEPT THAT:

- a) The minimum number of parking spaces required for the following **uses** shall be:

Use	Number of Off-Street Parking Spaces Required
<b>Multiple-Family Dwelling</b>	<ul style="list-style-type: none"> <li>For residents: 1.0 spaces for each <b>dwelling unit</b></li> <li>For visitors: 0.15 spaces for each <b>dwelling unit</b></li> </ul>

Use	Number of Off-Street Parking Spaces Required
<b>Congregate Housing</b>	<ul style="list-style-type: none"> <li>For staff and visitors: 0.4 spaces for each <b>dwelling unit</b></li> </ul>
Live/Work Dwelling, as defined by Section 291.181.10	<ul style="list-style-type: none"> <li>For residents: 1.0 spaces for each <b>dwelling unit</b></li> <li>For visitors and employees: 0.65 spaces for each <b>dwelling unit</b></li> </ul>
<b>Hotel</b>	<ul style="list-style-type: none"> <li>For guests: 0.425 spaces for each guest room</li> <li>For <b>Retail Trade &amp; Services, Food Catering Establishment, Licensee Retail Store</b>, meeting and banquet rooms, ballrooms, and exhibition spaces: 4.5 spaces for each 100 m<sup>2</sup> (1,076.4 ft<sup>2</sup>) of gross leaseable floor area of the <b>building</b></li> </ul>
<b>Office</b>	<ul style="list-style-type: none"> <li>For all floors of the <b>building</b> situated at or within one <b>storey</b> of the grade of a fronting <b>public road</b>, park, or right-of-way secured by the City of Richmond for public access purposes: 4.5 spaces for each 100 m<sup>2</sup> (1,076.4 ft<sup>2</sup>) of gross leaseable floor area of the <b>building</b></li> <li>Elsewhere in the <b>building</b>: 1.275 spaces for each 100 m<sup>2</sup> (1,076.4 ft<sup>2</sup>) of gross leaseable floor area of the <b>building</b></li> </ul>
<b>Retail Trade &amp; Services, Food Catering Establishment, and Licensee Retail Store</b>	<ul style="list-style-type: none"> <li>4.5 spaces for each 100 m<sup>2</sup> (1,076.4 ft<sup>2</sup>) of gross leaseable floor area of the <b>building</b></li> </ul>
<b>Educational Institution, Place of Worship, and Assembly</b>	<ul style="list-style-type: none"> <li>8.5 spaces for each 100 m<sup>2</sup> (1,076.4 ft<sup>2</sup>) of gross leaseable floor area of the <b>building</b></li> </ul>
<b>Neighbourhood Public House</b>	<ul style="list-style-type: none"> <li>21.25 spaces for each</li> </ul>

- b) For **mixed commercial/residential use** the required **commercial use** and **residential** visitor parking requirements are reduced by a maximum of 16%, provided that the **residential use** does not exceed two-thirds of the total floor area of the **building** (excluding parking);
- c) For **multiple-family dwellings**:
- i. the minimum parking requirements for residents is reduced by 5% where the **multiple-family dwellings** are subject to a Housing Agreement with the City of Richmond; and
  - ii. the minimum parking requirements for residents may be reduced, by a maximum of 10%, where provision of car share vehicles is secured through an agreement to the satisfaction of the City of Richmond. In such instances, each car share vehicle and parking space provided shall be equivalent to three resident parking spaces;

- d) Where two parking spaces are intended to be used by the residents of a single **dwelling unit**, they may be provided in a tandem arrangement with one parking space located behind the other with, typically, both spaces set perpendicular to the adjacent manoeuvring aisle; and

**291.181.8 BICYCLE STORAGE**

.01 Bicycle storage spaces shall be provided as follows:

- a) A secured space means a bicycle locker or parking space in a lockable bicycle room;
- b) An unsecured space means a parking space at an outdoor bicycle rack accessible to the building’s visitors; and
- c) the minimum number of bicycle storage spaces required for the following **uses** shall be:

Use	Number of Bicycle Storage Spaces Required
<b>Congregate Housing</b>	<ul style="list-style-type: none"> <li>• For staff: 0.10 secured spaces for each <b>dwelling unit</b></li> <li>• For visitors: 0.10 unsecured spaces for each <b>dwelling unit</b></li> </ul>
Live/Work Dwelling, as defined in Section 291.181.10	<ul style="list-style-type: none"> <li>• For residents and employees: 1.75 secured spaces for each <b>dwelling unit</b></li> <li>• For visitors: 0.2 unsecured spaces for each <b>dwelling unit</b></li> </ul>
<b>All Other Residential Uses</b>	<ul style="list-style-type: none"> <li>• For residents: 1.25 secured spaces for each <b>dwelling unit</b></li> <li>• For visitors: 0.2 unsecured spaces for each <b>dwelling unit</b></li> </ul>
<b>All Non-Residential Uses</b>	<ul style="list-style-type: none"> <li>• For tenants: A number of secured spaces equal to 10% of the off-street parking requirement for the <b>use</b></li> <li>• For visitors: A number of unsecured spaces equal to 10% of the off-street parking requirement for the <b>use</b></li> </ul>

**291.181.10 SIGNAGE**

.01 Signage shall be in compliance with City of Richmond Sign Bylaw 5560 as it applies to development in Downtown Commercial District (C7), EXCEPT THAT:

- a) No freestanding sign or back-lit, illuminated plastic sign shall be permitted;
- b) All signage must be within 6.0 m of finished grade, with the exception of flush mounted façade signage on the No. 3 Road and Sea Island Way frontages of Blocks A, B, and C (as indicated in Diagram 1, Section 291.181.1.05) provided that such signage is limited to:
  - i. One sign on each Block; and

- ii. A maximum area for the sign face of 10 m<sup>2</sup> (108 sq. ft.);
- c) For Live/Work Dwelling, as defined by Section 291.181.10, permanent signage shall be:
  - i. Prohibited on the exterior or mounted in the window of a **building**;
  - ii. Limited to:
    - (i) One sign for each Live/Work Dwelling, to be located near the fronting **public road** or right-of-way secured by the City of Richmond for public access, except that where the entry door to the **dwelling** is not visible from that **public road** or right-of-way, a second sign may be located at the entry to the **dwelling**;
    - (ii) A flush mounted or blade sign, mounted within 4 m (13 ft.) of finished grade and incorporated into a retaining wall, fence, garden entry gate, or similar landscape structure; and
    - (iii) A total sign area no greater than 0.5 m<sup>2</sup> (5 sq. ft.) for each Live/Work Dwelling.

#### 291.181.10 LIVE/WORK DWELLING UNITS

- .01 Live/Work Dwelling means a **dwelling unit** within which a resident may carry out, alone or with a maximum of 2 employees not residing in the **dwelling unit**, a profession or occupation for consideration, provided that it is:
  - i. Clearly ancillary to the **residential use**; and
  - ii. The profession or occupation is limited to office, childcare, medical/dental clinic, or studio for the display, sale, production, and/or instruction in the visual, applied, or performing arts;
- .02 Any **dwelling unit** fronting on a **public road** or right-of-way, secured by the City of Richmond for the purpose of public access, with a floor slab elevation that is within 3 m (9.8 ft.) of the elevation of that **public road** or right-of-way shall be **used** as a live/work dwelling; and

.03 A Live/Work Dwelling must provide direct pedestrian access from the interior of the **dwelling unit** to a fronting **public road** or right-of-way secured for public access by the City of Richmond without passing through an indoor circulation space shared by the residents of two or more **dwelling units**.”

- 2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and development Bylaw No. 5300, is amended by repealing the existing zoning designation of the area shown cross-hatched in **“Schedule A attached to and forming part of Bylaw No. 7883”**, and by designating it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/181)**.
- 3. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7883”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

MINISTRY OF TRANSPORTATION APPROVAL

ADOPTED

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MAYOR

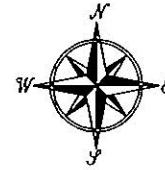
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CORPORATE OFFICER



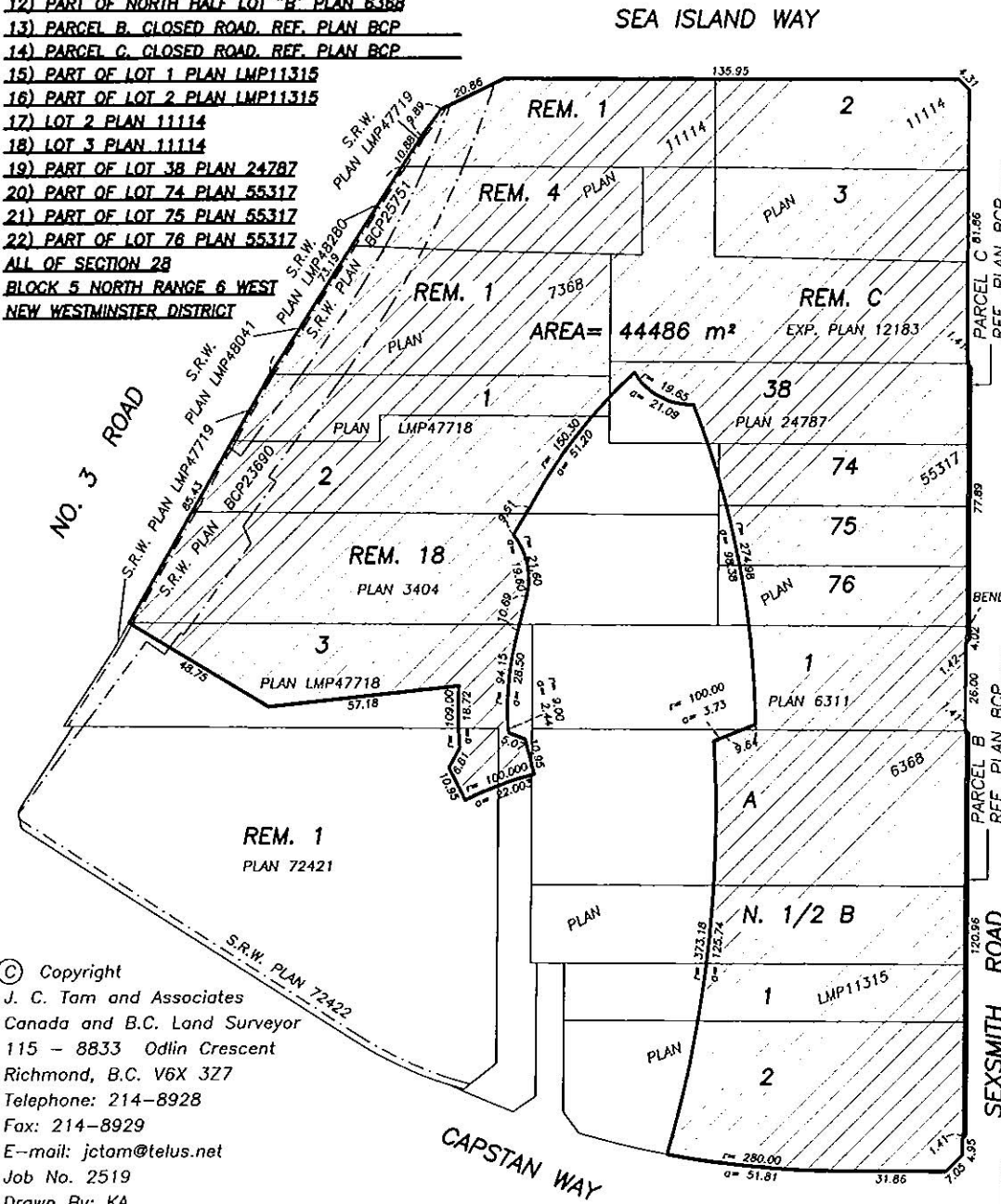
**SKETCH PLAN TO ACCOMPANY CITY OF RICHMOND  
REZONING BYLAW**

**LAND DEALT WITH:**

- 1) PART OF LOT 1 EXCEPT PORTIONS IN PLANS 76290 AND LMP47234, PLAN 72421
  - 2) PART OF LOT 3 PLAN LMP47718
  - 3) PART OF LOT 18 EXCEPT: FIRSTLY: EAST 243.35 FEET SECONDLY: PART ON PLAN WITH BYLAW FILED 15764 THIRDLY: PARCEL "A" (REFERENCE PLAN 9201) FOURTHLY: PART IN PLAN LMP47234, PLAN 3404
  - 4) PART OF LOT 1 PLAN LMP47718
  - 5) PART OF LOT 2 PLAN LMP47718
  - 6) LOT 1, EXCEPT PART IN PLAN LMP47775, PLAN 7368
  - 7) LOT 1 EXCEPT PART IN PLAN LMP47234, PLAN 11114
  - 8) LOT 4 EXCEPT: FIRSTLY: PARCEL C, EXPLANATORY PLAN 12183, SECONDLY: PART DEDICATED ROAD ON PLAN LMP48134, PLAN 11114
  - 9) PARCEL C (EXPLANATORY PLAN 12183) OF LOT B PLAN 6862 AND OF LOT 4 PLAN 11114 EXCEPT: PART SUBDMDED BY PLAN 24787
  - 10) PART OF LOT 1 SECTIONS 27, 28 AND 29 PLAN 6311
  - 11) PART OF LOT "A" PLAN 6368
  - 12) PART OF NORTH HALF LOT "B" PLAN 6368
  - 13) PARCEL B, CLOSED ROAD, REF. PLAN BCP
  - 14) PARCEL C, CLOSED ROAD, REF. PLAN BCP
  - 15) PART OF LOT 1 PLAN LMP11315
  - 16) PART OF LOT 2 PLAN LMP11315
  - 17) LOT 2 PLAN 11114
  - 18) LOT 3 PLAN 11114
  - 19) PART OF LOT 38 PLAN 24787
  - 20) PART OF LOT 74 PLAN 55317
  - 21) PART OF LOT 75 PLAN 55317
  - 22) PART OF LOT 76 PLAN 55317
- ALL OF SECTION 28  
BLOCK 5 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT



SCALE: 1:1600



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Job No. 2519  
Drawn By: KA



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 8113 (RZ 03-254977)**

**3131, 3171, 3191, 3211, 3231, 3251, 3271, 3291, 3331, 3371, 3391 & 3411 Sexsmith Road, 3200, 3220, 3240, 3280, 3300, 3320 & 3360 No. 3 Road, 8511 Capstan Way and a Portion of City Road Right-of-Way North of Capstan Way**

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

1. Richmond Zoning and Development Bylaw 5300 is amended by inserting as Section 291.182 thereof the following:

**“291.182      COMPREHENSIVE DEVELOPMENT DISTRICT (CD/182)”**

The intent of this zoning district is to accommodate high-density, mixed-use, transit-oriented development within 400 m (1/4 mile) of a designated rapid transit station location.

**291.182.1      PERMITTED USES**

- .01 Subject to subsection .03 and .04 herein, the following **uses** are permitted within the areas identified as “A”, “B” in Diagram 1, Section 291.182.1.05:

**Retail Trade & Services**, but excluding **gas station**, the sale or servicing of motorized vehicles and drive-through banks;  
**Food Catering Establishment**, but excluding drive-in restaurant;  
**Hotel**;  
Office;  
**Community Use**;  
**Multiple-Family Dwelling**;  
**Mixed Residential/Commercial Use**;  
**Educational Institution**;  
**Recreation Facility**;  
**Assembly**;  
Places of Worship;  
**Congregate Housing**;  
Live/Work Dwelling, as defined by Section 291.182.10;  
**Home Occupation**;  
**Accessory Uses, Buildings & Structures**, but excluding off-street parking that is not wholly enclosed within a **building** except where it is situated within a right-of-way secured by the City of Richmond for public access for use as a street.

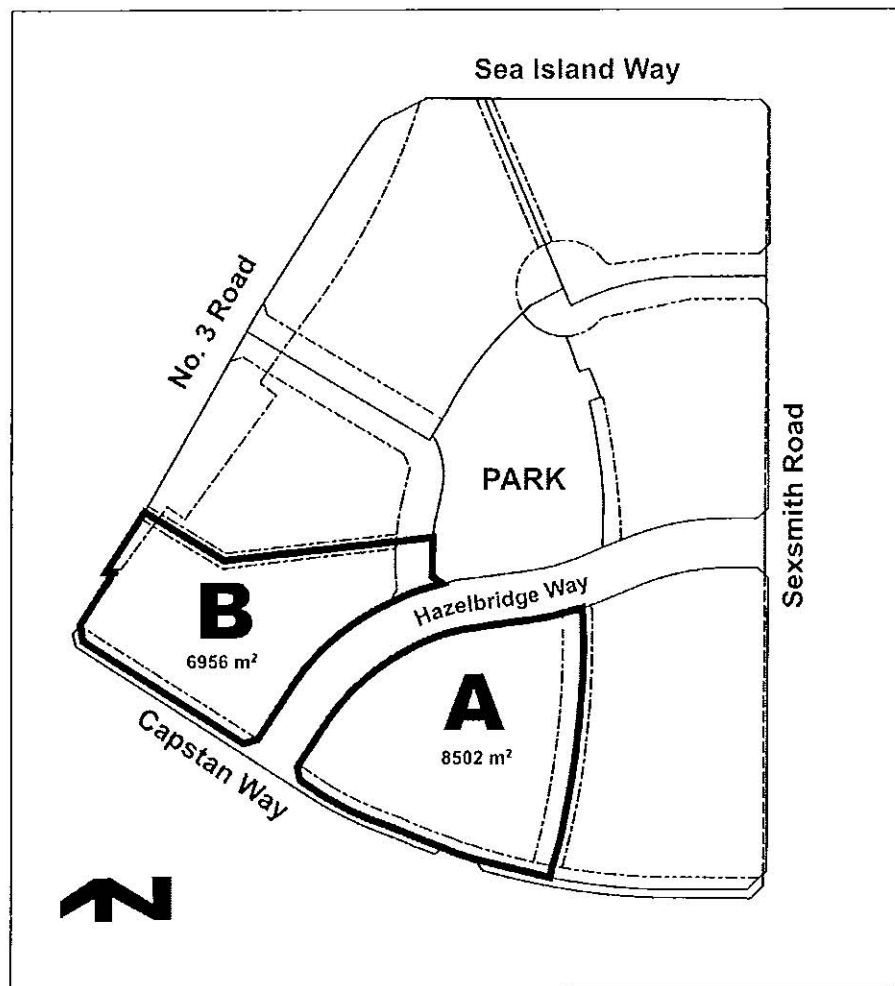
.02 The following **uses** are permitted only within the area identified as “B” in Diagram 1, Section 291.182.1.05:

**Licensee Retail Store;**  
**Neighbourhood Public House;**  
**Commercial Entertainment.**

.03 Within the area identified as “B” in Diagram 1, Section 291.182.1.05, a **dwelling unit** is not permitted on the first or second storey of a **building**.

.04 Within the area identified as “A” in Diagram 1, Section 291.182.1.05, **Retail Trade & Services and Food Catering Establishment** are only permitted on the first storey of a **building**.

.05 Diagram 1



**291.182.2 LOWEST HABITABLE FLOOR ELEVATION**

.01 A **dwelling unit** shall have a minimum floor elevation of at least 2.6 m (8.5 ft.) geodetic or 1.0 m (3.3 ft.) below the crown of the fronting **public road** or right-of-way secured by the City of Richmond for public access purposes, whichever is greater.

**291.182.3 PERMITTED DENSITY**

.01 Subject to subsection .02 herein, the maximum **Floor Area Ratio** shall be, based on the blocks areas indicated in Diagram 1, Section 291.182.1.05:

Block	Maximum Floor Area Ratio Including Residential*	Residential*	
		Maximum Floor Area Ratio	Maximum Number of Dwelling Units**
A	7.64	4.17	417
B	3.99	2.50	188

\* Including Live/Work Dwelling, as defined in Section 291.182.10.

\*\* Excluding **multiple-family dwellings** subject to a Housing Agreement with the City of Richmond for the purpose of subsidized rental housing.

.02 **Floor Area Ratio** shall be deemed to exclude the following:

- a) Portions of the **building** that are **used** for off-street parking, bicycle storage, and storage, EXCEPT where:
  - i. Off-street parking is provided in excess of the minimum requirements of this bylaw; and
  - ii. Any **storey** or portion thereof of a **building used** for off-street parking, bicycle storage, or storage that is situated fully or partially above an elevation of 1.5 m (5 ft.) geodetic.
- b) Loading;
- c) Unenclosed balconies;
- d) Elevator shafts and common stairwells; and
- e) Mechanical and electrical storage rooms provided that the total floor area **used** for these areas does not exceed 100 m<sup>2</sup> (1,076 sq. ft.) per block indicated in Diagram 1, Section 291.182.1.05.

**291.182.4 MAXIMUM LOT COVERAGE**

.01 The maximum **Lot Coverage** shall be, based on the block areas indicated in Diagram 1, Section 291.182.1.05:

Block	Maximum <b>Lot Coverage</b>
A	60%
B	65%

PROVIDED THAT a minimum of 50% of each **lot** must be covered by a combination of pervious surfaces, trees, shrubs, native and ornamental plants or other landscape material specified in a Development Permit approved by the City of Richmond.

**291.182.5 MINIMUM SETBACKS**

.01 Subject to subsection .03 herein, for the areas identified as “A”, “B” Diagram 1, Section 291.182.1.05, the minimum setback is measured from an abutting **public road** or right-of-way secured by the City of Richmond for public access purposes, whichever is greater. The minimum **building** setbacks are:

Block	Frontage	Minimum <b>Setbacks</b>
A	All	<ul style="list-style-type: none"> <li>For portions of the <b>building</b> that are fully concealed by landscaping and project no more than 1.2 m (3.9 ft.) above the elevation of the crown of the fronting <b>public road</b> or right-of-way secured by the City of Richmond for public access purposes: 1 m (3.3 ft.)</li> <li>For all other portions of the <b>building</b>: 3 m (9.8 ft.)</li> </ul>
		<ul style="list-style-type: none"> <li>3 m (9.8 ft.), excluding canopies, awnings, and integral architectural appurtenances</li> </ul>
B	East, North & Northeast	<ul style="list-style-type: none"> <li>3 m (9.8 ft.), excluding canopies, awnings, and integral architectural appurtenances</li> </ul>
	Southeast & Southwest	<ul style="list-style-type: none"> <li>Nil</li> </ul>
	West	<ul style="list-style-type: none"> <li>For portions of the <b>building</b> that are fully concealed by landscaping and project no more than 1.0 m (3.3 ft.) above the elevation of the crown of the fronting <b>public road</b> or right-of-way secured by the City of Richmond for public access purposes: Nil</li> <li>For all other portions of the <b>building</b>: 3 m (9.8 ft.)</li> </ul>

.02 The minimum setback for a **dwelling unit** that is situated fully or partially at or below the elevation of the roof of the transit vehicles operating on the rapid transit guideway on No. 3 Road shall be: 25 m (82 ft.) from the east dripline of the guideway and transit station **structures**.

.03 There is no required setback for portions of the **building used** for off-street parking that are situated below the elevation of the fronting **public road** or right-of-way secured by the City of Richmond for public access purposes.

**291.182.6 MAXIMUM HEIGHT**

.01 Maximum **Building & Structure Height**: 47 m (154.2 ft.) geodetic.

**291.182.7 OFF-STREET PARKING & LOADING**

.01 Off-street parking and loading shall be provided in accordance with Division 400 of this bylaw, EXCEPT THAT:

a) The minimum number of parking spaces required for the following **uses** shall be:

Use	Number of Off-Street Parking Spaces Required
<b>Multiple-Family Dwelling</b>	<ul style="list-style-type: none"> <li>• For residents: 1.0 spaces for each <b>dwelling unit</b></li> <li>• For visitors: 0.15 spaces for each <b>dwelling unit</b></li> </ul>
<b>Congregate Housing</b>	<ul style="list-style-type: none"> <li>• For staff and visitors: 0.4 spaces for each <b>dwelling unit</b></li> </ul>
Live/Work Dwelling, as defined in Section 291.182.10.	<ul style="list-style-type: none"> <li>• For residents: 1.0 spaces for each <b>dwelling unit</b></li> <li>• For visitors and employees: 0.65 spaces for each <b>dwelling unit</b></li> </ul>
<b>Hotel</b>	<ul style="list-style-type: none"> <li>• For guests: 0.425 spaces for each guest room</li> <li>• For <b>Retail Trade &amp; Services, Food Catering Establishment, Licensee Retail Store</b>, meeting and banquet rooms, ballrooms, and exhibition spaces: 4.5 spaces for each 100 m<sup>2</sup> (1,076.4 ft<sup>2</sup>) of gross leaseable floor area of the <b>building</b></li> </ul>
Office	<ul style="list-style-type: none"> <li>• For all floors of the <b>building</b> situated at or within one <b>storey</b> of the grade of a fronting <b>public road</b>, park, or right-of-way secured by the City of Richmond for public access purposes: 4.5 spaces for each 100 m<sup>2</sup> (1,076.4 ft<sup>2</sup>) of gross leaseable floor area of the <b>building</b></li> <li>• Elsewhere in the <b>building</b>: 1.275 spaces for each 100 m<sup>2</sup> (1,076.4 ft<sup>2</sup>) of gross leaseable floor area of the <b>building</b></li> </ul>
<b>Retail Trade &amp; Services, Food Catering Establishment, and Licensee Retail Store</b>	<ul style="list-style-type: none"> <li>• 4.5 spaces for each 100 m<sup>2</sup> (1,076.4 ft<sup>2</sup>) of gross leaseable floor area of the <b>building</b></li> </ul>
<b>Educational Institution, Place of Worship, and Assembly</b>	<ul style="list-style-type: none"> <li>• 8.5 spaces for each 100 m<sup>2</sup> (1,076.4 ft<sup>2</sup>) of gross leaseable floor area of the <b>building</b></li> </ul>
<b>Neighbourhood Public House</b>	<ul style="list-style-type: none"> <li>• 21.25 spaces for each</li> </ul>

b) For **mixed commercial/residential use** the required **commercial use** and **residential** visitor parking requirements are reduced by a maximum of 16%, provided that the **residential use** does not exceed two-thirds of the total floor area of the **building** (excluding parking);

- c) For **multiple-family dwellings**:
  - i. the minimum parking requirements for residents is reduced by 5% where the **multiple-family dwellings** are subject to a Housing Agreement with the City of Richmond; and
  - ii. the minimum parking requirements for residents may be reduced, by a maximum of 10%, where provision of car share vehicles is secured through an agreement to the satisfaction of the City of Richmond. In such instances, each car share vehicle and parking space provided shall be equivalent to three resident parking spaces;
- d) Where two parking spaces are intended to be used by the residents of a single dwelling unit, they may be provided in a tandem arrangement with one parking space located behind the other with, typically, both spaces set perpendicular to the adjacent manoeuvring aisle;

**291.182.8 BICYCLE STORAGE**

- .01 Bicycle storage spaces shall be provided as follows:
  - a. A secured space means a bicycle locker or parking space in a lockable bicycle room;
  - b. An unsecured space means a parking space at an outdoor bicycle rack accessible to the building’s visitors; and
  - c. the minimum number of bicycle storage spaces required for the following **uses** shall be:

Use	Number of Bicycle Storage Spaces Required
<b>Congregate Housing</b>	<ul style="list-style-type: none"> <li>• For staff: 0.10 secured spaces for each <b>dwelling unit</b></li> <li>• For visitors: 0.10 unsecured spaces for each <b>dwelling unit</b></li> </ul>
Live/Work Dwelling, as defined in Section 291.182.10.	<ul style="list-style-type: none"> <li>• For residents and employees: 1.75 secured spaces for each <b>dwelling unit</b></li> <li>• For visitors: 0.2 unsecured spaces for each <b>dwelling unit</b></li> </ul>
<b>All Other Residential Uses</b>	<ul style="list-style-type: none"> <li>• For residents: 1.25 secured spaces for each <b>dwelling unit</b></li> <li>• For visitors: 0.2 unsecured spaces for each <b>dwelling unit</b></li> </ul>
<b>All Non-Residential Uses</b>	<ul style="list-style-type: none"> <li>• For tenants: A number of secured spaces equal to 10% of the off-street parking requirement for the <b>use</b></li> <li>• For visitors: A number of unsecured spaces equal to 10% of the off-street parking requirement for the <b>use</b></li> </ul>

**291.182.9 SIGNAGE**

- .01 Signage shall be in compliance with City of Richmond Sign Bylaw 5560 as it applies to development in Downtown Commercial District (C7), EXCEPT THAT:
- a) No freestanding sign or back-lit, illuminated plastic sign shall be permitted;
  - b) All signage must be within 6.0 m of finished grade, with the exception of flush mounted façade signage on the No. 3 Road frontage of Block B (as indicated in Diagram 1, Section 291.182.1.05) provided that such signage is limited to:
    - i. One sign on the Block; and
    - ii. A maximum area for the sign face of 10 m<sup>2</sup> (108 sq. ft.);
  - c) For Live/Work Dwelling, as defined in Section 291.182.10, permanent signage shall be:
    - i. Prohibited on the exterior or mounted in the window of a **building**;
    - ii. Limited to:
      - (i) One sign for each Live/Work Dwelling, to be located near the fronting **public road** or right-of-way secured by the City of Richmond for public access, except that where the entry door to the **dwelling** is not visible from that **public road** or right-of-way, a second sign may be located at the entry to the **dwelling**;
      - (ii) A flush mounted or blade sign, mounted within 4 m (13 ft.) of finished grade and incorporated into a retaining wall, fence, garden entry gate, or similar landscape structure; and
      - (iii) A total sign area no greater than 0.5 m<sup>2</sup> (5 sq. ft.) for each Live/Work Dwelling.

**291.182.10 LIVE/WORK DWELLING UNITS**

- .01 Live/Work Dwelling means a **dwelling unit** within which a resident may carry out, alone or with a maximum of 2 employees not residing in the **dwelling unit**, a profession or occupation for consideration, provided that it is:



- i. Clearly ancillary to the **residential use**; and
- ii. The profession or occupation is limited to office, childcare, medical/dental clinic, or studio for the display, sale, production, and/or instruction in the visual, applied, or performing arts;

.02 Any **dwelling unit** fronting on a **public road** or right-of-way, secured by the City of Richmond for the purpose of public access, with a floor slab elevation that is within 3 m (9.8 ft.) of the elevation of that **public road** or right-of-way shall be **used** as a live/work dwelling; and

.03 A Live/Work Dwelling must provide direct pedestrian access from the interior of the **dwelling unit** to a fronting **public road** or right-of-way secured for public access by the City of Richmond without passing through an indoor circulation space shared by the residents of two or more **dwelling units**.”

- 2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and development Bylaw No. 5300, is amended by repealing the existing zoning designation of the area shown cross-hatched in “**Schedule A attached to and forming part of Bylaw No. 8113**”, and by designating it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/182)**.
- 3. This Bylaw may be cited as “**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8113**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

MINISTRY OF TRANSPORTATION APPROVAL

ADOPTED

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MAYOR

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CORPORATE OFFICER

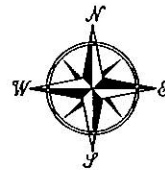
SKETCH PLAN TO ACCOMPANY CITY OF RICHMOND  
REZONING BYLAW

LAND DEALT WITH:

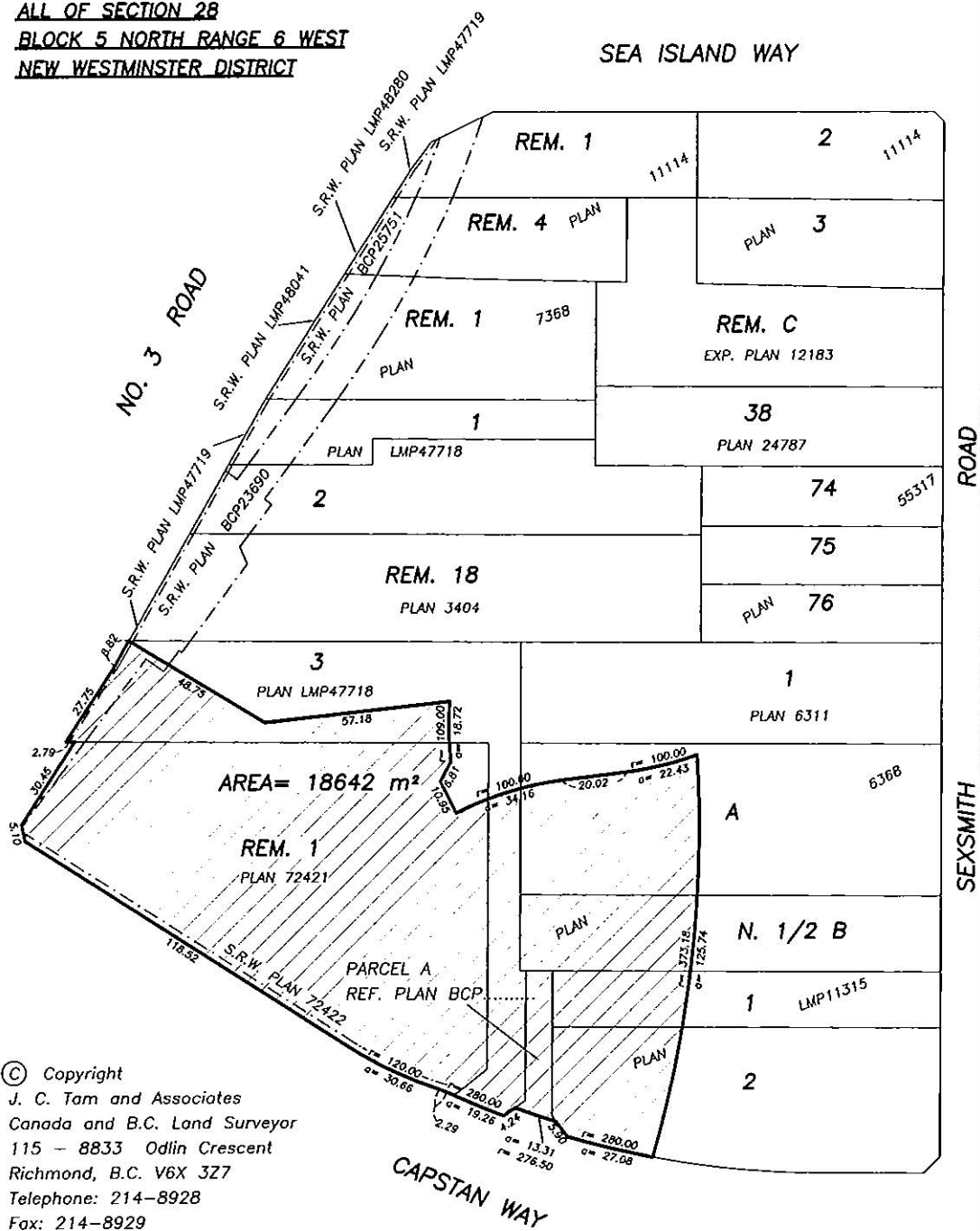
- 1) PART OF LOT 1 EXCEPT PORTIONS IN PLANS 76290 AND LMP47234, PLAN 72421
- 2) PART OF LOT 3 PLAN LMP47718
- 3) PART OF LOT "A" PLAN 6368
- 4) PART OF NORTH HALF LOT "B" PLAN 6368
- 5) PART OF LOT 1 PLAN LMP11315
- 6) PART OF LOT 2 PLAN LMP11315
- 7) PARCEL A, CLOSED ROAD, REF. PLAN BCP

ALL OF SECTION 28

BLOCK 5 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT



SCALE: 1:1600



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E-mail: jctam@telus.net  
Job No. 2519  
Drawn By: KA

DWG No. 2519-AP12-SKETCH-002

APRIL 12th, 2007.



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 8117 (RZ 03-254977)**

**3131, 3171, 3191, 3211, 3231, 3251, 3271, 3291, 3331, 3371, 3391 & 3411 Sexsmith Road, 3200, 3220, 3240, 3280, 3300, 3320 & 3360 No. 3 Road, 8511 Capstan Way and a Portion of City Road Right-of-Way North of Capstan Way**

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 and development Bylaw No. 5300, is amended by repealing the existing zoning designation of the area shown cross-hatched in **“Schedule A attached to and forming part of Bylaw No. 8117”**, and by designating it **SCHOOL AND PUBLIC USE DISTRICT (SPU)**.
2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8117”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

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CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

\_\_\_\_\_  
MAYOR

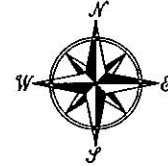
\_\_\_\_\_  
CORPORATE OFFICER

SKETCH PLAN TO ACCOMPANY CITY OF RICHMOND

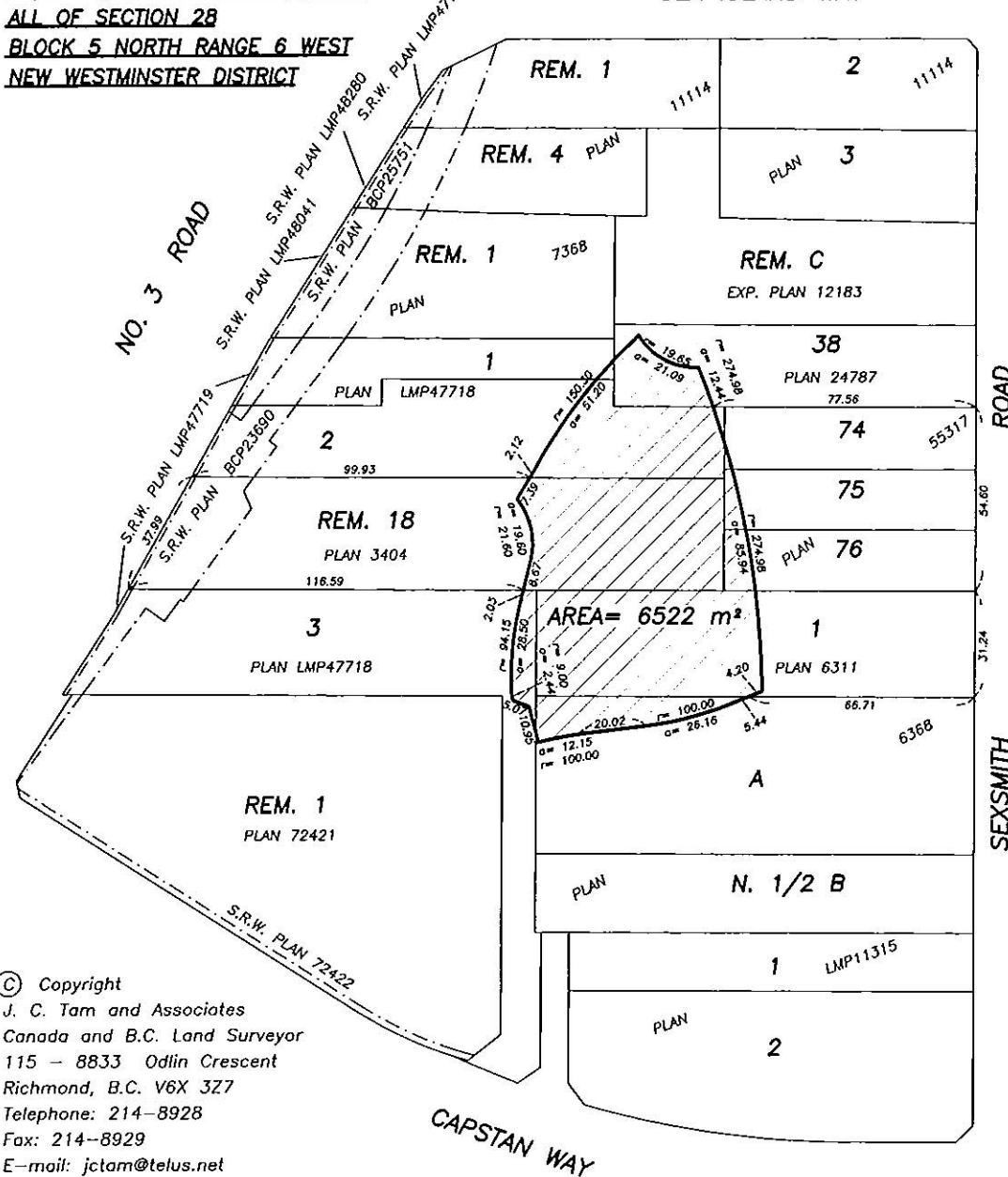
REZONING BYLAW

LAND DEALT WITH:

- 1) PART OF LOT 3 PLAN LMP47718
- 2) PART OF LOT 18 EXCEPT: FIRSTLY: EAST 243.35 FEET  
SECONDLY: PART ON PLAN WITH BYLAW FILED 15764  
THIRDLY: PARCEL "A" (REFERENCE PLAN 9201)  
FOURTHLY: PART IN PLAN LMP47234, PLAN 3404
- 3) PART OF LOT 1 PLAN LMP47718
- 4) PART OF LOT 2 PLAN LMP47718
- 5) PART OF LOT 38 PLAN 24787
- 6) PART OF LOT 74 PLAN 55317
- 7) PART OF LOT 75 PLAN 55317
- 8) PART OF LOT 76 PLAN 55317
- 9) PART OF LOT 1 SECTIONS 27, 28 AND 29 PLAN 6311
- 10) PART OF LOT "A" PLAN 6368



SCALE: 1:1600



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 Canada and B.C. Land Surveyor  
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