



**To:** Planning Committee  
**From:** Jean Lamontagne  
Director of Development

to Planning - Jun 20, 2006  
Date: June 9, 2006

RZ 04-275910

**Re: Rezoning Application for 8200 Corvette Way**  
**(Referral from Planning Committee Meeting of June 6, 2006)**

File: 12-8060-20-8073/8072/8000

### Origin

The Planning Committee referred the above-noted application back to staff at their meeting of June 6, 2006 to "explore any opportunities to add community amenities in exchange for development incentives". The Committee indicated that it supports the project in principle and intends to forward the rezoning application to the July 17, 2006 Public Hearing.

### Discussion

Staff have completed separate discussions with the Parks and Recreation Department to clarify open space and public amenity needs in the northern City Centre and with the developer to explore public amenity opportunities and potential development incentives.

### Development Context:

- A 17 acre site (**Attached Map**) under rezoning application (Pinnacle) is to the east of the proposed development. Staff are in discussion with the Pinnacle developers to provide community amenity appropriate to the size and magnitude of the proposed development including approximately two (2) acres of public open space, as well as density bonus provisions in exchange for affordable housing and other community amenities. These community amenities are achievable on this site because:
  - the benefit to the developer is significant enough to ensure that it is economically feasible; and
  - the large site area means that the proposed amenities can be consolidated to ensure flexibility instead of a collection of a conglomerate of small spaces that are difficult to manage.

### Coordinating Public Amenities with City Centre Area Plan Review:

- Parks and Recreation Department staff are in the process of reviewing park and amenity needs for the entire City Centre. The need for a community centre in the North City Centre has been identified through this process. While the work has not yet been completed, the timing of this development and its specific location suggest that it is not suitable for this particular public amenity need.


Parking Reduction:

- The following “reduction” from the Parking Bylaw has been incorporated into the proposed Comprehensive Development (CD) Bylaw in consultation with the Transportation Division. These “reductions” are similar to the parking requirements for the Oval and Pinnacle rezoning proposals based on Transit Oriented Development principles:
    - 25% reduction of residential parking requirement
    - 15% reduction of the commercial parking requirement
    - 30% of the parking provided is for small cars
- Transportation Division advised that any further parking reduction will require further parking and traffic impact study, which would unduly impact timing of the proposed rezoning.
- Allowing additional parking reduction by allowing for smart car space/further would potentially allow for additional residential units; however, it would require significant redesign of the existing proposed floor plan layout and would unduly delay the project.

The developer has agreed to further explore the following areas:

- The developer also owns 3031 No. 3 Road and is open to initiating a discussion with respect to public amenities at the on set of the development proposal in order not to cause undue delay to the current rezoning application which has been in stream since 2004.
- The developer is prepared to incorporate a community garden on the roof podium at Development Permit stage for use of residents only. This would provide additional “green roof” and minimize pressure for community garden plots on City land by the new residents.
- As the hotel is planned as Phase II, the developer is prepared to review the feasibility to increase the size of the hotel in exchange for additional public amenities under a separate rezoning application at a later date. Additional Transit Oriented Design measures, such as care share, smart car space and employee/residents bus passes may be discussed.

Staff will continue to work with the developer to achieve a high quality development at this important gateway location to the City.



Jean Lamontagne  
*Director of Development*

CA:blg



**City of Richmond**  
Planning & Development Division

**Report to Committee**

*to Planning - Jun 20, 2006*  
*to Planning - Jun 06, 2006*  
Date: May 18, 2006

**To:** Planning Committee  
**From:** Jean Lamontagne  
Director of Development  
**Re:** **Application by Lawrence Doyle Architect Inc. for Rezoning at  
8200 Corvette Way from Automobile-Oriented Commercial District (C6) and  
Comprehensive Development District (CD/85) to Comprehensive Development  
District (CD/173)**

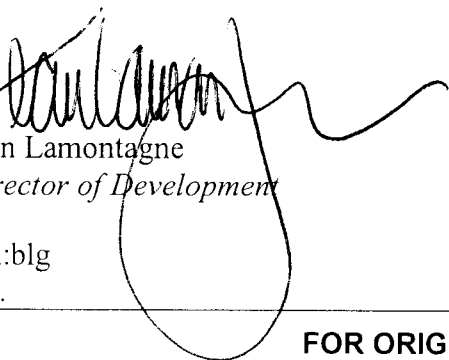
RZ 04-275910

*file: 12-8000-20-8073/8072/*  
*8000*

**Staff Recommendation**

1. That Official Community Plan (OCP) Amendment Bylaw No. 8000, to redesignate 8200 Corvette Way from "Mixed- Use Riverfront" to "Mixed-Use Riverfront A" in the Land Use Map of Schedule 2.10 of Official Community Plan Bylaw No. 7100 (City Centre Area Plan), be introduced and given first reading.
2. That Bylaw No. 8000, 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.
3. That Bylaw No. 8000, having been considered in accordance with the City Policy on Consultation during OCP Amendment, be referred to the Vancouver International Airport Authority (VIAA);
4. That Bylaw 8072, to amend existing "Comprehensive Development District (CD/85)" to remove reference to 8200 Corvette Way from the Bylaw, be introduced and given first reading; and

- 5. That Bylaw No. 8073, to create "Comprehensive Development District (CD/173)" and to rezone 8200 Corvette Way from "Comprehensive Development District (CD/85)" and "Automobile-Oriented Commercial District (C-6)" to "Comprehensive Development District (CD/173)", be introduced and given first reading;

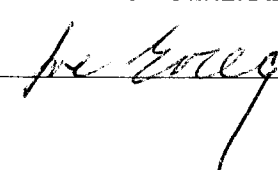


Jean Lamontagne  
 Director of Development

CA:blg  
 Att.



Terry Crowe  
 Manager, Policy Planning

FOR ORIGINATING DIVISION USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Law.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Lands & Property.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Parks Design, Construction & Programs..	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## Staff Report

### Origin

Lawrence Doyle Architect Inc. has applied to the City of Richmond for permission to develop two (2) 16-storey high-rise residential buildings and a 154 room, 11-storey hotel building including parking on most of the first four (4) floor units on 8200 Corvette Way. The proposed development includes approximately 218 dwelling units, including four (4) townhouses. The proposed development occurs only on the property west of Corvette Way (8200 Corvette Way). The existing Airport Hotel (Skyline) east of Corvette Way will remain on the property east of Corvette Way (3031 No. 3 Road) (**Attachment 1 & Attachment 2**). Conceptual development plans for the development of 8200 Corvette Way are provided in **Attachment 3**.

This Official Community Plan (OCP) land use designation needs to be redesignated from "Mixed-Use Riverfront" to "Mixed-Use Riverfront A" at 8200 Corvette Way to increase the maximum density and allow non-river oriented commercial uses.

"Comprehensive Development District (CD/85)" is currently applied to two (2) properties: 8200 Corvette Way and 3031 No. 3 Road. Under the Richmond OCP Aircraft Noise Sensitive Development Policy adopted by Council in November, 2004, no new aircraft noise sensitive rezoning (i.e. multi-family residential use) is permitted in the "hatched area" on the Aircraft Noise Sensitive Development Policy Map (**Attachment 4**) until the completion of the City Centre Area Plan review currently underway. The existing hotel located at (3031 No. 3 Road) falls within the hatched area on the map and the hotel will stay and the uses will remain unchanged.

8200 Corvette Way will be removed from Comprehensive Development District (CD/85) as rezoning is permitted in accordance with the Richmond Official Community Plan (OCP). In addition, a small portion of the site at the south west corner of 8200 Corvette Way will be rezoned from "Automobile-Oriented Commercial District (C-6)" to "Comprehensive Development District (CD/85)" to rectify an oversight when the sites were originally rezoned to Comprehensive Development District (CD/85).

### Findings of Fact

This site was originally rezoned (RZ 96-017669) from "Automobile –Oriented Commercial District (C6)" to "Comprehensive Development District (CD/85)" in March 1998. A small portion of the site at the southwest corner remained zoned as C6.

To meet the intent of the Council adopted Aircraft Noise Sensitive Development Policy, based on the gross site area prior to road dedication, a maximum of 2/3 of the permitted floor area can be used for residential use and 1/3 of the permitted floor area can be used for non-residential use on 8200 Corvette Way.

Gross Site Area (before Road dedication)	Permitted Floor Area for the purpose of Aircraft Noise Sensitive Development Policy	Max. 2/3 residential permitted	Proposed residential floor area (incl. amenity)	Max. 1/3 non-residential floor area	Proposed non-residential floor area (incl. amenity)
10,235 m <sup>2</sup>	30,705 m <sup>2</sup>	20,470 m <sup>2</sup>	20,470 m <sup>2</sup>	10,235 m <sup>2</sup>	10,235 m <sup>2</sup>

The following provides a summary of the key facts. A Development Data Sheet for the proposal is provided in **Attachment 5**.

ITEM	EXISTING	PROPOSED
<b>Owner</b>	Skyline Airport Hotel (1997) Ltd.	Skyline Airport Hotel (1997) Ltd.
<b>Applicant</b>	Lawrence Doyle Architect Inc.	
<b>Site Size</b>	8200 Corvette Way: 10,975 m <sup>2</sup> (118,137 ft <sup>2</sup> ) 3031 No. 3 Road: 6,406 m <sup>2</sup> (68,956 ft <sup>2</sup> )	8200 Corvette Way (after road dedication): 9,485 m <sup>2</sup> (102,100 ft <sup>2</sup> ) 3031 No. 3 Road: 6,406 m <sup>2</sup> (68,956 ft <sup>2</sup> )
<b>Land Uses</b>	8200 Corvette Way: Vacant	8200 Corvette Way: 2 residential towers & 1 hotel with associated uses on a parking podium
	3031 No. 3 Road: Hotel & associated uses	3031 No. 3 Road: Existing hotel & associated uses to remain
<b>OCP Designation (City Centre Area Plan)</b>	Mixed-Use	Mixed-Use
<b>Sub-Area Plan Designation</b>	Mixed Use-Riverfront	8200 Corvette Way: Mixed-Use-Riverfront A The intent of the amendment is to: <ul style="list-style-type: none"> <li>increase density from low-medium to high-density residential development on 8200 Corvette Way in accordance with the Aircraft Noise Sensitive Development Policy</li> <li>allow non-river oriented commercial uses (hotel and associated uses) on the site</li> </ul>

<b>Zoning</b>	Comprehensive Development District (CD/85) (AMENDED): 3031 No. 3 Road	The intent of the amendment is to: <ul style="list-style-type: none"> <li>• delete 8200 Corvette Way from the existing CD/85 Bylaw</li> <li>• revise the CD/85 Bylaw as required to allow the existing hotel (Skyline) to remain as is on 3031 No. 3 Road. This does not preclude future rezoning applications on this site when the City Centre Area Plan Review is completed</li> </ul>
	Proposed Comprehensive Development District (CD/173): 8200 Corvette Way	The intent of the amendment is to <ul style="list-style-type: none"> <li>• accommodate residential, hotel and associated uses on 8200 Corvette Way</li> <li>• ensure that only up to 2/3 of the permitted floor area can be used for residential and 1/3 of the permitted floor area, based on the gross site area prior to road dedication, are retained for “non-residential” use on 8200 Corvette Way to meet the intent of the Aircraft Noise Sensitive Development Policy adopted by Council</li> </ul>
	Rezoned a portion of 8200 Corvette Way from Automobile-Oriented Commercial (C6) to Comprehensive Development District (CD/173)	The intent of the amendment is to rezone a small portion of 8200 Corvette Way at the southwest corner of the site from C6 to CD/173 to correct a previous oversight when the site was originally rezoned to CD/85.
<b>Parking Required</b>	<p>Parking to be provided in accordance with Division 400 of the Zoning Bylaw except as noted below:</p> <p>(i) For <b>Multiple-Family Dwellings</b>:</p> <ol style="list-style-type: none"> <li>1.0 spaces per dwelling unit having a gross floor area of up to 65 m<sup>2</sup> (700 sq. ft.);</li> <li>1.2 spaces per dwelling unit having a gross floor area of greater than 65m<sup>2</sup> (700 sq. ft.); and;</li> <li>0.2 spaces per dwelling unit for visitor parking</li> <li>tandem parking permitted for two (2) or more bedroom units only, provided that the tandem spaces are assigned to the same strata lot.</li> </ol> <p>(ii) For other uses, a reduction of up to 15% is permitted;</p> <p>(iii) Manoeuvring aisle width may be a minimum of 6.7 m (22 ft.).</p> <p>Note: The parking requirements are supported, provided that the developer contribute \$4/ft<sup>2</sup> based on permitted residential floor area towards the City’s Statutory Transit-Oriented Development Fund.</p>	

**Surrounding Development**

This site is located in the City Centre Area, at the gateway entrance to Richmond off the Moray Channel Bridge on Sea Island Way. Development surrounding the site is described as follows (**Attachment 2**):

- To the North: Morray Channel Bridge coming onto Sea Island Way and an existing mixed-use building zoned Marina District 2 (MA2) and light industrial and commercial uses/surface parking lot zoned Automobile-Oriented Commercial District (C6) and Land Use Contract 126;

- To the East: Corvette Way and existing hotel zoned Comprehensive Development District (CD/85);
- To the South: New Corvette Way extension, existing light industrial uses zoned Automobile-Oriented Commercial District (C6) and Capstan Way; and
- To the West: CP Rail Right-of-Way and existing marina zoned Automobile-Oriented Commercial District (C6).

## **Related Policies & Studies**

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

- The proposed amendment to the land use designation for 8200 Corvette Way from “Mixed-Use-Riverfront” to “Mixed-Use-Riverfront A” is to reflect an increase in maximum density and to allow non-river oriented commercial uses. The proposed “Mixed-Use Riverfront A” will accommodate medium to higher density development adjacent to the river which provides for residential, hotel and associated uses, recreational uses, plus a limited amount and range of river oriented commercial uses. This minimal approach ensures that the City retains the greatest flexibility in the planning of the surrounding area in the City Centre Area Plan review.
- This rezoning application was received in August 2004 prior to the adoption of the Aircraft Noise Sensitive Development Policy (November 4, 2004) (**Attachment 4**). 8200 Corvette Way is located in an “Aircraft Noise Sensitive Area C” where “all aircraft noise sensitive land use types may be considered”. The OCP Aircraft Noise Sensitive Development Policy permits a maximum two-thirds (2/3) of the gross site area for residential uses and one-third (1/3) of the gross site area (i.e. prior to any road dedication) as “non-residential” uses in areas where “all aircraft noise sensitive land uses types may be considered”.
- The existing hotel located at (3031 No. 3 Road) is located in an “Aircraft Noise Sensitive Area C” where “all aircraft noise sensitive land use types may be considered” as well. However, until the completion of the City Centre Area Plan review, no new aircraft noise sensitive rezoning (i.e. multi-family residential use) of the area surrounding this site is permitted to take place according to the Aircraft Noise Sensitive Development Policy.

### OCP Aircraft Noise Sensitive Development (ANSND) Policy

- The subject site is designated as “Area 3 – Moderate Aircraft Noise”, which allows for all new aircraft noise sensitive land uses to be considered, provided that the following requirements are satisfied:
  - Covenants are registered on title regarding aircraft noise;
  - An acoustical report by a certified consultant is provided; and
  - Developments incorporate noise mitigation as per City policy.

## **Consultation**

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

This Policy provides direction regarding the consultation requirements for an Official Community Plan (OCP) amendment.

- Consultation with external agencies, organizations and authorities was not deemed to be required. The statutory Public Hearing will provide area residents, businesses and property owners an opportunity to comment on the application.



- The Richmond School Board – School District #38 has been consulted and has no concerns with respect to the proposed land use. The School Board anticipates that Talmey Elementary School will be able to accommodate any school-aged children that might arise from this development.
- The Ministry of Transportation has been consulted. It has no objection to the proposed land use; however, the Ministry does not support a right-out movement onto Sea Island Way from Corvette Way. The City's Transportation Division and the applicant's Transportation consultant have determined that this arrangement, while not ideal for a hotel establishment, is serviceable. A right-out access from Corvette Way to Sea Island Way is not required to service this development. The provision of right-out access from Corvette Way to Sea Island Way will be investigated further as part of the Development Permit and Servicing Agreement process.

### Environmental Review

Site contamination has been addressed as part of the previous Rezoning (RZ 96-017669). A copy of the Phase 1 Environmental Site Investigation Site History and Inspection Report by Pottinger Gaherty Environmental Consultants Ltd. dated February 12, 1997 has been forwarded to the Province for record purposes.

### **Public Input**

#### Development Sign

- A development sign has been posted on site. Some inquiries from the public were received, but no significant opposition to the proposed development has been received to date.

#### Public Inquiry

- Several inquiries regarding the impact of a high-end residential development on existing industrial uses and the traffic volume and pattern were raised as part of the discussion by area business operators with staff. The Transportation Study submitted and accepted by Transportation Department indicates that the extension of Corvette Way to link Sea Island Way and Captstan Way will be adequate to address the existing and anticipated traffic volume created by the new development.

### **Staff Comments**

- Staff Technical Review comments are attached (**Attachment 6**). No significant concerns have been identified through the technical review.
- Advisory Design Panel provided a preliminary review and supported this project at the meeting on October 5, 2005. Design development to address Panel comments, including provision of accessible units and improvement to crime and safety prevention measures will be incorporated into the Development Application process. A subsequent Development Permit must be approved by Council prior to any construction.

### **Analysis**

### Urban Design

- This neighbourhood is in transition. There will be other emerging land uses (e.g. Olympic Oval and Gateway) and public amenity improvements to enhance the River waterfront for recreational uses (including trails and the non-motorized water sport precinct centering around the UBC Boat House in Middle Arm).
- In general, the proposed development has satisfactorily addressed design guidelines for interface and street animation. Significant landscaping has been proposed along all four (4) edges of the site to accomplish different objectives. The landscaping along Sea Island Way carries out the intent of the City of Richmond Civic Beautification Strategy to provide enhancement of the gateway entrance into the City from Moray Channel Bridge. Architecturally articulated facades flank all the street frontages to animate the streets. The streetscape treatment along Corvette Way respond to the long term vision for the area to accommodate pedestrian activities by creating a safe and pleasant walking environment with street trees, hotel lobby and individual entrances to residential townhouses to support mixed-use development.
- The western edge provides the most challenge as it interfaces with a partially accessible River Road/CP Rail right-of-way that are interim uses only. In the long term, the River Road/CP Rail right-of-way would likely be redeveloped to other uses along with the waterfront sites. The developer has agreed to register a Public-Rights-of-Passage Rights-of-Way to accommodate a greenway along the west property line over an existing utilities right-of-way. The developer will be responsible for the design, construction, and maintenance of the greenway. Details will be worked out as part of the Servicing Agreement process to the satisfaction of Parks and Engineering Departments.
- The west side of Corvette Way will be fronted by townhouses with private front yards delineated by landscaping and low fencing along with the future hotel lobby and vehicular court to provide animation along the street.
- Corvette Way street frontages will be completed to City standards with sidewalk, street trees and boulevard. Details will be worked out as part of the Servicing Agreement process.

### Scale and Form of Development:

- Preliminary concept plans (Site plan, schematic sections and elevations) are enclosed for Reference (**Attachment 3**).
- Adequate building setbacks have been provided to allow for good streetscape and interface with the pedestrian realm.
- The proposed height and massing of the two (2) residential towers are in keeping with the Richmond Official Community Plan (OCP) and City Centre Area Plan. Adequate separation has been provided between the two (2) residential towers in accordance with the City Centre Area Design Guidelines. The mid-rise for of the hotel has a strong presence and provides a good gateway interface along Sea Island Way into Richmond.

### City Greenway and Streetscape

(Detailed staff comments are provided in **Attachment 6: Staff Technical Review Comments**)

- There is an existing sanitary forcemain belonging to the Greater Vancouver Regional District within or along the west property line of 8220 Corvette Way. Statutory rights-of-way have been registered on title for the forcemain. In addition, the developer has agreed to grant the City a statutory Public-rights-of passage to facilitate a green way within this utilities corridor for the construction of a portion of the City greenway/bicycle path. The completion of this section of the greenway will enhance accessibility to the existing dyke along Middle Arm.

The Richmond Trail Strategy designates a greenway west of this site along the River Road/CP Rail Right-of-Way, which connects back to the Riverfront south of Capstan Way.

- In addition, the City of Richmond Civic Beautification Strategy has designated Sea Island Way for an enhanced streetscape. The proposed details of the Sea Island boulevard and sidewalk treatment will be addressed in the new Servicing Agreement (SA 06-332908) which will replace the previous Servicing Agreement Application from Rezoning Application (RZ 96-017669), which is no longer active. Removal of some trees along the south side (in the City-owned property) was approved as part of the streetscape in the previous rezoning (RZ 96-017669) application.
- The developer will continue working with Richmond Parks and Recreation Department staff to finalize detail design as part of the Servicing Agreement including refinement to the Sea Island Way plaza and provision of lighting and safety features along the greenway path. These refinements will enable the City to take full advantage of this gateway site and ensure that the greenway along the west property line of the proposed development supports the intent of the Richmond Trails strategies and meets functional requirements of an urban trail.

#### Site Vegetation

- There are 39 existing trees of 10 cm diameter dbh or larger identified on the subject site with an accompanying arborist report prepared by Ken McKillop, Landscape Architect, Certified Arborist dated November 25, 2005. In addition there are two (2) stands of hedges identified which are either within the road rights-of way or public-rights-of passage to be registered. According to the Arborist, 32 of the existing trees have low suitability for retention, and seven (7) have medium suitability for retention. However, trees that have medium suitability for retention are either within utilities rights-of-way corridors or within the building footprint and are impractical to be retained.
- The proposed replacement trees in the landscape concept plan exceed the replacement ratio of 2:1. Proposed trees include approximately 139 trees that are between 7 cm - 10 cm calliper in size. In addition, 33 other trees are of less than 7 cm calliper, because they have multiple trunks (multi-trunk trees are not measure by calliper) or conifer trees (which are customarily measured in height rather than diameter) being proposed. 36 additional street trees (size and species to be determined as part of the Servicing Agreement) will also be planted.
- The proposed development incorporated a significant quantity and variety of shrubs and ground covers on the parkade podium and the proposed green roof of the hotel. There will likely be a net gain in bio diversity when the full landscape plan is implemented.

#### Open Space and Amenities

- The proposed development includes an extensive on-site amenity package including:
  - indoor amenity space on the landscape parkade roof level of each of the residential towers.
  - shared amenity facilities between residents and future hotel (swimming pool, amenity lounge and exercise gymnasium) will be provided in the hotel building what will be constructed as part of Phase 1). The development meets the requirement for residential amenity without including the hotel amenities. It is the intention of the developer to continue to permit access by the residents to the hotel amenity after the hotel becomes operational. At that time, the hotel and the strata will enter into an access agreement.
  - extensively landscaped roof podium with outdoor amenities including children's play area, communal patios associated with the indoor amenity rooms, and various generously

sized outdoor “rooms” comprised of lawn areas and separated by landscaping and water features to facilitate multiple functions and users.

- The developer has committed to registering a public-rights-of-passage, and constructing a greenway/bike path along the west side of the site over the existing GVRD force main. The planting along the greenway is minimal due to potential conflict between any root systems and the existing GVRD force main and maintenance requirements. The greenway consists of a minimum 3 m wide paved pathway with lawn on both sides. All the plants are proposed along the edge of the building to screen the proposed parkade and to minimize potential interference with the underground utilities. The developer and subsequent owners will be responsible for the maintenance of the greenway along the west property line.
- A public seating/staging area is proposed at the northwest corner of the site and trail signage is proposed along the southwest corner of the site to direct users of the greenway.

#### Amenity Contributions

- The developer has agreed to contribute \$863,558 (based on \$4/ft<sup>2</sup> of permitted residential floor area) to facilitate Transit Oriented Development in the City to be used at the discretion of Council. It was understood at the time of the agreement that part of this contribution can be directed towards affordable housing at the discretion of Council.
- The developer is also providing significant frontage improvements on three (3) street frontages in addition to the greenway along the west property line. In addition, the developer has agreed to dedicate the east-west portion of Corvette Way as part of this rezoning application instead of the previous agreement as a public-rights-of-passage when the site was rezoned to Comprehensive Development District (CD/85) approximately six years ago.

#### Parking

(Detailed staff comments are provided in **Attachment 6**: Staff Technical Review Comments)

- The existing hotel at 3031 No. 3 Road requires 97 parking spaces. The site can accommodate only 62 parking spaces. The additional 35 spaces will be provided on 8200 Corvette Way and secured by means of an easement registered on title of 8200 Corvette Way.
- 8200 Corvette Way required a total of 461 parking spaces (including 35 spaces required for 3031 No. 3 Road). The applicant has proposed a total of 469 parking spaces. Design details of how these 35 spaces will be made available within the parkade will be addressed at the Development Permit stage.

#### **Utilities and Site Servicing**

(Detailed staff comments are provided in **Attachment 6**: Staff Technical Review Comments)

- Capacity analysis comments have been generated and storm analysis received for review in the summer of 2005. Engineering concurred with DS Lee's storm analysis that frontage that storm upgrades along Corvette Way frontage are required; further calculations and full design to be via the forthcoming Servicing Agreement.

#### Rights-of-Way Discharge

The following Rights-of-Way (**Attachment 8**) are to be discharged from 8200 Corvette Way in conjunction with Registration of new Road Dedications and new Utility and Public Rights of Passage Rights-Of-Ways to facilitate utility services and greenways:

- NWP39578;
- LMP46584; and
- LMP46585

The new Utility and Public Rights of Passage Rights-Of-Ways for the greenway along the west side of the property will be maintained by the owners of 8200 Corvette Way.

The Rights-of-Way discharges are supported by the Manager, Lands and Property. The developer will pay the costs, \$260, associated with the discharge including documentation, registration and advertising. The costs are to be paid prior to referring this rezoning application to Council for final approval.

### **Site Phasing**

The applicant has proposed to construct the entire podium and all the indoor amenities to be shared by both the residential and hotel development at Phase I along with the two (2) residential towers. The hotel will be completed at a later date when market conditions are more favourable. A conceptual phasing plan will be submitted as part of the Development Permit Application.

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

None.

### **Conclusion**

Staff recommend that this application be approved to proceed. The subject Official Community Plan (OCP) amendment and rezoning provide for a new use that is compatible with the intent of the Richmond OCP and responds to the changing context in the neighbourhood including the Great Canadian Casino in West Bridgeport and the Oval Neighbourhood further south along the Riverfront.

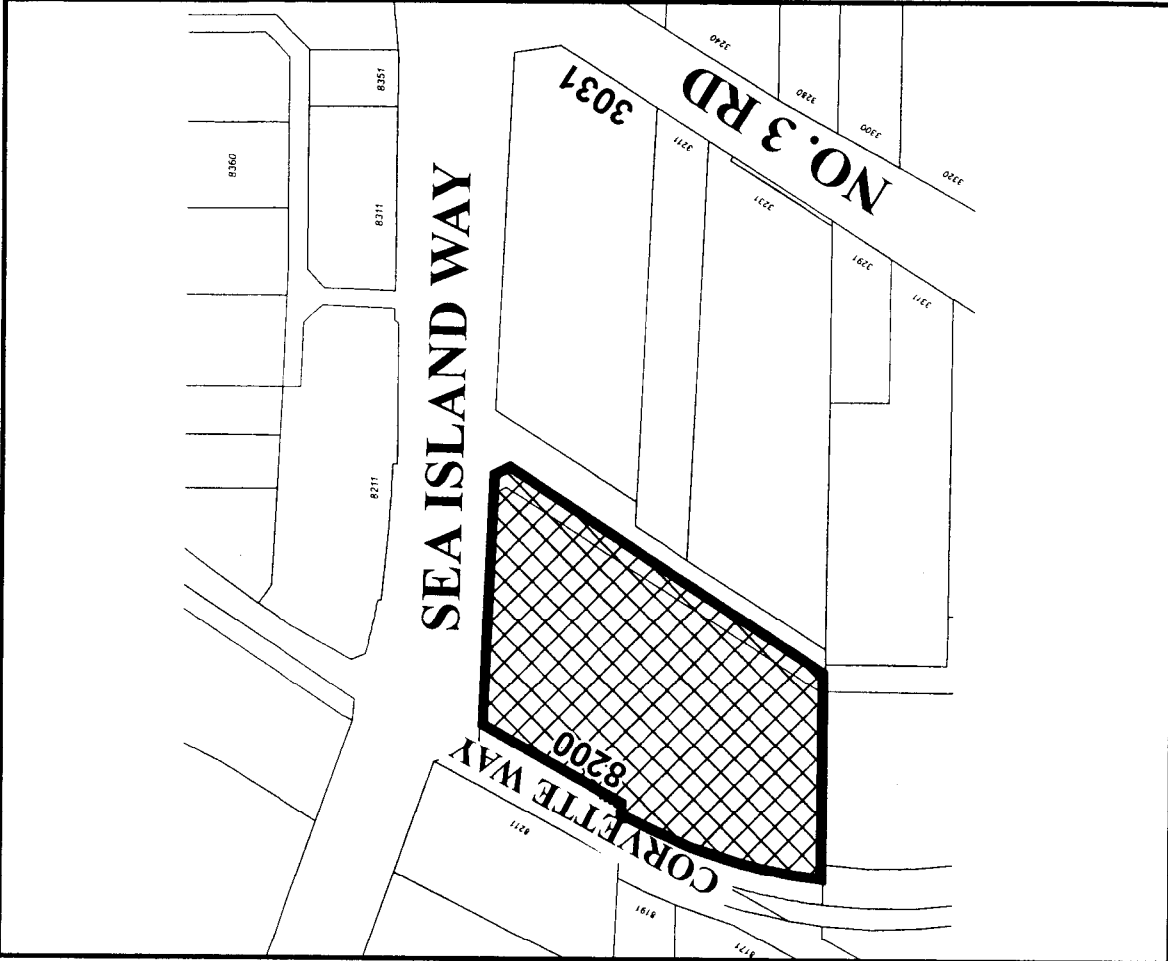
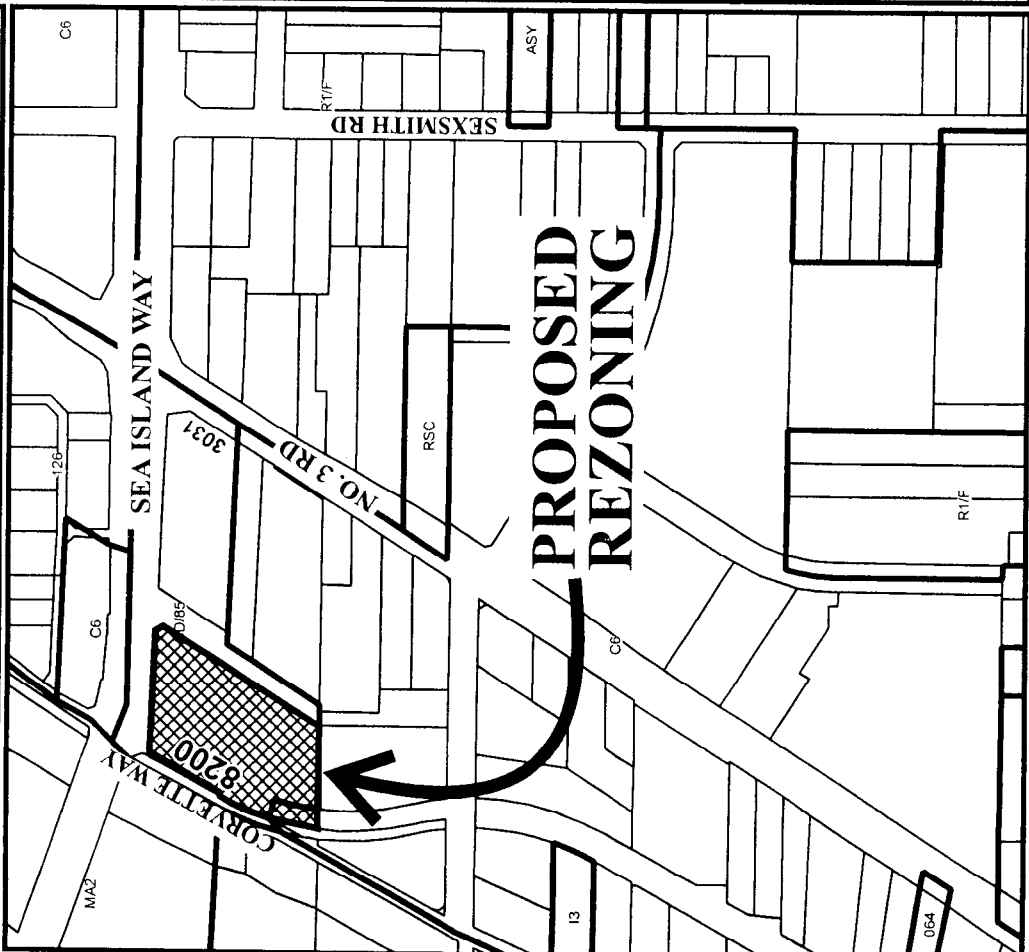


Cecilia Achiam, MCIP, BCCLA  
Senior Planner, Urban Design  
(Local 4122)

CA:blg

- Attachment 1: Location Map
- Attachment 2: Aerial Photo
- Attachment 3: Conceptual Development Plans
- Attachment 4: Aircraft Noise Sensitive Development Policy Map
- Attachment 5: Development Application Data Sheet
- Attachment 6: Staff Technical Review Comments
- Attachment 7: Conditional Rezoning Requirements Concurrence
- Attachment 8: Rights-Of-Ways for Discharge

# City of Richmond

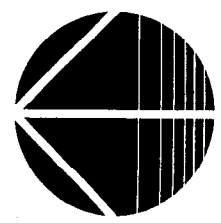


## RZ 04-275910

Original Date: 08/19/04

Revision Date: 05/26/06

Note: Dimensions are in METRES



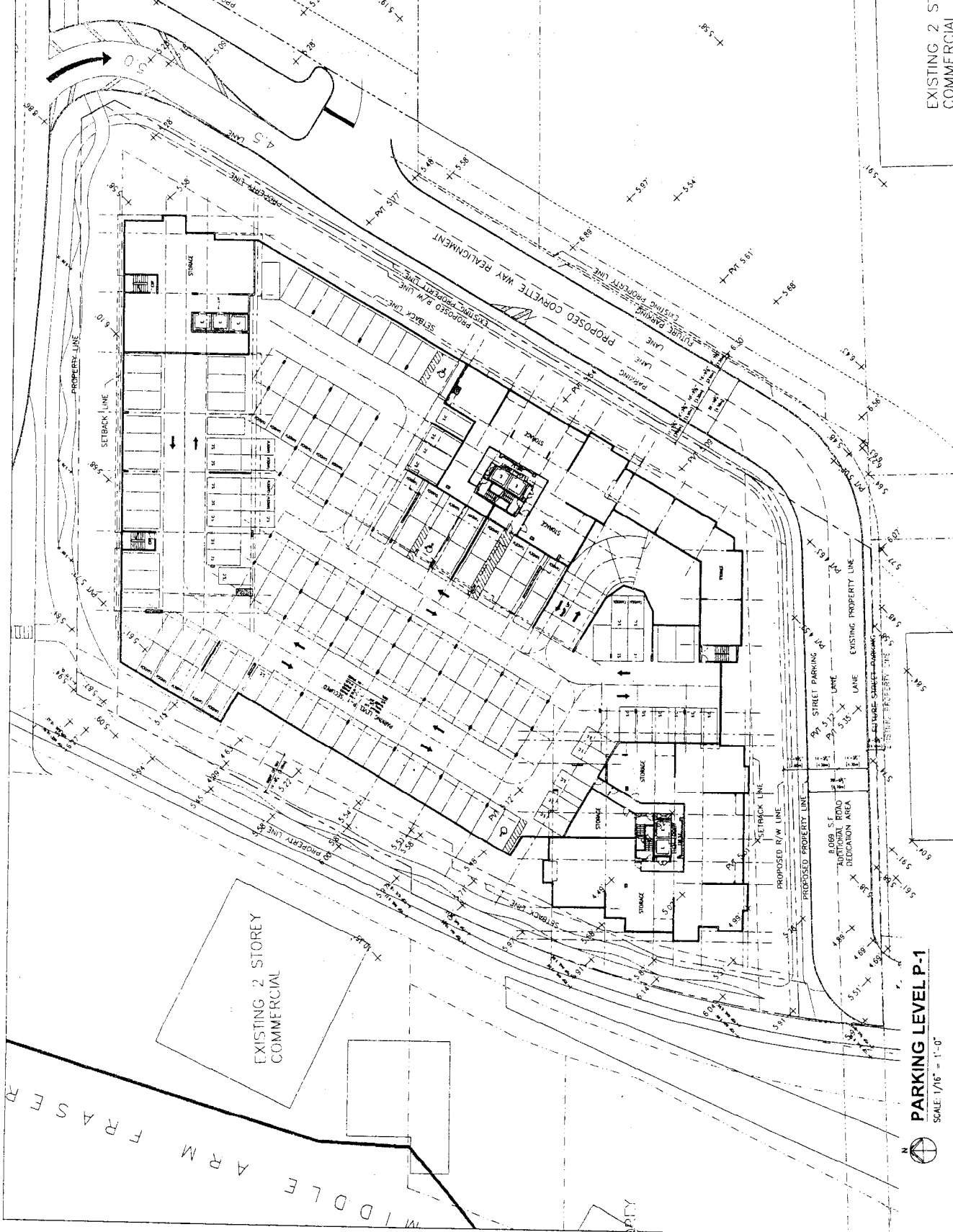


RZ 04-275910

Date: 05/03/06

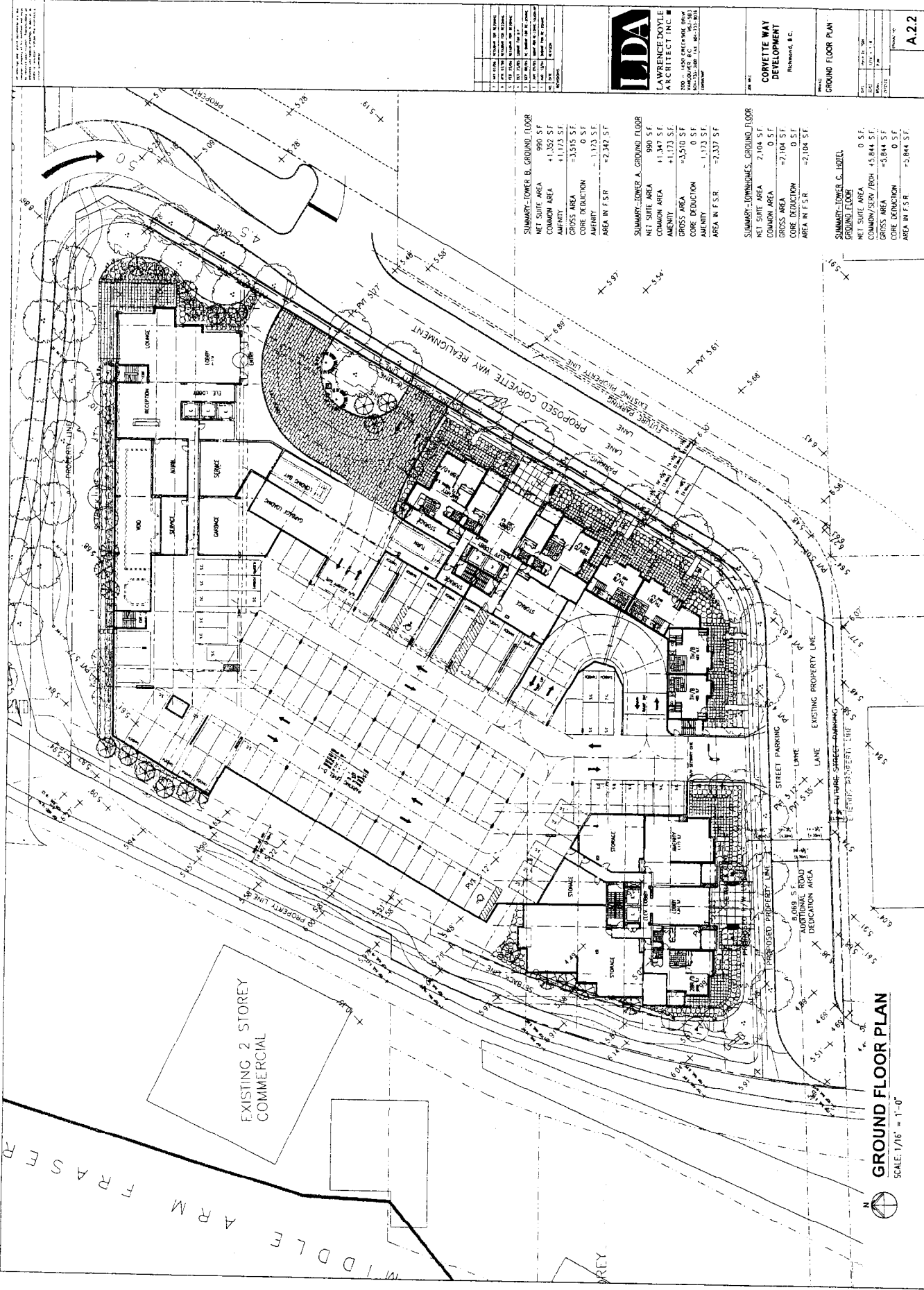
Amended Date:

Note: Dimensions are in METRES



**PARKING LEVEL P-1**  
SCALE: 1/16" = 1'-0"





**SUMMARY - LOWER B. GROUND FLOOR**

NET SUITE AREA	990 SF
COMMON AREA	+1,392 SF
AMENITY	+1,173 SF
GROSS AREA	=3,515 SF
CORE DEDUCTION	0 SF
AMENITY	-1,173 SF
AREA IN F.S.R.	=2,342 SF

**SUMMARY - LOWER A. GROUND FLOOR**

NET SUITE AREA	990 SF
COMMON AREA	+1,347 SF
AMENITY	+1,173 SF
GROSS AREA	=3,510 SF
CORE DEDUCTION	0 SF
AMENITY	-1,173 SF
AREA IN F.S.R.	=2,337 SF

**SUMMARY - LOWER G. HOTEL GROUND FLOOR**

NET SUITE AREA	2,104 SF
COMMON AREA	0 SF
GROSS AREA	=2,104 SF
CORE DEDUCTION	0 SF
AREA IN F.S.R.	=2,104 SF

**SUMMARY - LOWER G. HOTEL GROUND FLOOR**

NET SUITE AREA	0 SF
COMMON/SERV/BOH	+5,844 SF
GROSS AREA	=5,844 SF
CORE DEDUCTION	0 SF
AREA IN F.S.R.	=5,844 SF



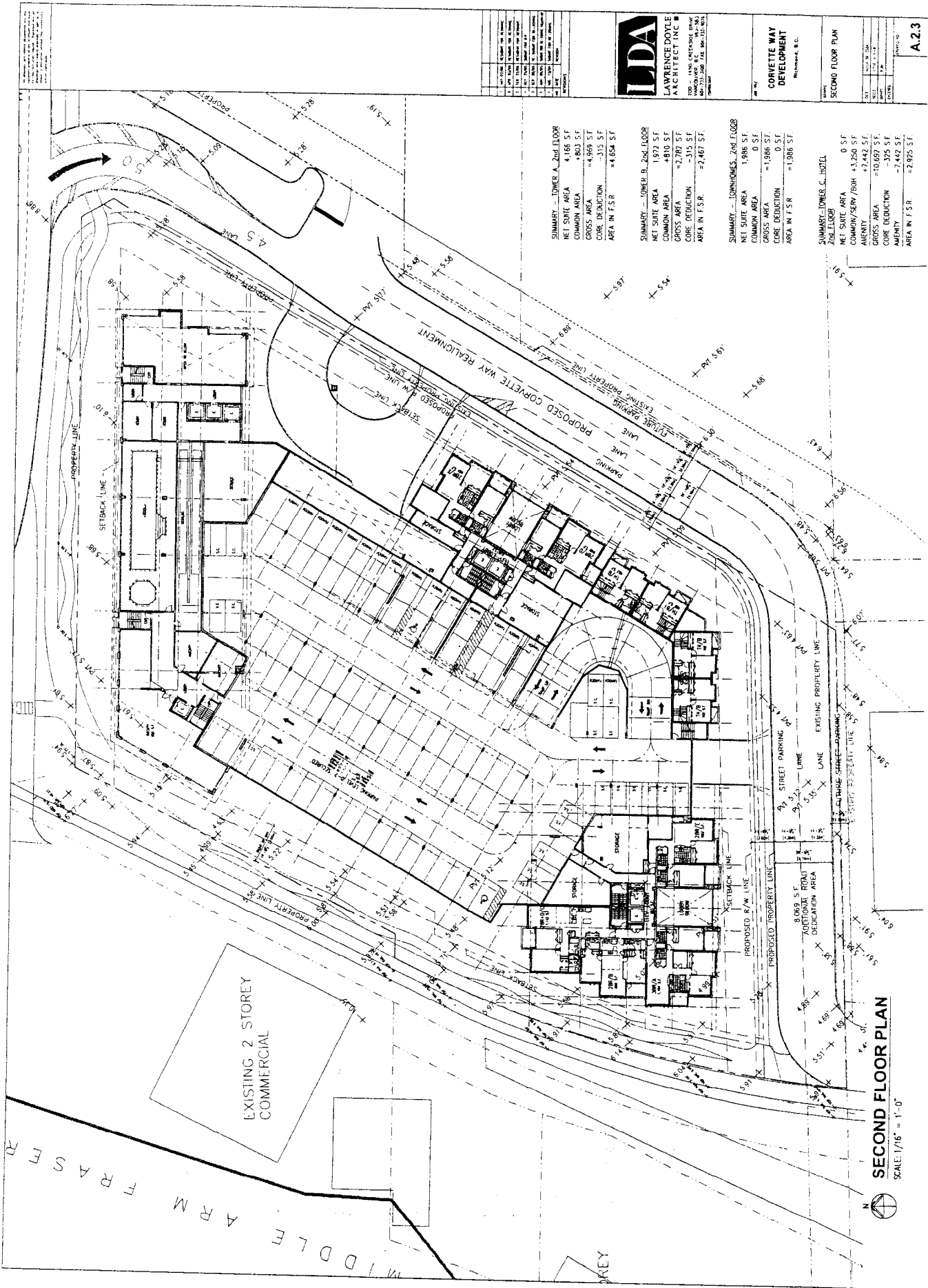
**CORVETTE WAY DEVELOPMENT**  
Richmond, B.C.

**GROUND FLOOR PLAN**

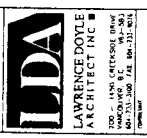
SHEET	2024.01.01
DATE	2024.01.01
PROJECT	
SCALE	

A.2.2

**GROUND FLOOR PLAN**  
SCALE: 1/16" = 1'-0"



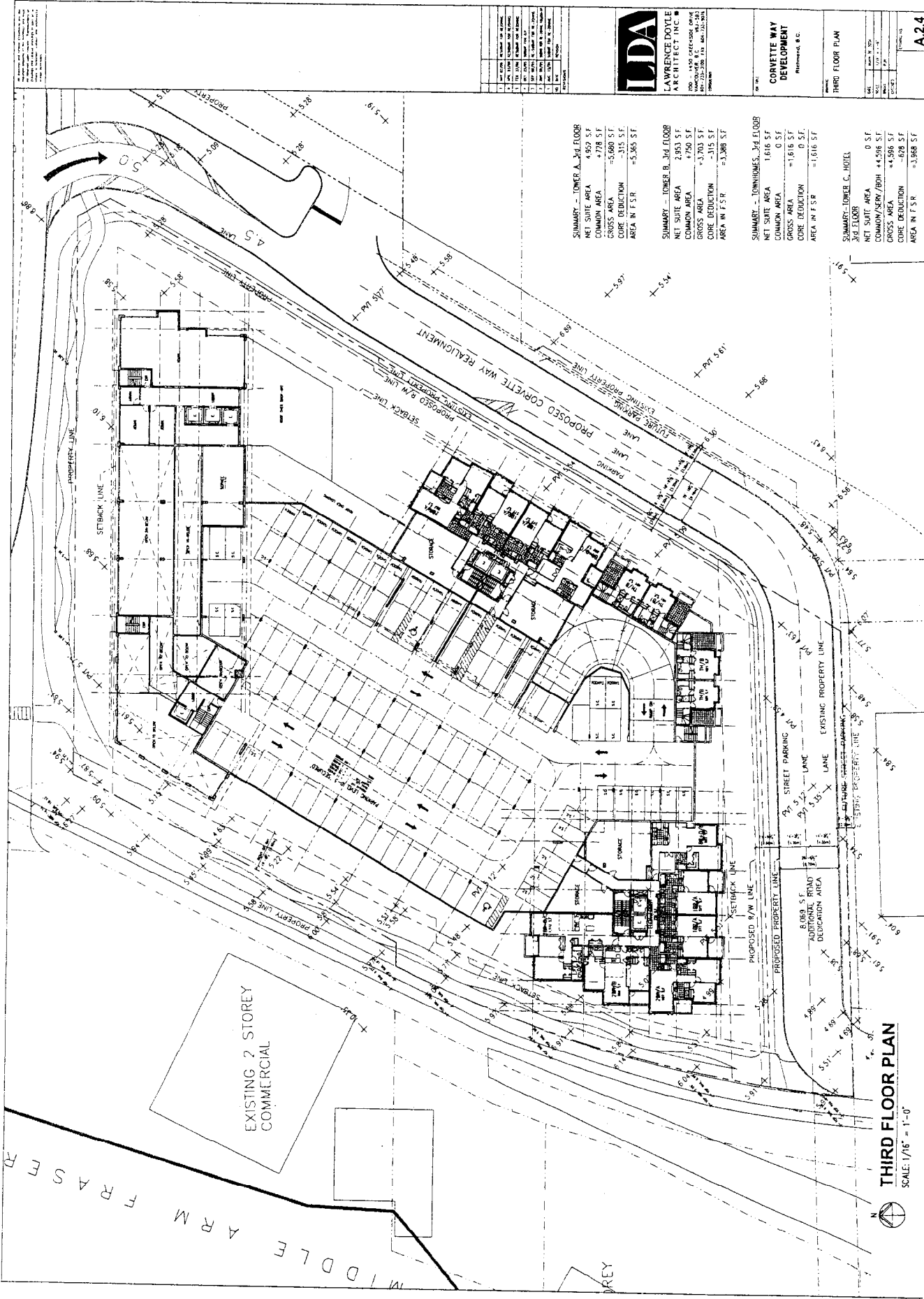
Summary	Lower A, 2nd Floor	Lower B, 2nd Floor	Lower C, Hotel
NET SITE AREA	4,186 SF	1,972 SF	0 SF
COMMON AREA	7,803 SF	4,910 SF	13,250 SF
GROSS AREA	4,989 SF	2,782 SF	17,442 SF
CORE DEDUCTION	-313 SF	-313 SF	-10,697 SF
AREA IN F.S.R.	4,676 SF	2,467 SF	6,745 SF



**LAWRENCE DODGE ARCHITECT INC.**  
 1000 WEST 4TH AVENUE, SUITE 200  
 VANCOUVER, B.C. V6H 3T5  
 TEL: 604-275-3300 FAX: 604-275-3374

**CORVETTE WAY DEVELOPMENT**  
 Richmond, B.C.

**SECOND FLOOR PLAN**  
 SCALE: 1/16" = 1'-0"



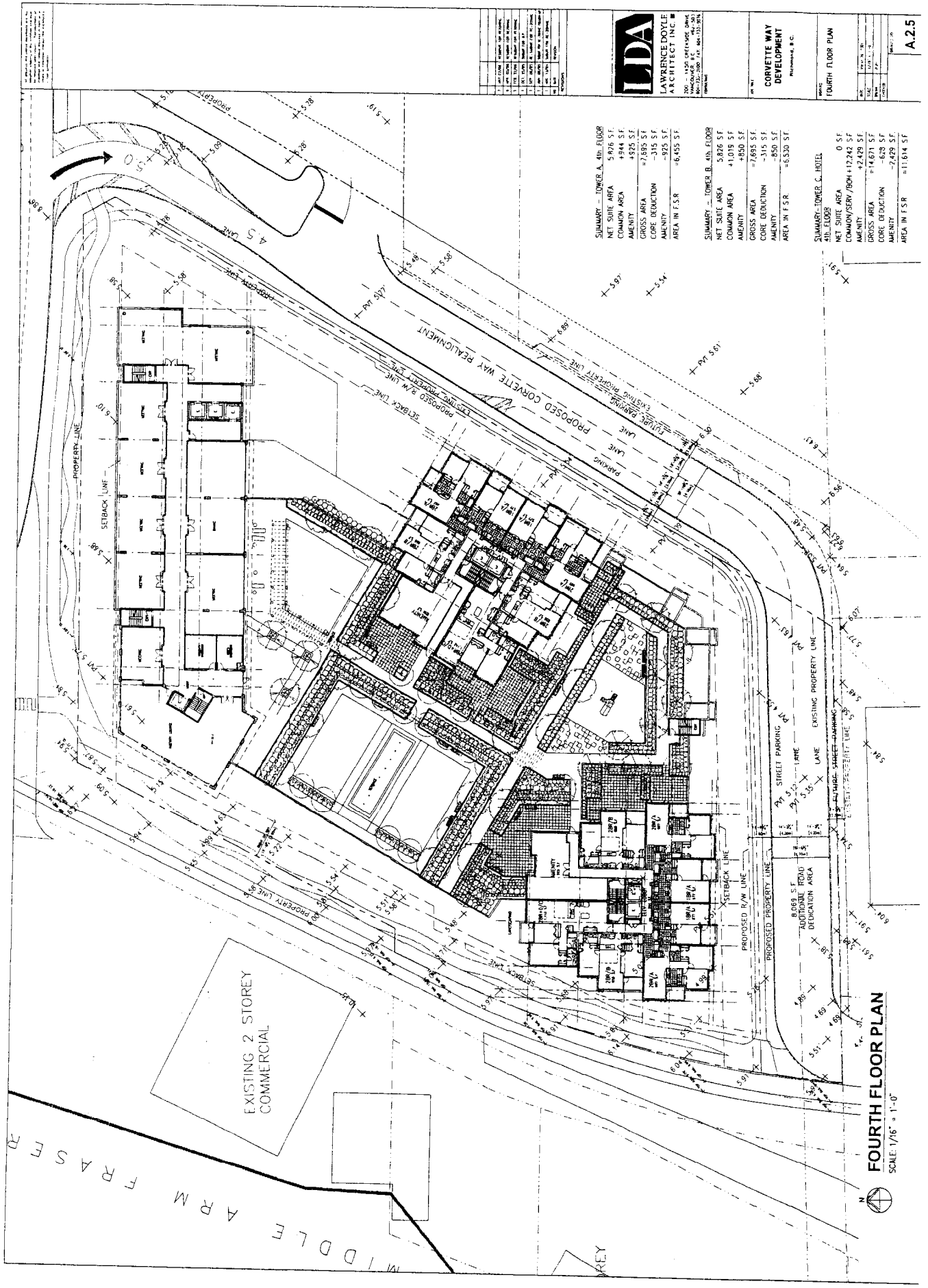
Summary	Net Suite Area	Common Area	Gross Area	Core Deduction	Area in FSR
<b>SUMMARY - TOWER A, 3rd FLOOR</b>	4,902 SF	478 SF	5,380 SF	-315 SF	5,065 SF
<b>SUMMARY - TOWER B, 3rd FLOOR</b>	2,953 SF	475 SF	3,428 SF	-315 SF	3,113 SF
<b>SUMMARY - DOWNHOMES, 3rd FLOOR</b>	1,616 SF	0 SF	1,616 SF	0 SF	1,616 SF
<b>SUMMARY - TOWER C, HOTEL</b>	0 SF	4,596 SF	4,596 SF	-828 SF	3,768 SF



**CORVETTE WAY DEVELOPMENT**  
 PHASE 1, B.C.

**THIRD FLOOR PLAN**

**THIRD FLOOR PLAN**  
 SCALE: 1/16" = 1'-0"



**SUMMARY - TOWER A, 4TH FLOOR**

NET SUITE AREA	5,878 S.F.
COMMON AREA	+844 S.F.
AMENITY	+925 S.F.
GROSS AREA	+7,647 S.F.
CORE DEDUCTION	-315 S.F.
AMENITY	-925 S.F.
AREA IN T.S.R.	+6,455 S.F.

**SUMMARY - TOWER B, 4TH FLOOR**

NET SUITE AREA	5,826 S.F.
COMMON AREA	+1,019 S.F.
AMENITY	+850 S.F.
GROSS AREA	+7,695 S.F.
CORE DEDUCTION	-315 S.F.
AMENITY	-850 S.F.
AREA IN T.S.R.	+6,530 S.F.

**SUMMARY - TOWER C, HOTEL (4TH FLOOR)**

NET SUITE AREA	0 S.F.
COMMON/SEV./BOH	+12,242 S.F.
AMENITY	+2,429 S.F.
GROSS AREA	+14,671 S.F.
CORE DEDUCTION	-628 S.F.
AMENITY	-2,429 S.F.
AREA IN T.S.R.	+11,614 S.F.



201 GREENWICH DRIVE  
MONTICELLO, VA 22854  
TEL: 540-525-1100 FAX: 540-525-1014

PROJECT: CORVETTE WAY DEVELOPMENT  
PREPARED BY: R.C.

FOURTH FLOOR PLAN

DATE: 11/11/10
SCALE: 1/8" = 1'-0"
PROJECT NO: 10-0019
DATE: 11/11/10
SCALE: 1/8" = 1'-0"
PROJECT NO: 10-0019

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

1. ALL DIMENSIONS ARE IN FEET AND INCHES.  
 2. DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.  
 3. FINISHES ARE TO BE DETERMINED BY THE ARCHITECT.  
 4. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND REGULATIONS.  
 5. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE NATIONAL BUILDING CODES AND REGULATIONS.  
 6. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL CODES AND REGULATIONS.  
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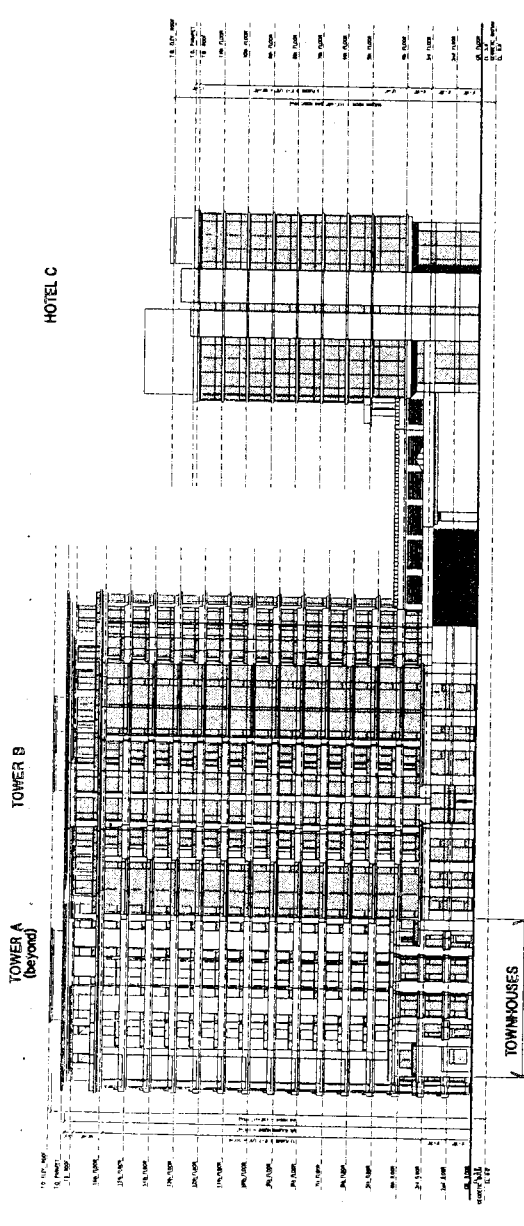
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29	12/15/11	REVISED PER COMMENTS
30	01/01/12	REVISED PER COMMENTS

**LDA**  
 LAWRENCE DOYLE  
 ARCHITECT INC  
 700 - 100 CHESTER ST  
 NEWTON, MA 02459  
 TEL: 617-552-1100  
 FAX: 617-552-1101  
 WWW.LDA-ARCHITECT.COM

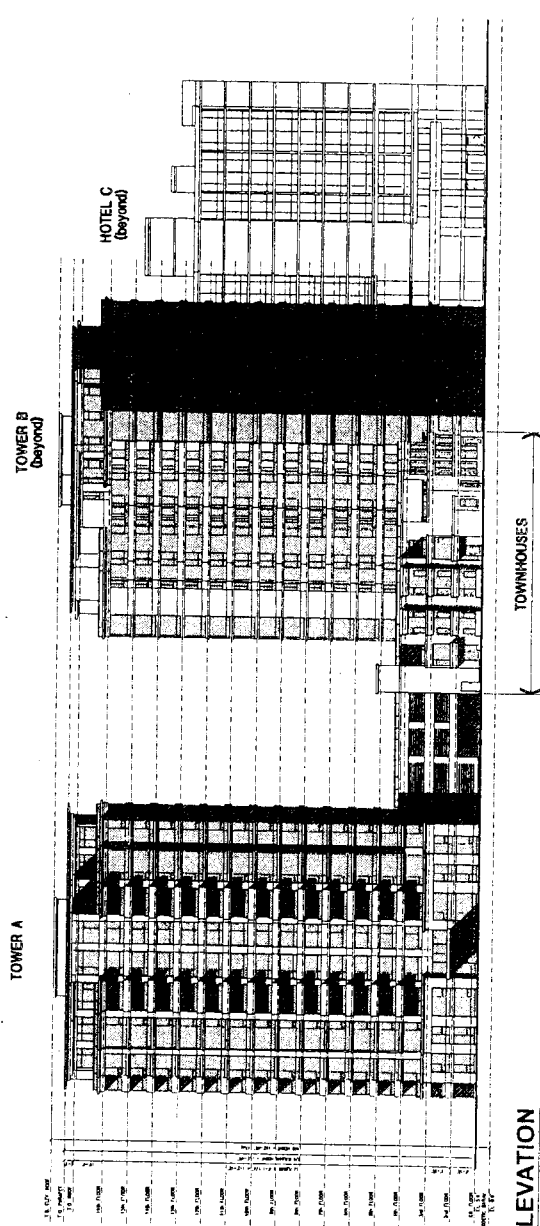
**CORNETTE WAY  
 DEVELOPMENT**  
 NEEDHAM, B.C.

**NORTH & EAST  
 ELEVATIONS**

**A.5.1**



**NORTH ELEVATION**  
 SCALE: 1/8" = 1'-0"



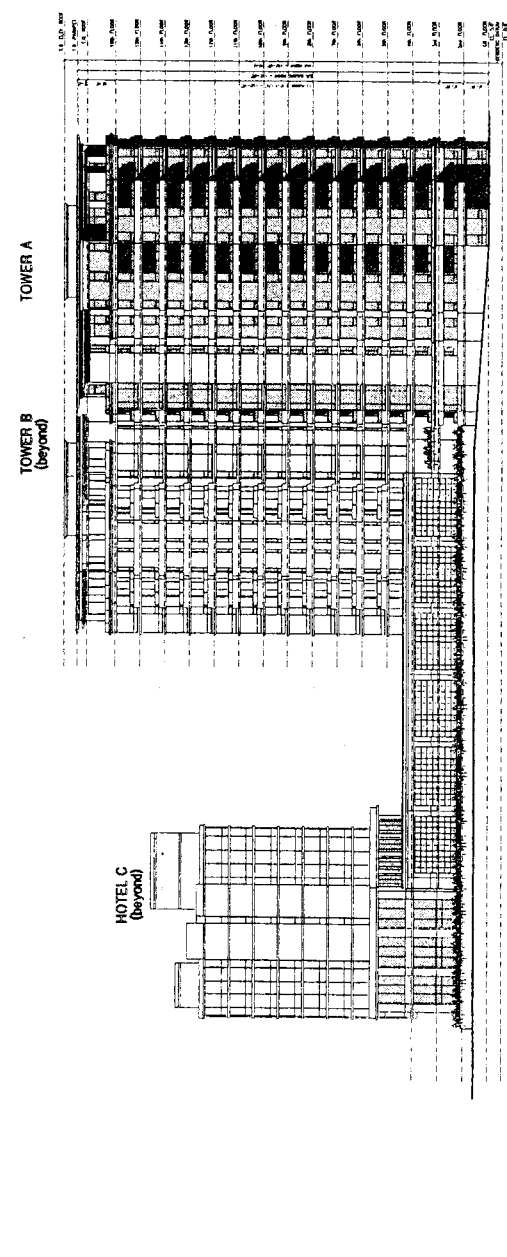
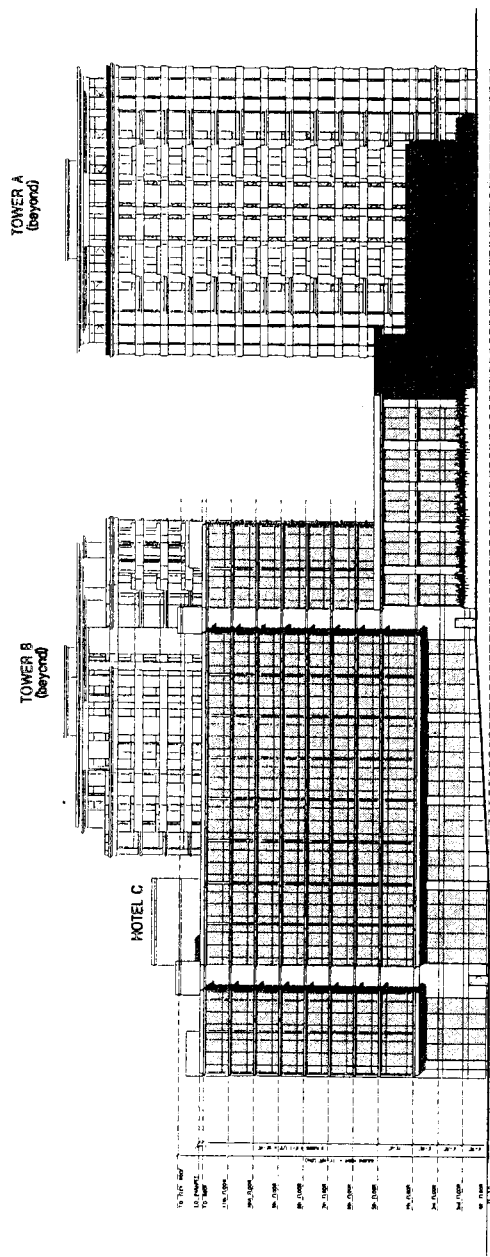
**EAST ELEVATION**  
 SCALE: 1/8" = 1'-0"



CORVETTE WAY  
DEVELOPMENT  
RICHMOND, B.C.

WEST & SOUTH  
ELEVATIONS

A.5.2



TOWER A (beyond)  
 TOWER B  
 TOWER C

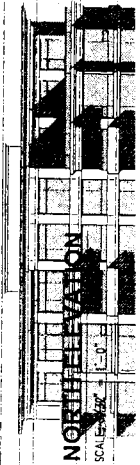
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 9. PARKET  
 8. D. ROOF  
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TOWNHOUSES

TOWER A

TOWER B (beyond)

TOWER C (beyond)



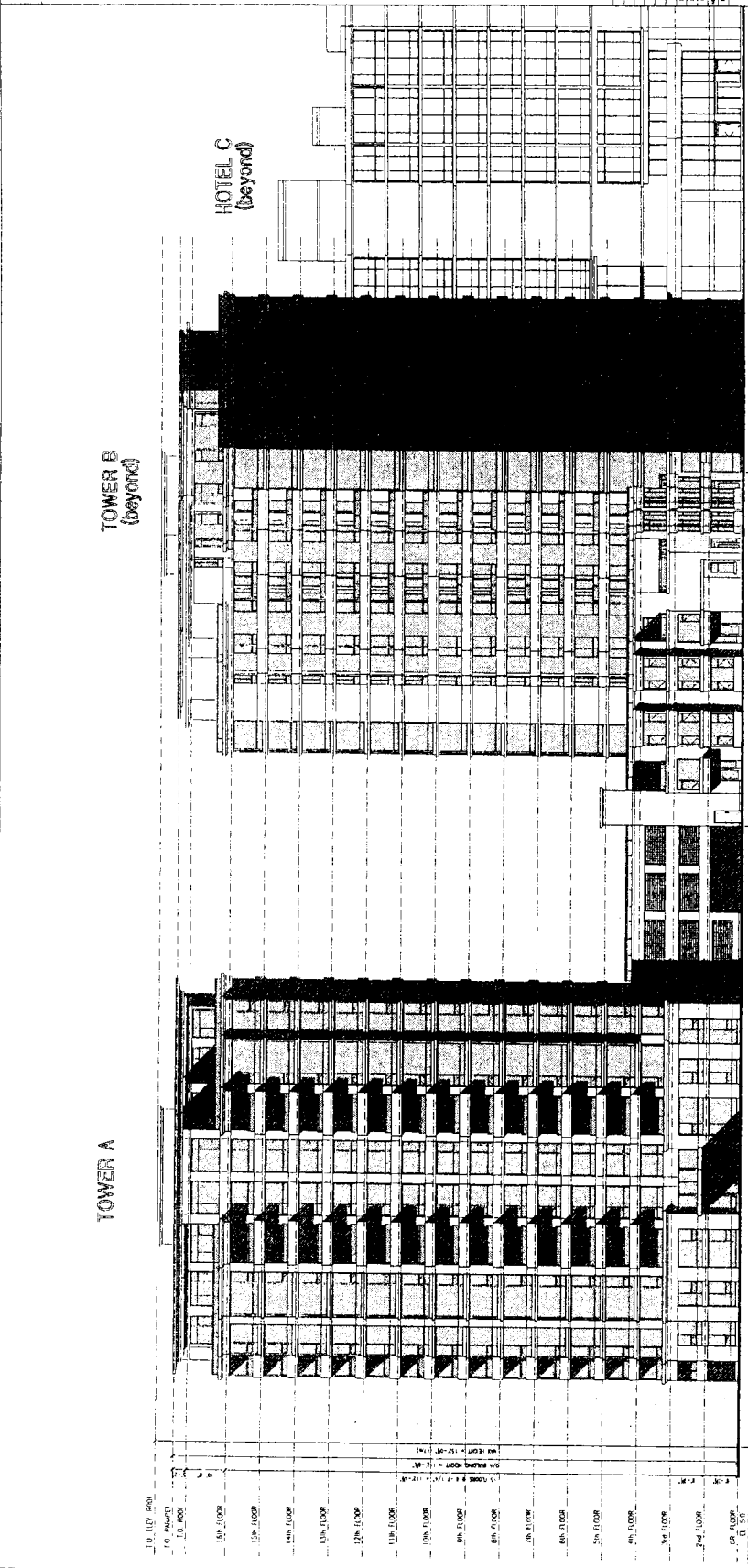
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 PROJECT: [Name]

**LDA**  
 LAWRENCE DOYLE  
 ARCHITECT INC  
 100 - 1140 CLEVELAND DRIVE  
 WASHINGTON, D.C. 20004-4101  
 TEL: 202-331-1100  
 FAX: 202-331-1101  
 WWW.LDA-ARCHITECT.COM

**CORRIETTE WAY  
 DEVELOPMENT**  
 RICHMOND, B.C.

NO.	DATE	DESCRIPTION
1	11/11/11	ISSUED FOR PERMIT
2	11/11/11	ISSUED FOR PERMIT
3	11/11/11	ISSUED FOR PERMIT
4	11/11/11	ISSUED FOR PERMIT
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A-5.4



TOWNHOUSES

**EAST ELEVATION**  
 SCALE: 3/32" = 1'-0"





1. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.  
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 3. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.  
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**LDA**  
 LAWRENCE DOYLE  
 ARCHITECT, INC.  
 1000 - 1430 CHESAPEAKE DRIVE  
 RICHMOND, B.C. 23220  
 PHONE: (804) 771-1111  
 FAX: (804) 771-1112  
 WWW: LDA-ARCHITECT.COM

**CORVETTE WAY  
 DEVELOPMENT**  
 Richmond, B.C.

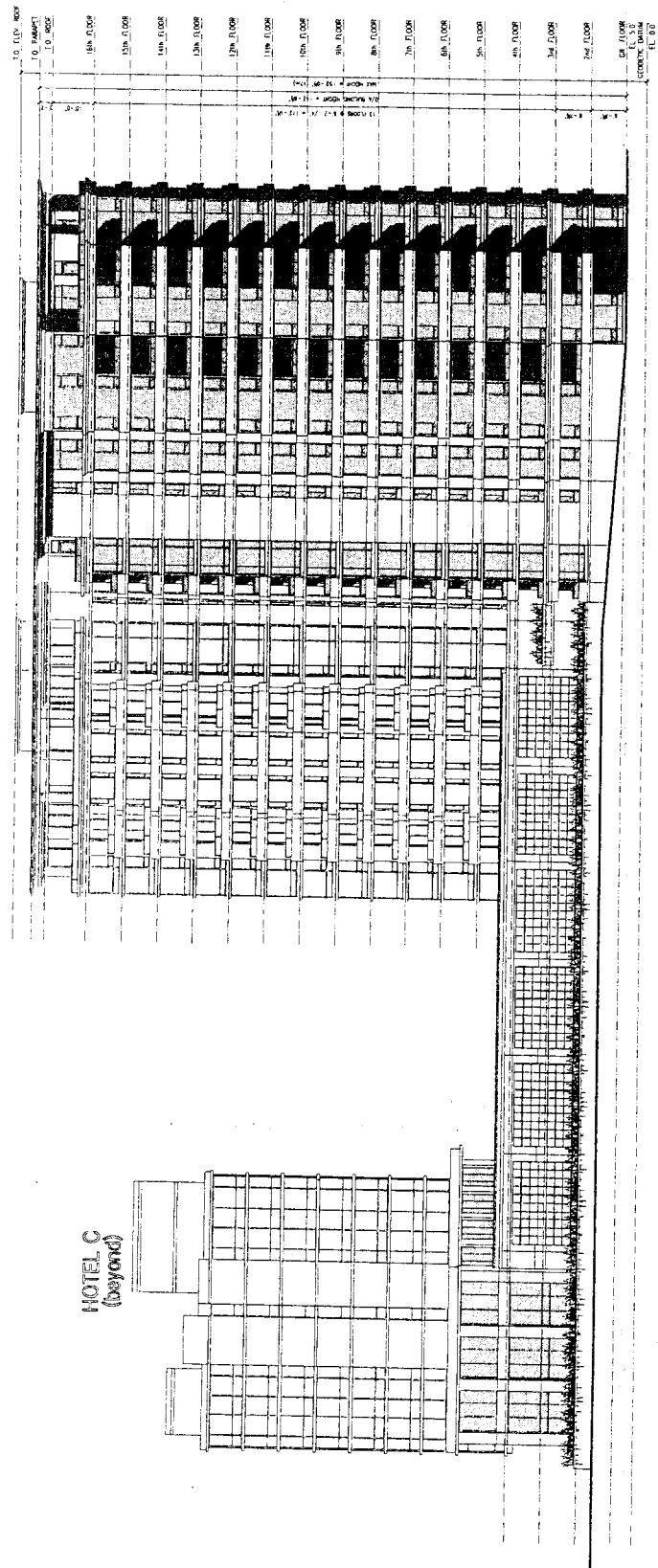
**SOUTH ELEVATION**

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**A.5.6**

**TOWER A**

**TOWER B  
 (beyond)**



**HOTEL C  
 (beyond)**

**SOUTH ELEVATION**  
 SCALE: 3/32" = 1'-0"

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NO.	DATE	DESCRIPTION
1	10/15/10	PRELIMINARY DRAWING
2	11/15/10	REVISED DRAWING
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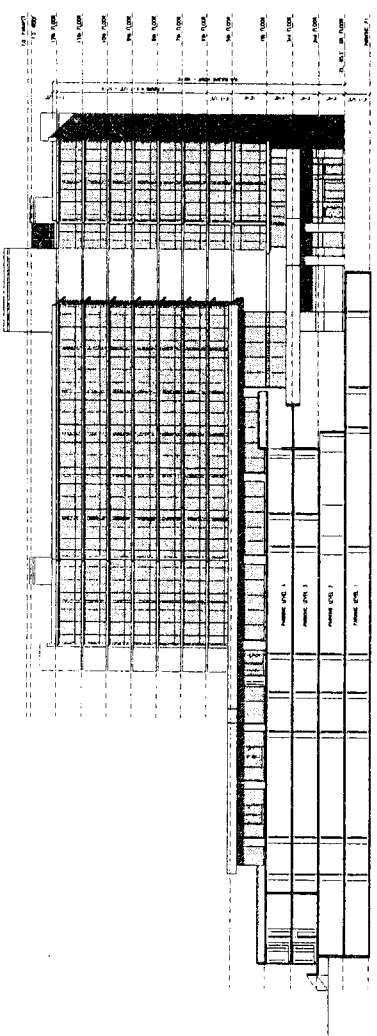
**LDA**  
**LAWRENCE DOYLE**  
**ARCHITECT INC**  
 1000 - 1400 CENTER DRIVE  
 WASHINGTON, D.C. 20004-4400  
 TEL: 202-331-1100  
 FAX: 202-331-1101  
 WWW.LDA-ARCHITECT.COM

**CORVETTE WAY**  
**DEVELOPMENT**  
 Richmond, B.C.

**EAST & WEST**  
**ELEVATIONS / SECTION**

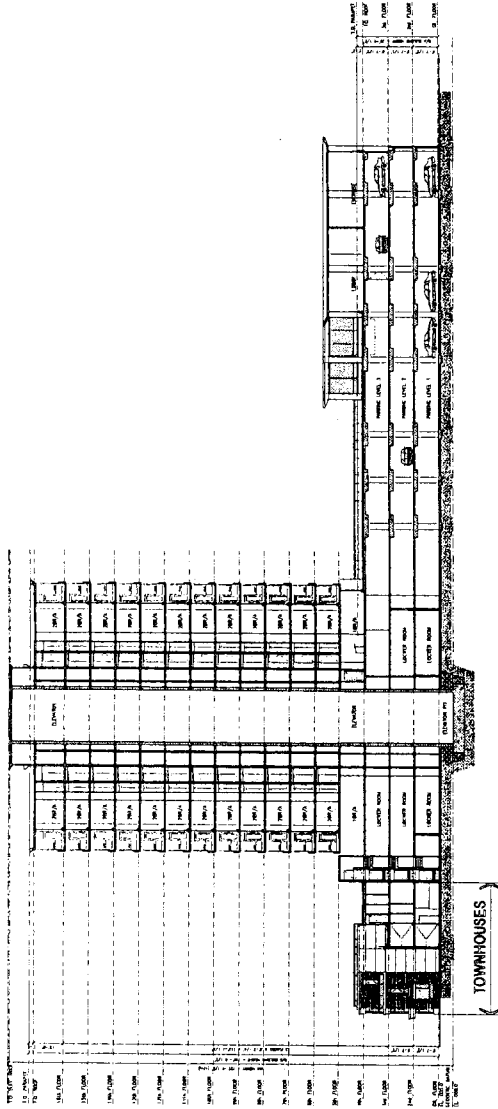
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**HOTEL EAST ELEVATION/SECTION**  
 SCALE: 1/16" = 1'-0"

TOWER A



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

SCALE:

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**LDA**  
LAWRENCE DOYLE  
ARCHITECT INC.  
1000 PINEAPPLE AVENUE  
RICHMOND, VA 23261  
TEL: 804-771-1000  
FAX: 804-771-1001

PROJECT NO.  
CORVETTE WAY  
DEVELOPMENT  
RICHMOND, VA

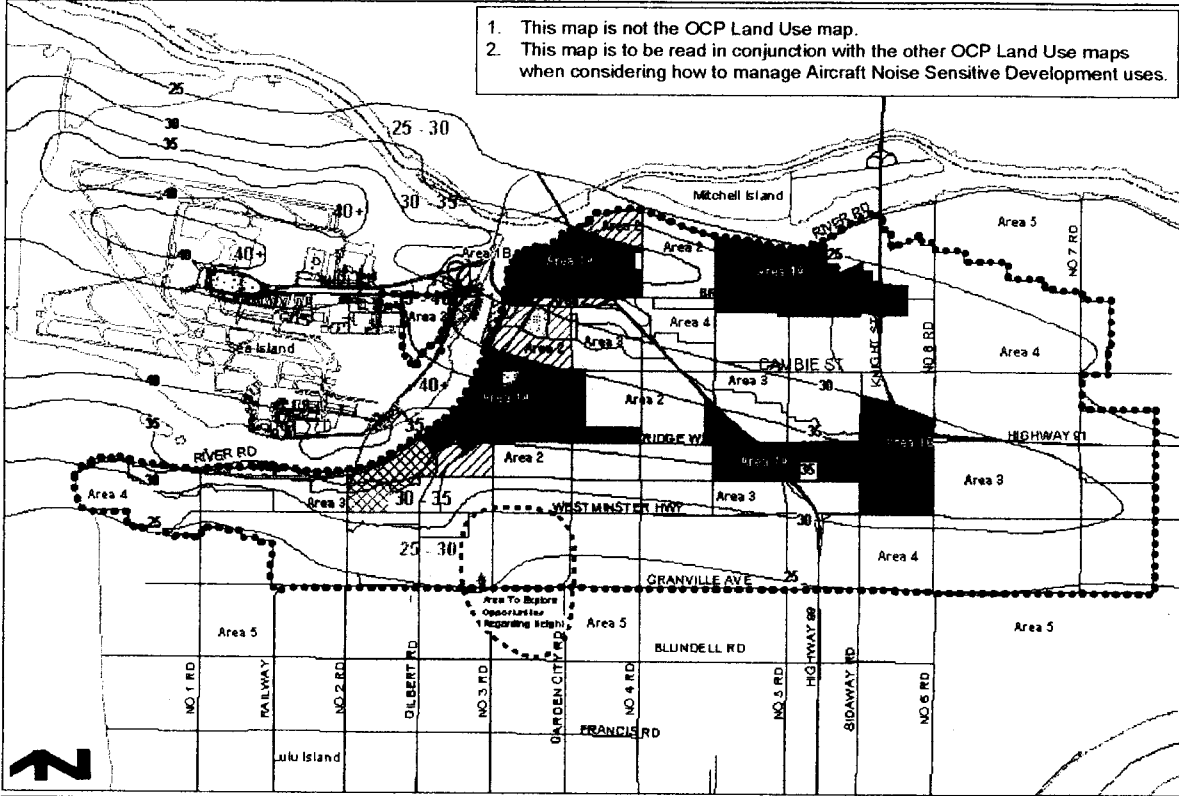
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A-A

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# Aircraft Noise Sensitive Development Map

1. This map is not the OCP Land Use map.
2. This map is to be read in conjunction with the other OCP Land Use maps when considering how to manage Aircraft Noise Sensitive Development uses.



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

<p><b>No New Aircraft Noise Sensitive Land Uses:</b></p> <p> AREA 1A New Aircraft Noise Sensitive Land Use prohibited.</p> <p> AREA 1B New residential land uses prohibited.</p>	<p><b>Areas Where Aircraft Noise Sensitive Land Uses May be Considered: Subject to Aircraft Noise Mitigation Requirements.</b></p> <p> AREA 2 All Aircraft Noise Sensitive Land Uses (except new single family) may be considered (see Table for exceptions).</p> <p> AREA 3 All Aircraft Noise Sensitive Land Uses types may be considered.</p> <p> AREA 4 All Aircraft Noise Sensitive Land Uses types may be considered.</p> <p><b>No Aircraft Noise Mitigation Requirements:</b></p> <p> AREA 5 All Aircraft Noise Sensitive Land Uses types may be considered.</p>	<p> City Hall</p> <p> 2015 Noise Exposer Forecast (NEF) Contours</p> <p> Extent of aircraft noise insulation</p> <p> Objective: Current rezonings may proceed prior to Area Plan updates, based on the formula: - Residential use: Up to 2/3 of the buildable square feet (BSF); - Non-residential use: The remaining BSF (e.g. 1/3).</p> <p> No new ANSD rezonings until Area Plan is updated.</p> <p> Objective: To support the 2010 Olympic Speed Skating Oval: - Residential use: Up to 2/3 of the buildable square feet (BSF); - Non-residential use: The remaining BSF (e.g. 1/3).</p> <p> On Fraser River above 30 NEF residential (e.g. house boats) may be considered.</p> <p> Area to explore opportunities regarding height. Potential would be subject to application process.</p>
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**City of Richmond**  
 6911 No. 3 Road  
 Richmond, BC V6Y 2C1  
 (604) 276-4000

**Development Application  
 Data Sheet**

**RZ 04-275910**

**Attachment 5**

Address: 8200 Corvette Way

Applicant: Lawrence Doyle Architect Inc.

Planning Area(s): 2.10 City Centre Area

	<b>Existing</b>	<b>Proposed</b>
<b>Owner:</b>	Skyline Airport Hotel (1977) Ltd.	Skyline Airport Hotel (1977) Ltd.
<b>Site Size (m<sup>2</sup>):</b>	10,975 m <sup>2</sup> (118,137 ft <sup>2</sup> )	9,485 m <sup>2</sup> (102,100 ft <sup>2</sup> )
<b>Land Uses:</b>	Vacant	Mixed-use (residential and hotel)
<b>OCP Designation:</b>	Mixed Use	Mixed Use
<b>Area Plan Designation:</b>	Mixed-Use Waterfront	Mixed-Use Waterfront A
<b>Zoning:</b>	Comprehensive Development CD/85	Comprehensive Development CD/173
<b>Number of Units:</b>	0	Approx. 218
<b>Other Designations:</b>	Aircraft Noise Sensitive Development Area 3	Aircraft Noise Sensitive Development Area 3

<b>On Future Subdivided Lots</b>	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Density (units/acre):	N/A	88 upa	Complies
Floor Area Ratio:	max. 2.15 for residential max. 1.05 for non-resid.	2.1 for residential 1.05 for non-residential	Complies
Lot Coverage – Building:	Max. 90%	approx. 35 %	Complies
Lot Size (min. dimensions):	N/A	9,485 m <sup>2</sup> (102,100 ft <sup>2</sup> )	Complies
Setback – Front Yard (m):	Min. 6 m	Min. 6 m	Complies
Setback – Side & Rear Yards (m):	Min. 6 m	Min. 6 m	Complies
Height (m):	45 m	45 m 47 m (geodetic)	Complies
Off-street Parking Spaces – Res (R) / Visitor (V): Commercial (C)	251 (R) and 44 (V) and 166* (C)	259 (R) and 44 (V) and 166 (C)	Complies
Off-street Parking Spaces – Total:	461	469	Complies

<b>On Future Subdivided Lots</b>	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Tandem Parking Spaces:	Permitted	58	Complies
Amenity Space – Indoor:	Max. permitted .2	.15	Complies
Amenity Space – Outdoor:	1308 m <sup>2</sup>	> 1308 m <sup>2</sup>	Complies

\*166 spaces include 131 required for 8200 Corvette Way and 35 (to be secured via covenant) for the exclusive use of the existing hotel at 3031 No. 3 Road.

## SUMMARY OF STAFF COMMENTS

### Engineering Comments:

Overview: These comments have been written as comprehensively as possible, based on current and past known information. Because of the complexity of the project and the existing servicing, some current observations may need to be revised via the Servicing Agreement design process.

Capacity analysis comments have been generated and storm analysis received for review in the summer of 2005. Engineering concurred with DS Lee's storm analysis that frontage that storm upgrades along Corvette Way frontage are required; further calculations and full design to be via the forthcoming Servicing Agreement.

**OUTSTANDING BUSINESS FROM SA 98-151539:** When this project was rezoned six years ago, one of the conditions was for full perimeter upgrades/beautification *including* the Comfort Inn site. We have a signed Servicing Agreement document and corresponding Letter of Credit (L/C) for all the earlier works – the L/C will be returned (exchanged), when the latest value of construction is agreed upon. A new Servicing Agreement application must be made (April 7<sup>th</sup> – SA 06-332908). The new Servicing Agreement must include/complete the conditions of the previous rezoning/Servicing Agreement i.e., the Comfort Inn frontage. TransLink, in between “then & now” has done improvements along the Comfort Inn’s Sea Island frontage for the 98 B-Line, that were NOT part of the City’s Servicing Agreement process. There is no boulevard, which was an earlier requirement of the previous rezoning. This must be established along with street trees and on No. 3 Road, a 2 m grass and treed boulevard with City Centre streetlights and a 2 m concrete sidewalk.

Project wide, Engineering Department has noted that all existing BC Hydro and Telus pole lines fronting the site *must* be undergrounded.

**OFFSITE REQUIREMENTS:** The following comments and requirements are made clockwise addressing all four (4) frontages of this hotel/condo project.

**Sea Island Way:** Ministry of Transportation (MOT) will need to be consulted via the developer’s Engineering consultant, DS Lee Engineering (DSL) regarding road widening, acceptable alignment and sidewalk/boulevard treatment. Richmond is most amiable to meet with MOT and DSL should it be determined beneficial in resolving issues, which may arise. Here are our comments regarding Sea Island frontage improvements:

Developer is to widen Sea Island Way road surface, as required/supported by MOT, completing improvements up to the development edge. Works include, but are not limited to, road widening, curb and gutter, creation of a 2 m grass and treed boulevard, street lighting in the boulevard, with a 2 m concrete sidewalk behind the new boulevard. Should the sidewalk encroach into the development site at the Corvette Way (east) edge, a Public Rights-of-Passage (PROP) Right-of-Way (ROW) will be required to contain any portion of the sidewalk.



The access from Sea Island Way to Corvette Way is to be designed as Right In ONLY. This may change as Richmond's Transportation Department is working with MOT to permit a Right-Out lane. Should the outbound right-turn lane access be permitted, the developer would be responsible for any measures necessary to facilitate such access; i.e. medians, signage and/or other geometric signage improvements must also be made as deemed appropriate between the City and MOT.

**Corvette Way** (North-South): From Sea Island Way, south to the south edge of 3031 No. 3 Road (Comfort Inn site), a 20 m Road Dedication is secured. This is to be built to full standard, with a 11.2 m asphalt road surface, watermain (should replacement of the watermain up the west side of the development site be deemed necessary), storm sewer, 1.5 m concrete sidewalks at each property line, with the balance (2.75 m/each) to be grass and treed boulevards on each side, with a decorative Type 3 City Centre (CC) street lights (powder coated black), *without* banner arms, flower pot holders or receptacles, in the boulevard. Also, for the southbound to the westbound access to the new development, a right-turn lane needs to be established. The exact cross-section may change if the right turn access is permitted, so there may be a need to revise the cross-section described above.

The south 2/3 of new North-South Corvette Way, which is only a 13 m dedication, the design cross section is to be a 1.5 m sidewalk at property line, a 1.5 m grass, treed boulevard with a decorative Type 3 City Centre (CC) street lights (powder coated black), *without* banner arms, flower pot holders or receptacles, in the boulevard, then curb and gutter, a 2.5 m parking lane and two (2) 3.1 m travel lanes, leaving 1.15 m along the east edge for a shoulder and possible retaining wall.

**Corvette Way** (East-West): With the previous rezoning, only a PROP ROW was secured for the east/west portion. The travel (road) portion is to be dedicated as Road as a condition of this rezoning, from the proposed back of curb, to the south property line. Using the model for the 13 m wide north-south edge of Corvette Way, the design, working *from* the property line, design to consist of a 1.15 m wide shoulder/retaining wall, two (2) 3.1 m travel lanes and a 2.5 m wide parking lane with curb and gutter. Back of the curb to the property line would require a 10.0 m Road Dedication. In a 3.0 m PROP ROW North of that will be a 1.5 m grass, treed boulevard, with a decorative Type 3 City Centre (CC) street lights (powder coated black), *without* banner arms, flower pot holders or receptacles, in the boulevard and a 1.5 m concrete sidewalk. This design is to transition to the south to tie into existing Corvette Way coming from Capstan Way.

**“Old” Corvette Way** (west edge of site): Working with, around or relocating existing servicing is the biggest issue with this edge. There is a 900 mm diameter GVS & DD sanitary sewer forcemain of which BCP22184/BA164332 has been registered at the Land Titles Office in favour of GVS & DD. Title Search printout confirming this is placed in our rezoning file. There is also a 150 mm diameter AC watermain and a 375 mm diameter storm sewer along the west edge, and *both* to the east of the forcemain so will probably have to be relocated as will conflict with proposed development envelope. **April 7, 2006 update:** Engineering Department has reviewed a conceptual utility layout design forwarded from DS Lee for the above noted relocations. They concur with the conceptual relocation design with several details still to be resolved via the Servicing Agreement process, however Engineering Department is okay with the staff report proceeding to Planning Committee, as the proposal is achievable.

**April 7, 2006:** The following Right-of-Ways are to be discharged in conjunction with Registration of new Road Dedications and new Utility and Public Rights-of-Passage (PROP) Right-of-Ways (ROW's) prior to final adoption of the rezoning:

- NWP39578;
- LMP46584; and
- LMP46585

There is to be a 3 m PROP ROW along the west edge for a public walkway as part of the overall City Trails strategy. The Trail should include lighting City urban trail standards is to be a straight as possible – no meandering. This should be a new “stand alone” PROP ROW (the ROW will be “on top” of other new Utility & portions of the GVS & DD ROW – with their permission). Surface to be asphalt. The walkway is to have lighting acceptable to Parks Department.

Development Applications Division is unaware of any strategy to remove the existing railway tracks.

All works are at the developer's sole cost; i.e. no Development Cost Charge (DCC) or other credits will apply. The scope of the works is described above. Prior to final adoption of this rezoning bylaw, the developer shall:

1. Dedicate Roads and Registration of Utility and PROP ROW's as required via design, along with discharging of ROW's noted three paragraphs above.
2. Enter into the City's standard Servicing Agreement document for design and construction of all the works, as described above.

### **Transportation Comments**

1. Staff concur with the conclusion in the consultant's letter report entitled “8200 Corvette Way - Access onto Sea Island Way” that the subject right-out access from Corvette Way would not be required to support the development. However, as a result of not allowing the right-out movements onto Sea Island Way, a turn-around facility is to be provided as part of the development for the northbound vehicles traveling on Corvette Way. Additional right-of-way may be required to accommodate such a turn around facility. The exact (if any) additional right-of-way requirement would be clarified with a functional design to be provided by the applicant and subject to the approval of the City. This could be done as part of the Servicing Agreement process. Developer would be responsible for the design and construction, and any additional right-of-way required for such a facility.
2. Developer responsible for the design and construction of frontage improvements, including but not limited to (also see Engineering comments):
  - a. Sea Island Way - Road widening if necessary, curb and gutter, 2 m grass and treed boulevard, and 2 m sidewalk, all subject to consultation with MOT. As described above, the access off Sea Island Way to Corvette Way is to be designed as right-in only. A turn-around facility is required for the northbound traffic and additional

right-of-way may be required. The design of the access may change as the City is exploring options with MOT to permit the right-out movements. Should the right-out access be permitted, the developer would be responsible for any measures necessary to facilitate such an access, i.e., medians, signage, and/or other geometric measures as deemed appropriate by the City and MOT.

- b. Corvette Way (north/south), from Sea Island Way to the south edge of 3031 No. 3 Road- The cross-section may change due to the configuration of the access at Sea Island Way. Regardless, the following elements would need to be included: full standard road with two (2) southbound lanes (one right-turn lane at minimum 3.0 m wide and one (1) through lane at minimum 3.1 m wide), curb and gutter, and 1.5 m sidewalk on both sides of the road, the remaining right-of-way be allocated to either the northbound travel and parking lanes and/or the tree and grassed boulevards.
  - c. Corvette Way (north/south), south of the south edge of 3031 No. 3 Road to the east/west Corvette Way- Cross-section to include (from west to east): 1.5 m sidewalk, 1.5 m grass and treed boulevard, curb and gutter, 2.5 m parking lane, two (2) 3.1m travel lanes, and the remaining along the east edge as shoulder.
  - d. Corvette Way (east/west): Cross-section to include (from north to south): 1.5 m sidewalk, 1.5 m grass and treed boulevard, curb and gutter, 2.5 m parking lane, two (2) 3.1m travel lanes, and the remaining along the south edge as shoulder.
3. Onsite parking provided is significant short of the bylaw requirement (560 spaces required vs. 477 spaces provided). Parking variance may be considered provided that the applicant can demonstrate significant alternative contribution towards public amenities, such as voluntary contribution towards Transit Oriented Development initiatives. In such a case, up to 25% reduction (from the bylaw requirements) may be considered for residential use and 15% reduction may be considered for hotel use. Based on a latest development concept, a minimum of 440 parking spaces should be provided. Ensure adequate parking is provided for all uses. 18% tandem parking can be supported provided that all non-residential and residential visitor parking spaces are not in tandem arrangement and each residential dwelling unit has access to at least one (1) parking space not in tandem. Handicap parking should be provided per bylaw. ***(Parking reduction written into CD Bylaw. Handicap parking is to be addressed in Development Permit submission).***
  4. Applicant to demonstrate how loading can be accommodated onsite for the residential use. SU-9 to be used as the design vehicle. ***(Applicant will address as part of Development Permit submission).***
  5. Internal drive aisle of 6.7 m wide requires a variance. ***(Written into CD Bylaw).***
  6. First access south off Sea Island Way be limited to allow in-movements only. Ensure the access lines up with the one across Corvette Way. Parking on the west side of Corvette Way would be restricted north of the second access off (south of) Sea Island Way.
  7. Ministry of Transportation approval required. ***(Received).***

8. A construction parking and traffic management plan to be provided to the Transportation Department to include: location for parking for services, deliveries and workers and loading, application for request for any lane closures (including dates, times, and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570. *(Added by C. Achiam per instructions from F. Lin).*

**Parking Summary**

Use	Parking Bylaw Requirement	CD/173 Bylaw Requirement	Actual Provided on 3031 No. 3 Road	Actual Provided on 8200 Corvette Way
Residential	327	251	-	259
Visitors	43.6	44	-	44
New hotel (8200 Corvette Way)	152.2	131	-	131
Ext'g hotel (3031 No. 3 Road)	97	35 (secured via covenant)	62	35
		461	62	469

**Parks Comments**

Parks support the rezoning application in general. Some design improvements are described below are to be incorporated into the Servicing Agreement plans and Development Permit drawings where appropriate. All associated costs for design and construction of the greenway features are at the cost of the developer:

1. This site is a gateway site into Richmond. Design development to the corner plaza at the north west corner along Sea Island Way to increase hard surface area for staging, and add a 3<sup>rd</sup> row of trees in the triangle to create a “grove” as a gateway feature as part of the Servicing Agreement process.
2. Greenway will be used by both pedestrians and bicycles. Applicant to increase pathway along the west property line to 3 m wide.
3. Incorporate lighting to urban City trail standards. If lighting is on private property, they must be shown on Development Permit Plans.
4. Applicant to provide a series of cross-sections along the greenway with grading information as part of the Development Permit Plans
5. Applicant to incorporate trail signage at each end of the greenway trail. Design to be determined in consultation with Parks Department as part of Servicing Agreement process.
6. Applicant to incorporate a baffle to ensure that cyclist has to dismount and remount at the south end of the greenway to minimize conflict with vehicular traffic at the south end of the proposed trail by in the interim before the future continuation of the greenway as development occurs.

## Conditional Rezoning Requirements

### 8200 Corvette Way and 3010 No. 3 Road RZ 04-275910

**Prior to final adoption of OCP Amendment Bylaw No. 8000, and Zoning Amendment Bylaws 8072 and 8073, the developer is required to complete the following requirements:**

Legal Requirements, specifically:

The Developer shall:

- dedicate roads
- register Statutory Right of Way Agreement for underground utilities
- register Statutory Right of Way Agreement for access along the west property line. Details of the access requirements are described under “Servicing Agreement” below. In the Statutory Right of Way Agreement, the Developer will agree to construct, maintain and indemnify the City
- register a covenant (regarding aircraft noise) to ensure that adequate acoustical measures are employed to address noise impacts in accordance with the OCP Aircraft Noise Sensitive Development Policy; the covenant shall include a clause indemnifying the City.
- register a covenant for the disclosure that this site is impacted by railroad operation; the covenant shall include a clause indemnifying the City.
- register a Easement (on 9200 Corvette Way) in which the Developer agrees to provide a plan showing a minimum 35 parking spaces for the exclusive use of 3031 No. 3 Road. The Easement shall include a clause in which the parties agree not to modify nor discharge the Easement without the City’s consent.
- The following Right-Of-Ways (**Attachment 6**) are to be discharged, from the title of 8200 Corvette Way, in conjunction with registration of Road Dedications and new Statutory Rights of Way Agreements:
  - NWP39578;
  - LMP46584; and
  - LMP46585

The Developer will pay \$260 towards the costs of documentation preparation and advertising \$260. The Developer shall be responsible for registration of the discharges. The costs are to be paid prior to referring this Rezoning Application to Council for final approval. The Developer shall be responsible for registration of the discharges.

Voluntary Contribution:

- The developer to pay voluntary contribution of \$4/sq. ft. of permitted residential floor area (approx. \$863,558) towards the Richmond Transit Oriented Development Fund.

Servicing Agreement:

1. Resolution of the outstanding issues from Servicing Agreement SA98-151539:
  - i. When this project was rezoned six years ago, one of the conditions was for full perimeter upgrades/beautification *including* the Comfort Inn site. We have a signed SA document and corresponding Letter of Credit (L/C) for all the earlier works – the L/C will be returned (exchanged), when the latest value of construction is agreed upon. A new SA application must be made (April 7th – SA06-332908).
  - ii. The new SA must include/complete the conditions of the previous RZ/SA; i.e. the Comfort Inn frontage. TransLink, in between “then & now” has done improvements along the Comfort Inn’s Sea Island frontage for the 98 B-Line, that were NOT part of the City’s SA process. There is no

boulevard, which was an earlier requirement of the previous RZ. This must be established along with street trees and on No 3 Road, a 2m grass & treed boulevard with City Centre streetlights and a 2m concrete sidewalk.

- iii. Project wide, Engineering Dept has noted that all existing BC Hydro & Telus pole lines fronting the site must be undergrounded.
2. The developer shall enter into the City's standard Servicing Agreement document for design and construction including but not limited to the works, as described below:
  - a) There is to be a 3m Public-Rights-Of-Passage Right-Of-Way (P.R.O.P. R.O.W.) along the west edge for a public walkway as part of the overall City Trails strategy. The trail design should include lighting to City urban trail standards, trail signage, and bicycle baffle at the south end of the trail. The Trail is to be a straight as possible – no meandering. This should be a new “stand alone” P.R.O.P. R.O.W. (the R.O.W. will be “on top” of other new Utility & portions of the Greater Vancouver Sewerage and Drainage District (GVS & DD) ROW – with their permission). Surface to be asphalt. The design of the plaza at Sea Island Way and west property, the walkway/bike path and lighting of the walkway are to be designed to the satisfaction of the City of Richmond Parks and Recreation Department.

Note: All works are at the developer's sole cost; i.e. no Development Cost Charges credits or other credits will apply.
  - b) Address the following off-site comments and requirements, are made clockwise addressing all four frontages of this hotel/condo project.
    - i) Sea Island Way: Ministry of Transportation (MoT) will need to be consulted via the developer's Engineering consultant, DS Lee Engineering (DSL) regarding road widening, acceptable alignment and sidewalk/boulevard treatment. Richmond is most amiable to meet with MoT and DSL should it be determined beneficial in resolving issues, which may arise. Here are our comments regarding Sea Island frontage improvements:

Developer is to widen Sea Island Way road surface, as required/supported by MoT, completing improvements up to the development edge. Works include, but are not limited to, road widening, curb and gutter, creation of a 2m grass and treed boulevard, street lighting in the boulevard, with a 2m concrete sidewalk behind the new boulevard. Should the sidewalk encroach into the development site at the Corvette (east) edge, a Public Rights of Passage (PROP) ROW will be required to contain any portion of the sidewalk.

The access from Sea Island Way to Corvette Way is to be designed as Right In ONLY. This may change as Richmond's Transportation Dept is working with MoT to permit a Right Out lane. Should the outbound right turn lane access be permitted, the developer would be responsible for any measures necessary to facilitate such access; i.e. medians, signage and/or other geometric signage improvements must also be made as deemed appropriate between the City & MoT.

- ii) Corvette Way (North-South): From Sea Island Way, south to the south edge of 3031 No 3 Road (Comfort Inn site), a 20m Road Dedication is secured. If the right-turn out access is permitted onto Sea Island Way, this is to be built to full standard, with a 11.2m asphalt road surface, watermain (should replacement of the watermain up the west side of the development site be deemed necessary), storm sewer, 1.5m concrete sidewalks at each property line, with the balance (2.75m/each) to be grass and treed boulevards on each side, with a decorative Type 3 City Centre (CC) street lights (powder coated black), *without* banner arms, flower pot holders or receptacles, in the boulevard. Also, for the southbound to the westbound access to the new development, a right turn lane needs to be established. The exact cross section may change if the right turn access is not permitted, so there may be a need to revise the cross section described above. In such a case, a turn-around facility would

need to be provided and Public-Rights-of-Passage would need to be registered on title for such a facility.

The south 2/3 of new North-South Corvette Way, which is only a 13m dedication, the design cross section is to be a 1.5m sidewalk at PL, a 1.5m grass, treed boulevard with a decorative Type 3 City Centre (CC) street lights (powder coated black), *without* banner arms, flower pot holders or receptacles, in the boulevard, then curb and gutter, a 2.5m parking lane and two 3.1m travel lanes, leaving 1.15m along the east edge for a shoulder and possible retaining wall.

Corvette Way (East-West): With the previous RZ, only a PROP ROW was secured for the E-W portion. The travel (road) portion is to be dedicated as Road as a condition of this RZ, from the proposed back of curb, to the south PL. Using the model for the 13m wide N-S edge of Corvette, the design, working *from* the PL, design to consist of a 1.15m wide shoulder/retaining wall, two 3.1m travel lanes and a 2.5m wide parking lane with curb and gutter. Back of the curb to the PL would require a 10.0m Road Dedication. In a 3.0m PROP ROW North of that will be a 1.5m grass, treed boulevard, with a decorative Type 3 City Centre (CC) street lights (powder coated black), *without* banner arms, flower pot holders or receptacles, in the boulevard and a 1.5m concrete sidewalk. This design is to transition to the south to tie into existing Corvette Way coming from Capstan Way.

“Old” Corvette Way (west edge of site): Working with, around or relocating existing servicing is the biggest issue with this edge. There is a 900mm diameter GVS & DD sanitary sewer forcemain of which BCP22184/BA164332 has been registered at the Land Titles Office in favour of GVS & DD. Title Search printout confirming this is placed in our RZ file. There is also a 150mm diameter AC watermain and a 375mm diameter storm sewer along the west edge, and *both* to the east of the forcemain so will probably have to be relocated as will conflict with proposed development envelope. **April 7, 2006 update:** Engineering Dept has reviewed a conceptual utility layout design forwarded from DS Lee for the above noted relocations. They concur with the conceptual relocation design with several details still to be resolved via the SA process, however Engineering Dept is okay with the Staff Report proceeding to Planning Committee, as the proposal is achievable.

- iii) Engineering concurred with DS Lee's Servicing Capacity analysis that stormwater service upgrades along Corvette frontage are required; further calculations and full design to be resolved in the forthcoming Servicing Agreement.

Development Permit Conditions, specifically:

- The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.

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

- Applicant to provide grading information including existing and proposed grades along the perimeters of the site as well as addition cross-sectional drawings to illustrate the grading of perimeter of the site
- Applicant to provide phasing plan to illustrate the phasing of the residential development and the hotel.
- Clarification of the landscape/roof treatment of the 12<sup>th</sup> floor roof terrace.
- Design development the corner expression of the podium townhouses the podium at the corner of Corvette Way.
- Design development to further articulate the skyline of the two residential towers.

- Design development to incorporate Crime Prevention Through Environmental Design (CPTED) measures to improve safety (E.g. incorporate windows in the stairwell adjacent to the parking entrance off the east-west section of Corvette Way.)
- Design development to address Advisory Design Panel Comments form October 5, 2005.
- Applicant to provide bicycle parking in accordance to Section 8.2.5 Parking and Services of the Rich OCP City Centre Area Plan. (Note to applicant: Storage other than for bicycles is not excluded from Floor Area Ratio calculations).
- Applicant to provide some unit types in the residential towers and in the hotel to accommodate wheelchair, in addition to adopting universal accessible measures such as solid blocking behind walls for railings, wider hallways, etc., in all the remaining units in response to Section 9.3.15 (Equitable Access) of the General DP Design Guidelines.

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

1. A construction parking and traffic management plan to be provided to the Transportation Dept to include: location for parking for services, deliveries and workers and loading, application for request for any lane closures (including dates, times, and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. The applicant is to provide an acoustical report by a registered professional, qualified in acoustics, that the building design includes sufficient noise mitigation elements to ensure compliance with the standards set out in Section 5.4 Noise Management of the Richmond Official Community Plan (OCP).

(Signed copy on file)

Signed \_\_\_\_\_

Date \_\_\_\_\_



71 2599 x B

PLAN 39578

1:500

Deposited in the Land Registry Office of New Westminster on this 15th day of JULY 1971

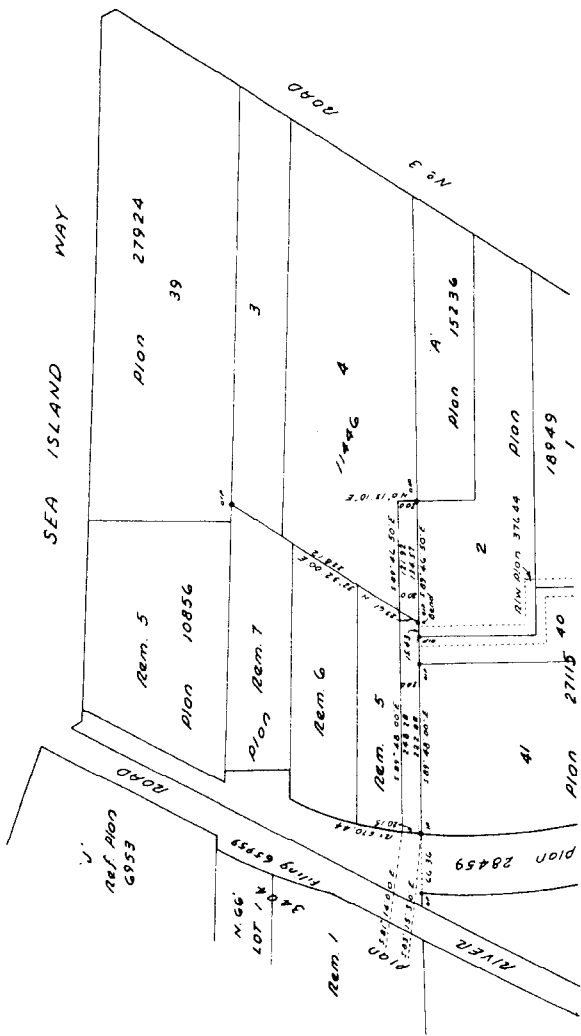
*W. J. Sillman*  
Registrar

This plan lies within the Greater Vancouver Regional District

**RIGHT OF WAY PLAN THROUGH PORTIONS OF SECTION 28, BLOCK 5 NORTH RANGE 6 WEST, NEW WESTMINSTER DISTRICT.**

FOR THE PURPOSE OF PUBLIC UTILITIES

BOOK OF REFERENCE - Lot 4 - Blk 10, Sec 28, ASHROCK, North 446 - 0.059 Ac. ERECT Ref. A (R.P. 28485) THEREOF  
Lot 5 - Blk 10, Sec 28, 85th B.C.M. Plan 11446 ERECT  
part's thereof included in Plan 24687-0 1/2 AC.



We, W. H. Anderson and T. M. Youngberg, Mayor and Clerk respectively of the Corporation of the Township of Richmond, hereby certify that the plan shown hereon is a true and correct copy of the original plan as shown to the Council of the said Corporation made under Section 100 A of the Municipalities Enabling and Validating Act R.S.O. 1960 and that the lands outlined in red thereon are those on or over which the utilities shall pass and the lands outlined in green thereon are those required for access to and from the aforesaid lands.

Dated this 15th day of JUNE A.D. 1971.  
*W. H. Anderson*  
Mayor of the Corporation of the Township of Richmond

I, W. J. SILLMAN, Chairman of the Board of Variance for the Corporation of the Township of Richmond (which Board was formerly known as the Zoning Board of Appeals) hereby certify that the plan shown hereon is a true and correct copy of the original plan as shown to the Board of Variance for the Corporation of the Township of Richmond made under Section 100 A of the Municipalities Enabling and Validating Act R.S.O. 1960 and that the Board of Variance is satisfied that the application made to it in respect of the plan shown hereon is in accordance with the provisions of the said Act and that the Board of Variance has granted the application and that the Board of Variance has authorized the application in respect of the plan shown hereon to be registered in the Land Registry Office of the Province of British Columbia.

Dated this 9th day of JULY A.D. 1971.  
*W. J. Sillman*  
Chairman of the Board of Variance for the Corporation of the Township of Richmond

LEGEND

Scale 1 inch = 100 feet  
Bearings are astronomic derived from Plan 28459  
• indicates old iron post set  
• indicates iron post set

Sworn before me at Richmond, B.C. this 31st day of June, 1971.

*W. J. Sillman*  
A Commissioner for taking affidavits within British Columbia

Matson, Peck & Tapscott  
Surveyors, City 255 9674  
Richmond, B.C. 278 9674

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

R.O. 6.9 923 045

PURSUANT TO SECTION 99 (1) (e) LAND TITLE ACT

BOOK OF REFERENCE

PLAN 46584  
BOOK 8845879  
DATE 13 June 2000



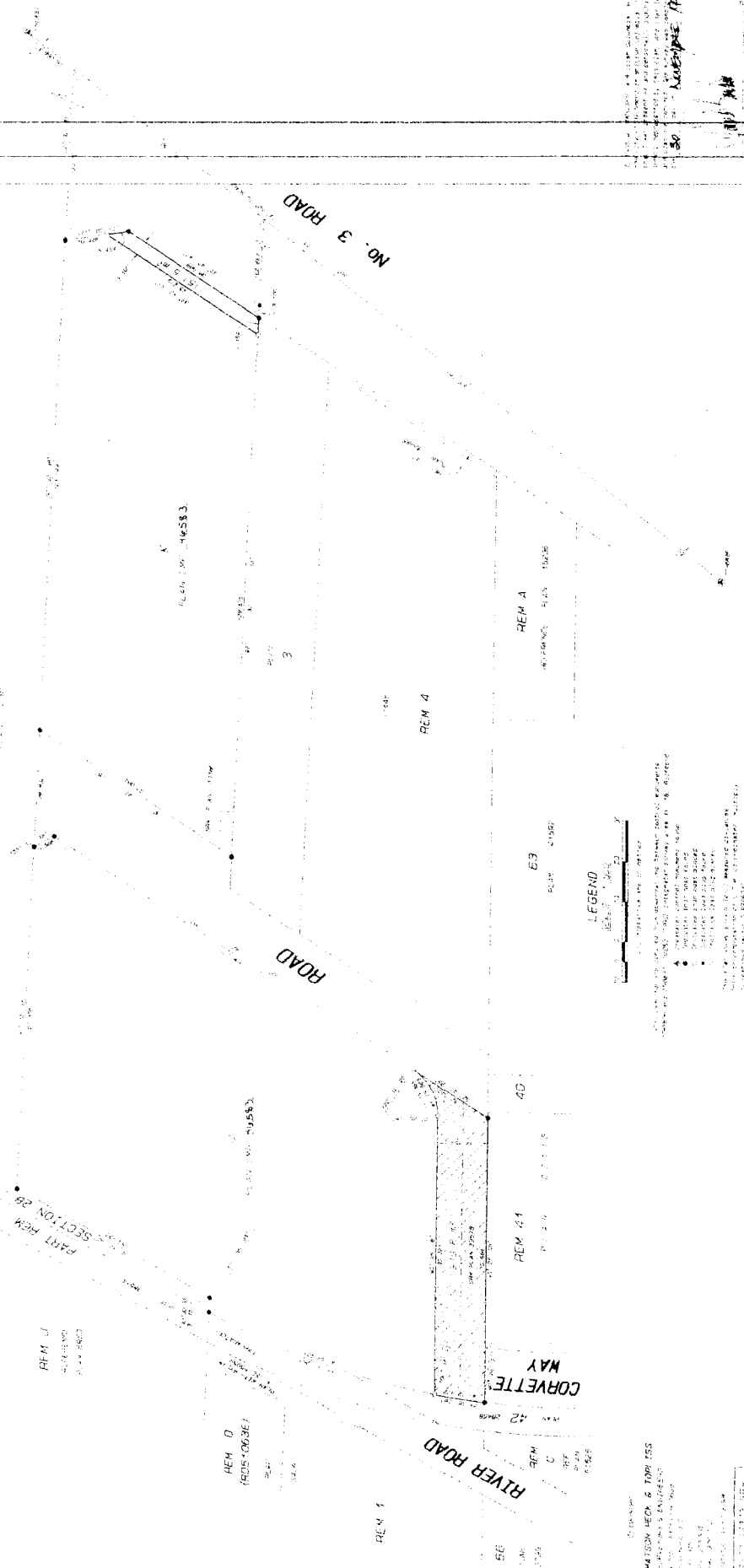
SEA ISLAND WAY

ROAD

NO. 3 ROAD

RIVER ROAD

CORRETTE MAY



LEGEND

- Symbol for easement
- Symbol for road
- Symbol for boundary
- Symbol for survey point

MATSON HECK & TOM IES  
SURVEYORS & ENGINEERS

10000 10000  
10000 10000  
10000 10000

PLAN 46584  
BOOK 8845879  
DATE 13 June 2000





**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 8000 (RZ 04-275910)  
8200 Corvette Way (formerly including 3031 No. 3 Road)**

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

1. The Land Use Map of Schedule 2.10 (City Centre Area Plan) of Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing land use designation for the following area and by designating it "Mixed-Use Riverfront A" as shown cross-hatched on the attached "Schedule A".

PID 024-818-933

Lot J Section 28 Block 5 North Range 6 West New Westminster District Plan LMP46583

2. This Bylaw may be cited as "**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8000**".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

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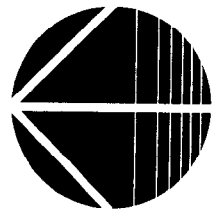
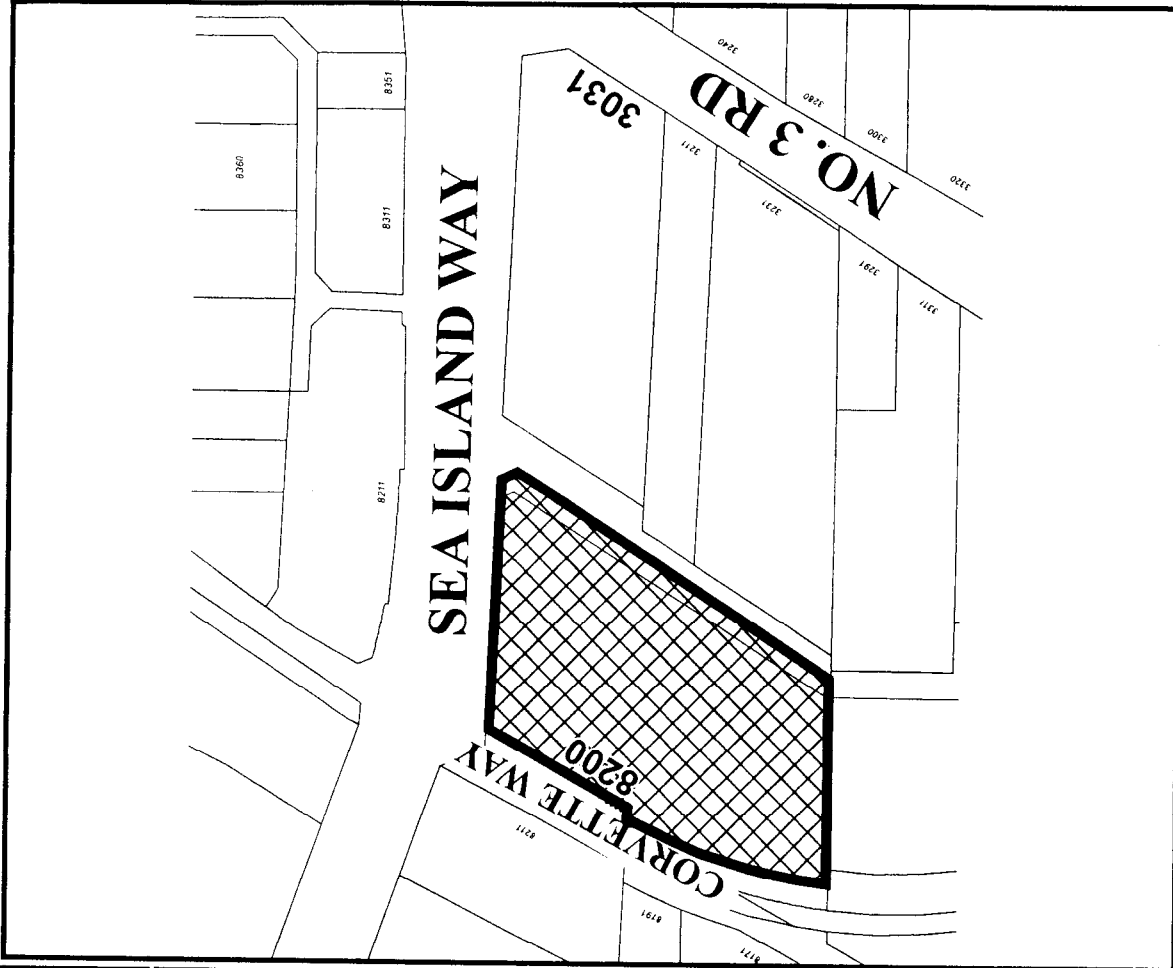
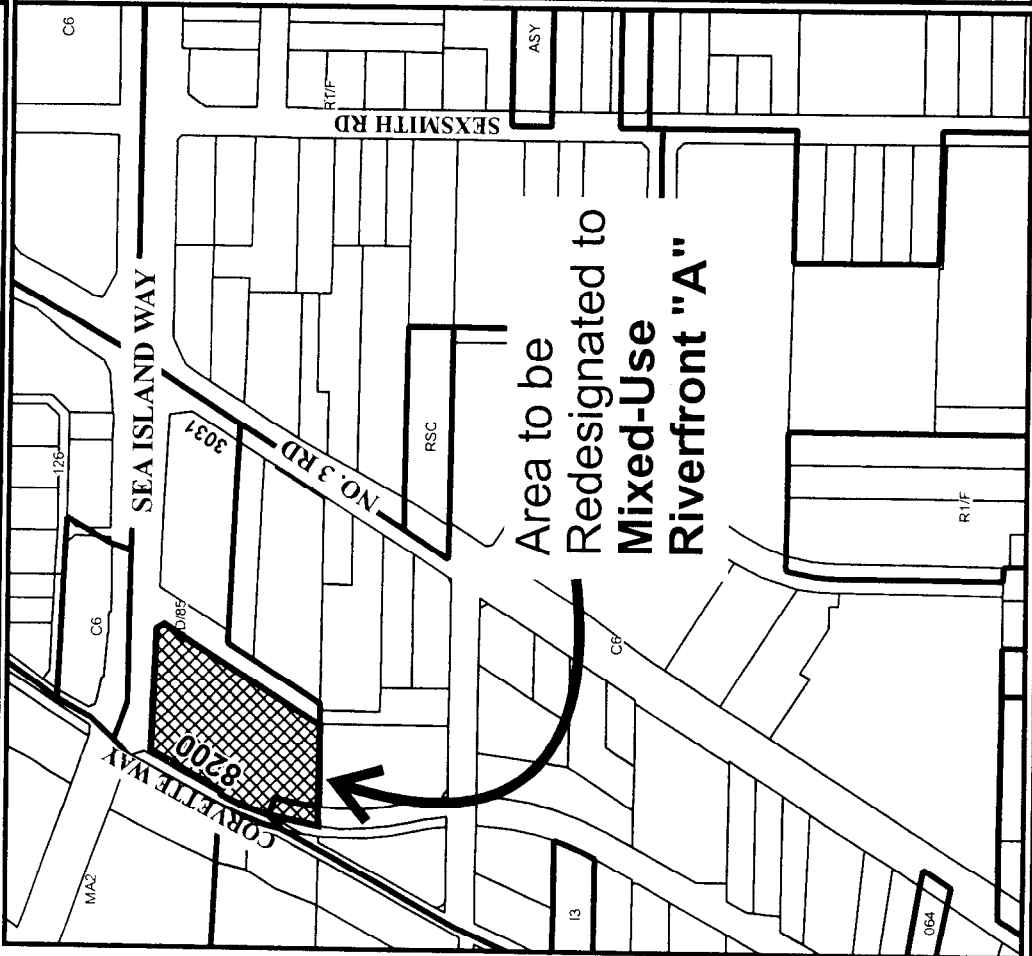
CITY OF RICHMOND
APPROVED by <i>il</i>
APPROVED by Manager or Solicitor <i>ipk</i>

\_\_\_\_\_  
MAYOR

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



# City of Richmond



## Amendment to OCP Schedule 2.10 Land Use Map

Original Date: 05/05/06  
 Revision Date: 05/26/06  
 Note: Dimensions are in METRES



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**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 8072 (RZ 04-275910)  
3031 NO. 3 ROAD  
(formerly including 8200 CORVETTE WAY)**

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

1. Richmond Zoning and Development Bylaw 5300, Section 291.85 “Comprehensive Development District (CD/85)” is amended by replacing it with the following Section 291.85 “Comprehensive Development District (CD/85)”:

**“ 291.85 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/85)”**

The intent of this zoning district is to accommodate hotel and associated accessory services, offices, and commercial uses.

**291.85.1 PERMITTED USES**

**HOTEL;  
AUTOMOBILE PARKING;  
ACCESSORY BUILDINGS & STRUCTURES;**

The following uses are permitted PROVIDED THAT they are an **ACCESSORY USE** to a **HOTEL**:

**Retail Trade**, but excluding a **gas station** and the sales and servicing of automobiles, trailers or motorcycles;  
**Personal Services**;  
Office;  
**Food Catering Establishment**;  
**Commercial Entertainment**;  
**Licensee Retail Store**;  
**Neighbourhood Public House.**

**291.85.2 PERMITTED DENSITY**

- .01 Maximum **Floor Area Ratio**: 1.2
- .02 For the purpose of this subsection, **Floor Area Ratio** shall be deemed to exclude those portions of **buildings used** for automobile parking.

**291.85.3 MAXIMUM LOT COVERAGE: 45%**

**291.85.4 MINIMUM SETBACKS FROM PROPERTY LINES**

.01 **Public Road** setback:

- a) Sea Island Way: 6 m (19.7 ft.);
- b) No. 3 Road: 6 m (19.7 ft.); and
- c) Corvette Way: 3 m (9.8 ft.);

EXCEPT THAT entry canopies, porches, balconies and bay windows forming part of the principal **building** may project into the **public road** setback for a distance of not more than 1 m (3.3 ft.).

.02 **Side & Rear Yards:** 0 m (0 ft.).

**291.85.5 MAXIMUM HEIGHTS**

.01 **Buildings & Structures:** 30.5 m (100 ft.).

**291.85.6 OFF-STREET PARKING**

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

.01 The minimum manoeuvring aisle width shall be 6.7 m (22.0 ft.).”

2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8072”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION

OTHER REQUIREMENTS SATISFIED

ADOPTED

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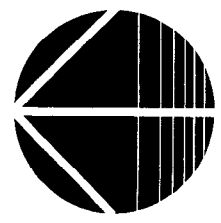
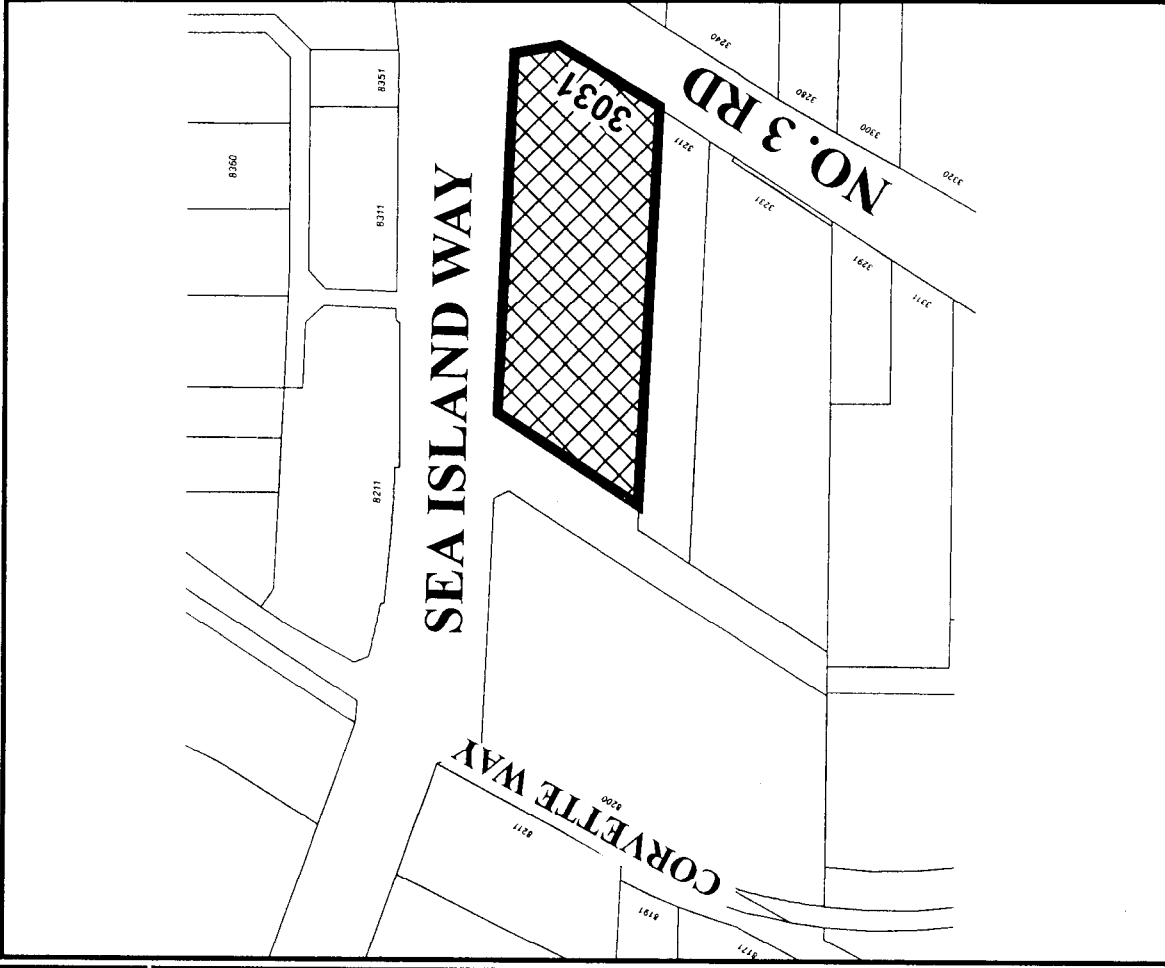
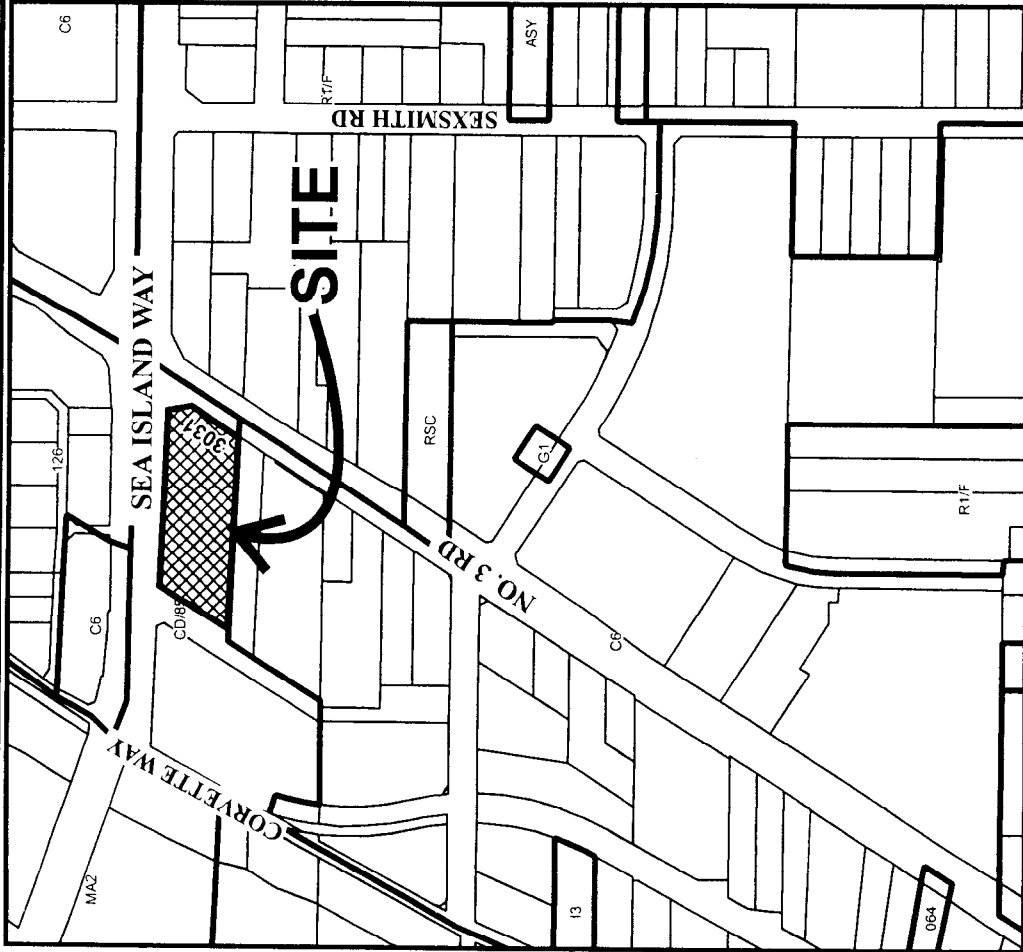


\_\_\_\_\_  
MAYOR

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



# City of Richmond



## Textural Amendment to CD/85

Original Date: 05/24/06

Revision Date: 05/26/06

Note: Dimensions are in METRES





**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 8073 (RZ 04-275910)  
8200 CORVETTE 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 Section 291.173 thereof the following:

**“ 291.173 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/173)**

The intent of this zoning district is to accommodate high density multiple-family residential uses, hotel and associated accessory services, offices, and commercial.

**291.173.1 PERMITTED USES**

**MULTIPLE-FAMILY DWELLING;**  
**RETAIL TRADE & SERVICES**, but excluding a **gas station** and the sales and servicing of automobiles, trailers or motorcycles;  
**HOTEL;**  
**OFFICE;**  
**FOOD CATERING ESTABLISHMENT;**  
**COMMERCIAL ENTERTAINMENT;**  
**COMMUNITY USE;**  
**AUTOMOBILE PARKING;**  
**ACCESSORY USES, BUILDINGS & STRUCTURES.**

**291.173.2 PERMITTED DENSITY**

- .01 The maximum **Floor Area Ratio** shall be 3.2, PROVIDED THAT a maximum **Floor Area Ratio** of 2.15 is **used** for **multiple-family dwellings**.
- .02 An additional 0.2 **Floor Area Ratio** is permitted provided that it is entirely **used** to accommodate **Amenity Space**.
- .03 For the purpose of this subsection, **Floor Area Ratio** shall be deemed to exclude the following:
  - a) portions of a **building** that are **used** for off-street parking, loading, and bicycle storage;
  - b) unenclosed balconies;
  - c) elevator shafts and common stairwells; and

- d) mechanical and electrical storage rooms, PROVIDED THAT the total floor area of these facilities does not exceed 100 m<sup>2</sup> (1,076 sq. ft.).

**291.173.3 MAXIMUM LOT COVERAGE: 90%**

**291.173.4 MINIMUM SETBACKS FROM PROPERTY LINES**

- .01 From **Front, Rear & Side Property Lines**: 6 m (19.7 ft.).

**291.173.5 MAXIMUM HEIGHTS**

.01 **Buildings:**

- a) 45 m (147.6 ft.) for **residential buildings**; and
- b) 38 m (124.7 ft.) for all other **buildings**;

- .02 **Accessory Buildings & Structures**: 12 m (39.4 ft.).

**291.173.6 OFF-STREET PARKING**

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

- a) For **Multiple-Family Dwellings** the off-street parking shall be provided at the rate of:
  - i. 1.0 spaces per **dwelling unit** having a gross floor area of up to 65 m<sup>2</sup> (700 sq. ft.);
  - ii. 1.2 spaces per **dwelling unit** having a gross floor area of greater than 65m<sup>2</sup> (700 sq. ft.); and
  - iii. 0.2 spaces per **dwelling unit** for visitor parking;
- b) 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 and, typically, both spaces set perpendicular to the adjacent manoeuvring aisle;
- c) For all other uses the off-street parking required may be reduced by 15%; and
- d) The minimum manoeuvring aisle width shall be 6.7 m (22 ft.).

- 2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **Comprehensive Development District (CD/173)**:

PID 024-818-933

Lot J Section 28 Block 5 North Range 6 West New Westminster District Plan LMP46583

- 3. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8073”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION  
APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

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MAYOR

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