



**To:** General Purposes Committee

**Date:** June 22, 2020

**From:** Wayne Craig  
Director, Development

**File:** RZ 18-807640


**Re:** **Application by IBI Group Architects to Amend Schedule 2.10 of Official Community Plan Bylaw 7100 (City Centre Area Plan) and Rezone 5740, 5760, and 5800 Minoru Boulevard from “Industrial Retail (IR1)” to “School and Institution Use (SI)” and “High Density Mixed Use and Affordable Rental Housing (ZMU46) – Lansdowne Village (City Centre)”**

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### Staff Recommendation

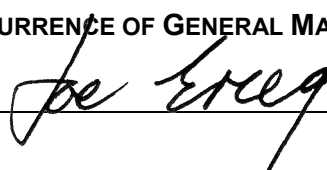
1. That Official Community Plan Bylaw 7100, Amendment Bylaw 10136, to amend Schedule 2.10 of Official Community Plan Bylaw 7100 (City Centre Area Plan), to amend:
  - a) Section 2.2 “Jobs and Business” and the “Specific Land Use Map: Lansdowne Village”, to encourage office development along the east side of Minoru Boulevard (between Ackroyd Road and Alderbridge Way) and pedestrian-oriented retail uses at grade along Lansdowne Road (between No. 3 Road and Minoru Boulevard); and
  - b) Section 4.0 “Implementation & Phasing Strategies”, to clarify City Centre Area Plan density bonusing requirements with respect to the Richmond Affordable Housing Strategy and Official Community Plan Market Rental Housing Policy, and permit bonus density to be increased, on a site-specific basis, for rezoning applications that provide additional affordable housing to address community need,be introduced and given first reading.
2. That Official Community Plan Bylaw 7100, Amendment Bylaw 10137, for amending Schedule 2.10 of Official Community Plan Bylaw 7100 (City Centre Area Plan), to facilitate the construction of a high-rise, high density, mixed use development, including the designation of a 7 m (23 ft.) wide strip of land along the north side of 5740 Minoru Boulevard as City “Park” and the remainder of 5740, 5760, and 5800 Minoru Boulevard as “Village Centre Bonus” area (to permit an additional 1.0 floor area ratio for office use only), be introduced and given first reading.
3. That Bylaw 10136 and Bylaw 10137, having been considered in conjunction with:
  - a) the City’s Financial Plan and Capital Program; and
  - b) the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;are hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*.

- 4. That Bylaw 10136 and Bylaw 10137, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby found not to require further consultation.
- 5. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10138, to create the “High Density Mixed Use and Affordable Rental Housing (ZMU46) - Lansdowne Village (City Centre)” zone, and to rezone 5740, 5760, and 5800 Minoru Boulevard from “Industrial Retail (IR1)” to “School and Institution Use (SI)” and “High Density Mixed Use and Affordable Rental Housing (ZMU46) - Lansdowne Village (City Centre)”, be introduced and given first reading.



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

WC:sch  
 Att. 10

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	
Community Social Development	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Sustainability	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

## Staff Report

### Origin

IBI Group Architects has applied to the City of Richmond for permission to amend Schedule 2.10 of Official Community Plan Bylaw 7100 (City Centre Area Plan) and rezone 5740, 5760, and 5800 Minoru Boulevard (Attachments 1, 2, and 3) from “Industrial Retail (IR1)” to “School and Institution Use (SI)” and a new site-specific zone, “High Density Mixed Use and Affordable Rental Housing (ZMU46) – Lansdowne Village (City Centre)”, to permit the construction of a high-rise, high density, mixed use development.

On December 17, 2019, the subject application was considered by Planning Committee and referred back to staff under the following resolution:

***That the Application by IBI Group Architects to Amend Schedule 2.10 of Official Community Plan Bylaw 7100 (City Centre Area Plan), Amend the “Residential/Limited Commercial (RCL3)” Zone, and Rezone 5740, 5760, and 5800 Minoru Boulevard from “Industrial Retail (IR1)” to “Residential/Limited Commercial (RCL3)” be referred back to staff to:***

- a) speak with the developer about integration of affordable housing units within the development;***
- b) determine the non-profit housing operator;***
- c) investigate the treatment of the tenants; and***
- d) explore options to increase the affordable housing requirement to above 10%.***

The purpose of this report is to respond to this referral motion. Details are included in the report’s Analysis section. Key changes to the applicant’s proposal include the following:

1. S.U.C.C.E.S.S., a non-profit housing operator and social services organization, has entered into a Memorandum of Understanding with the applicant for the purpose of managing the development’s proposed stand-alone affordable rental housing building;
2. The developer has provided relocation assistance to the site’s commercial and non-profit social services tenants (all of which have now relocated off-site), and the developer is not aware of any tenant requiring further assistance; and
3. The project’s affordable low-end-of-market-rental (LEMR) housing contribution (constructed to a turnkey level of finish, at the developer’s sole cost, and secured in perpetuity with a Housing Agreement registered on title to the site) has been increased with respect to:
  - a) Number of units, from 47 to 88 units (i.e. 41 additional LEMR units); and
  - b) Habitable LEMR unit area, from 10% to 19% of the total residential floor area on the site, which represents an additional 2,997 m<sup>2</sup> (32,262 ft<sup>2</sup>) of habitable space.

Overall, the revised development proposal provides for the following:

1. 3.2 floor area ratio (FAR) and a total floor area of 48,110 m<sup>2</sup> (517,849 ft<sup>2</sup>), including:
  - a) 1.0 FAR (15,034 m<sup>2</sup>/161,828 ft<sup>2</sup>) of office in a single tower, which shall be limited (with a legal agreement registered on title) to subdivision by air space parcel or strata-title on a floor-by-floor basis (subject to a proposed City Centre Area Plan amendment to designate the site as “Village Centre Bonus” for office);

- b) 0.15 FAR (2,328 m<sup>2</sup>/25,054 ft<sup>2</sup>) of ground floor retail along the site's Lansdowne Road and east frontages;
  - c) 0.43 FAR (6,431 m<sup>2</sup>/69,217 ft<sup>2</sup>) in the form of a stand-alone affordable rental housing building containing 88 affordable LEMR units, including 47 family-friendly two-bedroom and three-bedroom units (53%), secured with residential rental tenure zoning and a Housing Agreement registered on title to the site; and
  - d) 1.62 FAR (24,317 m<sup>2</sup> / 261,751 ft<sup>2</sup>) in the form of three market residential towers containing 341 units, including 186 (55%) family-friendly two- and three-bedroom units (which exceeds the OCP target of 40% family-friendly units).
2. Affordable replacement non-profit social service agency space, including at least 426 m<sup>2</sup> (4,582 ft<sup>2</sup>) of gross leasable area in the form of two tenant units (constructed to a shell level of finish), together with common circulation, parking, and other ancillary spaces (constructed to a turnkey level of finish), all at the developer's sole cost. Prior to rezoning adoption, legal agreements will be registered on title to secure the replacement space, in perpetuity, for non-profit social service use, restrict the rental rate to 50% of market rent (based on the rents of comparable spaces nearby), and give the site's two original non-profit tenants first right of refusal, as determined to the City's satisfaction.
  3. A 7 m (23 ft.) wide linear park, with a total area of 859 m<sup>2</sup> (0.21 ac.), along the site's Lansdowne Road frontage, which shall be transferred to the City as fee simple and constructed to the City's satisfaction, at the developer's sole cost.
  4. Off-site works, including utility upgrades, street widening and frontages improvements along three sides of the subject site (including the conversion of an existing lane to a local street along the site's east side), and park construction, will be the subject of the City's standard Servicing Agreement processes, secured with Letters of Credit. Development Cost Charge credits may apply to road and utility works only (i.e. not to park works).

To facilitate the subject development, amendments are proposed to Schedule 2.10 of Official Community Plan (OCP) Bylaw 7100, City Centre Area Plan (CCAP), including:

1. OCP Amendment Bylaw 10136, to encourage office uses along the east side of Minoru Boulevard (between Ackroyd Road and Alderbridge Way) and pedestrian-oriented retail uses at grade along Lansdowne Road (between No. 3 Road and Minoru Boulevard); and
2. OCP Amendment Bylaw 10137, to designate a 7 m (23 ft.) wide strip of land along the north side of the site as "Park" and the remainder of the site as "Village Centre Bonus" (1.0 FAR) for office use only.

Additional bylaw amendments are proposed to facilitate the applicant's revised affordable housing contribution, including:

1. OCP Amendment Bylaw 10136, to amend the City Centre Area Plan (CCAP) to clarify the Plan's density bonusing requirements with respect to the Richmond Affordable Housing Strategy and Official Community Plan Market Rental Housing Policy, and permit the allowable bonus density to be increased to address community need, on a site-specific basis, for rezoning applications that provide additional affordable housing; and

2. Zoning Amendment Bylaw 10138, to rezone the subject site to a new site-specific zone, "High Density Mixed Use and Affordable Rental Housing (ZMU46) - Lansdowne Village (City Centre)", that permits a maximum density of 3.2 FAR, including a density bonus for additional affordable housing (0.2 FAR), and secures the developer's proposed 88 affordable housing units as residential rental tenure.

### **Findings of Fact**

Attachment 4 includes a Development Application Data Sheet with the details of the development.

### **Related Policies & Studies**

Development of the subject site is affected by the OCP, CCAP, and other policies (e.g., affordable housing) and studies. Relevant information is provided below and in the report's Analysis section.

1. OCP Aircraft Noise Sensitive Development (ANSD) Policy: The subject site is located within ANSD "Area 3", which permits all aircraft noise sensitive uses if the building design includes required noise mitigation measures and purchasers are made aware of potential noise conditions. Prior to rezoning adoption, a covenant will be registered on title requiring that the developer satisfies all City requirements.
2. Airport Zoning Regulations (AZR): Transport Canada regulates maximum permitted building heights in City Centre locations that may affect airport operations. The developer has submitted a letter, prepared by a registered surveyor, confirming that the proposed maximum building height of 47 m (154 ft.) GSC complies with AZR requirements.
3. Floodplain Management Implementation Strategy: City Centre buildings are required to comply with Richmond Flood Plain Protection Bylaw 8204. Prior to rezoning adoption, a flood indemnity covenant will be registered on title.

### **Public Consultation**

Rezoning information signs are installed on the subject property. At the time of writing this report, correspondence regarding the subject application had been received from the following parties:

1. Richmond Society for Community Living (RSCL), one of the site's two original non-profit tenants, submitted a letter dated October 31, 2019 (Attachment 5);
2. Community Mental Wellness Association of Canada (CMWAC), the site's other original non-profit tenant, submitted a letter dated November 5, 2019 (Attachment 6); and
3. Robert Grosz has submitted correspondence indicating that he opposes the rezoning application until the issue of the equitable ownership of the property(ies) can be determined by the Court(s) when it resumes public operations and his Mareva Injunction motion to determine, among other things, the equitable ownership issue can be heard by the Court(s). Attached is correspondence from July 15, 2019, and June 8, 2020, regarding the rezoning application (Attachments 7 and 8). Additional correspondence regarding Mr. Grosz's legal issues is on file.

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

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

### *OCP Consultation Summary*

<b>Stakeholder</b>	<b>Referral Comment (No Referral necessary)</b>
BC Land Reserve Co.	No referral necessary because the Land Reserve is not affected.
Richmond School Board	No referral necessary because the proposed amendment will not increase the permitted amount of residential floor area nor increase the projected number of school-age children. (See below)
The Board of Metro Vancouver	No referral necessary because the Regional District is not affected.
The Councils of adjacent Municipalities	No referral necessary because adjacent municipalities are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary because First Nations are not affected.
TransLink	No referral necessary because the proposed amendment will not result in road network changes.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary because the Port is not affected.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary because the proposed amendment does not affect Transport Canada's maximum permitted building height or the OCP Aircraft Noise Sensitive Development (ANSD) Policy.
Richmond Coastal Health Authority	No referral necessary because the Health Authority is not affected.
Community Groups and Neighbours	No referral necessary, but the public will have an opportunity to comment on the proposed amendment at the Public Hearing.
All relevant Federal and Provincial Government Agencies	No referral necessary because Federal and Provincial Government Agencies are not affected.

Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10136 and Bylaw 10137, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby found to not require further consultation.

The public will have an opportunity to comment further on all of the proposed amendments at the Public Hearing. Public notification for the Public Hearing will be provided as per the Local Government Act.

### **School District**

Official Community Plan (OCP) Bylaw Preparation Consultation Policy 5043 was adopted by Council and agreed to by School District No. 38 (Richmond). The Policy directs that OCP amendments expected to generate less than 50 additional school aged children (i.e. at least 295 dwelling units) over and above existing OCP population projections do not need to be referred to the School District. The subject OCP amendment provides for a site-specific affordable housing density bonus that, if approved, would result in 41 additional LEMR units on the subject site. As the proposed number of additional dwellings is less than the threshold set out in the Policy, the City is not required to refer the subject application to the School District. Nevertheless, as a

courtesy, staff will refer the proposed OCP amendment to the School District for information purposes.

## **Analysis**

### *Response to Referral Items*

#### 1. Affordable Rental Housing Building and Non-Profit Operator (Referral items a & b)

On December 17, 2019, the Planning Committee requested confirmation of the project's non-profit affordable housing operator and questioned whether the development's affordable housing units should be dispersed (instead of clustered in a stand-alone building).

The Affordable Housing Strategy encourages the participation of non-profit organizations in the delivery and operation of buildings that feature clustered LEMR units because their mandates and capacity to support tenants (i.e. through expertise in tenant selection, housing management, and complementary services) are recognized to contribute towards successful housing outcomes. The subject developer has engaged S.U.C.C.E.S.S. as its non-profit housing operator and the two parties have entered into a preliminary Memorandum of Understanding.

S.U.C.C.E.S.S. has been operating affordable housing projects across Metro Vancouver since 2008, including 81 units in the "Remy" at 9388 Cambie Road and 53 units in "Storeys" at 8080 Anderson Road in Richmond. Originally conceived as an immigrant settlement service, the mandate of S.U.C.C.E.S.S. has expanded to make it a multi-service, multi-cultural agency serving the needs of families with children, seniors, and others. The organization's experience as a non-profit housing operator makes it well qualified to manage the proposed affordable housing rental building; and, its mandate to support the needs of a range of household types, including residents with diverse cultural/ethnic backgrounds, is expected to contribute towards inclusive tenant selection processes that align with the objectives of Richmond's Affordable Housing Strategy. In addition, the Housing Agreement securing the affordable housing units will require the owner/operator to report annually to the City through the Statutory Declaration process to ensure the units are managed according to the terms outlined in the Housing Agreement, including adherence to maximum rents and income thresholds for tenants.

As with S.U.C.C.E.S.S.'s other Richmond projects, the subject affordable housing proposal involves a stand-alone rental building. S.U.C.C.E.S.S. has indicated to staff that the clustering of units in a stand-alone building is preferred because it increases operational efficiencies and provides greater control over costs. It is the view of S.U.C.C.E.S.S. that dispersing affordable units within a strata-titled development may increase conflicts with strata owners because a non-profit operator, who is making a long-term commitment, must prioritize timely repairs and maintenance (to minimize potentially costly building deterioration), whereas strata owners may prioritize minimizing strata fees. This information is consistent with findings of the Affordable Housing Strategy update process completed in 2018, and contributed towards amendments to the Strategy to permit the clustering of affordable units if they are to be managed by non-profit housing operators.

## 2. Non-Residential Tenant Relocation (Referral item c)

When Planning Committee considered the subject application on December 17, 2019, thirteen non-residential tenants, including two non-profit social services agencies, Richmond Society for Community Living (RSCL) and Community Mental Wellness Association of Canada (CMWAC), and eleven commercial businesses, occupied the site's existing buildings. On November 30, 2019, the developer gave all tenants six months advance notice to vacate, as required under the tenants' lease agreements with respect to building demolition.

As set out in the December 2, 2019 staff report, as a consideration of the subject rezoning application, the developer proposes to provide the two non-profit social services agencies with 426 m<sup>2</sup> (4,582 ft<sup>2</sup>) of gross leasable area in the new development (i.e. 1:1 replacement space) at 50% of net market rent, first right of refusal, and relocation assistance, all at the developer's sole cost (secured with legal agreements registered on title prior to rezoning adoption). However, at the time of the Planning Committee meeting, the non-profit tenants had not received relocation assistance.

Since December 2019, all thirteen tenants have vacated the property. To assist with their relocation and mitigate business impacts, the developer provided:

- a) The services of a commercial realtor (at the developer's sole cost) to all tenants; and
- b) Rent reductions, including:
  - For all tenants, a 15% reduction for February through April 2020 (three months) and waiving of rents for May 2020 (the final month of tenancy); and
  - For CMWAC, an additional 25% reduction for January through April 2020 and use of an additional unit at no charge.

The developer has reported that RSCL has relocated to the Ironwood area and CMWAC has found new premises within 2 km of the subject site. As previously described, legal agreements to be registered on title prior to rezoning will ensure that both non-profit organizations have first right of refusal with respect to the affordable replacement space constructed, at the developer's sole cost, in the new development.

With regard to the commercial tenants, the realtor working on behalf of the developer has submitted information indicating that they were able to help a number of tenants find alternative accommodation, but some did not make use of their services. At the time of writing this report, the developer and realtor are not aware that any tenant continues to require relocation assistance or has an outstanding complaint about a lack of adequate assistance.

## 3. Increased Affordable Housing Voluntary Developer Contribution (Referral item d)

The Affordable Housing Strategy requires that the subject development provides at least 10% of its total residential floor area in the form of low-end-of-market-rental (LEMR) housing units secured in perpetuity with a Housing Agreement. The development proposal presented in December 2019 satisfied this requirement; however, having considered the comments of Planning Committee, the applicant has revised the original proposal to provide for additional LEMR units. More specifically, the developer proposes to increase the project's density from 3.0 FAR to 3.2 FAR to provide an additional 3,007 m<sup>2</sup> (32,366 ft<sup>2</sup>) (i.e. 0.2 FAR) of affordable housing, including 2,997 m<sup>2</sup> (32,262 ft<sup>2</sup>) of habitable LEMR unit area and 10 m<sup>2</sup>



(104 ft<sup>2</sup>) of ancillary space (i.e. corridor within the affordable housing rental building). Under this approach, the developer proposes to increase the:

- a) Number of LEMR units from 47 to 88 (i.e. 41 additional units); and
- b) Habitable LEMR unit area, from 10% to 19% of the total residential floor area on the site.

In addition, the applicant is working with BC Housing to secure financing to enable the developer and non-profit housing operator to reduce the rent and household income rates for some units to less than LEMR rates (e.g., Shelter rates).

Unit Types	Minimum Unit Area	Max LEMR Unit Rent*	Max Household Income**	Project Unit Targets		BUH ***
				Unit Mix**		
Studio	37 m <sup>2</sup> (400 ft <sup>2</sup> )	\$811/mon	\$34,650 or less	17% (15 units)	47% (41 units)	100%
1-BR	50 m <sup>2</sup> (535 ft <sup>2</sup> )	\$975/mon	\$38,250 or less	30% (26 units)		100%
2-BR	69 m <sup>2</sup> (741 ft <sup>2</sup> )	\$1,218/mon	\$46,800 or less	47% (41 units)	53% (47 units)	100%
3-BR	91 m <sup>2</sup> (980 ft <sup>2</sup> )	\$1,480/mon	\$58,050 or less	6% (6 units)		100%
<b>TOTAL</b>	<b>Varies</b>	<b>Varies</b>	<b>Varies</b>	<b>100% (min. 88 units)</b>		<b>100%</b>

\* Rates shall be adjusted periodically as provided for under adopted City Policy.  
 \*\* The unit mix will be confirmed to the satisfaction of the City through the Development Permit\* process. The recommended unit mix is shown in the table; however, based on approved design (which may take into account non-profit housing operator input) the unit mix may be varied provided that at least 50% of the total number of affordable housing units are some combination of 2- and 3-bedroom units.  
 \*\*\* BUH units mean those units that comply with the Zoning Bylaw's Basic Universal Housing standards.

As indicated in the table, all proposed 88 LEMR dwellings will comply with Zoning Bylaw standards for Basic Universal Housing (BUH) and include 53% family-friendly, two-bedroom and three-bedroom units (i.e. 47 units) and 47% studio and one-bedroom units (i.e. 41 units). The proposed proportion of family-friendly units is generally consistent with the requirements of the Affordable Housing Strategy, which calls for a minimum of 20% two- and three-bedroom units and aims to achieve 60% where possible. Moreover, the project's non-profit housing operator, S.U.C.C.E.S.S., is supportive of the proposed unit mix because it provides for a good balance between family units and seniors/singles units. From their experience, the operator believes that having multigenerational tenants living in the same building contributes towards a feeling of community, and interactions between seniors and children have a positive effect on both groups. In addition, from a financial perspective, S.U.C.C.E.S.S. notes that a mix of households is advantageous because it helps to average out the cost of maintenance and repairs across the building (i.e. the lower wear typical of senior-occupied units helps to offset the potential cost of maintaining higher-wear family units).

The subject development clusters the proposed 88 LEMR units in a stand-alone building located along the site's east frontage. Key features of the proposal include the following:

- a) **Built Form:** To accommodate the additional 41 LEMR units, the height of the affordable rental housing building has been increased by three storeys, from six to nine storeys (i.e., from four to seven residential floors, over two retail/social service floors). No other changes are proposed to the development's massing or the heights of its towers (Attachment 9). Shadowing caused by the additional height of the rental building will be minimal and have negligible impacts on the development's outdoor podium-level amenity space (i.e. morning only). The project's varied low-, mid-, and high-rise forms and articulated streetwalls are consistent with CCAP Development Permit Guidelines for

high-density mixed use buildings. Prior to adoption of the rezoning bylaw, a Development Permit application shall be processed to a level satisfactory to the Director of Development.

- b) Residential Amenity Space: Indoor and outdoor amenity space provided for the residents of the development will meet or exceed OCP and CCAP minimum space requirements.
- The occupants of the affordable rental building and the market strata units will share the project's outdoor amenity space (i.e. at least 2,574 m<sup>2</sup> / 27,706 ft<sup>2</sup> located at the podium rooftop), including children's play space, garden plots, and active and passive recreation areas. This is consistent with City policy and the objectives of the non-profit operator and developer who intend that the project's outdoor space acts like a community park that brings all the residents together.
  - The project's indoor amenity space, which originally included only separate areas for the use of market strata and rental building occupants, has been revised to include a third indoor amenity space for the shared use of all residents as follows:
    - i. Shared indoor amenity: 465 m<sup>2</sup> (5,000 ft<sup>2</sup>), including active recreation uses (e.g., fitness) and spaces to gather and socialize;
    - ii. Rental building indoor amenity (exclusive use): 92 m<sup>2</sup> (990 ft<sup>2</sup>) of multi-purpose space; and
    - iii. Market strata indoor amenity (exclusive use): 466 m<sup>2</sup> (5,019 ft<sup>2</sup>), including a mix of multi-purpose space and recreation features.

All three indoor amenity spaces will be located at the podium rooftop level and have direct access to the shared outdoor amenity area. The total amount of indoor amenity space available to the occupants of the affordable rental building will exceed the minimum OCP/CCAP requirement (i.e., 557 m<sup>2</sup> / 5,990 ft<sup>2</sup> versus 176 m<sup>2</sup> / 1,894 ft<sup>2</sup>). In addition, the development provides 19 m<sup>2</sup> (205 ft<sup>2</sup>) of indoor space (over and above OCP and CCAP requirements) for program administration and related uses by the non-profit housing operator. S.U.C.C.E.S.S. is supportive of the developer's indoor amenity space proposal because it will reduce operating costs (as compared to having access to all indoor amenities), while giving it exclusive use of a space where it can provide programs for the rental building's tenants (at no cost to the tenants).

- c) Transportation Measures: To reduce the amount of parking required to accommodate the additional 41 LEMR units, the developer proposes to provide additional transportation demand management (TDM) measures (i.e., over and above the developer's original proposal) to increase the TDM parking reduction rate from 10% to 25%. As a result, the effective parking rate for the LEMR units will be reduced from 0.81 to 0.675 spaces per unit. The proposed rate is supported by the non-profit housing operator, S.U.C.C.E.S.S., and consistent with TDM reductions recently applied by the City to affordable housing elsewhere in the downtown core. Based on this approach, the development will be required to provide for the following transportation measures, to the satisfaction of the City:
- 60 resident parking spaces, secured for the exclusive use of the LEMR occupants;
  - Two visitor parking spaces for the exclusive use of the rental building and shared use (with the general public and other visitors to the site) of the development's 127 short-term (hourly) parking spaces;
  - 150 "Class 1" secured bike storage spaces, based on a rate of 1.7 bikes per unit (which exceeds the Zoning Bylaw rate of 1.25 bikes per unit), including 10% over-size lockers for family bike storage, bike trailers, electric assist vehicles, and similar items;

- A bike repair/maintenance facility including a foot-activated pump, repair stand with integrated tools, and bike wash;
- Electric vehicle (EV) charging for 100% of resident parking spaces and for shared use for bicycle charging at one duplex outlet for each 10 bikes (as per standard Zoning Bylaw requirements); and
- A transit pass program for the tenants of the affordable rental housing building (secured by a legal agreement registered on title), which shall provide for monthly, two-zone transit passes for two years for 100% of the LEMR units.

In addition, over and above previously agreed TDM measures, the developer will also provide “Class 1” secured bike storage for the market strata units at the rate proposed for the LEMR units (i.e., 1.7 instead of 1.25 bikes per unit), including 10% over-size bike lockers for family bike storage, bike trailers, electric assist vehicles, and similar items.

- d) Occupancy Requirements: Prior to adoption of the rezoning bylaw, legal agreements will be registered on title to ensure that the proposed 88-unit affordable rental housing building is complete to a turnkey level of finish (at the developer’s sole cost), before occupancy of any market strata units on the site, as determined to the satisfaction of the City.

#### *Proposed Official Community Plan Amendments*

When Planning Committee considered the subject application on December 17, 2019, the proposal involved two amendments to the City Centre Area Plan (CCAP), including:

1. (OCP Amendment Bylaw 10136) changes to Section 2.2 “Jobs and Business” and the “Specific Land Use Map: Lansdowne Village”, to encourage office development along the east side of Minoru Boulevard (between Ackroyd Road and Alderbridge Way) and pedestrian-oriented retail uses at grade along Lansdowne Road (between No. 3 Road and Minoru Boulevard); and
2. (OCP Amendment Bylaw 10137) designation of a 7 m (23 ft.) wide strip of land along the north side of 5740 Minoru Boulevard as City “Park” and the remainder of 5740, 5760, and 5800 Minoru Boulevard as “Village Centre Bonus” area (to permit an additional 1.0 FAR for office use only).

As originally set out in the report from the Director of Development, dated December 2, 2017, staff are supportive of these proposed CCAP amendments on the basis that:

- a) Lands along the east side of Minoru Boulevard (between Ackroyd Road and Alderbridge Way) are within a five-minute walk (i.e., 400 m / 1,312 ft. radius) of the Lansdowne Canada Line station, which makes them a desirable location for office employment uses;
- b) The development of pedestrian-oriented retail uses along Lansdowne Road will complement increased office employment, enhance pedestrian and cycling access to/from the Lansdowne Canada Line station, and contribute towards residential livability;
- c) The proposed linear park along the south side of Lansdowne Road will be designed, constructed, and transferred to the City (as fee simple), all to the City’s satisfaction, at the developer’s sole cost (i.e. not eligible for Development Cost Charge credits), and will

enhance Lansdowne's role as a recreational amenity, pedestrian/cycling route, and landscape corridor contributing towards the downtown's urban forest canopy; and

- d) The proposed site-specific Village Centre Bonus (VCB) designation is consistent with CCAP objectives for increased office employment near the Canada Line and, prior to rezoning adoption, legal agreements will be registered on title to limit subdivision by air space parcel or strata-title on a floor-by-floor basis (to ensure the development provides for flexible, large floorplate office spaces).

Furthermore, the CCAP requires rezoning applications that make use of the VCB bonus density to provide voluntary developer contributions towards City-owned community amenity space. In compliance with the CCAP, prior to rezoning adoption, the developer proposes to make a voluntary cash contribution of \$5,663,980 to Richmond's Leisure Facilities Fund – City Centre Facility Development Sub-Fund in lieu of constructing community amenity space on-site. The proposed voluntary contribution shall be based on a construction-value amenity transfer rate of \$700/ft<sup>2</sup> and the amount of amenity space transferred off-site (i.e. 5% of the site's VCB bonus floor area), as specified in the site-specific ZMU46 zone and Rezoning Considerations (Attachment 10). In the event the developer's contribution is not provided within one year of the rezoning bylaw receiving third reading, the construction-value contribution rate shall be increased annually based on Statistics Canada "Non-Residential Building Construction Price Index".

In addition to the two CCAP amendments presented for consideration by Council in December 2019, a third amendment is proposed to the CCAP to facilitate the applicant's revised affordable housing proposal:

3. (OCP Amendment Bylaw 10136) to clarify City Centre Area Plan density bonusing requirements with respect to the Richmond Affordable Housing Strategy and Official Community Plan Market Rental Housing Policy, and permit bonus density to be increased, on a site-specific basis, for rezoning applications that provide additional affordable housing to address community need.

City Centre rezoning applications must make use of the CCAP Affordable Housing Bonus to achieve the maximum residential density permitted under the Plan. The Affordable Housing Bonus provides bonus density for developments that satisfy the requirements of the Affordable Housing Strategy (e.g., 10% of total residential floor area), but it does not give Council the flexibility to permit additional bonus density (without amending the CCAP) for rezoning applications that exceed the requirements of the Strategy. In contrast, the OCP Market Rental Housing Density Bonus Policy provides for bonus density for rezoning applications that comply with the density bonus provisions of the Policy, together with the flexibility for Council to grant additional bonus density to rezoning applications that provide additional market rental housing to address community need.

Staff are supportive of the proposed CCAP amendment because it will clarify how affordable housing and market rental housing density provisions apply in the City Centre and, as for market rental housing, permit Council to grant increased bonus density, on a site-specific basis, for rezoning applications (including the subject application) that exceed City requirements (e.g., exceed the Affordable Housing Strategy).

### *Proposed Site-Specific Zone*

When Planning Committee considered the subject application on December 17, 2019, the proposal involved rezoning the site to a standard zone, “Residential/Limited Commercial (RCL3)”. In light of the developer’s revised affordable housing proposal, staff recommend rezoning the property to a new site-specific zone, "High Density Mixed Use and Affordable Rental Housing (ZMU46) – Lansdowne Village (City Centre)” (Zoning Amendment Bylaw 10138).

The new ZMU46 zone is the same as the RCL3 zone with the exception of the following development-specific features:

1. Residential rental tenure zoning secures a minimum of 88 affordable housing units located within a designated area on the east side of the site;
2. An additional 0.2 FAR density bonus is permitted for the provision of affordable housing that exceeds Affordable Housing Strategy requirements (i.e. over 10% of residential floor area);
3. The maximum transportation demand management (TDM) parking reduction is increased from 10% to 25% for affordable housing resident parking, resulting in an effective rate of 0.675 spaces per affordable housing unit (i.e. market strata units will be subject to the City’s standard parking rates);
4. The minimum rate for “Class 1” bicycle storage for affordable housing and market strata units is increased to from 1.25 to 1.7 spaces per dwelling, including 10% over-size bike lockers; and
5. Site-specific requirements are clarified regarding site size, parking requirements for office and community amenity use, and Village Centre Bonus contributions.

Furthermore, when the subject application was considered in December 2019, the staff report indicated that rezoning the site to “Residential/Limited Commercial (RCL3)” would result in the need for a height variance because three of the development’s four towers exceed 35 m (115 ft.). This includes the office tower at 45 m (148 ft.) and two residential towers at 39 m and 42 m (127 ft. and 136 ft.). Staff continue to support the development’s increased height on the basis that it complies with Transport Canada Airport Zoning Regulations (AZR), results in negligible shading of public spaces, contributes to a varied skyline and visual interest, and enables the site to accommodate increased employment (office) and park use without comprising livability. In light of this, the new "High Density Mixed Use and Affordable Rental Housing (ZMU46) - Lansdowne Village (City Centre) zone sets 35 m (115 ft.) as the maximum permitted height, but allows for increased height if the developer demonstrates, to the satisfaction of the City through the Development Permit process, that a proper interface is provided with neighbouring residential and non-residential buildings, park, and public spaces.

### *Additional Development Considerations*

#### 1. Transportation

The CCAP requires road, pedestrian, and cycling network improvements on and around the subject site. The Zoning Bylaw permits parking reductions for City Centre developments that incorporate transportation demand management (TDM) measures to the City’s satisfaction. The developer’s proposed transportation improvements and measures (to be provided at the developer’s sole cost) satisfy all City requirements and will be secured

through a combination of legal agreements registered on title and the City's standard Servicing Agreement processes (secured with letters of credit). (Credits will be applicable to works identified on the City's Development Cost Charge Program.) In brief, the development proposal will provide for the following:

- a) Road widening and related improvements along all three site frontages, including an off-street bike path along Minoru Boulevard and conversion of a lane to a local street on the site's east side;
- b) Parking as required by the Zoning Bylaw and site-specific ZMU46 zone, including, among other things, 23 spaces for the exclusive use of the non-profit social service agencies, 127 spaces secured for short-term (hourly) public use, eight spaces (i.e. two per building) secured for residential visitors, and, as previously described, 25% TDM rate (versus the standard 10% rate) for the affordable housing units, effectively reducing the required parking from 0.81 to 0.675 spaces per LEMR unit;
- c) Cycling measures as required by the Zoning Bylaw and ZMU46 zone, including, among other things, end-of-trip cycling facilities (e.g., showers, change rooms, and related features) co-located with Class 1 (secure) bicycle storage spaces for the use of commercial and non-profit social services tenants, bike maintenance/wash facilities for residential tenants, and, as previously described, increased Class 1 bike storage rate (1.7 bikes/unit instead of 1.25/unit) for all market and affordable units, including 10% over-sized bike lockers for multi-bike and electric assist vehicle storage;
- d) Transit pass programs, including \$40,000 for a commercial tenant program and, as previously described, monthly, two-zone transit passes for two years for 100% of the LEMR units; and
- e) Two on-site parking spaces dedicated for car-share use and equipped with electric vehicle charging infrastructure (located at the parkade entrance for 24/7 public access), together with two car-share vehicles and a 3-year contract with a car-share operator.

## 2. Parks

The proposed City-owned linear park along the north side of the subject site will be 7 m (23 ft.) wide and approximately 859 m<sup>2</sup> (9,248.4 ft<sup>2</sup>) in size. In addition, prior to rezoning adoption, a statutory right-of-way will be registered on the subject site (along the south side of the park) to secure on-site publicly-accessible open space for expanded plaza, walkway, and landscape purposes. A conceptual design has been prepared for the linear park and related publicly-accessible areas and is attached to the Rezoning Considerations (Attachment 10). Prior to rezoning adoption, the developer shall enter into a Servicing Agreement for the design and construction of the park and related improvements, at the developer's sole cost, to the satisfaction of the Director, Parks Services and Director of Development. (Development Cost Charge (DCC) credits shall not apply.)

## 3. Public Art

The CCAP encourages voluntary developer contributions towards public art and identifies the Lansdowne Road corridor as an "art walk". Prior to rezoning adoption, the developer proposes to make a voluntary cash-in-lieu contribution towards public art, based on the Council-approved developer contribution rates and the site's maximum buildable floor area

(excluding affordable housing and non-profit social services space). The developer's proposal to voluntarily contribute \$319,771 complies with City Policy and may be applied, at Council's direction, to Public Art and/or related features along the Lansdowne "art walk" or elsewhere in the City Centre.

#### 4. Site Servicing and Frontage Improvements

City policy requires that the developer is responsible for the design and construction of road, water, storm sewer, and sanitary sewer upgrades, together with related public and private utility improvements, arising as a result of the proposed development, as determined to the satisfaction of the City. Prior to rezoning adoption, the developer will enter into standard City Servicing Agreements, secured with a letters of credit, for the design and construction of all required off-site rezoning works, as set out in the attached Rezoning Considerations (Attachment 10). Development Cost Charge (DCC) credits will be applicable to works identified on the City's DCC Program.

#### 5. Tree Retention

No bylaw-size trees are currently located on the subject site.

The conversion of the existing lane along the site's east side to a new local road requires the construction, to City standards, of a new intersection and left-turn lanes on Lansdowne Road. This will require the removal of an existing landscaped median, including the relocation of one small City tree (through a City Servicing Agreement) and the removal of seven others. Prior to rezoning adoption, the developer will contribute \$9,100 to the City's Tree Compensation Fund (i.e. \$1,300 per tree) for Richmond to plant trees elsewhere in the city.

#### 6. Sustainability

The CCAP encourages the coordination of private and City development objectives with the aim of implementing environmentally responsible buildings, services, and related features. Staff support the developer's proposal, which is consistent with City policy and includes:

- a) District Energy Utility (DEU): A City Centre DEU service area bylaw for the subject site will be presented for consideration by Council under a separate report. Prior to rezoning adoption, a standard DEU covenant will be registered on title requiring the developer to design and construct a low carbon energy plant, at the developer's sole cost, and transfer it to the City, together with compatible building and mechanical systems, to facilitate the development's connection to a City DEU.
- b) BC Energy Step Code: As per City policy, as a high-rise building containing a low carbon energy plant, the subject development will comply with "Step 2". Prior to rezoning adoption, the developer will be required to conduct energy modelling and provide a statement to the City confirming that the proposed design can meet all applicable Step Code requirements.
- c) Electric Vehicle (EV) Measures: As required by the Zoning Bylaw, EV charging facilities will be installed to serve 100% of residential parking spaces (240V) and 10% of "Class 1" bike storage spaces (120V). In addition, two dedicated car-share parking spaces will be equipped with EV charging (240V) infrastructure.

## 7. Community Planning

The CCAP requires that rezoning applications contribute towards future City community planning studies, based on the Council-approved developer contribution rate and the site's maximum buildable floor area (excluding affordable housing and non-profit social services use). The developer's proposal to voluntarily contribute \$127,574 complies with City policy.

## 8. Phasing

Prior to rezoning adoption, a legal agreement will be registered on title to require that the:

- a) Non-profit social service replacement space and related features (e.g., parking) are granted occupancy prior to occupancy of any other use on the site: and
- b) Affordable rental housing building, including all 88 LEMR units and related features (e.g., amenity space and parking), is granted occupancy prior to occupancy of any of the development's market strata units.

## 9. Built Form

Prior to rezoning adoption, a legal agreement shall be registered on title requiring that the project is designed and constructed in a manner that mitigates potential development impacts including, among other things, view obstruction, noise or nuisance associated with retail and restaurant activities, shading, reduced privacy, and related issues that may arise as a result of development on the lands and/or future development on surrounding properties.

Development Permit (DP) approval, to the satisfaction of the Director of Development, will be required prior to rezoning adoption. At DP stage, additional design development is encouraged with respect to, among other things, tower design, office streetscape, park interface, affordable rental housing building, non-profit social services space, residential amenity space, accessibility, sustainability measures, emergency services requirements, crime prevention measures, loading, and waste management.

### *Existing Legal Encumbrances*

Development of the subject site is not encumbered by existing legal agreements on title.

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

The proposed changes to the subject development will have no financial impact on the City. As described in the December 2, 2019 report from the Director of Development, through the proposed development, the City will take ownership of developer-contributed assets (e.g., road works, waterworks, storm sewers, sanitary sewers, streetlights, street trees, and traffic signals). The anticipated operating budget impact for the ongoing maintenance of these assets is \$11,000. This will be considered as part of the 2021 Operating Budget.



## Conclusion

IBI Group Architects has applied to the City of Richmond for permission to rezone lands at 5740, 5760, and 5800 Minoru Boulevard from “Industrial Retail (IR1)” to “School and Institution Use (SI)” and “High Density Mixed Use and Affordable Rental Housing (ZMU46) - Lansdowne Village (City Centre)”, to permit the construction of a high-rise, high density, mixed use development. In response to the referral from Planning Committee on December 17, 2019, the development proposal has been revised to include a non-profit housing operator (S.U.C.C.E.S.S.), relocation assistance to the site’s non-residential tenants, and 41 additional low-end-of-market-rental (LEMR) units comprising 2,997 m<sup>2</sup> (32,262 ft<sup>2</sup>) of additional habitable unit area. To facilitate the additional affordable housing, it is proposed that: (i) the City Centre Area Plan is amended to permit additional density for rezoning applications that exceed Affordable Housing Strategy requirements; and (ii) the site is rezoned to a new site-specific zone (ZMU46) that includes an additional 0.2 FAR affordable housing bonus and secures the 88 proposed LEMR units with residential rental tenure zoning. Prior to adoption of the rezoning bylaw, legal agreements will be registered on title to ensure that that 88-unit affordable rental housing building is complete, to the City’s satisfaction, before occupancy of any market strata units on the site.

It is recommended that Official Community Plan Bylaw 7100, Amendment Bylaw 10136 and Bylaw 10137 and Richmond Zoning Bylaw 8500, Amendment Bylaw 10138 be introduced and given first reading.



Suzanne Carter-Huffman  
Senior Planner/Urban Design  
(604-276-4228)

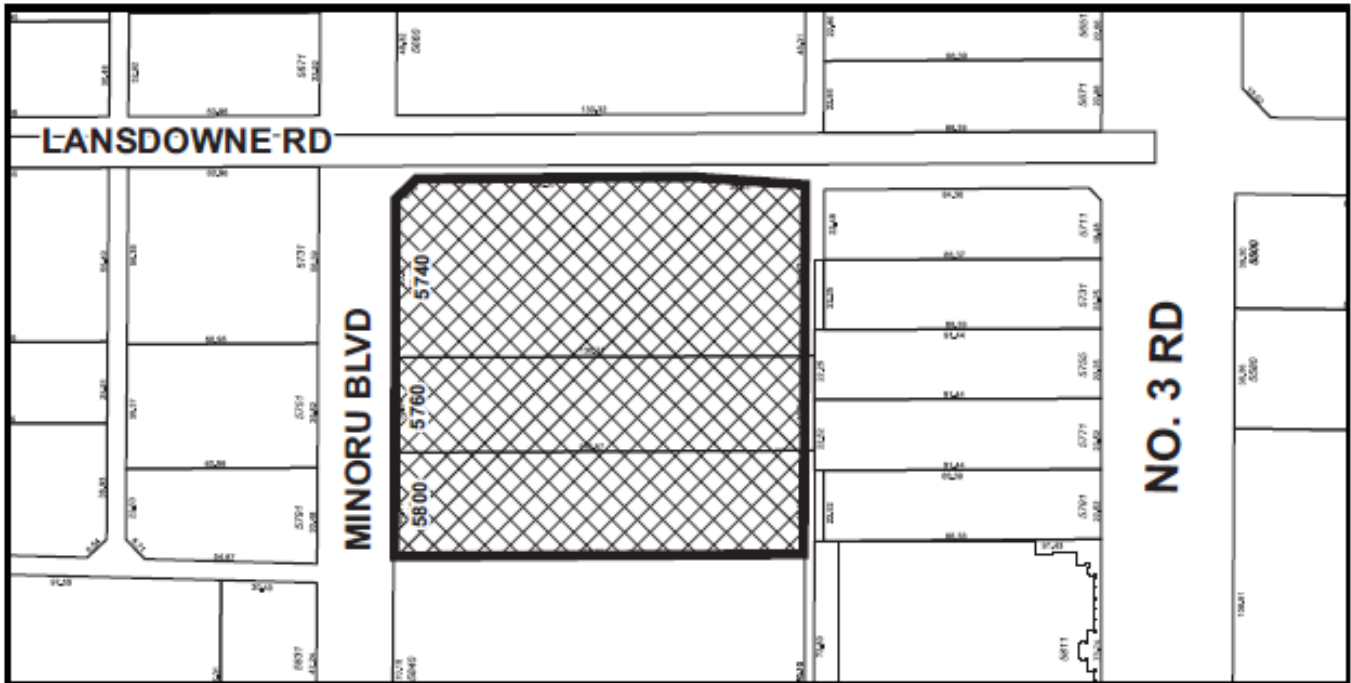
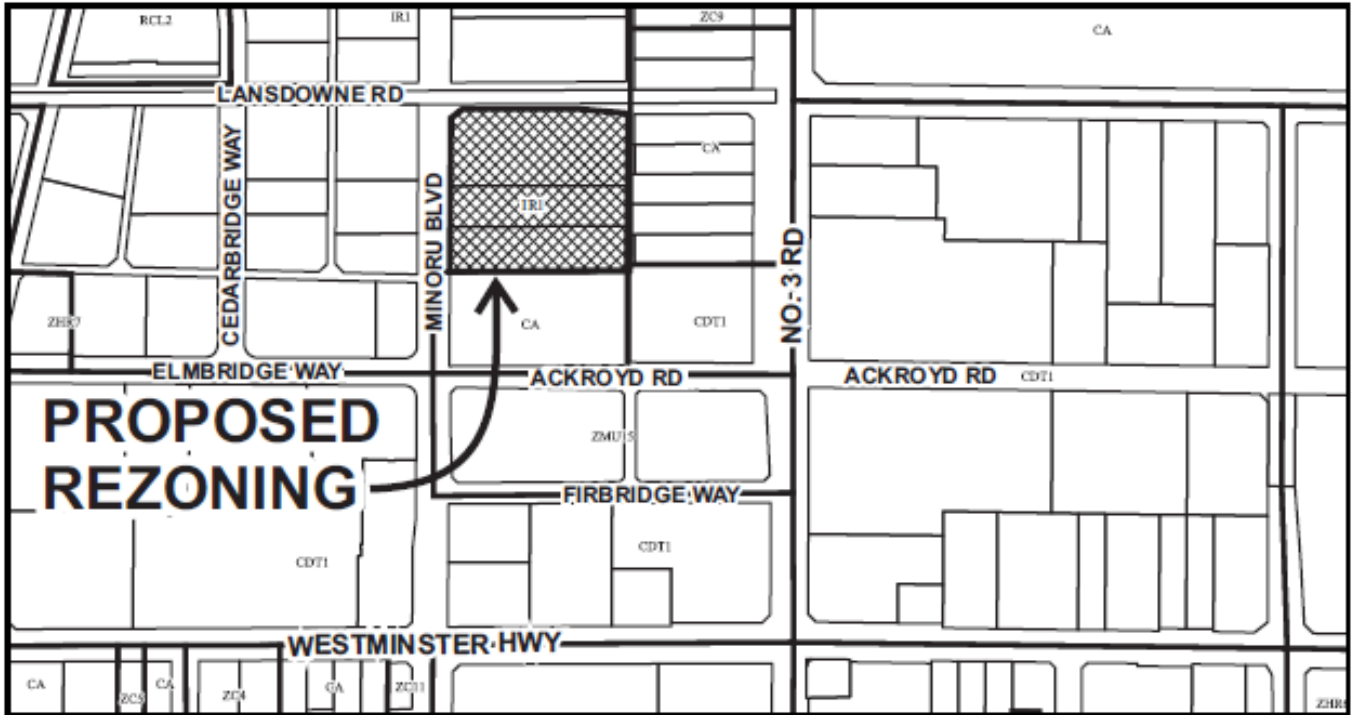
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### Attachments:

1. Location Map
2. Aerial Photograph
3. Existing City Centre Area Plan – Specific Land Use Map: Lansdowne Village
4. Development Application Data Sheet
5. Letter – RSCL, October 31, 2019
6. Letter – CMWAC, November 5, 2019
7. Letter – Robert Grosz, July 15, 2019
8. Email – Robert Grosz, June 8, 2020
9. Conceptual Development Plans
10. Rezoning Considerations



# City of Richmond



	<h2>RZ 18-807640</h2>	<p>Original Date: 02/28/18 Revision Date: Note: Dimensions are in METRES</p>
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City of  
Richmond



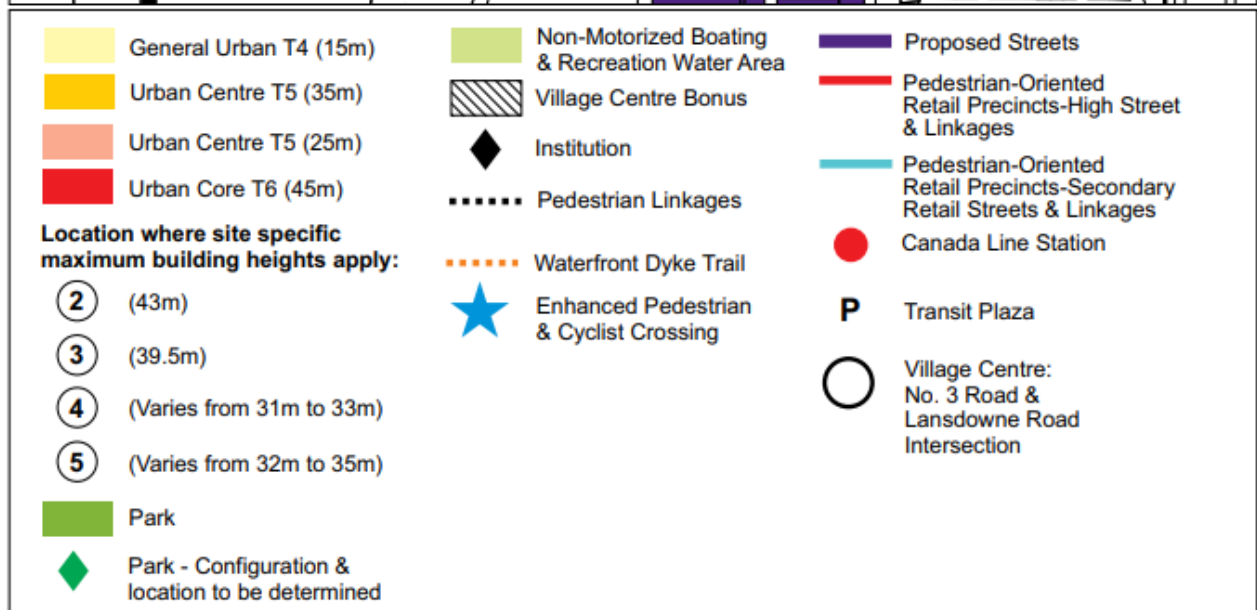
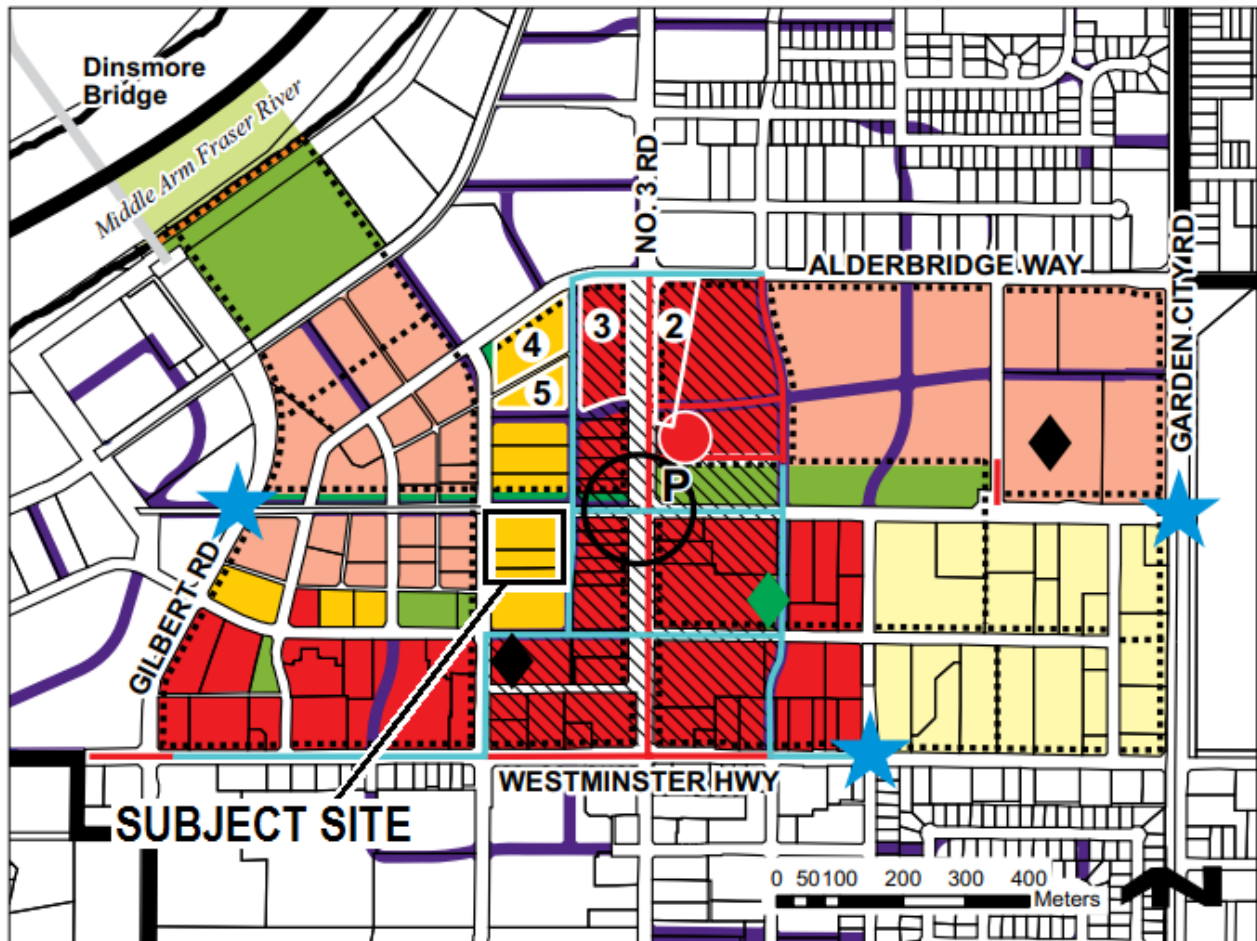
RZ 18-807640

Original Date: 02/28/18

Revision Date:

Note: Dimensions are in METRES

Specific Land Use Map: Lansdowne Village (2031)



Maximum building height may be subject to established Airport Zoning Regulations in certain areas.



**RZ 18-807640**

Address: 5740, 5760, and 5800 Minoru Boulevard

Applicant: IBI Group Architects

Planning Area(s): City Centre (Lansdowne Village)

	Existing	Proposed		
<b>Owner</b>	<ul style="list-style-type: none"> <li>Minoru View Homes Ltd.</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>		
<b>Site Size</b>	<ul style="list-style-type: none"> <li>15,604.2 m<sup>2</sup> (167,962.2 ft<sup>2</sup>)</li> </ul>	<ul style="list-style-type: none"> <li>Road &amp; Park Contributions:               <ul style="list-style-type: none"> <li>Density-Eligible Park: 859.2 m<sup>2</sup> (9,248.4 ft<sup>2</sup>)</li> <li>Density-Eligible Road: 1,210.3 m<sup>2</sup> (13,027.6 ft<sup>2</sup>)</li> <li>Other Road: 569.9 m<sup>2</sup> (6,134.4 ft<sup>2</sup>)</li> </ul> </li> <li>Net Site: 12,964.8 m<sup>2</sup> (139,551.9 ft<sup>2</sup>)</li> </ul>		
<b>Site for Density Calculations</b>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>15,034.3 m<sup>2</sup> (161,827.9 ft<sup>2</sup>)</li> </ul>		
<b>Land Uses</b>	<ul style="list-style-type: none"> <li>Commercial, recreation &amp; light industry</li> </ul>	<ul style="list-style-type: none"> <li>Office, pedestrian-oriented commercial &amp; multi-family residential</li> </ul>		
<b>OCP Designation</b>	<ul style="list-style-type: none"> <li>Mixed Use</li> </ul>	<ul style="list-style-type: none"> <li>Mixed Use</li> </ul>		
<b>City Centre Area Plan (CCAP) Designation</b>	<ul style="list-style-type: none"> <li>Urban Centre T5 (35 m) (2 FAR)</li> <li>Pedestrian-Oriented Retail Precinct</li> <li>Proposed Streets</li> </ul>	<ul style="list-style-type: none"> <li>As per the existing CCAP, PLUS:               <ul style="list-style-type: none"> <li>Village Centre Bonus (office only) (1.0 FAR)</li> <li>Park</li> <li>Pedestrian-Oriented Retail Precinct – High Street &amp; Linkages</li> </ul> </li> </ul>		
<b>Aircraft Noise Sensitive Development</b>	<ul style="list-style-type: none"> <li>Moderate Aircraft Noise (Area 3) – All aircraft noise sensitive development (ANSD) uses may be considered</li> </ul>	<ul style="list-style-type: none"> <li>As per OCP Policy: Registration of the City's standard restrictive ANSD covenant; preparation of an acoustic report; noise mitigation measures; &amp; air conditioning capability (e.g., pre-ducted)</li> </ul>		
<b>Zoning</b>	<ul style="list-style-type: none"> <li>Industrial Retail (IR1)</li> </ul>	<ul style="list-style-type: none"> <li>Development: High Density Mixed Use &amp; Affordable Rental Housing (ZMU46), incl. Residential Rental Tenure securing 88 affordable units</li> <li>Park: School &amp; Institution Use (SI)</li> </ul>		
<b>Number of Units &amp; Unit Mix (Target)</b>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<b>Housing Types</b>	<b>Studio + 1-BR</b>	<b>2-BR + 3-BR</b>
		<ul style="list-style-type: none"> <li>Market Units (341)</li> </ul>	5 + 150 = 155 (45%)	167 + 19 = 186 (55%)
		<ul style="list-style-type: none"> <li>Affordable H. (88)</li> </ul>	15 + 26 = 41 (47%)	41 + 6 = 47 (53%)
		Total (429 Units)	20 + 176 = 196 (46%)	208 + 25 = 233 (54%)
<b>Basic Universal Housing (BUH)</b>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>27% of total units (115 units), including:               <ul style="list-style-type: none"> <li>8% Market Strata Units (27 units)</li> <li>100% Affordable Housing Units (88 units)</li> </ul> </li> </ul>		

	ZMU46 Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR)	<ul style="list-style-type: none"> <li>Max. 3.2 FAR, including:               <ul style="list-style-type: none"> <li>Base (including AH): 2.0 FAR</li> <li>Village Centre Bonus: 1.0 FAR (office only)</li> <li>Affordable Rental Bonus: 0.2 FAR</li> </ul> </li> <li>Community amenity space: 0.1 FAR max.</li> </ul>	<ul style="list-style-type: none"> <li>Max. 3.2 FAR, including:               <ul style="list-style-type: none"> <li>Base (including AH): 2.0 FAR</li> <li>Village Centre Bonus: 1.0 FAR (office only)</li> <li>Affordable Rental Bonus: 0.2 FAR</li> </ul> </li> <li>Community amenity space: 0.1 FAR max.</li> </ul>	None permitted

	ZMU46 Bylaw Requirement	Proposed	Variance
Buildable Floor Area*	<ul style="list-style-type: none"> <li>Max. 48,109.8 m<sup>2</sup> (517,849.2 ft<sup>2</sup>), including: <ul style="list-style-type: none"> <li>Base (incl. AH): 30,068.6 m<sup>2</sup> (323,655.7 ft<sup>2</sup>)</li> <li>Village Centre Bonus: 15,034.3 m<sup>2</sup> (161,827.9 ft<sup>2</sup>) (office only)</li> <li>Affordable Rental Bonus: 3,006.9 m<sup>2</sup> (32,365.6 ft<sup>2</sup>)</li> </ul> </li> <li>Community amenity space: 1,503.4 m<sup>2</sup> (16,182.8 ft<sup>2</sup>) max. (i.e. for non-profit social service space secured via a legal agreement)</li> </ul>	<ul style="list-style-type: none"> <li>Max. 48,109.8 m<sup>2</sup> (517,849.2 ft<sup>2</sup>), including: <ul style="list-style-type: none"> <li>Base: 30,068.6 m<sup>2</sup> (323,655.7 ft<sup>2</sup>), including 2,774.1 m<sup>2</sup> (29,860.3 ft<sup>2</sup>) habitable affordable housing units (i.e. 10% of total residential floor area, as per Richmond's Affordable Housing Strategy)</li> <li>Village Centre Bonus: 15,034.3 m<sup>2</sup> (161,827.9 ft<sup>2</sup>) (office only)</li> <li>Affordable Rental Bonus: 3,006.9 m<sup>2</sup> (32,365.6 ft<sup>2</sup>)</li> </ul> </li> <li>Non-Profit Social Services (Replacement) Space: 425.7 m<sup>2</sup> (4,582.0 ft<sup>2</sup>) GLA plus common/circulation space as required</li> </ul>	None permitted
Buildable Floor Area – Total Non-Residential	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>17,361.9 m<sup>2</sup> (186,881.9 ft<sup>2</sup>), including: <ul style="list-style-type: none"> <li>Office: 15,034.3 m<sup>2</sup> (161,827.9 ft<sup>2</sup>)</li> <li>Retail: 2,327.6 m<sup>2</sup> (25,054.0 ft<sup>2</sup>)</li> </ul> </li> <li>Non-Profit Social Services (Replacement) Space: 425.7 m<sup>2</sup> (4,582.0 ft<sup>2</sup>) GLA plus common/circulation space as required</li> </ul>	None
Buildable Floor Area – Total Residential	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>30,747.9 m<sup>2</sup> (330,967.6 ft<sup>2</sup>), including: <ul style="list-style-type: none"> <li>Affordable Rental Housing Building: 6,430.5 m<sup>2</sup> (69,217.0 ft<sup>2</sup>)</li> <li>Market Strata: 24,317.4 m<sup>2</sup> (261,750.6 ft<sup>2</sup>)</li> </ul> </li> </ul>	None
Buildable Floor Area – Affordable Rental Housing Building (Non-Profit Operator)	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Stand-alone building comprising at least 6,430.5 m<sup>2</sup> (69,217.0 ft<sup>2</sup>)* including (estimate): <ul style="list-style-type: none"> <li>Habitable Units: 5,771.3 m<sup>2</sup> (62,122.0 ft<sup>2</sup>)</li> <li>Ancillary/circulation*: 659.2 m<sup>2</sup> (7,095.0 ft<sup>2</sup>)</li> </ul> </li> </ul> <p>* Excludes indoor amenity space &amp; typical FAR Zoning Bylaw exemptions</p>	None
Lot Coverage	<ul style="list-style-type: none"> <li>For buildings &amp; landscaped roofs over parking: Max. 90%</li> </ul>	<ul style="list-style-type: none"> <li>90%</li> </ul>	None
Lot Size	<ul style="list-style-type: none"> <li>Area: 4,000.0 m<sup>2</sup> (43,055.6 ft<sup>2</sup>)</li> <li>Width: 45.0 m (147.6 ft.)</li> <li>Depth: 40.0 m (131.2 ft.)</li> </ul>	<ul style="list-style-type: none"> <li>Area: 12,964.8 m<sup>2</sup> (139,551.9 ft<sup>2</sup>)</li> <li>Width: 126.3 m (414.4 ft.)</li> <li>Depth: 118.5 m (388.8 ft.)</li> </ul>	None
Setbacks (Min.)	<ul style="list-style-type: none"> <li>Front &amp; Exterior Side Yards: 6.0 m (19.7 ft.), but may be reduced to 3.0 m (9.8 ft.) with a proper interface, as specified in an approved Development Permit</li> <li>Interior Side Yards: Nil</li> </ul>	<ul style="list-style-type: none"> <li>Front &amp; Exterior Side Yards: 3.0 m (9.8 ft.)</li> <li>Interior Side Yards: Nil</li> </ul>	None
Height	<ul style="list-style-type: none"> <li>35 m (114.8 ft.) to finished grade, but may be increased to 47 m GSC if a proper interface is provided with adjacent buildings and park, as specified in an approved Development Permit</li> </ul>	<ul style="list-style-type: none"> <li>Office tower: 47 m GSC</li> <li>Residential (measured to finished grade): <ul style="list-style-type: none"> <li>Tower A: 35.0 m (114.8 ft.)</li> <li>Tower B: 38.6 m (126.6 ft.)</li> <li>Tower C: 41.5 m (136.2 ft.)</li> </ul> </li> </ul>	None
Parking – TOTAL	<ul style="list-style-type: none"> <li>Total: 632 spaces, including - <ul style="list-style-type: none"> <li>Non-residential: 255</li> <li>Residents: 375</li> <li>Car-Share: 2</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Total: 632 spaces, including - <ul style="list-style-type: none"> <li>Non-residential: 255</li> <li>Residents: 375</li> <li>Car-Share: 2</li> </ul> </li> </ul>	None
Parking – Non-Residential (Office & retail estimates based on 95% GLA)	<ul style="list-style-type: none"> <li>Total: 255 spaces (estimate), including - <ul style="list-style-type: none"> <li>Non-profit social service use @ 3.75/100 m<sup>2</sup> GLA – 10% = 15</li> <li>Office @ 1.275/100 m<sup>2</sup> GLA – 10% = 165</li> <li>Retail @ 3.75/100 m<sup>2</sup> GLA – 10% = 75</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Total: 255 spaces (estimate), including - <ul style="list-style-type: none"> <li>50% Public Parking: 127 secured by legal agreement for general public use</li> <li>50% Assignable Parking: 128, including 23 spaces secured by legal agreement for the exclusive use of the Non-Profit Social Service tenants &amp; their guests</li> </ul> </li> </ul>	None

	ZMU46 Bylaw Requirement	Proposed	Variance
Parking – Residential	<ul style="list-style-type: none"> <li>Total: 375 spaces, including -</li> <li>- Market Strata @ 1/unit – 10% = 307</li> <li>- Affordable units @ 0.9/unit – 25% = 60</li> <li>- Visitors: 8</li> </ul>	<ul style="list-style-type: none"> <li>Total: 375 spaces, including -</li> <li>- Market Strata: 307</li> <li>- Affordable Rental Housing Building: 60</li> <li>- Visitors: 8 (2 spaces for the exclusive use of each residential building)</li> </ul>	None
Parking – Car-Share	<ul style="list-style-type: none"> <li>2 spaces secured by legal agreement for exclusive car-share use</li> </ul>	<ul style="list-style-type: none"> <li>2 spaces secured by legal agreement for exclusive car-share use</li> </ul>	None
Class 1 Bike Storage <i>(Office &amp; retail estimates based on 95% GLA)</i>	<ul style="list-style-type: none"> <li>Total: 776 spaces (estimate), including -</li> <li>- Non-Residential @ 0.27/100 m<sup>2</sup> GLA: 46</li> <li>- Residents @ 1.7/unit: 730 including 10% over-size lockers</li> </ul>	<ul style="list-style-type: none"> <li>Total: 776 spaces (estimate), including -</li> <li>- Non-Residential: 46</li> <li>- Residents: 730 incl. 10% over-size lockers</li> </ul>	None
Class 2 Bike Storage <i>(Office &amp; retail estimates based on 95% GLA)</i>	<ul style="list-style-type: none"> <li>Total: 155 (estimate), including:</li> <li>- Non-Residential @ 0.4/100 m<sup>2</sup> GLA: 69</li> <li>- Residents @ 0.2/unit = 86</li> </ul>	<ul style="list-style-type: none"> <li>Total: 155 (estimate), located outdoors around the perimeter of the site for general public use</li> </ul>	None
Residential Amenity Space – Indoor	<ul style="list-style-type: none"> <li>Total: Min. 877.0 m<sup>2</sup> (9,439.9 ft<sup>2</sup>), including:</li> <li>- Market Strata @ 2 m<sup>2</sup>/unit = 682.0 m<sup>2</sup> (7,341.0 ft<sup>2</sup>)</li> <li>- Affordable units @ 2 m<sup>2</sup>/unit: 176 m<sup>2</sup> (1,894.4 ft<sup>2</sup>)</li> <li>- Rental Building NP Operator: 19.0 m<sup>2</sup> (204.5 ft<sup>2</sup>) for administration/programs</li> </ul>	<ul style="list-style-type: none"> <li>Total: 1,041.7 m<sup>2</sup> (11,213.0 ft<sup>2</sup>), including::</li> <li>- Exclusive use: <ul style="list-style-type: none"> <li>i) Market Strata: 466.3 m<sup>2</sup> (5,019.0 ft<sup>2</sup>)</li> <li>ii) Rental Building: 110.9 m<sup>2</sup> (1,194.0 ft<sup>2</sup>)</li> </ul> </li> <li>- Shared use: 464.5 m<sup>2</sup> (5,000 ft<sup>2</sup>)</li> </ul>	None
Amenity Space – Outdoor	<ul style="list-style-type: none"> <li>Total: Min. 3,870.5 m<sup>2</sup> (41,661.7 ft<sup>2</sup>), including:</li> <li>- Residential amenity space @ 6.0 m<sup>2</sup>/unit incl. 50% children’s play (to 600 m<sup>2</sup>): 2,574.0 m<sup>2</sup> (27,706.3 ft<sup>2</sup>)</li> <li>- Additional CCAP landscape space @ 10% of net site area: 1,296.5 m<sup>2</sup> (13,955.4 ft<sup>2</sup>)</li> </ul>	<ul style="list-style-type: none"> <li>Total: 4,032.9 m<sup>2</sup> (43,410.0 ft<sup>2</sup>)</li> </ul>	None

Other: Tree replacement compensation is required for the removal of City trees within Lansdowne Road. (There are no existing bylaw-size trees on the subject site.)

\* Preliminary estimate (exclusive of parking garage). The exact building size shall be determined through Zoning Bylaw compliance review at Building Permit stage.



*Seeing beyond disability...  
... to ability*

October 31, 2019

City of Richmond  
Attention: Lesley Sherlock, Social Planner  
6911 No. 3 Road  
Richmond BC V6Y 2C1

Re: Thind Properties Development 5740, 5760, 5800 Minoru Blvd. Richmond

Dear Lesley:

I am writing to you to communicate the Richmond Society for Community Living's (RSCL) opinion regarding the proposal to build a replacement program space for one of our Community Inclusion Programs (i.e. Quantum) in the Thind Properties Development at the corner of Minoru Boulevard and Lansdowne. As you are aware, RSCL had three separate programs located in the buildings on this property. These three programs serve over 70 people with an intellectual disability five days a week. The Thind Properties Development proposal will accommodate one of our three programs. As a result of the development application for this property, we have already relocated the other two programs. These programs were moved in September 2019 to Ironwood (outside City Centre) due to the cost and availability of space in City Centre. The cost of renovating and moving the two programs to the new location was substantial and will impact service.

With respect to the proposal to build a program space for one of our programs in the new development, we are pleased that an option has been developed that recognizes the impact and displacement of our program in City Centre. In the absence of a clear City policy to address this growing problem, we are pleased that the developer has agreed to accommodate us in the new development. Moreover, the agreement to lease the space for 50% of current market rates (not including operating costs) will allow us to have a presence in City Centre in the future.

Although the proposal is a positive development, it will not address all our challenges. Specifically;

- We have already incurred the costs of relocating two other programs from this location to Ironwood;
- We will have to find and relocate the third program to a temporary location for at least three years and incur the cost of this relocation;
- The proposed space does not include Tenant Improvement (TI) costs and therefore, we will have to incur the costs of all the leasehold improvements to the space once it is built;
- The disruption and impact on the people in receipt of service and their families will be significant.

In summary, we applaud the efforts of City staff and the developer to try and accommodate us in the new development. However, the proposal will not address all our concerns related to the development of this property. Furthermore, we believe a comprehensive strategy and City policy is required to address the displacement of social agencies and services in the City Centre as a result of development.

Sincerely,

Janice Barr  
Executive Director

CC: Melanie Amis, Chair, RSCL Board of Director

#170 - 7000 Minoru Blvd, Richmond, B.C. V6Y 3Z5  
Office: 604-279-7040 | Fax: 604-279-7048 | Email: info@rscl.org | www.rscl.org





**Community Mental Wellness Association of Canada**

**加拿大社區情緒健康協會**

#250-5726 Minoru Blvd., Richmond, BC, V6X 2A9

Tel: (604) 273-1791 Fax: (604) 273-1751

E-mail: [info@cmwac.ca](mailto:info@cmwac.ca) [www.cmwac.ca](http://www.cmwac.ca)

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November 5<sup>th</sup>, 2019

Suzanne Carter-Huffman  
Senior Planner/Urban Design  
Planning & Development  
City of Richmond  
6911 NO. 3 Road  
Richmond, BC  
V6Y 2C1

Dear Suzanne,

Thank you for your recent plans for non-profit space in the new building and for your inclusion of CMWAC in your plan.

After meetings with you we are very appreciative that our needs and concerns have been mostly addressed in your plan, which you have tried to tailor to our requirements as follows:

1. Administration office
2. Consultation room
3. Conference room / multi-purpose room where we can hold health conferences, workshops, meetings and other activities
5. Space: At least 1,500 sq. ft.

The maximum rent we can currently afford for the space is \$1500.00.

To ensure a smooth transition we need an affordable temporary accommodation for the Association before the building is demolished.

Lastly, we would like to thank you again for considering our needs in your development plan. and it is hoped that the above could be included.

Sincerely yours,

Ahlay Chin, Executive Director/Founder  
Community Mental Wellness Association of Canada  
Cc: Lesley Sherlock  
CMWAC Board

**ROBERT W.G. GROSZ, J.D.**

1012-13325 102A Avenue  
Surrey, BC Canada V3T 0J5

rob grosz@yahoo.com | rob grosz@gmail.com | robertgrosz@hotmail.com  
604-500-0794

Monday, July 15, 2019

Ms. Suzanne Carter-Huffman  
Senior Planner  
**City of Richmond**  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

scarter@richmond.ca

Dear Ms. Carter-Huffmann,

**RE: 5740, 5760 & 5800 Minoru Blvd. Richmond, Rezoning Application 18-807640**

Regarding the above-noted rezoning application and further to our conversation this morning in which I asked to be added to the roster for notice of the forthcoming Public Hearing and Planning Committee Hearing, I hereby put the City of Richmond on notice of my intention to make a submission not regarding the merits of the application which I believe admirably speaks for itself based on the documents in the public file that I have reviewed, but rather on my request that the financial interests of all persons with rights to the three parcels at issue be adequately protected.

I am the former designated paralegal of Ms. Hong Chen *aka* Hong Guo, the widely reported Richmond lawyer who was intimately involved in the assembly of the three parcels beginning in 2010 or thereabouts and through their purported sale to Minoru View Homes Ltd., which is now on title as owner. However the rezoning applicant was Vancouver Soho Holding Ltd. which purportedly sold the parcels. Ms. Guo (Chen)'s Guo Law Corporation suffered the theft of over \$7.5 million from its clients' trust account in early 2016 before I began working for it. The theft caused it to become insolvent, so it is under bankruptcy protection (SCBC Vancouver B170021). I am a creditor of it long with others whose existing or anticipated claims are about \$7.5 million. Without providing particulars, suffice it to say I think the theft proximately related to the parcels. Accordingly, all the creditors presumably have an equitable if not legal interest in the parcels, despite the fact that there has not yet been legal notice of those rights filed on the respective titles.

However there were Certificates of Pending Litigation filed on all three parcels on June 22, 2016 which were briefly lifted by court order on October 3, 2017, refiled on November 17, 2017, and released on April 3, 2018. Copies of the Certificates, Order, and Charge Release are attached. These Certificates were issued pursuant to claims of shareholder oppression and fraud in the civil matter of *Kai Ming Yu et al v. Zhong Ping Xu et al* (SCBC Vancouver S165682/S187297). Moreover, on March 14, 2019 a court order was made authorizing distribution of \$10 million from the trust account of Mr. Marvin Lithwick, lawyer, purportedly holding the proceeds of the sale of the parcels (from Vancouver Soho to Minoru View Homes) to the petitioners/plaintiffs and respondents/defendants in the amount of \$5 million to each side. A copy of the order is attached. Also attached is a copy of the Form B regarding a mortgage of up to \$42.7 million on the parcels.

**ROBERT W.G. GROSZ, J.D.**

Ms. Suzanne Carter-Huffman  
City of Richmond

**RE: 5740, 5760 & 5800 Minoru Blvd. Richmond, Rezoning Application 18-807640**

---

Monday, July 15, 2019

On July 5, 2019 I requested from the lawyer for Minoru View Homes, Mr. Aneez N. Devji, proof that the full consideration of \$59.8 million was paid as reflected by the attached Title Searches. However Mr. Devji declined to reply to my letter. Therefore on July 12, 2019 I briefly met with Mr. Jeffrey Lowe, QC, Managing Partner of Richards Buell Sutton LLP, and Mr. Devji, at which time Mr. Lowe advised me, *inter alia*, that his firm was acting in accordance with instructions from its clients and would not respond to any more communications from me, but that his firm has not participated in, aided, or abetted any fraudulent activities or transactions in its 144 year history and it is not going to do so in the future. The latter was comforting to hear. However the issue of proof that the full consideration was paid is still very alive. The lawyer who released the Certificates, Mr. Jeffrey Wittmann, of Wiebe Wittmann El-Khatib LLP acting on behalf of the petitioners/plaintiffs, was replaced by Mr. Glen Forrester of Forrester & Company. Furthermore, its clients have engaged a forensic accountant who is taking instructions from Mr. Forrester, and the issue of whether the full consideration was paid is being investigated. But I think it was not.

I think that the purported sale was actually a non arms-length transfer whereby Vancouver Soho and Minoru View Homes obtained mortgage financing (probably from China) that is managed by Trez Capital Limited Partnership, and from this the previous mortgages were retired, overdue city taxes and legal fees paid, \$10 million was distributed under authority of the court as noted above, and the remainder is being used to fund the rezoning application costs of the IBI Group. If this is correct, but I hasten to note that I have no proof that it is, and the full consideration was not paid, then transfer of title to the parcels may have violated the Fraudulent Conveyance Act.

I intend to promptly apply for leave to bring a derivative action against the Guo Law Corporation and be appointed as its Receiver, dismiss the Trustee appointed by the bankruptcy court, and take such steps as the court approves to defend claims against it, pursue claims by it, liquidate real properties hypothecated for it, and take such steps as necessary to make whole all of its creditors.

In conclusion, I support the rezoning application and wish to see it gain prompt approval, but I first request the City of Richmond take such steps as necessary to obtain proof from the lawyers both for Vancouver Soho and Minoru View Homes that the full \$59.8 million consideration was paid and that the remainder of the \$58.8 million in sale proceeds is held in trust by Mr. Lithwick. I further request that the findings of the City of Richmond in this regard be publicly disclosed.

Yours truly,



Robert W.G. Grosz, J.D.

Attachments: as stated above.

-----Original Message-----

From: Robert Grosz <robgrosz@yahoo.com>

Sent: Monday, 8 June 2020 11:47 AM

To: CityClerk <CityClerk@richmond.ca>

Cc: MayorandCouncillors <MayorandCouncillors@richmond.ca>; Craig, Wayne <WCraig@richmond.ca>;

Erceg, Joe <JErceg@richmond.ca>; Carter-Huffman, Suzanne <SCarter@richmond.ca>; Capuccinello

Iraci, Tony <ACapuccinelloiraci@richmond.ca>

Subject: Rezoning Application RE: 5740-5800 Minoru Boulevard

Ms. Claudia Jesson

Director

City Clerk's Office

City of Richmond

Dear Ms. Jesson,

I was advised this morning by Ms. Suzanne Carter-Huffman, Senior Planner, that the Rezoning Application regarding 5740-5800 Minoru Boulevard may be referred to the General Purposes Committee of the City Council for a hearing in July 2020.

As you know I am opposed to the Rezoning Application until the issue of the equitable ownership of the property(ies) can be determined by the Federal Court of Canada at Vancouver when it resumes public operations and my Mareva Injunction motion to determine, inter alia, the equitable ownership issue can be heard by the court.

Therefore please advise me: (1) when will the Rezoning Application be heard by the General Purposes Committee; (2) how can I submit materials in opposition to the Rezoning Application; and (3) how can I attend the General Purposes Committee meeting by video or telephonically as I am at increased risk to COVID-19 (e.g. advanced age and immunocompromised) and am self-separating based on my physician's medical advice.

I look forward to your prompt reply. Many thanks.

Rob

Robert W.G. Grosz, J.D.

1012-13325 102A Avenue

Surrey, BC Canada V3T 0J5

Cel: 604-500-0794



**Thind**  
PROPERTIES



IBI GROUP  
ARCHITECTURE (SARASIA) INC.  
1000-1330 Lansdowne Street  
Vancouver BC V6E 4B1 Canada  
Tel: 604-681-2101 Fax: 604-681-2102  
www.ibigroup.com

**5740, 5760, 5800 Minoru Blvd., Richmond**

Richmond, B.C., Canada | Project Number: 172000 | Issue Date: JUNE 12, 2020

3D VISUALIZATION 15  
- MINORU / LANSDOWNE CORNER



**Thind**  
PROPERTIES



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**5740, 5760, 5800 Minoru Blvd., Richmond**

Richmond, B.C., Canada | Project Number: 172000 | Issue Date: JUNE 12, 2020

3D VISUALIZATION 16  
- AERIAL NORTH WEST

Document Number: 0401550  
6401336

Version: 5A



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ARCHITECTS (CANADA) INC.  
100-1111 15th Avenue, Suite 1000  
Vancouver, BC V6M 4K1 Canada  
Tel: 604 683 6787 Fax: 604 683 6482  
ibi@ibi.com

**5740, 5760, 5800 Minoru Blvd., Richmond**  
Richmond, B.C. Canada Project Number: 173999 Issue Date: APRIL 12, 2023

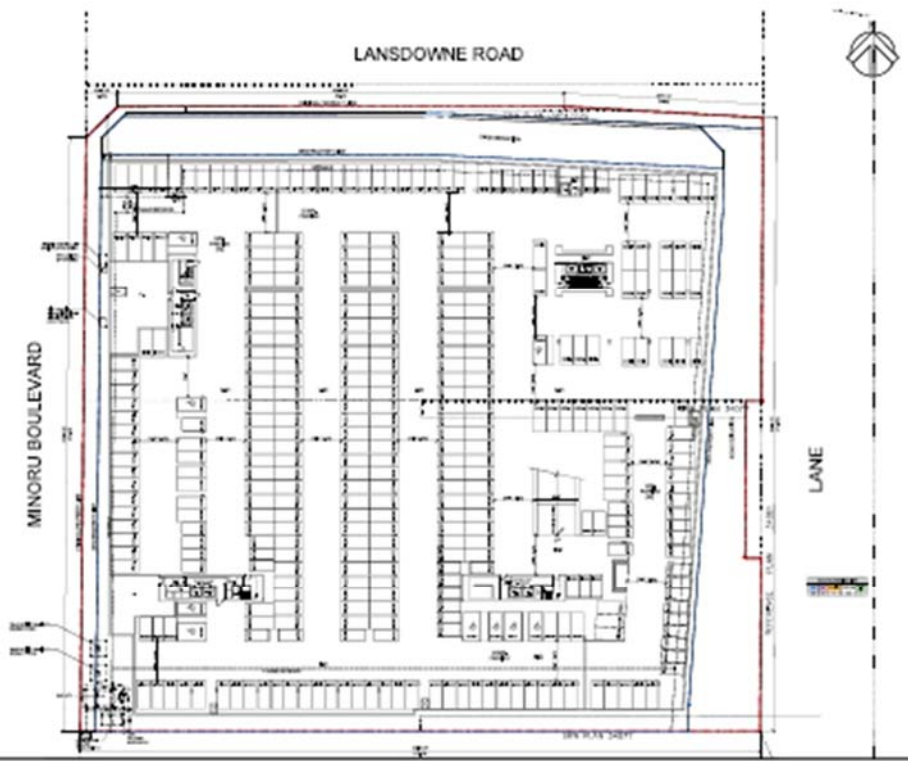
3D VISUALIZATION 17  
- AERIAL SOUTH WEST



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ARCHITECTS (CANADA) INC.  
100-1111 15th Avenue, Suite 1000  
Vancouver, BC V6M 4K1 Canada  
Tel: 604 683 6787 Fax: 604 683 6482  
ibi@ibi.com

**5740, 5760, 5800 Minoru Blvd., Richmond**  
Richmond, B.C. Canada Project Number: 173999 Issue Date: APRIL 12, 2023

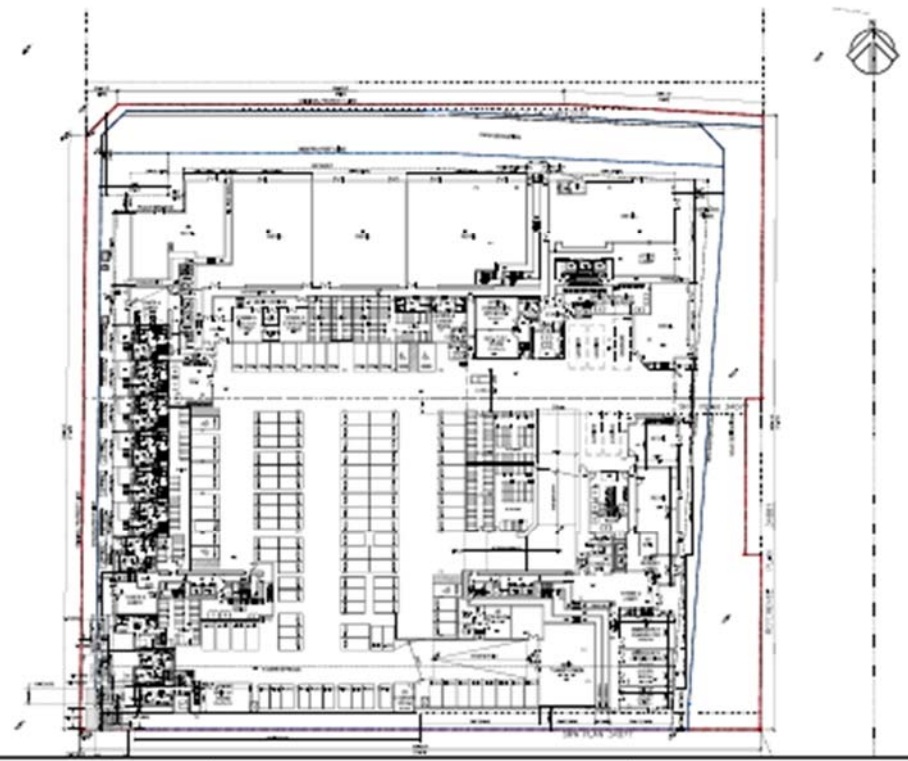
3D VISUALIZATION 25  
- EAST LANE VIEW



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 1000-1200 Sheppard Avenue East  
 Scarborough, ON M1S 1T7 Canada  
 Tel: 416-291-4700 Fax: 416-291-4701  
 www.thind.com www.ibi.com

**5740, 5760, 5800 Minoru Blvd., Richmond**  
 Richmond, B.C., Canada Project Number: 17300 Issue Date: June 12, 2020

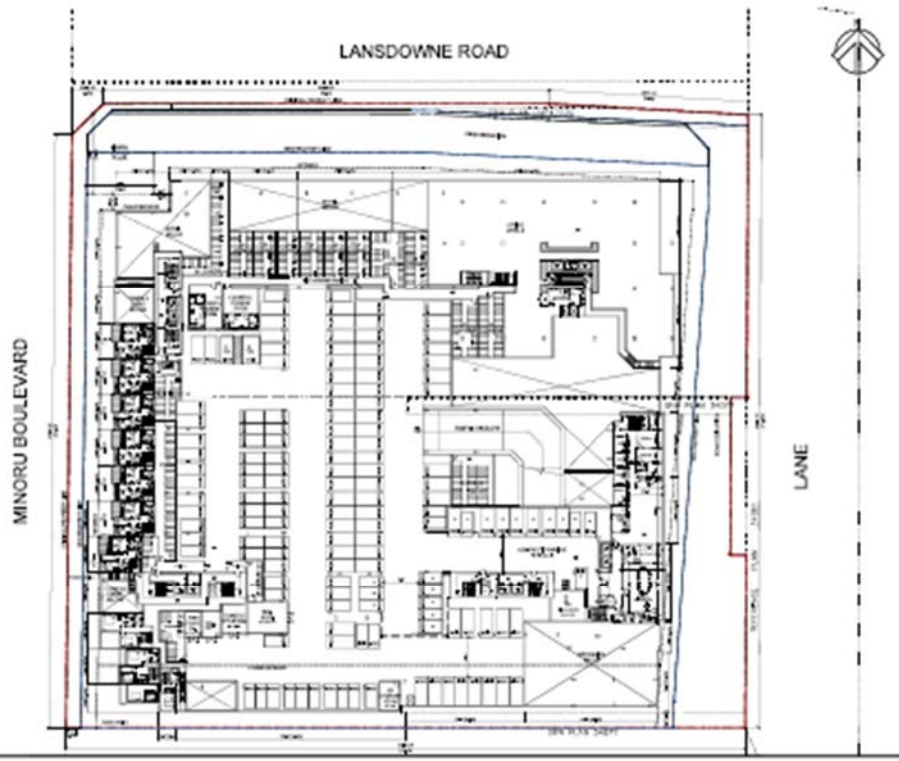
P1 PARKING PLAN 24



**Thind** PROPERTIES **IBI** ARCHITECTS (CANADA) INC.  
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 Scarborough, ON M1S 1T7 Canada  
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**5740, 5760, 5800 Minoru Blvd., Richmond**  
 Richmond, B.C., Canada Project Number: 17300 Issue Date: June 12, 2020

LEVEL 1 FLOOR PLAN 25



IBI GROUP  
ARCHITECTURE & INTERIOR DESIGN  
1100 West Beaver Creek  
Richmond, BC V6E 4R1 Canada  
Tel: 604.273.4141 Fax: 604.273.4142  
www.ibigroup.com

**5740, 5760, 5800 Minoru Blvd., Richmond**  
Richmond, B.C., Canada Project Number: 19265 Issue Date: JUNE 11, 2020

LEVEL 2 FLOOR PLAN 23



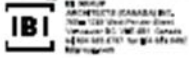
IBI GROUP  
ARCHITECTURE & INTERIOR DESIGN  
1100 West Beaver Creek  
Richmond, BC V6E 4R1 Canada  
Tel: 604.273.4141 Fax: 604.273.4142  
www.ibigroup.com

**5740, 5760, 5800 Minoru Blvd., Richmond**  
Richmond, B.C., Canada Project Number: 19265 Issue Date: JUNE 11, 2020

- Type 1 Rental Units
- Type 2 Rental Units
- Type 3 Rental Units

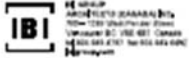
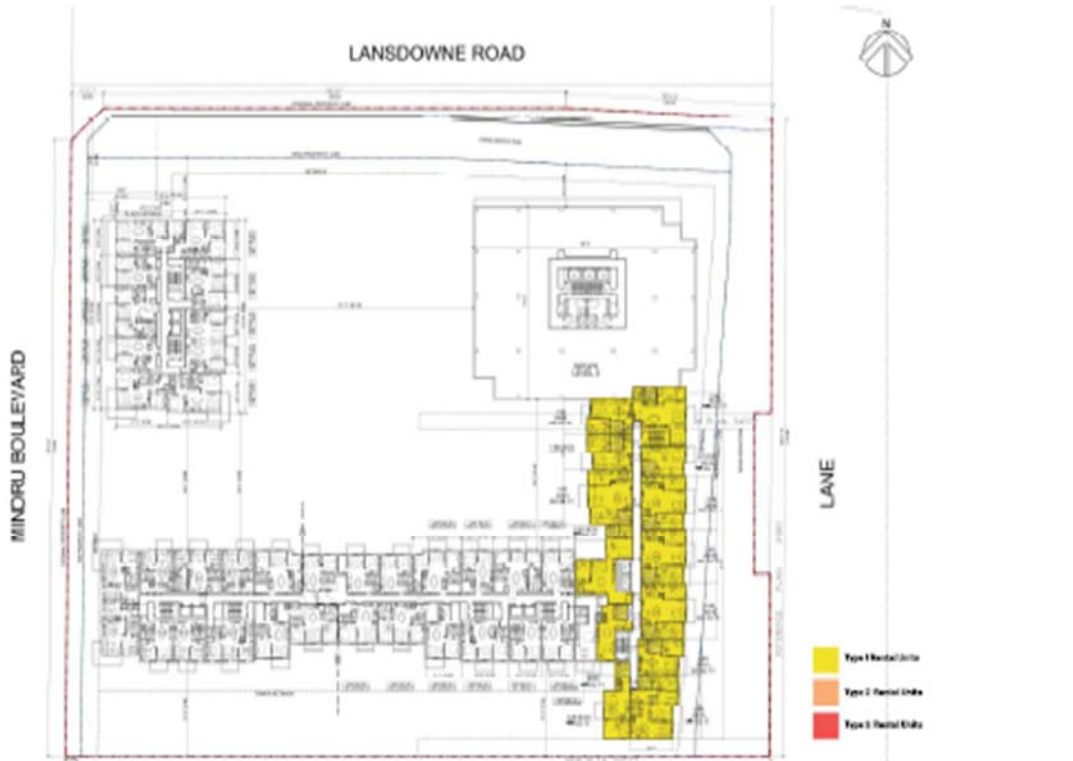
LEVEL 3 FLOOR PLAN 27





**5740, 5760, 5800 Minoru Blvd., Richmond**  
 Richmond, B.C., Canada | Project Number: 73205 | Issue Date: JAN 12, 2010

LEVEL 4 FLOOR PLAN 28



**5740, 5760, 5800 Minoru Blvd., Richmond**  
 Richmond, B.C., Canada | Project Number: 73205 | Issue Date: JAN 12, 2010

LEVEL 5 FLOOR PLAN 29



LANE

- Type 1 Rental Units
- Type 2 Rental Units
- Type 3 Rental Units

LEVEL 6 FLOOR PLAN 30



**IBI**  
 ARCHITECTS (CANADA) INC.  
 1100 West Beaver Creek  
 Richmond, BC V6E 4B1 Canada  
 Tel: 604.273.7877 Fax: 604.273.7878  
 www.ibi.ca

**5740, 5760, 5800 Minoru Blvd., Richmond**  
 Richmond, B.C., Canada Project Number: 17285 Issue Date: JUNE 12, 2020



LANE

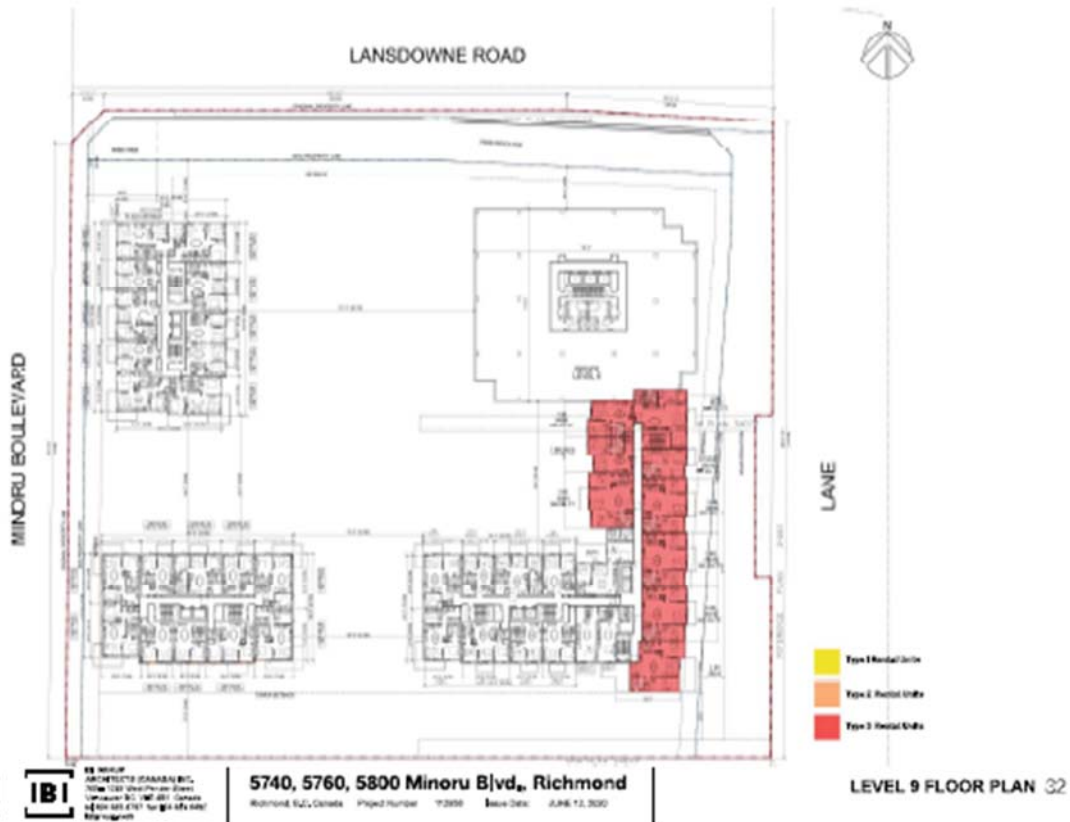
- Type 1 Rental Units
- Type 2 Rental Units
- Type 3 Rental Units

LEVEL 7-8 FLOOR PLAN 31



**IBI**  
 ARCHITECTS (CANADA) INC.  
 1100 West Beaver Creek  
 Richmond, BC V6E 4B1 Canada  
 Tel: 604.273.7877 Fax: 604.273.7878  
 www.ibi.ca

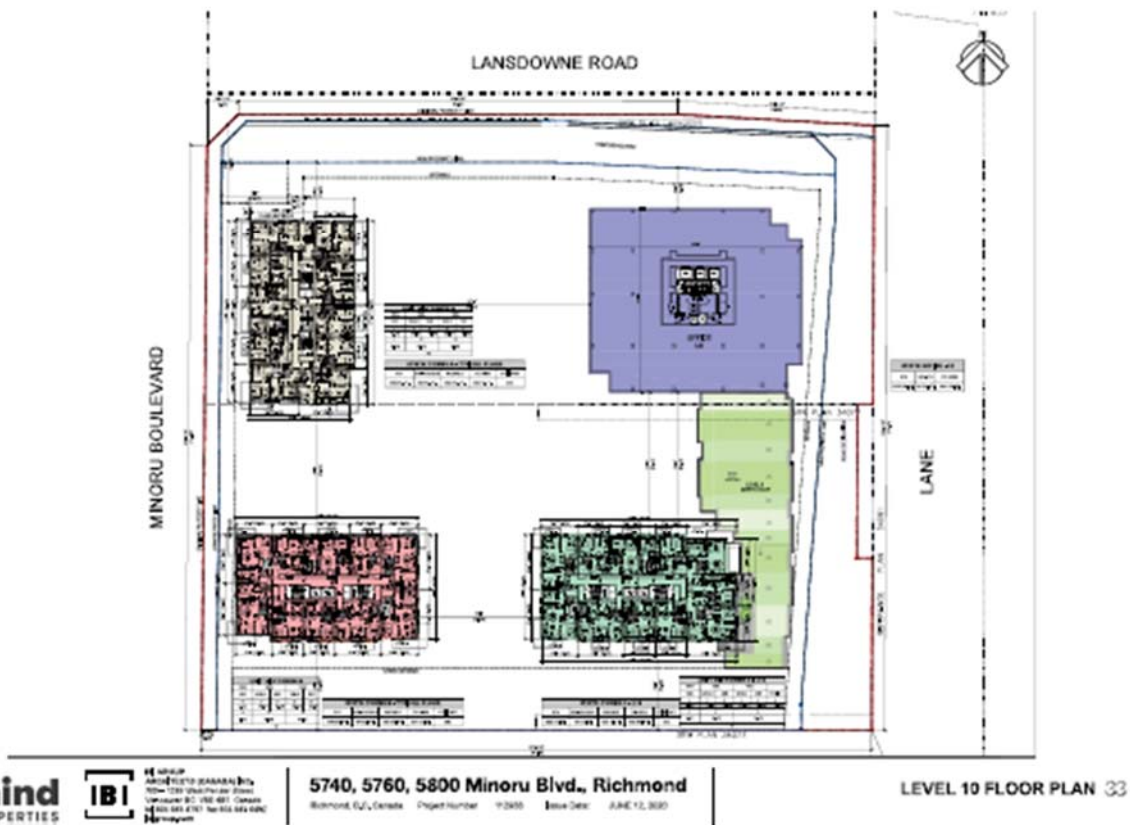
**5740, 5760, 5800 Minoru Blvd., Richmond**  
 Richmond, B.C., Canada Project Number: 17285 Issue Date: JUNE 12, 2020



**Thind PROPERTIES** **IBI** ARCHITECTURE (2024) INC.  
 1000 1200 University Avenue  
 Richmond, BC V6V 0B1 Canada  
 604.273.4761 | www.thind.com

**5740, 5760, 5800 Minoru Blvd., Richmond**  
 Richmond, B.C., Canada | Project Number: 17285 | Issue Date: JUNE 12, 2020

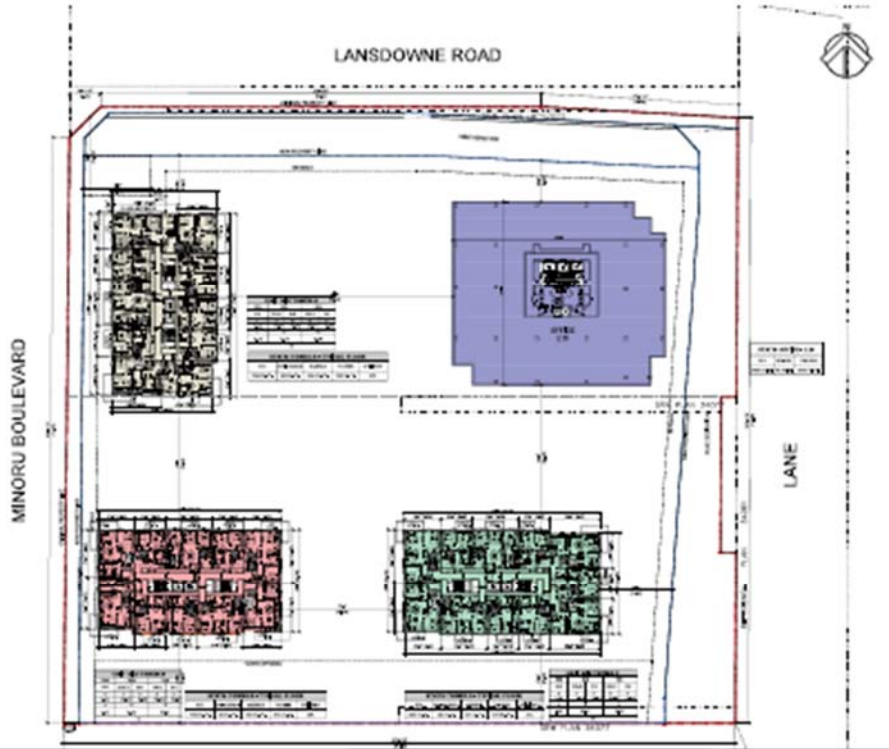
**LEVEL 9 FLOOR PLAN 32**



**Thind PROPERTIES** **IBI** ARCHITECTURE (2024) INC.  
 1000 1200 University Avenue  
 Richmond, BC V6V 0B1 Canada  
 604.273.4761 | www.thind.com

**5740, 5760, 5800 Minoru Blvd., Richmond**  
 Richmond, B.C., Canada | Project Number: 17285 | Issue Date: JUNE 12, 2020

**LEVEL 10 FLOOR PLAN 33**

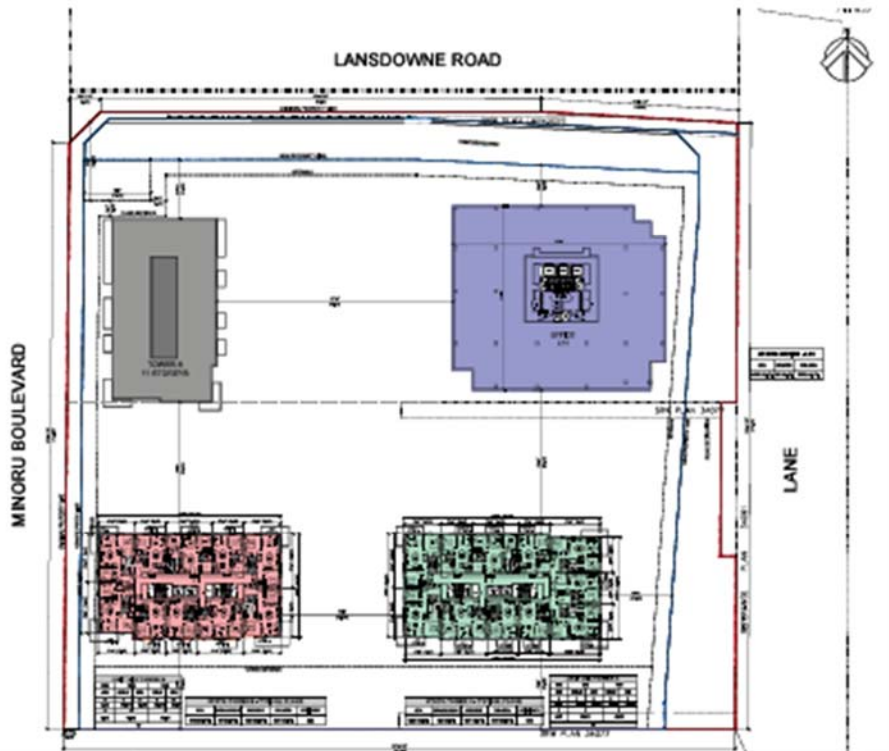


IBI GROUP  
ARCHITECTURE (CANADA) INC.  
1000-1200 SHEPPARD AVENUE EAST  
SCARBOROUGH, ONTARIO M1S 1W7 CANADA  
TEL: 416-291-4100 FAX: 416-291-4101  
www.ibigroup.com

5740, 5760, 5800 Minoru Blvd., Richmond

Richmond, B.C., Canada Paper Number: 112000 Date: June 13, 2020

LEVEL 11 FLOOR PLAN 34

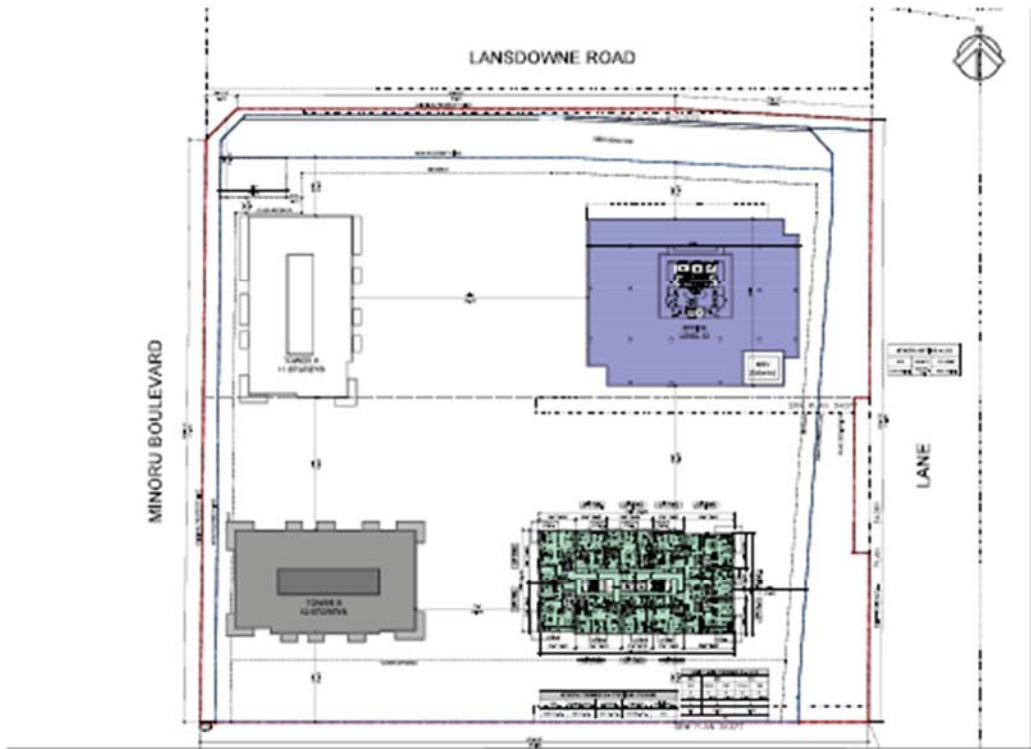


IBI GROUP  
ARCHITECTURE (CANADA) INC.  
1000-1200 SHEPPARD AVENUE EAST  
SCARBOROUGH, ONTARIO M1S 1W7 CANADA  
TEL: 416-291-4100 FAX: 416-291-4101  
www.ibigroup.com

5740, 5760, 5800 Minoru Blvd., Richmond

Richmond, B.C., Canada Paper Number: 112000 Date: June 13, 2020

LEVEL 12 FLOOR PLAN 35



IBI GROUP  
ARCHITECTURE (BARBARA) INC.  
1000-1000 West Beaver Creek  
Richmond, BC V6E 0B1 Canada  
4160 560 8787 for info or to book  
a meeting

5740, 5760, 5800 Minoru Blvd., Richmond

Richmond, B.C., Canada Project Number: 17288 Issue Date: JUNE 12, 2020

LEVEL 13 FLOOR PLAN 33

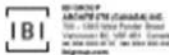
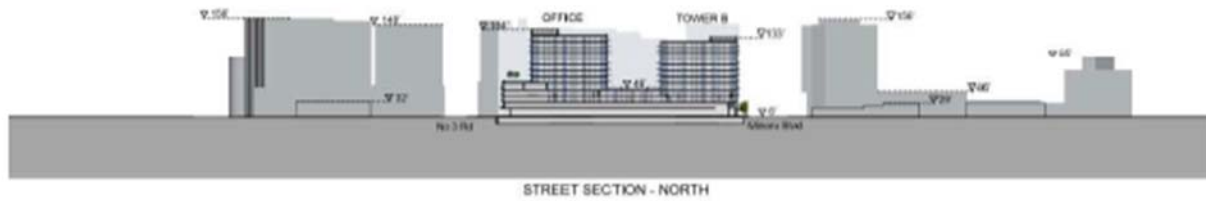
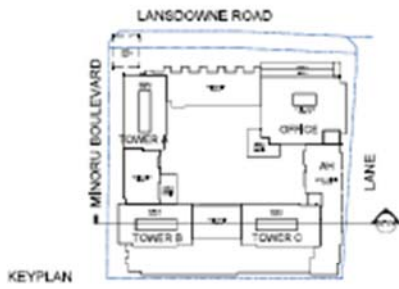
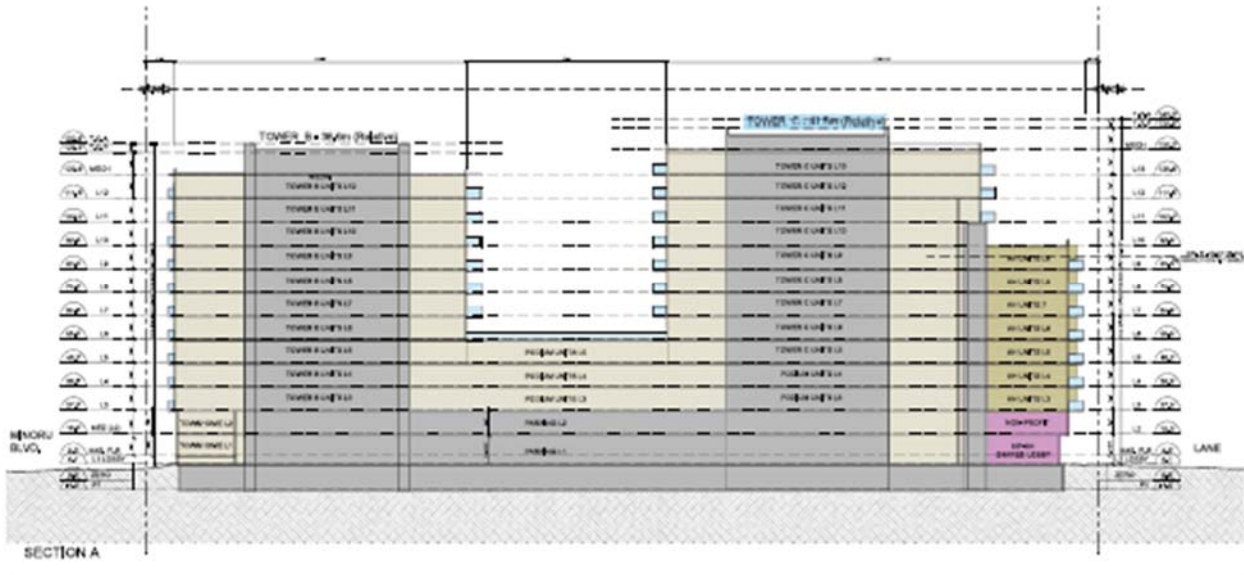


IBI GROUP  
ARCHITECTURE (BARBARA) INC.  
1000-1000 West Beaver Creek  
Richmond, BC V6E 0B1 Canada  
4160 560 8787 for info or to book  
a meeting

5740, 5760, 5800 Minoru Blvd., Richmond

Richmond, B.C., Canada Project Number: 17288 Issue Date: JUNE 12, 2020

ROOF PLAN 37



5740, 5760, 5800 Minoru Blvd., Richmond  
 Richmond, BC V6X 2C6  
 Tel: 604.273.1111  
 Fax: 604.273.1112  
 Website: www.thind.com

SITE SECTION 18



ELEVATION MATERIAL	
NO.	MATERIAL DESCRIPTION
001	WINDOW WALL SYSTEM - CLEAR GLASS WITH BRONZE COLOR MULLION
002	WINDOW WALL SYSTEM - SPANDREL PANEL WITH BRONZE COLOR MULLION
003	WINDOW WALL SYSTEM - CRISTALE WINDOW
004	SPK - WINDOW WALL SYSTEM - GLASS BLOCK
005	CLAYTON WALL SYSTEM - CLEAR GLASS WITH BRONZE COLOR MULLION
006	CLAYTON WALL SYSTEM - SPANDREL PANEL WITH BRONZE COLOR MULLION
007	CLAYTON WALL SYSTEM - CRISTALE WINDOW
008	CLAYTON WALL SYSTEM - GLASS BLOCK
009	INSULATION - EXTERIOR WALLS
010	SPK - EXTERIOR WALLS
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WEST ELEVATION 41



SOUTH ELEVATION 38







**Address:** 5740, 5760, and 5800 Minoru Boulevard

**File No.:** RZ 18-807640

**Prior to final adoption of Richmond OCP Amendment Bylaw No. 10102 and Zoning Amendment Bylaw No. 10051, the developer/owner is required to complete the following:**

1. NAV Canada Building Height: Submit a letter of confirmation from a registered surveyor assuring that the proposed building heights are in compliance with Transport Canada regulations.  
  
(Note: This consideration has been satisfied. REDMS #6158501)
2. Site Contamination (Dedicated and/or Transferred Land): Prior to rezoning bylaw adoption, submission to the City of sufficient information and/or other assurances satisfactory to the City in its sole discretion to support the City's acceptance of the proposed dedicated or transferred land. Such assurances could include one or more of the following:
  - 2.1. A contaminated sites legal instrument (e.g. Certificate of Compliance (COC) or Final Site Determination (FSD) showing no contamination in the dedication lands);
  - 2.2. Evidence satisfactory to the City, in its sole discretion, that the lands to be dedicated to the City are in a satisfactory state from an environmental perspective; and
  - 2.3. The registration of a legal agreement on the title to the Lands which provides that:
    - 2.3.1. No occupancy of any building on the Lands shall be granted until such time that the Owner/Developer has satisfied the City in its sole discretion that the lands to be dedicated to the City are in a satisfactory state from an environmental perspective and a contaminated sites legal instrument has been obtained for the proposed dedication lands; and
    - 2.3.2. The Owner/Developer shall release and indemnify the City from and against any and all claims or actions that may arise in connection with those portions of the lands being dedicated to the City being contaminated in whole or in part.
3. Subdivision: Registration of a subdivision plan to the satisfaction of the City.

***Prior to the registration of the Subdivision Plan, the following conditions shall be satisfied:***

- 3.1. City Road: Dedication of at least 1,780.2 m<sup>2</sup> (19,162.0 ft<sup>2</sup>) for road and related purposes, as per the Preliminary Subdivision Plan (Schedule A), including at least:
  - 3.1.1. 569.9 m<sup>2</sup> (6,134.4 ft<sup>2</sup>) for road widening along the south side of Lansdowne Road and the east side of Minoru Boulevard (for which Development Cost Charge/DCC credits shall apply); and
  - 3.1.2. 1,210.3 m<sup>2</sup> (13,027.6 ft<sup>2</sup>) for sidewalk widening along the south side of Lansdowne Road and lane widening for the purpose of establishing a new minor street along the subject site's east side (for which Development Cost Charge/DCC credits shall not apply).
- 3.2. City-Owned Park: Transfer of at least 859.2 m<sup>2</sup> (9,248.4 ft<sup>2</sup>) to the City as fee simple for park and related purposes, as indicated on the Preliminary Subdivision Plan (**Schedule A**). The primary business terms of the required land transfers shall be to the satisfaction of the Manager, Real Estate Services, the City Solicitor, and the Director of Development. All costs associated with the land transfer shall be borne by the developer/owner. (Note: Development Cost Charge/DCC credits shall not apply.)
- 3.3. Lot Consolidation: The creation of one (1) lot for development purposes with an area of approximately 12,964.8 m<sup>2</sup> (139,551.9 ft<sup>2</sup>), as per the Preliminary Subdivision Plan (**Schedule A**).
- 3.4. Statutory Right-of-Way (SRW) – City-Owned Park Enhancement Area: Registration on title of a restrictive covenant and SRW agreement for public access, open space, and related purposes with respect to an irregular

strip of land along the entire north edge of the subject site, comprised of a rectangular “plaza expansion” area adjacent to Minoru Boulevard, measuring approximately 8.0 m (26.3 ft.) deep and 13.0 m (42.7 ft.) wide, and a “linear park expansion” area, measuring at least 3.0 m (9.8 ft.) deep at its west end and tapering towards the east, as generally indicated in the Preliminary Statutory Right-of-Way Plan (**Schedule B**). The SRW area shall be designed, constructed, and maintained at the sole cost of the developer/owner for the purpose of providing for the seamless expansion of the proposed City-Owned Park (e.g., public plaza, landscape features, and related furnishings and infrastructure), as determined to the satisfaction of the City. Prior to adoption of the OCP and Zoning Amendment Bylaws, the agreement shall be registered as a blanket SRW (accompanied by a sketch plan) and shall include provisions for a replacement agreement at Development Permit\*, Building Permit\*, and/or occupancy, as determined to the satisfaction of the City, at the developer/owner’s cost, for the purpose of accurately reflecting the City-approved permits and replacing the sketch plan with a survey plan (which may be volumetric). The specific location, configuration, design, and related terms of the agreement shall be confirmed through the development’s Development Permit\*, Servicing Agreement\*, and/or other City approval processes, to the satisfaction of the City, taking into account the following items.

3.4.1. The right-of-way shall provide for:

- a) 24 hour-a-day, year-round, universally accessible, public access in the form of paved walkway(s) and related landscape features, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, and storm water management measures, to the satisfaction of the City;
- b) Public art;
- c) Public access to/from fronting uses/spaces including, among other things, fronting on-site commercial units;
- d) Emergency and service vehicle access, City bylaw enforcement, and related or similar City-authorized activities; and
- e) City utilities including, but not limited to, streetlights, traffic control infrastructure (e.g., signals, detector loops, and equipment kiosks), and related or similar features.

2.3.1. Encroachments shall only be permitted within the “plaza expansion” portion of the SRW area (i.e. not within the “linear park expansion” portion) and shall satisfy the following requirements, as determined to the City’s satisfaction:

- a) Encroachments shall not conflict with the design, construction, operation, or intended quality or public amenity of the SRW area (e.g., tree planting, accessible grades, underground utilities);
- b) Permanent encroachments shall be approved by the City through the Development Permit\*, Servicing Agreement\*, and/or other City approval processes, as applicable, and shall be limited to:
  - A parking structure concealed below the finished grade of the SRW area;
  - Weather protection, architectural appurtenances, and building projections, located at least 2.5 m (8.2 ft.) clear above the finished grade of the SRW area; and
  - Commercial signage, provided that it is integrated into the permitted permanent encroachments described above and is located at least 2.5 m (8.2 ft.) clear above the finished grade of the SRW area; and
- c) Temporary encroachments shall be limited to:
  - Movable furnishings, planters, displays, and similar features (but excluding sandwich boards and other commercial signage);
  - Commercial business operations limited to temporary food service vendors (fresh and/or prepared foods) in the form of food carts and/or knock-down units (operating independently or in coordination with fronting on-site commercial uses/units), provided that they occupy a maximum combined total area of 20.0 m<sup>2</sup> (215.3 ft<sup>2</sup>); and
  - Outdoor dining and related furnishings associated with temporary food service vendors (described above) and/or fronting on-site commercial uses/units, provided that

such outdoor dining is not fenced, roofed, or otherwise arranged to restrict casual or free public access through and around the area occupied by the outdoor dining.

Note: Outdoor dining area designated for the exclusive use of a specific on-site commercial use/unit or temporary food service vendor shall not be considered a “temporary encroachment” and will not be permitted within the SRW area.

- 3.4.2. Design and construction of the SRW area shall be the subject of a Servicing Agreement\* and Development Permit\*, which shall be undertaken at the sole cost and responsibility of the developer/owner, as determined to the satisfaction of the City. Among other things, works essential for public access within the required SRW area are to be included in the Servicing Agreement\* and the design of the SRW area must be prepared in accordance with good engineering practice with the objective of optimizing public safety. After completion of the SRW works, the owner is required to provide a certificate of inspection for the works or equivalent, prepared and sealed by the owner’s engineer, architect, and/or landscape architect, as determined to the City’s satisfaction, in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design.
  - 3.4.3. Maintenance of and liability with respect to the SRW area shall be at the sole cost and responsibility of the owner, except for City utilities, City park improvements, and/or other features that are identified, to the City’s satisfaction, through the Servicing Agreement\* for maintenance by the City following the expiry of the Servicing Agreement\* maintenance period.
  - 3.4.4. The owner shall be permitted to close public access to the “plaza expansion” portion of the SRW area (i.e. not the “linear park expansion” portion), in whole or in part, to facilitate maintenance, repairs, or construction of the SRW area or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as either determined to the City’s satisfaction through the Development Permit\* and specified in the SRW agreement(s) or approved by the City in writing in advance of any such closure.
  - 3.4.5. “No development” shall be permitted on the subject site, restricting Development Permit\* issuance for any building on the subject site, in whole or in part, unless the permit includes the design of the SRW area, to the City’s satisfaction.
  - 3.4.6. No Building Permit\* shall be issued for a building on the subject site, in whole or in part (excluding parking located below the finished grade of the SRW area indicated in the approved Servicing Agreement\*), unless the permit includes the design of the SRW area, to the City’s satisfaction.
  - 3.4.7. “No occupancy” of the development shall be permitted, in whole or in part, unless the development is completed in accordance with a City-approved Occupancy Staging Plan.
4. Other Rights-of-Ways, Indemnifications, Releases & Agreements: As determined to the sole satisfaction of the City via the Servicing Agreement\*, Development Permit\*, development approval, and/or Building Permit\* processes.
  5. Aircraft Noise: Registration on title of a standard City of Richmond (mixed use) aircraft noise sensitive use covenant.
  6. Flood Construction: Registration on title of a standard City of Richmond (“Area A”) flood indemnity covenant.
  7. View and Other Development Impacts: Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, requiring that the proposed development must be designed and constructed in a manner that mitigates potential development impacts including without limitation view obstruction, increased shading, increased overlook, reduced privacy, increased ambient noise, increased ambient night-time light, and increased public use of fronting streets, sidewalks, and open spaces caused by or experienced as a result of, in whole or in part, development on the lands and future development on or the use of surrounding properties. In particular, as the proposed development is mixed use, the covenant shall notify residential tenants of potential noise and/or nuisance that may arise due to proximity to retail, restaurant, and other commercial uses and activities. The owner shall provide written notification of potential view and development impacts to all initial purchasers through the disclosure statement, and erect signage in the initial sales centre advising purchasers of the potential for such impacts. The legal

agreement shall include a Report prepared by an appropriate registered professional, which demonstrates that adequate development impact mitigation measures will be incorporated into the building’s design and construction and, prior to Development Permit\* and Building Permit\* issuance, the owner shall submit letters of assurance prepared by an appropriate registered professional confirming that the building has been designed in conformance with the Report.

8. Tree Removal: The City’s acceptance of the developer’s voluntary contribution to the City’s Tree Compensation Fund (Account # 2336-10-000-00000-0000) for the planting of replacement trees within the City, as indicated in the table below.

**TABLE 1**

Use	No. of City Trees Proposed for Removal	Min. Developer Contribution Rate	Min. Developer Contribution
<b>TOTAL</b>	<b>7 (Lansdowne Road median removal)</b>	<b>\$1,300/tree</b>	<b>\$9,100 (1)</b>

- (1) In the event that the developer contribution is not provided within one year of the rezoning application receiving third reading of Council (Public Hearing), the Minimum Developer Contribution Rate shall be revised to comply with the City contribution rate in effect at the time of rezoning bylaw adoption, where the change is positive.

Note: In addition to the above, through the required Servicing Agreement\*, the developer shall be required, at the developer’s sole cost, to remove a small existing City tree from the Lansdowne Road median (*Chamaecyparis obtuse*) and relocate it elsewhere in Richmond, as determined to the satisfaction of the Director, Parks Services.

9. Public Art: The City’s acceptance of the developer’s voluntary cash-in-lieu contribution towards public art (i.e. 15% to Public Art Provision Account # 7500-10-000-90337-0000 and 85% to Account # 7600-80-000-90173-0000), as indicated in the table below.

**TABLE 2**

Use	Max. Permitted Floor Area Under ZMU46 Zone	Estimated Affordable Housing Exemption (1)	Min. Developer Contribution Rate (2)	Min. Developer Contribution
Residential	30,747.9 m <sup>2</sup> (330,967.6 ft <sup>2</sup> )	5,781.0 m <sup>2</sup> (62,225.9 ft <sup>2</sup> )	\$0.87/ft <sup>2</sup>	\$233,805.28
Retail	2,327.6 m <sup>2</sup> (25,054.0 ft <sup>2</sup> )	Nil	\$0.46/ft <sup>2</sup>	\$11,524.84
Office (VCB)	15,034.3 m <sup>2</sup> (161,827.9 ft <sup>2</sup> )	Nil	\$0.46/ft <sup>2</sup>	\$74,440.83
<b>TOTAL</b>	<b>48,109.8 m<sup>2</sup> (517,849.2 ft<sup>2</sup>)</b>	<b>5,781.0 m<sup>2</sup> (62,225.9 ft<sup>2</sup>)</b>	<b>Varies</b>	<b>\$319,770.95 (3)</b>

- (1) Floor area excludes Affordable Housing (habitable floor area) and the Affordable Rental Housing (0.2 FAR) Bonus.  
 (2) The Council-approved contribution rates in effect at the time of writing these Rezoning Considerations.  
 (3) The actual value of the developer contribution shall be confirmed and updated, as necessary, based on the floor areas approved through the Development Permit. In addition, in the event that the developer contribution is not provided within one year of the rezoning application receiving third reading of Council (Public Hearing), the Minimum Developer Contribution Rate shall be revised to comply with the Council-approved contribution rates in effect at the time of rezoning bylaw adoption, where the change is positive.

10. Community Planning: The City’s acceptance of the developer’s voluntary contribution towards future City community planning initiatives (CC-Community Planning and Engineering Account # 3132-10-520-00000-0000), as set out in the City Centre Area Plan, as indicated in the table below.

**TABLE 3**

Use	Max. Permitted Floor Area Under ZMU46 Zone	Estimated Affordable Housing Exemption (1)	Min. Developer Contribution Rate (2)	Min. Developer Contribution
<b>TOTAL</b>	<b>48,109.8 m<sup>2</sup> (517,849.2 ft<sup>2</sup>)</b>	<b>5,781.0 m<sup>2</sup> (62,225.9 ft<sup>2</sup>)</b>	<b>\$0.28/ft<sup>2</sup></b>	<b>\$127,574.52 (3)</b>

- (1) Floor area excludes Affordable Housing (habitable floor area) and the Affordable Rental Housing (0.2 FAR) Bonus.  
 (2) The Council-approved contribution rates in effect at the time of writing these Rezoning Considerations.  
 (3) In the event that the developer contribution is not provided within one year of the rezoning application receiving third reading of Council (Public Hearing), the Minimum Developer Contribution Rate shall be revised to comply with the Council-approved contribution rate in effect at the time of rezoning bylaw adoption, where the change is positive.

11. Village Centre (Office-Only) Bonus (VCB): The City’s acceptance of the developer’s voluntary contribution and legal agreement(s) registered on title to the lot, to the satisfaction of the City, for the purpose of satisfying OCP, Zoning Bylaw, and related City requirements with the respect to the developer’s proposed bonus office density, including:

11.1. Amenity Contribution: Submission of a voluntary developer cash contribution, in the amount of \$5,663,980, to Richmond’s Leisure Facilities Reserve Fund – City Centre Facility Development Sub-Fund, in lieu of constructing community amenity space on-site, as determined based on a construction-value amenity transfer rate of \$700/ft<sup>2</sup> and an amount of amenity transferred off-site based on 5% of the maximum VCB buildable floor area permitted on the subject site under the proposed High Density Mixed Use and Rental Housing (ZMU46) zone, as indicated in the table below.

**TABLE 4**

Use	Maximum Permitted VCB Bonus Floor Area Under the ZMU46 Zone	VCB Community Amenity Space Area (5% of Bonus Area)	Construction-Value Amenity Transfer Contribution Rate	Minimum Voluntary Developer Cash Contribution
<b>TOTAL</b>	<b>15,034.3 m<sup>2</sup> (161,827.9 ft<sup>2</sup>)</b>	<b>751.7 m<sup>2</sup> (8,091.4 ft<sup>2</sup>)</b>	<b>\$700.00/ft<sup>2</sup></b>	<b>\$5,663,980.00 (1)</b>

(1) In the event that the developer contribution is not provided within one year of the rezoning application receiving third reading of Council (Public Hearing), the Construction-Value Amenity Transfer Contribution shall be increased annually thereafter based on the Statistics Canada “Non-Residential Building Construction Price Index” yearly quarter-to-quarter change for Vancouver, where the change is positive..

11.2. Office Subdivision Restriction: Registration on title of a restrictive covenant or alternative legal agreement, to the satisfaction of the City, to require that the subdivision of any Village Centre Bonus floor area within the building that is used for office shall not exceed one strata lot or air space parcel per storey of the building.

11.3. Non-Residential Parking: Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, for the purpose of restricting the use of parking provided on-site in respect to non-residential uses and providing for the shared use of that parking with visitors to the subject development’s market residential uses and Affordable Rental Housing Building. More specifically, Non-Residential Parking requirements for the subject development shall include the following.

11.3.1. Non-Residential Parking shall mean any parking spaces needed to satisfy Zoning Bylaw or other transportation requirements with respect to commercial or community amenity uses, as determined to the satisfaction of the City through the rezoning and/or an approved Development Permit\*, including spaces required for the use of:

- a) The general public;
- b) Businesses and tenants on the lot, together with their employees, visitors, customers, and guests (including parking secured by legal agreement registered on title to the lot for the exclusive use of the tenants and visitors to the Non-Profit Social Services Agency Replacement Space); and
- c) Residential visitors.

11.3.2. Non-Residential Parking shall include:

- a) No less than 50% Public Parking spaces, which spaces shall be designated by the owner/operator exclusively for short-term parking (e.g., drop-off/pick-up or hourly) by the general public; and
- b) No more than 50% Assignable Parking spaces, which spaces:
  - may be designated, sold, leased, reserved, signed, or otherwise assigned by the owner/operator for the exclusive use of employees or specific persons or businesses; and
  - shall include 23 spaces secured by legal agreement registered on title to the lot for the exclusive use of the tenants and guests of the Affordable Non-Profit Social Service Agency Replacement Space (which spaces shall be located adjacent to the Replacement Space’s public lobby entrance at the second level of the parking structure).

- 11.3.3. Public Parking spaces shall:
- a) Include at least 85% of the non-residential parking spaces located at the entry level of the lot's parking structure or as otherwise determined to the satisfaction of the Director of Transportation; and
  - b) Be available for use 365 days per year for a daily duration equal to or greater than the operating hours of transit services within 400 m (5-minute walk) of the lot, businesses located on the lot, or as otherwise determined by the City.
- 11.3.4. Visitors to the subject development's market housing tenants, Affordable Rental Housing Building tenants, and Non-Profit Social Service uses shall have shared use of the Public Parking on the same terms as members of the general public.
- 11.3.5. Non-Residential Parking shall not include tandem parking.
- 11.3.6. Non-Residential Parking (both Public Parking and Assignable Parking) must include a proportional number of handicapped parking spaces and small car parking spaces in compliance with the Zoning Bylaw or as otherwise determined to the satisfaction of the Director of Transportation.
- 11.3.7. "No development" shall be permitted on the lot, restricting Development Permit\* issuance for a building on the lot, in whole or in part, unless the permit provides for the required Non-Residential (Public and Assignable) Parking and related features to the satisfaction of the City.
- 11.3.8. No Building Permit\* shall be issued for a building on the lot, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless the permit provides for the required Non-Residential (Public and Assignable) Parking and a letter of confirmation is submitted by the architect assuring that the facilities satisfy the City's objectives.
- 11.3.9. "No occupancy" of the development shall be permitted, in whole or in part, unless the development is completed in accordance with a City-approved Occupancy Staging Plan.
- 11.4. Non-Residential Tenant Cycling Facilities: Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, for the purpose of requiring that the developer/owner provides, installs, and maintains cycling facilities for the exclusive use of the development's non-residential tenants (including Non-Profit Social Service Replacement Space tenants), to the satisfaction of the City as determined via the Development Permit\* review and approval processes. More specifically:
- 11.4.1. The developer/owner shall, at its sole cost, design, install, and maintain cycling facilities on the lot for the shared use of the development's non-residential tenants (including Non-Profit Social Service use tenants), including:
- a) End-of-trip cycling facilities in the form of a handicapped-accessible suite of rooms designed to accommodate use by four or more people (of the same or different genders) at one time, as determined to the City's satisfaction through the Development Permit\* review and approval process, including at least two (2) shower/change cubicles with doors, two (2) change cubicles with doors, two (2) toilet cubicles with doors, two (2) wash basins, and a common change room with a bench(s), grooming station (i.e. mirror, counter, and electrical outlets), and lockers;
  - b) A maintenance facility in the form of a bike repair and maintenance station comprising a foot-activated pump, repair stand with integrated tools, and a bike wash; and
  - c) EV-equipped storage facilities in the form of "Class 1" bike storage spaces for the non-residential tenants of the building, as per the Zoning Bylaw, which storage must include 120V energized (duplex) outlets for the shared use of cyclists at a rate of 1 energized (duplex) outlet for each 10 bike storage spaces or portion thereof in each bike storage room (which energized outlets shall be located to facilitate shared use by bikes in the storage room);
- 11.4.2. For ease of use and security, the required cycling facilities shall be clustered together on the building's ground floor and provide for convenient and safe access to/from the office tower's elevator/stair core, unless an alternative location is approved, at the sole discretion of the Director of Transportation, through the Development Permit\* review and approval processes;

- 11.4.3. “No development” shall be permitted on the lot, restricting Development Permit\* issuance for any building on the lot, in whole or in part, unless the permit provides for the required cycling facilities to the satisfaction of the City;
  - 11.4.4. No Building Permit\* shall be issued for a building on the lot, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless the permit provides for the required cycling facilities to the satisfaction of the City and a letter of confirmation is submitted by the architect assuring that the design of the facilities satisfies all applicable City’s requirements; and
  - 11.4.5. “No occupancy” of the development shall be permitted, in whole or in part, unless the development is completed in accordance with a City-approved Occupancy Staging Plan.
- 11.5. Commercial Tenant Transit Pass Program: Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, for the purpose of securing the developer/owner’s commitment towards implementing, at the developer/owner’s sole cost, a coordinated strategy providing transit passes for commercial (e.g., office and retail) tenants (valued at \$40,000). “No occupancy” of the development shall be permitted, in whole or in part, unless the development is completed in accordance with a City-approved Occupancy Staging Plan.
- 11.6. Car-Share Measures: Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, for the purpose of securing the developer/owner’s commitment towards implementing, at the developer/owner’s sole cost, a car-share strategy comprised of designated car-share parking spaces, car-share vehicles, and contractual arrangements with a car-share operator, all to the satisfaction of the City.
- 11.6.1. The car-share parking facility shall provide for the following:
    - a) Two (2) car-share parking spaces located together on the ground floor of the building where they will be secure, universally-accessible, and provide for safe and convenient 24/7 public pedestrian and vehicle access, as determined to the City’s satisfaction;
    - b) Operating electric vehicle (EV) quick-charge (240 V) charging stations for the exclusive use of and simultaneous charging of the car-share vehicles parked in the required car-share spaces; and
    - c) Pedestrian and vehicle access, signage, lighting, and other features necessary to the operation of the car-share facility and vehicles as determined to the satisfaction of the City.
  - 11.6.2. The required car-share spaces shall be provided by the developer/owner in addition to that parking provided to satisfy Zoning Bylaw parking requirements with respect to residential, commercial (e.g., retail and office), and Non-Profit Social Service Replacement Space on the lot.
  - 11.6.3. Users of the car-share spaces shall not be subject to parking fees or EV charging fees, except as otherwise determined at the sole discretion of the City.
  - 11.6.4. The developer/owner shall, to the City’s satisfaction, enter into a contract with a car-share operator for the operation of the car-share parking facility for a minimum term of three (3) years, which contract shall require, among other things, that:
    - a) The developer/owner provides two (2) car-share cars at no cost to the operator;
    - b) The car-share cars shall be electric vehicles, unless otherwise determined to the satisfaction of the car-share operator and the City; and
    - c) The required car-share parking facility and vehicles will be 100% available for use upon the required occupancy of the car-share parking facility as set out in a City-approved Occupancy Staging Plan.

- 11.6.5. “No development” shall be permitted on the subject site, restricting Development Permit\* issuance for a building on the subject site, in whole or in part, unless the developer, to the City’s satisfaction:
- a) Designs the subject site to provide for the required car-share parking facility to the City’s satisfaction;
  - b) Secures the car-share parking facility via a statutory right-of-way(s) and easement(s) registered on title and/or other legal agreements, as determined to the City’s satisfaction;
  - c) Provides a Letter of Credit (LOC) to the City to secure the developer’s commitment to the provision of two (2) car-share vehicles, the value of which shall be the estimated retail value of the two (2) car-share cars at the time of purchase or as otherwise determined to the satisfaction of the Director of Transportation and Director of Development; and
  - d) Registers legal agreement(s) on title requiring that, unless otherwise agreed to in advance by the City, in the event that the car-share parking facility is not operated for car-share purposes as intended via the subject rezoning application (e.g., the operator’s contract is terminated or expires), control of the car-share facility shall be transferred to the City, at no cost to the City, and the City at its sole discretion, without penalty or cost, shall determine how the facility shall be used going forward.
- 11.6.6. No Building Permit\* shall be issued for a building on the subject site, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the developer provides for the required car-share parking facility to the City’s satisfaction and a letter of confirmation is submitted by the architect assuring that the design of the facility satisfies all applicable City’s requirements.
- 11.6.7. “No occupancy” of the development shall be permitted, in whole or in part, unless the development is completed in accordance with a City-approved Occupancy Staging Plan.

## 12. Residential Requirements:

- 12.1. Affordable Rental Housing Building: The City’s acceptance of the developer/owner’s offer to voluntarily contribute affordable low-end-of-market-rental (LEMR) housing units, constructed to a turnkey level of finish on the subject site at the sole cost of the developer, the terms of which voluntary contribution shall include, but will not be limited to, the registration of the City’s standard Housing Agreement and Covenant on title to secure the dwelling units. The form of the Housing Agreement and Covenant shall be agreed to by the developer and the City prior to final adoption of the subject rezoning application; after which time, only the Housing Covenant may be amended or replaced and any such changes will only be permitted for the purpose of accurately reflecting the specifics of the Development Permit\* for the subject site and other non-materials changes resulting thereof and made necessary by the Development Permit\* approval requirements, as determined to the satisfaction of the Director of Development and Director of Community Social Development. The terms of the Housing Agreement and Covenant shall indicate that they apply in perpetuity and provide for, but will not be limited to, the requirements set out in the Affordable Rental Housing Building Terms of Reference (**Schedule C**). “No occupancy” of the development shall be permitted, in whole or in part, unless the development is completed in accordance with a City-approved Occupancy Staging Plan.
- 12.2. Market Resident Cycling Facilities: Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, for the purpose of requiring that the developer/owner provides, installs, and maintains bike maintenance facilities and “Class 1” bike storage on-site for the use of the occupants of the subject development’s market residential units (i.e. separate from that provided for Affordable Rental Housing Building occupants), which measures shall generally be clustered together adjacent to each of the market residential housing’s 3 elevator/stair cores, as determined to the satisfaction of the City through the Development Permit\* review and approval processes. More specifically:



- 12.2.1. The developer/owner shall, at its sole cost, design, install, and maintain cycling facilities on the lot for the shared use of the development's market residential tenants (i.e. not shared with the Affordable Rental Housing Building occupants), including:
  - a) Bike repair and maintenance facilities, at a rate of 1 per elevator/stair core (i.e. 3 in total), each of which shall comprise a foot-activated pump, repair stand with integrated tools, and a bike wash; and
  - b) EV-equipped storage facilities in the form of "Class 1" bike storage spaces for the market residential tenants of the building (at a rate of 1.7 bike spaces/unit, including 10% over-size lockers for family bike storage, bike trailers, electric assist vehicles, and similar items), which bike storage must include 120V energized (duplex) outlets for the shared use of cyclists at a rate of 1 energized (duplex) outlet for each 10 bike storage spaces or portion thereof in each bike storage room (which outlets shall be located to facilitate shared use by bikes in the room).
- 12.2.2. "No development" shall be permitted on the lot, restricting Development Permit\* issuance for any building on the lot, in whole or in part, unless the permit provides for the required cycling facilities to the satisfaction of the City;
- 12.2.3. No Building Permit\* shall be issued for a building on the lot, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless the permit provides for the required cycling facilities to the satisfaction of the City and a letter of confirmation is submitted by the architect assuring that the design of the facilities satisfies all applicable City's requirements; and
- 12.2.4. "No occupancy" of the development shall be permitted, in whole or in part, unless the development is completed in accordance with a City-approved Occupancy Staging Plan.

12.3. Residential Visitor Parking: Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, for the purpose of requiring that the developer/owner provides, installs (including appropriate signage), and maintains eight (8) designated parking spaces for the use of visitors to the units/tenants of the development's market housing and Affordable Rental Housing Building on the basis of:

- 12.3.1. 2 spaces for the exclusive use of each market residential tower (i.e. 6 in total); and
- 12.3.2. 2 spaces for the exclusive use of the Affordable Rental Housing Building.

In addition, as indicated with respect to the required "Commercial Parking" covenant, visitors to the subject development's market housing and Affordable Rental Housing Building units/tenants shall have shared use of the Public Parking on the same terms as members of the general public.

**Note:** Compliance with this section and the "Non-Residential Parking" covenant shall be understood to fully satisfy the subject development's residential visitor parking requirements with respect to the Zoning Bylaw.

13. Non-Profit Social Service Agency Accommodation Measures: The City's acceptance of the developer's offer to voluntarily contribute affordable community amenity space for operation by non-profit social service agencies, together with tenant relocation assistance, as determined to the satisfaction of the City. The terms of the developer's contribution shall include, but shall not be limited to, the developer's design and construction (to a shell level of finish, at the developer's sole cost) of at least 425.7 m<sup>2</sup> (4,582.0 ft<sup>2</sup>) of gross leasable space on the east side of subject site (co-located with the Affordable Rental Housing Building), together with related uses/spaces (e.g., lobby, circulation, parking), to the satisfaction of the City. The form of the legal agreements securing the developer's commitment shall be agreed to by the developer and the City prior to final adoption of the subject rezoning application; after which time, the agreement(s) may only be amended or replaced for the purpose of accurately reflecting the specifics of the Development Permit\* for the subject site and other non-materials changes resulting thereof and made necessary by the Development Permit\* approval requirements, as determined to the satisfaction of the Director of Development and Director of Community Social Development. The terms of the legal agreements shall indicate that they apply in perpetuity and provide for, but will not be limited to, the requirements set out in the Non-Profit Social Service Agency Accommodation Measures Terms of Reference. "No occupancy" of the

development shall be permitted, in whole or in part, unless the development is completed in accordance with a City-approved Occupancy Staging Plan.

Note: For the purposes of calculating maximum permitted floor area under the Zoning Bylaw, the non-profit social service agency tenant units, circulation intended for the exclusive use of the non-profit social service agency tenants and their visitors, and any lobby and/or vertical circulation shared by the non-profit social service agency tenants and the occupants of the Affordable Rental Housing Building shall be treated as “community amenity space” to a maximum of 0.1 FAR, as permitted under the High Density Mixed Use and Affordable Rental Housing (ZMU46) zone.

14. Driveway Crossings: Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, to ensure that all vehicle access to the subject site shall be from the new City Road along the east side of the subject site (i.e. not from Minoru Boulevard).
15. Tandem Parking: Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, to ensure that:
  - 15.1. Resident Parking: Where two parking spaces are provided in a tandem arrangement for the use of resident parking (excluding Affordable Rental Housing Building parking), as per the Zoning Bylaw, both parking spaces must be assigned to the same dwelling unit; and
  - 15.2. Elsewhere: Tandem parking shall be prohibited for all other purposes including, but not limited to, parking for the Affordable Rental Housing Building occupants and Non-Residential (Public and Assignable) Parking.
16. District Energy Utility (DEU): Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement(s) will include, at minimum, the following terms and conditions:
  - 16.1. No Building Permit\* will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
  - 16.2. If a low carbon energy plant district energy utility (LCDEU) service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no Building Permit\* will be issued for a building on the subject site unless:
    - 16.2.1. The owner designs, to the satisfaction of the City and the City’s DEU service provider, Lulu Island Energy Company Ltd. (LIEC), a low carbon energy plant to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU; and
    - 16.2.2. The owner enters into an asset transfer agreement with the City and/or the City’s DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the low carbon energy plant to the City or as directed by the City, including to the City’s DEU service provider, at no cost to the City or City’s DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site. Such restrictive covenant and/or asset transfer agreement shall include a warranty from the owner with respect to the on-site DEU works (including the low carbon energy plant) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City;
  - 16.3. The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City’s DEU service provider, LIEC.
  - 16.4. If a DEU is available for connection and the City has directed the owner to connect, no final building inspection permitting occupancy of a building will be granted unless, and until:
    - 16.4.1. The building is connected to the DEU;
    - 16.4.2. The owner enters into a Service Provider Agreement for that building with the City and/or the City’s DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and

- 16.4.3. Prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
- 16.5. If a DEU is not available for connection, but a LCDEU service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted unless and until:
  - 16.5.1. The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
  - 16.5.2. The building is connected to a low carbon energy plant supplied and installed by the owner, at the owner's sole cost, to provide heating, cooling and domestic hot water heating to the building(s), which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;
  - 16.5.3. The owner transfers ownership of the low carbon energy plant on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
  - 16.5.4. Prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
  - 16.5.5. Prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all additional Covenants, Statutory Right-of-Way(s) and/or easements necessary for supplying the services to the building and the operation of the low carbon energy plant by the City and/or the City's DEU service provider, LIEC.
- 16.6. If a DEU is not available for connection, and a LCDEU service area bylaw which applies to the site has not been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted until:
  - 16.6.1. The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU; and
  - 16.6.2. The owner grants or acquires any additional Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building, registered prior to subdivision (including Air Space parcel subdivision and strata plan filing).
17. **Occupancy Staging Agreement:** Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, securing that should the developer/owner request that occupancy of the building proceeds in stages (e.g., tower-by-tower), that "no occupancy" shall be permitted of any portion of the building, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless the developer/owner satisfies the following:
  - 17.1. Prior to first occupancy of the building on the subject site, in whole or in part (exclusive of any provisional occupancy permitted exclusively for construction and/or tenant improvement purposes), the developer/owner shall:
    - 17.1.1. Complete the prior-to-first-occupancy requirements to the satisfaction of the Director of Development, Director of Transportation, Director, Parks Services, and Director of Engineering including:
      - a) All District Energy Utility requirements;
      - b) All Affordable Non-Profit Social Service Agency Replacement Space ("Replacement Space") requirements including, but not limited to tenant improvements and parking (i.e. 23 Assignable Parking spaces secured by legal agreement for the exclusive use of the tenants/guests of the Affordable Non-Profit Social Service Agency Replacement Space); and

- c) All engineering, transportation, and parks works subject to a Servicing Agreement\* including, but not limited to, the Minoru Corner Plaza Expansion (SRW). (Note: For off-site works and improvements within SRW areas, completion to the City's satisfaction shall mean, among other things, that the works have received a Certificate of Completion, final Building Permit\* inspection granting occupancy, or alternate City approval(s), as determined to be applicable at the sole discretion of the City.)
- 17.1.2. Submit a letter prepared by the architect confirming that all prior-to-first-occupancy requirements are complete.
- 17.2. Prior to occupancy of any commercial uses on the subject site, in whole or in part (exclusive of any provisional occupancy permitted exclusively for construction and/or tenant improvement purposes), the developer/owner shall complete the following to the satisfaction of the Director of Development and Director of Transportation and receive, as applicable, a Certificate of Completion and/or final Building Permit\* inspection granting occupancy for those features:
  - 17.2.1. 100% of the prior-to-first-occupancy requirements;
  - 17.2.2. 100% of the Public Parking portion of the development's required Non-Residential Parking spaces;
  - 17.2.3. 100% of the Non-Residential Tenant Cycling Facilities;
  - 17.2.4. 100% of the Car-Share Measures, including the developer/owner's required contract with a car-share operator;
  - 17.2.5. A proportional share of the Assignable Parking portion of the development's required Non-Residential Parking spaces;
  - 17.2.6. A proportional share of EV charging infrastructure for vehicles and bikes, loading and waste management facilities, and other features as required to satisfy the Zoning Bylaw and Development Permit\*;
  - 17.2.7. Implementation, to the City's satisfaction, of the required Commercial Tenant Transit Pass Program (as secured by legal agreement registered on title to the lot); and
  - 17.2.8. Submission of a letter prepared by the architect confirming that all applicable prior-to-commercial occupancy-requirements are complete.
- 17.3. Prior to occupancy of any residential uses on the subject site, in whole or in part (exclusive of any provisional occupancy permitted exclusively for construction activities and/or tenant improvement purposes), the developer/owner shall complete the following to the satisfaction of the Director of Development, Director of Transportation, and Manager of Community Social Development and receive as applicable, a Certificate of Completion and/or final Building Permit\* inspection granting occupancy for those features:
  - 17.3.1. 100% of the prior-to-first-occupancy requirements;
  - 17.3.2. 100% of the Affordable Rental Housing Building and all related features/requirements (e.g., Basic Universal Housing units, parking, cycling facilities, and related EV charging infrastructure, indoor and outdoor amenity spaces, and waste management facilities), together with implementation, to the City's satisfaction, of the required Affordable Rental Housing Building Transit Pass Program (as secured by legal agreement registered on title to the lot);
  - 17.3.3. 100% of the Public Parking portion of the development's required Non-Residential Parking spaces;
  - 17.3.4. A proportional share of residential parking, residential cycling facilities, and related EV charging infrastructure, indoor and outdoor amenity spaces, loading and waste management facilities, and other features as required to satisfy the Zoning Bylaw and Development Permit\*;
  - 17.3.5. Submission of a letter prepared by the architect confirming that all applicable prior-to- residential occupancy-requirements are complete.

17.4. Related Permits Holds:

Note: For clarity, the following restrictions are NOT intended to apply to tenant improvements undertaken with respect to the existing building or construction activity required with respect to tenant improvements to commercial units in the subject development, as determined at the City's discretion.

17.4.1. "No development" shall be permitted on the subject site, restricting Development Permit\* issuance for any building on the subject site, unless the permit includes the entirety of the subject development.

17.4.2. No Building Permit\* shall be issued for a building on the subject site unless the permit, which may be issued in parts (e.g., partial permit issuance for foundation works), includes the entirety of the subject development and a letter of confirmation is submitted by the architect assuring that the design of the building and related features satisfies all applicable City's requirements.

17.4.3. "No occupancy" shall be permitted of a building on the lot, in whole or in part (exclusive of any provisional occupancy permitted exclusively for construction activities and/or tenant improvement purposes), unless the building and related features are completed in accordance with the City-approved Occupancy Staging Plan (which may be amended subject to an approved Development Permit) to the satisfaction of the City and a letter of confirmation is submitted by the architect assuring that the building and related features satisfy all applicable City's requirements.

18. Development Permit\*: The submission and processing of a Development Permit\* for the entirety of the subject development to a level deemed acceptable by the Director of Development.

19. Servicing Agreement\*: Enter into a Servicing Agreement\* for the design and construction, at the developer's sole cost, of full upgrades across the subject site's frontages, together with various engineering, transportation, and parks works, to the satisfaction of the City. Prior to rezoning adoption, all Servicing Agreement\* works must be secured via a Letter(s) of Credit, as determined by the City. All works shall be completed prior to first occupancy of the building on the lot, in whole or in part (excluding parking intended as an ancillary use to non-parking uses on the site), unless otherwise permitted by a City-approved Occupancy Staging Plan.

Servicing Agreement\* works shall include, but may not be limited to, the following:

19.1. Engineering Servicing Agreement\* Requirements: The developer shall be responsible for the design and construction of water, storm sewer, sanitary sewer, frontage improvements, and general engineering works to the satisfaction of the Director of Engineering, which works shall include, but may not be limited to, those set out in **Schedule E**. (Development Cost Charge (DCC) credits may apply.)

19.2. Transportation Servicing Agreement\* Requirements: The developer shall be responsible for the design and construction of road and related improvements, to the satisfaction of the Director of Transportation, which works shall include, but may not be limited to, those set out in **Schedule F**, **Schedule G**, and **Schedule H**. (Development Cost Charge (DCC) credits may apply.)

19.3. Parks Servicing Agreement\* Requirements: The developer shall be responsible for the design and construction of park and related improvements, to the satisfaction of the Director, Parks (Services) and Director of Development, which works shall include, but may not be limited to, those set out in **Schedule I**. (Development Cost Charge (DCC) credits shall not apply.)

**Prior to a Development Permit\* being forwarded to the Development Permit Panel for consideration, among other things the developer/owner must complete the following requirements:**

1. Submission of a letter prepared by a BCLS registered surveyor confirming that information submitted prior to Council consideration of the rezoning application remains up to date with respect to building height compliance with Transport Canada regulations.
2. Submission of an acoustical and mechanical report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and

their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

3. Richmond Fire Department (RFD) review, which may include, but may not be limited to:
  - Addressing (e.g., visible from the street, contrasting colours);
  - Fire hydrant measurements (e.g., principle entrance, RFD connection);
  - Fire panel (e.g., operation sequence, stages, elevator operation);
  - RFD connection (e.g., inter-connected, connections at amenities, podium roof, other accessible rooftops and open spaces);
  - Fire ratings (e.g., podium);
  - RFD access route measurements (e.g., widths, lengths, dead ends);
  - Smoke control measures (e.g., vestibules, stairwells, kitchens);
  - Tank permits (e.g., emergency generator);
  - Emergency generator (e.g., power) and the spaces serviced (e.g., firefighter elevator, annunciator panel, emergency lights);
  - Designated firefighter elevator;
  - Firefighter voice communication;
  - Fire extinguisher installation areas (e.g., measurements); and
  - Alarm-activated front door release.

**Prior to Building Permit issuance, among other things the developer/owner must complete the following requirements:**

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

**Note:**

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

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

***SIGNED COPY ON FILE***





**SCHEDULE B**  
Preliminary Statutory Right-of-Way Plan (City-Owned Park Enhancement Area)



RZ 18-807640  
**Affordable Rental Housing Building**  
*Terms of Reference*

**Prior to final adoption of Richmond OCP Amendment Bylaw No. 10136 and Bylaw No. 10137 and Zoning Amendment Bylaw No. 10138, the developer/owner is required to complete the following:**

*Affordable Rental Housing Building: The City's acceptance of the developer/owner's offer to voluntarily contribute affordable low-end-of-market-rental (LEMR) housing units, constructed to a turnkey level of finish on the subject site at the sole cost of the developer, the terms of which voluntary contribution shall include, but will not be limited to, the registration of the City's standard Housing Agreement and Covenant on title to secure the dwelling units. The form of the Housing Agreement and Covenant shall be agreed to by the developer and the City prior to final adoption of the subject rezoning application; after which time, only the Housing Covenant may be amended or replaced and any such changes will only be permitted for the purpose of accurately reflecting the specifics of the Development Permit\* for the subject site and other non-materials changes resulting thereof and made necessary by the Development Permit\* approval requirements, as determined to the satisfaction of the Director of Development and Director of Community Social Development. The terms of the Housing Agreement and Covenant shall indicate that they apply in perpetuity and provide for, but will not be limited to, the requirements set out in the Affordable Rental Housing Building Terms of Reference (**Schedule C**). "No occupancy" of the development shall be permitted, in whole or in part, unless the development is completed in accordance with a City-approved Occupancy Staging Plan.*

1. **Stand-Alone Building & Not-for-Profit Operator:** The developer/owner has submitted a preliminary Memorandum of Understanding (MOU) with an experienced non-profit housing operator to demonstrate the developer/owner's intent to engage the non-profit organization as the operator of the proposed Affordable Rental Housing Building. In light of this arrangement, the City is willing to accept clustering of the required LEMR units and the Affordable Rental Housing (0.2 FAR) Bonus units in the form of a stand-alone building, together with the clustering of other building features intended for the exclusive use of the Affordable Rental Housing Building occupants (e.g., parking), provided that the Affordable Rental Housing Building shall:
  - a) Front the new City Road along the east frontage of the subject site;
  - b) Be integrated with the development's underground parking structure, roof deck, and related features, but function as an independent building that does not share common circulation (e.g., lobbies, hallways, elevators, and stairs) or emergency exit routes with the market residential or commercial uses on the subject site; and
  - c) Be located within an Air Space Parcel approved by the City. Legal agreements shall be registered on title, to the satisfaction of the City, to ensure that the occupants of the Affordable Rental Housing Building, non-profit operator, guests, and designates have adequate access to and enjoyment of facilities intended for their:
    - i. exclusive use (e.g., parking, "Class 1" bike storage, designated indoor amenity space, and waste management facilities);
    - ii. shared use with the market residential occupants (e.g., outdoor amenity space and designated indoor amenity space); and
    - iii. shared use with both market residential and commercial occupants (e.g., driveways and loading), as determined to the City's satisfaction through the Development Permit\*. Use of any such exclusive or shared facilities shall result in no additional charge to the occupants of the affordable housing units (i.e. no monthly rents or other user fees shall apply for casual, shared, or other use). In the event that any exclusive or shared facilities are not part of the Air Space Parcel (e.g., parking) and the non-profit operator is subject to additional charges for the use of such facilities, any such charges may not exceed the rates charges to other users on the lot for access to/use of similar uses and spaces, as determined to the City's satisfaction.
2. **Minimum Required Floor Area:** The required minimum floor area of the Affordable Rental Housing Building, exclusive of parking, bike storage, indoor amenity space, and uses not intended for the exclusive use of the occupants of the Affordable Rental Housing Building, shall be at least 6,430.5 m<sup>2</sup> (69,217.0 ft<sup>2</sup>) (exclusive of standard Zoning

Bylaw floor area exemptions) or as otherwise determined to the satisfaction of the Director of Development and Director of Community Social Development and set out in an approved Development Permit\*, including:

- a) At least 2,774.1 m<sup>2</sup> (29,860.3 ft<sup>2</sup>) or 10% of the maximum residential floor area permitted on the subject site (exclusive of market rental density bonus floor area permitted under the ZMU46 zone), whichever is greater, in the form of habitable affordable housing dwelling unit floor area;
- b) At least 3,006.9 m<sup>2</sup> (32,365.6 ft<sup>2</sup>) in the form of habitable affordable housing dwelling unit floor area and ancillary spaces (as per the Affordable Rental Housing (0.2 FAR) Bonus provision under the ZMU46 zone);
- c) Approximately 649.5 m<sup>2</sup> (6,991.1 ft<sup>2</sup>) of additional floor area, including:
  - i. Circulation (e.g., lobbies, hallways, elevators, and stairs) intended for the exclusive use of the affordable housing occupants; and
  - ii. All walls, mechanical, electrical, and similar spaces required to facilitate the developer/owner's provision of the proposed Affordable Rental Housing Building on the lot.

3. **Residential Amenity Space:** In addition to the minimum floor area of the Affordable Rental Housing Building described above, the developer/owner shall construct residential amenity space for the unrestricted use and enjoyment of the occupants of the Affordable Rental Housing Building, including:

- a) At least 110.9 m<sup>2</sup> (1,194.0 ft<sup>2</sup>) of indoor amenity space within the Affordable Rental Housing Building for the exclusive use of the building's occupants, including at least 18.6 m<sup>2</sup> (200.0 ft<sup>2</sup>) as administrative space for the use of the non-profit housing operator;
- b) At least 464.5 m<sup>2</sup> (5,000.0 ft<sup>2</sup>) of indoor amenity space at the podium rooftop level of the development for the shared use of the occupants of the Affordable Rental Housing Building and market residential units; and
- c) Outdoor amenity space for the shared use of the occupants of the Affordable Rental Housing Building and market residential units, the size and design of which shall comply with the Official Community Plan, as determined to the satisfaction of the Director of Development and Director of Community Social Development and set out in an approved Development Permit\*.

4. **Housing Requirements:** As required under the ZMU46 zone, the Affordable Rental Housing Building shall contain a minimum of 88 Residential Rental Tenure dwelling units, all of which shall be affordable low-end-of-market-rental (LEMR) housing units, as determined to the satisfaction of the City through an approved Development Permit\*.

- a) The developer shall, as generally indicated in the table below:
  - i. Ensure that the types, sizes, rental rates, and occupant income restrictions for the affordable housing units are in accordance with the City's Affordable Housing Strategy and guidelines for low-end-of-market-rental (LEMR) housing, unless otherwise determined to the satisfaction of the Director, Community Social Development through an approved Development Permit\*; and
  - ii. Achieve the Project Targets for units mix and Basic Universal Housing (BUH) standard compliance or as otherwise determined to the satisfaction of the Director, Community Social Development through an approved Development Permit\*.

	Minimum Unit Area	Max. Monthly LEMR Unit Rent***	Total Maximum Household Income**	Project Unit Targets		
				Unit Mix**		BUH Units*
Studio	37 m <sup>2</sup> (400 ft <sup>2</sup> )	\$811	\$34,650 or less	17% (15 units)	47% (41 units)	100%
1-Bedroom	50 m <sup>2</sup> (535 ft <sup>2</sup> )	\$975	\$38,250 or less	30% (26 units)		100%
2-Bedroom	69 m <sup>2</sup> (741 ft <sup>2</sup> )	\$1,218	\$46,800 or less	47% (41 units)	53% (47 units)	100%
3-Bedroom	91 m <sup>2</sup> (980 ft <sup>2</sup> )	\$1,480	\$58,050 or less	6% (6 units)		100%
<b>TOTAL</b>	<b>Varies</b>	<b>Varies</b>	<b>Varies</b>	<b>100% (min. 88 units)</b>		<b>100%</b>

\* BUH units mean those units that comply with the Zoning Bylaw's Basic Universal Housing standards.

\*\* The unit mix will be confirmed to the satisfaction of the City through the Development Permit\* process. The recommended unit mix is indicated in the table; however, based on approved design, which may take into account non-profit housing operator input, the unit mix may be varied provided that at least 50% of total affordable housing units are some combination of 2- and 3-bedroom units.

\*\*\* Rate shall be adjusted periodically as provided for under adopted City policy.

- b) The developer/owner shall provide for full and unlimited use of the following features by the Affordable Rental Housing Building occupants at no charge to those occupants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of the features), which features may be secured with legal agreement(s) registered on title prior to Development Permit\* issuance or as otherwise determined to the satisfaction of the City:
- i. All designated indoor and outdoor amenity spaces, intended for shared use by market residential and Affordable Rental Housing Building occupants or for exclusive use by the Affordable Rental Housing Building occupants, as determined to the City's satisfaction through an approved Development Permit\*;  
and
  - ii. On-site parking, "Class 1" bike storage, and related electric vehicle (EV) charging stations provided for the use of the Affordable Rental Housing Building occupants in compliance with an approved Development Permit\*. (For clarity, those occupants of the affordable units who utilize the vehicle EV charging stations may be required to pay for the cost of their utility usage, but not for their use of the EV charging equipment or associated parking.)
5. **Transportation Requirements:** On-site parking, "Class 1" bike storage, and related electric vehicle (EV) charging stations shall be provided for the use of Affordable Rental Housing Building occupants as per the OCP, Zoning Bylaw, and an approved Development Permit\*. At least two parking spaces shall be provided for the exclusive use of visitors to the Affordable Rental Housing Building (as per the rate set out in the ZMU46 zone). In addition, the developer/owner shall implement Transportation Demand Management (TDM) measures, as determined to the satisfaction of the City. (As provided for under the ZMU46 zone, implementation of the required TDM measures shall provide for the parking rates applicable to the Affordable Rental Housing Building to be reduced by up to 25%.) The required TDM measures shall include:
- a) **Cycling Facilities:** The developer/owner's provision of bike-related measures for the exclusive use of the occupants of the Affordable Rental Housing Building, which measures shall be clustered together adjacent to the Affordable Rental Housing Building's elevator/stair core, as determined to the satisfaction of the City through the Development Permit\* review and approval processes, including:
    - i. EV-equipped "Class 1" bike storage spaces at a rate of 1.7 bikes/dwelling unit, as required under the ZMU46 zone (i.e. increased from the standard Zoning Bylaw rate of 1.25 bikes/unit), which bike storage must include 120V energized (duplex) outlets for the shared use of cyclists at a rate of 1 energized (duplex) outlet for each 10 bike storage spaces or portion thereof in each bike storage room (which energized outlets shall be located to facilitate shared use by bikes in the storage room);
    - ii. 10% of the required "Class 1" bike storage in the form of over-size lockers for family bike storage (e.g., bike trailers), electric-assist vehicles (e.g., mopeds), and similar equipment/uses, as required under the ZMU46 zone; and
    - iii. A bike repair and maintenance facility comprised of a foot-activated pump, repair stand with integrated tools, and a bike wash.
  - b) **Transit Pass Program:** Registration of a legal agreement on title requiring the developer/owner's implementation, at the developer/owner's sole cost, of a coordinated strategy providing for monthly transit (2-zone) passes for 2 years for 100% of the Affordable Rental Housing Building units, to the satisfaction of the Director of Transportation. It shall be the responsibility of the developer/owner to ensure that the transit pass program and how to access it is clearly conveyed to the Affordable Rental Housing Building occupants (e.g., through tenancy agreements). Prior to adoption of the rezoning bylaw, the developer/owner shall submit a letter of credit to the City, based on 100% of the estimated value of the transit pass program. If the transit pass program is not fully subscribed within two years (such that the value secured by the letter of credit has not been fully utilized by the building occupants), the program shall be extended by one year. If the transit pass program is not fully subscribed at the end of the 1-year extension period, the remaining value of the program shall be transferred to the City of Richmond as a voluntary cash-in-lieu contribution towards alternative transportation demand management measures, as determined at the City's sole discretion.

6. **Level of Finish:**

- a) The Affordable Rental Housing Building, related uses (e.g., parking, garbage/recycling, indoor and outdoor amenities), and associated spaces shall be completed, to a turnkey level of finish, at the sole cost of the developer, to the satisfaction of the Director of Development and Director, Community Social Development.
- b) The Affordable Rental Housing Building (including all dwelling units, common areas, and related uses and spaces) and areas intended for the shared use of the occupants of the Affordable Rental Housing Building and market residential units (e.g., indoor and outdoor amenity spaces) shall be accessible to people with disabilities, in compliance with the BC Building Code or as otherwise determined to the satisfaction of the Director of Community Social Development and Manager of Building Approvals.
- c) The Affordable Rental Housing Building, including its common areas and dwelling units, shall be equipped with an audio/visual alarm system.

7. **Prior-to Requirements:**

- a) “No development” shall be permitted on the subject site, restricting Development Permit\* issuance for a building on the site, in whole or in part, until the developer, to the City’s satisfaction:
  - i. Submits, for consideration by the City, a current memorandum of understanding with a non-profit operator demonstrating, among other things, support for the developer’s proposed Affordable Rental Housing Building design and related features;
  - ii. Designs the lot to provide for the Affordable Rental Housing Building and required ancillary spaces and uses (e.g., Basic Universal Housing units, parking, cycling facilities, and related EV charging infrastructure, indoor and outdoor amenity spaces, and waste management facilities);
  - iii. Amends or replaces the Housing Covenant to accurately reflect the specifics of the Affordable Rental Housing Building and ancillary spaces and uses as per the approved Development Permit\*; and
  - iv. As required, registers additional legal agreements on title to the site to facilitate the detailed design, construction, operation, and/or management of the Affordable Rental Housing Building and/or ancillary spaces and uses (e.g., parking) as determined by the City via the Development Permit\* review and approval processes.
- b) No Building Permit\* shall be issued for a building on the subject site, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless:
  - i. The developer provides for the required Affordable Rental Housing Building and ancillary spaces and uses (e.g., Basic Universal Housing units, parking, cycling facilities, and related EV charging infrastructure, indoor and outdoor amenity spaces, and waste management facilities) in the permit;
  - ii. The detailed design shall of the Affordable Rental Housing Building and all related spaces and features are satisfactory to the Director of Development and Director, Community and Social Development in their sole discretion; and
  - iii. A letter of confirmation is submitted by the architect assuring that the design of the facilities satisfies all applicable City requirements.
- c) As set out in the Occupancy Staging Plan requirements, prior to occupancy of any residential use on the subject site, in whole or in part (exclusive of any provisional occupancy permitted exclusively for construction and/or tenant improvement purposes), the developer/owner shall:
  - i. Complete the required Affordable Rental Housing Building and ancillary spaces and uses (e.g., Basic Universal Housing units, parking, cycling facilities, and related EV charging infrastructure, indoor and outdoor amenity spaces, and waste management facilities) to the satisfaction of the City; and
  - ii. Implement the required Affordable Rental Housing Building Transit Pass Program to the satisfaction of the City (as secured by legal agreement registered on title to the lot).

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**Non-Profit Social Service Agency Accommodation Measures**  
*Terms of Reference*

**Prior to final adoption of Richmond OCP Amendment Bylaw No. 10050 and Bylaw No. 10102 and Zoning Amendment Bylaw No. 10051, the developer/owner is required to complete the following:**

*Non-Profit Social Service Agency Accommodation Measures: The City’s acceptance of the developer’s offer to voluntarily contribute affordable community amenity space for operation by non-profit social service agencies, together with tenant relocation assistance, as determined to the satisfaction of the City. The terms of the developer’s contribution shall include, but shall not be limited to, the developer’s design and construction (to a shell level of finish typical of commercial/office lease industry standards, at the developer’s sole cost) of at least 425.7 m<sup>2</sup> (4,582.0 ft<sup>2</sup>) of gross leasable space on the east side of subject site (co-located with the Affordable Rental Housing Building), together with related uses/spaces (e.g., lobby, circulation, parking), to the satisfaction of the City. The form of the legal agreements securing the developer’s commitment shall be agreed to by the developer and the City prior to final adoption of the subject rezoning application; after which time, the agreement(s) may only be amended or replaced for the purpose of accurately reflecting the specifics of the Development Permit\* for the subject site and other non-materials changes resulting thereof and made necessary by the Development Permit\* approval requirements, as determined to the satisfaction of the Director of Development and Director of Community Social Development. The terms of the legal agreements shall indicate that they apply in perpetuity and provide for, but will not be limited to, the requirements set out in the Non-Profit Social Service Agency Accommodation Measures Terms of Reference. “No occupancy” of the development shall be permitted, in whole or in part, unless the development is completed in accordance with a City-approved Occupancy Staging Plan.*

*Note: For the purposes of calculating maximum permitted floor area under the Zoning Bylaw, the non-profit social service agency tenant units, circulation intended for the exclusive use of the non-profit social service agency tenants and their visitors, and any lobby and/or vertical circulation shared by the non-profit social service agency tenants and the occupants of the Affordable Rental Housing Building shall be treated as “community amenity space” to a maximum of 0.1 FAR, as permitted under the High Density Mixed Use and Affordable Rental Housing (ZMU46) zone.*

A. **Intent:** To mitigate the impact of the subject development on two non-profit social service agencies currently located on the subject site through the developer/owner’s provision, at the developer/owner’s sole cost, of:

1. Affordable Non-Profit Social Service Agency Replacement Space (“Replacement Space”) on the subject site; and
2. Tenant Relocation Assistance (as described in Section C).

Prior to adoption of the Rezoning Bylaw, legal agreements must be registered on title, to the City’s satisfaction, to provide for the following Non-Profit Social Service Agency Accommodation Measures.

B. **Affordable Non-Profit Social Service Agency Replacement Space (“Replacement Space”):**

3. **Minimum Required Floor Area:** As determined to the satisfaction of the City through an approved Development Permit\* application, the minimum floor area of the Affordable Non-Profit Social Service Agency Replacement Space (“Replacement Space”) shall include:
  - a) At least 425.7 m<sup>2</sup> (4,582.0 ft<sup>2</sup>) of gross leasable space in the form of non-profit social service agency tenant units capable of accommodating program spaces, administration, and ancillary spaces/uses (e.g., private washrooms);
  - b) Spaces/uses intended for shared use by the non-profit social service agency tenants and their visitors (e.g., circulation and common washrooms);
  - c) Any lobby and/or vertical circulation shared by the non-profit social service agency tenants and the occupants of the Affordable Rental Housing Building; and
  - d) Ancillary uses/spaces (e.g., parking, loading, secure bicycle storage, and waste management) required to satisfy the Official Community Plan (OCP), Zoning Bylaw, and/or other City policies, objectives, or guidelines.

4. Location: The Replacement Space shall be co-located with the Affordable Rental Housing Building on the east side of subject site, which co-located arrangement may include, but may not be limited to the following, as determined to the satisfaction of the City through an approved Development Permit\* application:
- a) Above the second storey, spaces/uses secured for the exclusive use of the occupants of Affordable Rental Housing Building;
  - b) At the second storey, non-profit social service agency tenant units, together with an elevator lobby and related circulation, spaces, and uses for the exclusive use of the non-profit social service agency tenants and their visitors, the design of which shall, among other things, provide for convenient, universally-accessible, and safe public access to/from the parking structure and take into account the needs of people with mobility issues and wheelchairs with attendants;
  - c) At the ground floor, a universally accessible lobby (the design of which must take into account the needs of people with mobility issues and wheelchairs with attendants) for shared use by the occupants of the Affordable Rental Housing Building, non-profit social service agency tenants, and visitors, which lobby shall provide direct access to the fronting street and a shared elevator/stair providing for:
    - i. Above the second storey, 24/7 access for the exclusive use of the Affordable Rental Housing Building occupants and their visitors; and
    - ii. At the ground and second storeys, unrestricted public access during regular business hours and secure access for non-profit social service agency tenants and Affordable Rental Housing Building occupants outside of regular business hours; and
  - d) Within the development's parkade structure, parking, loading, waste management facilities, bike storage and end-of-trip cycling facilities, and related uses/spaces for the use of the non-profit social service agency tenants (on a shared and/or exclusive basis, as determined to the City's satisfaction through an approved Development Permit\* application).
5. Parking, Loading & Waste Management Requirements: As determined to the satisfaction of the City through an approved Development Permit\* application, the subject development shall include, but may not be limited to:
- a) At least 23 parking spaces for the exclusive use of the non-profit social service agency tenants (including applicable signage), which parking shall:
    - i. Comprise 23 of the development's required Assignable Parking Spaces (as per the development's Non-Residential Parking agreement);
    - ii. Be clustered together on the first parking level above the ground floor and located to provide for convenient/direct and safe public access to/from the Replacement Space's second floor lobby (the design of which must take into account people with mobility issues and wheelchairs with attendants);
    - iii. Include at least 1 Accessible Space and 1 Van-Accessible Space;
    - iv. Not include more than 12 small car spaces;
    - v. For at least 12 of the 23 spaces (including some combination of accessible, standard, and small car spaces), energized electric vehicle (EV) charging equipment (i.e. including all the wiring, electrical equipment, and related infrastructure necessary to provide Level 2 charging or higher to an electric vehicle, as per the Zoning Bylaw);
  - b) Bike storage provided in accordance with Zoning Bylaw requirements for retail/office uses, including:
    - i. Class 1 (secured) bike storage equipped with energized EV charging equipment (i.e. operational 120V duplex outlets and all the wiring and related infrastructure necessary to provide their operation) for the exclusive use of the non-profit social service tenants, which bike storage should be co-located with the Non-Residential Tenant Cycling Facilities "End-of-Trip Facilities"; and
    - ii. Class 2 (unsecured/public) for public use;

- c) Shared use (secured by legal agreement) of the development's:
    - i. Non-Residential Tenant Cycling Facilities "End-of-Trip Facilities";
    - ii. Retail/office loading facilities; and
    - iii. Retail/office waste management facilities; and
  - d) Designated (i.e. marked with signage) short-term curbside parking along the fronting street for exclusive use as a public passenger drop-off/pick-up zone for taxis, Handi Dart, and private vehicles (i.e. NOT for the exclusive use of the non-profit social service agency tenants).
6. Tenant Eligibility: As determined to the satisfaction of the City, all eligible tenants of the Replacement Space must be verifiable non-profit social services agencies that provide Richmond-serving programs. As determined at the City's discretion, preference may be given to agencies that, among other things:
- a) Are exclusively Richmond-based;
  - b) Provide services aimed at addressing one or more City priorities (e.g., recognized local needs);
  - c) Support City objectives for inclusiveness, community building, and livability of Richmond and its downtown; and/or
  - d) Demonstrate opportunities for synergy with the operator and/or tenants of the Affordable Rental Housing Building.
7. Rental Terms: Rental rates and terms shall be approved by the City with the aim of ensuring that the Replacement Space shall:
- a) Be secured in perpetuity for exclusive use as "affordable" space for non-profit social service programs, operations, and related activities/uses conducted by eligible tenants that have been pre-qualified by the developer/owner and approved by the Director of Community Social Development or their alternate.
  - b) Be subject to maximum rental rates such that:
    - i. The net rent applicable to the gross leasable area of the non-profit social service tenant units shall not exceed 50% of net market rent (i.e. based on comparable commercial spaces in Richmond's City Centre);
    - ii. An applicable base rent, together with a mechanism for periodic rent increases (i.e. every 5 years), shall be determined to the satisfaction of the City, together with an obligation to deliver to the City annual statutory declarations as to the tenant(s) and current net rent;
    - iii. The tenants of the non-profit social service tenant units shall not be subject to additional rents or other fees with respect to their casual, shared, or exclusive use of:
      - common spaces shared among the non-profit social service tenants, with the Affordable Rental Housing Building occupants, and/or with other tenants of the development (e.g., loading and waste management facilities);
      - parking provided for the exclusive use of the non-profit social service tenants and their guests (secured by legal agreement), except for electrical costs with respect to the tenants' use of the EV charging equipment; or
      - Class 1 (secured) bike storage provided for the exclusive use of the non-profit social service tenants, except for electrical costs for the tenants' use of the EV charging equipment.
8. Developer/Owner Responsibility: The developer/owner will be responsible (at the sole cost of the developer/owner) for the following:
- a) Design and construction of the Replacement Space, at the developer's cost, as determined to the satisfaction of the City through an approved Development Permit\* and Building Permit\*, including:
    - i. At least 425.7 m<sup>2</sup> (4,582.0 ft<sup>2</sup>) of gross leasable space in the form of non-profit social service agency tenant units, which spaces shall be constructed to a shell level of finish typical of commercial/office lease industry standards (which, for clarity, shall include, among other things, plumbing rough-ins for two accessible washrooms and a kitchen/kitchenette in each of the two tenant units); and



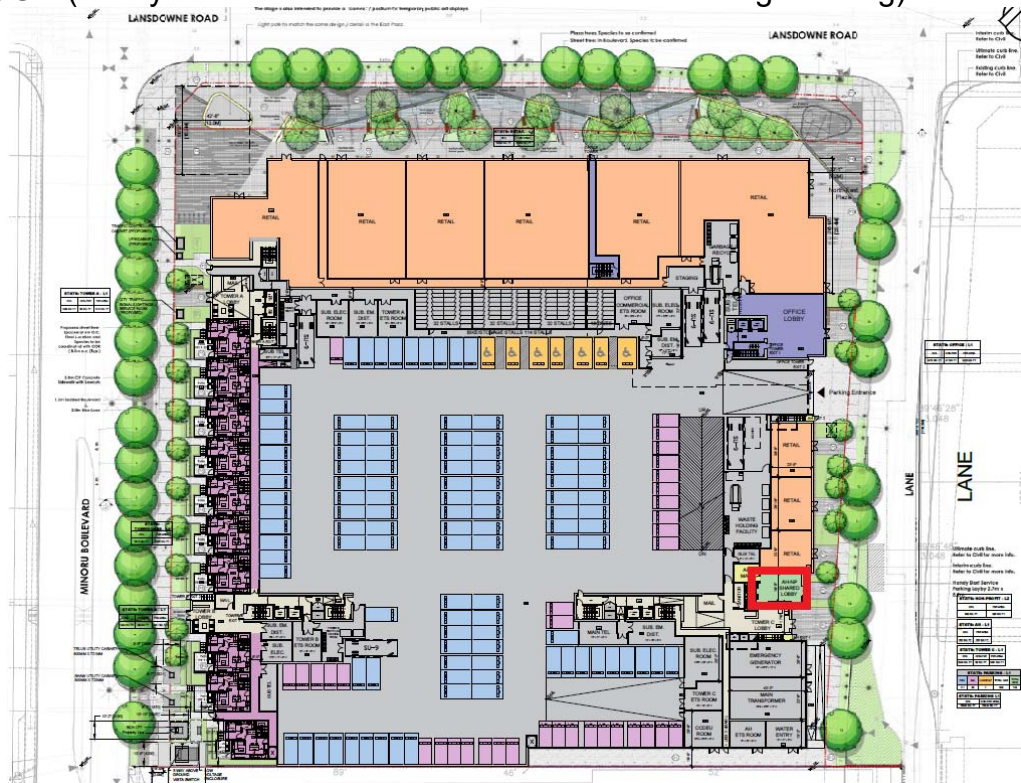
- ii. Spaces/uses intended for shared use by the non-profit social service agency tenants and their visitors (e.g., circulation and common washrooms), any lobby and/or vertical circulation shared by the non-profit social service agency tenants and the occupants of the Affordable Rental Housing Building, and ancillary uses/spaces (e.g., parking, loading, secure bicycle storage, and waste management) required to satisfy the Official Community Plan (OCP), Zoning Bylaw, and/or other City policies, objectives, or guidelines, which spaces shall be constructed to a turnkey level of finish;
  - b) Pre-qualifying of potential tenants for review and selection by the City;
  - c) Renting of the Replacement Space to eligible, City-approved tenants; and
  - d) Maintenance of the Replacement Space and related uses/spaces in good repair (exclusive of tenant improvements).
- 9. **City Responsibility:** The Director of Community Social Development or their alternate will be responsible for:
  - a) Defining the Replacement Space tenant eligibility criteria and, as determined to be necessary by the City in its sole discretion, updating the criteria on a periodic basis;
  - b) Setting the Council-approved rental rates for the Replacement Space and reviewing and updating the rates on a periodic basis (e.g., once every five years) as required to the City’s satisfaction; and
  - c) Approving tenants from a list of applicants that are pre-qualified by the developer/owner based on City-approved Replacement Space eligibility criteria. (Selection will be done via a selection panel or as otherwise determined to the sole satisfaction of the City.)
- 10. **Tenure:**
  - a) **Ownership:** Developer-owned; however, the Replacement Space may be sold to an alternate owner, provided that the Replacement Space is sold as a single unit and all rights (e.g., parking, waste facilities, access, rental terms) are transferred with the Replacement Space, to the satisfaction of the City.
  - b) **Legal:** Prior to adoption of the Rezoning Bylaw, legal agreements must be registered on title, to the City’s satisfaction, to:
    - i. Secure the Replacement Space in perpetuity (including uses/spaces shared with the Affordable Rental Housing Building) for exclusive use as “affordable” space for non-profit social service programs, operations, and related activities/uses conducted by eligible tenants (pre-qualified by the developer/owner and approved by the Director of Community Social Development or their alternate);
    - ii. Secure easement(s) and/or alternate agreements as required with respect to parking, shared use of loading and access, rental terms, maintenance, and other considerations; and
    - iii. Provide for “no development”, “no build”, and “no occupancy” covenants, an option for the City to purchase (at a nominal charge), and other measures as the City determines to be necessary.
  - c) **Subdivision:** Air Space Parcel (ASP)
- 
- C. **Tenant Relocation Assistance:** The developer/owner shall, at the developer’s sole cost and to the City’s satisfaction, provide relocation assistance to the two non-profit social service agencies located on the subject site including:
  - 1. Three months advance notice of the date when the agencies’ current premises must be vacated;
  - 2. Assistance of a commercial real estate broker to find new spaces for the two agencies, which spaces may be temporary or permanent (as determined at the discretion of the individual agency operators); and
  - 3. First right of refusal with respect to relocating to the tenant units within the on-site Replacement Space.

**D. *Prior-to Requirements:***

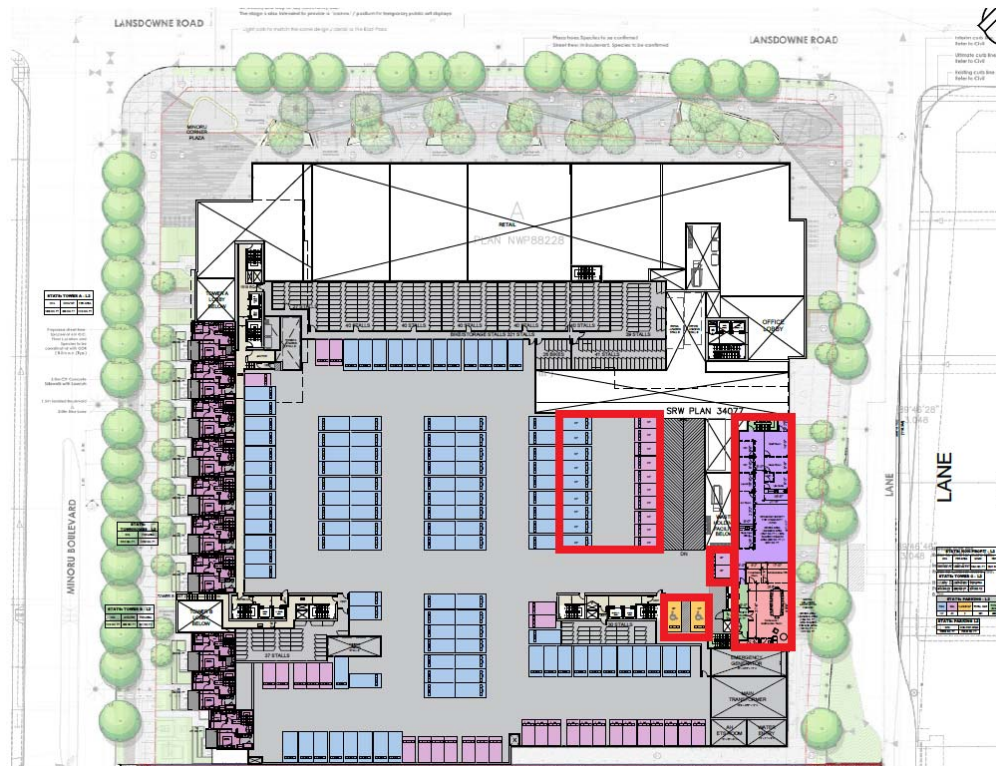
1. “No development” shall be permitted on the subject site, restricting Development Permit\* issuance for any building on the subject site, in whole or in part, unless the developer designs the on-site Affordable Non-Profit Social Service Agency Replacement Space to the satisfaction of the City.
2. No Building Permit\* shall be issued for a building on the subject site, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless:
  - a) The required on-site Affordable Non-Profit Social Service Agency Replacement Space is incorporated in the Building Permit\* drawings/specifications to the satisfaction of the Director of Development, Director of Transportation, and Director of Community Social Development; and
  - b) The developer/owner has provided for the required Tenant Relocation Assistance to the satisfaction of the Director of Community Social Development.
3. As set out in the Occupancy Staging Plan requirements, prior to first occupancy of the building on the subject site, in whole or in part (exclusive of any provisional occupancy permitted exclusively for construction and/or tenant improvement purposes), the developer/owner shall complete the required on-site Replacement Space to the satisfaction of the Director of Development, Director of Transportation, and Director of Community Social Development.

# Affordable Non-Profit Social Service Agency Replacement Space: Conceptual Layout

## GROUND FLOOR (Lobby shared with the Affordable Rental Housing Building)



## SECOND FLOOR (Affordable Non-Profit Social Service units, 2nd floor lobby & designated parking spaces)



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**Engineering Servicing Agreement Requirements:**

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

**1. Water Works:**

- a. Using the OCP Model, there is 435.0 L/s of water available at a 20 psi residual at the Minoru Boulevard frontage, 320.0 L/s of water available at a 20 psi residual at the new north-south road frontage, 359.0 L/s of water available at a 20 psi residual at the Lansdowne Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b. At Developer's cost, the Developer is required to:
  - i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
  - ii. Install approximately 125 m of new 300 mm water main in the new north-south road, complete with hydrants and a blow-off at the south end per City specifications.
  - iii. Install approximately 125 m of new 300 mm water main along Minoru Boulevard from Lansdowne Road to the south property line of the development site. At both Lansdowne Road and the south property line, the water main is to tie-in the existing water mains on both the east and west side of Minoru Boulevard.
  - iv. Remove the existing water main on the east side of Minoru Boulevard along the development frontage.
  - v. Fill and abandon the existing water main on the west side of Minoru Boulevard along the development frontage.
  - vi. Review hydrant spacing on all existing and new road frontages and provide fire hydrants as required to meet City spacing requirements for commercial land use. Fire department approval is required for all fire hydrant installations and relocations.
  - vii. Provide a right-of-way for the water meter and meter chamber, at no cost to the City. Exact right-of-way dimensions to be finalized during the servicing agreement process.
- c. At Developer's cost, the City is to:
  - i. Cut, cap, and remove all existing water service connections and meters to the development site.
  - ii. Reconnect all existing water service connections and hydrant leads to the new water main.
  - iii. Install one new water service connection, meter to be located onsite in a right of way.
  - iv. Complete all tie-ins for the proposed works to existing City infrastructure.

**2. Storm Sewer Works:**

- a. At Developer's cost, the Developer is required to:
  - i. Perform a capacity analysis to size the proposed storm sewers and drainage conveyances in Minoru Boulevard and the new north-south road. The analysis shall consider both the existing condition and the 2041 OCP condition, and include runoff from the future roads proposed in the OCP. Storm sewers shall be interconnected where possible. Minimum pipe size shall be 600 mm.
  - ii. Install approximately 130 m of new storm sewer in Minoru Boulevard, sized via the required capacity analysis. The new storm sewer shall tie in to the existing storm sewer in the lane south of 5791 Minoru Boulevard, and to the box culvert in Lansdowne Road to the north.
  - iii. Remove the existing storm sewer on the east side of Minoru Boulevard along the development frontage.
  - iv. Fill and abandon the existing storm sewer on the west of Minoru Boulevard along the development frontage.
  - v. Install approximately 130 m of new storm sewer in the new north-south street, sized via the required capacity analysis. The new storm sewer shall tie in to the existing lane drainage to the south of the development site, and to the box culvert in Lansdowne Road to the north.
  - vi. Confirm that the existing temporary storm service in the lane (new north-south road) has been removed. If not, remove.
  - vii. Install one new storm service connection, complete with inspection chamber. Inspection chamber to be located in a right-of-way onsite.
  - viii. Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement.

- b. At Developer's cost, the City is to:
  - i. Cut and cap all existing storm service connections to the development site and remove inspection chambers.
  - ii. Reconnect all existing storm connections, catch basins, and lawn basins to the proposed storm sewers.
  - iii. Complete all tie-ins for the proposed works to existing City infrastructure.

### 3. Sanitary Sewer Works

- a. At Developer's cost, the Developer is required to:
  - i. Ensure that 5840 Minoru Boulevard has uninterrupted sanitary service during and after site preparation and building construction.
  - ii. Discharge the sanitary sewer right-of-way at the common property line of 5760 & 5740 Minoru Boulevard (plan number 34077) after removal of the existing sanitary connection.
- b. At Developer's cost, the City is to:
  - i. Install one new sanitary service connection, complete with inspection chamber. Inspection chamber to be located in a right-of-way onsite.
  - ii. Cut and cap all existing service connections serving the development site, and remove inspection chambers. Note: the existing sanitary connection at the common property line of 5760 & 5740 Minoru Boulevard must be removed and capped at the main prior to start of the site preparation works.

### 4. Frontage Improvements:

- a. The Developer is required to:
  - i. Provide street lighting along all road frontages according to the following street light types:
    - a) City Streets
      - a. Lansdowne Road (South side of street)
        - i. **IMPORTANT:** The following streetlight type shall apply to all 4 corners @ the Lansdowne/Minoru intersection & all 4 corners @ the Lansdowne/New North-South intersection
        - ii. Pole colour: Grey
        - iii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, banner arms, and 1 duplex receptacle, but EXCLUDING any pedestrian luminaires, flower basket holders, or irrigation.
        - iv. Pedestrian lighting @ buffer strip between sidewalk and off-street bike path: Type 8 (LED) INCLUDING 2 pedestrian luminaires and 1 duplex receptacle, but EXCLUDING any banner arms, flower basket holders, or irrigation. (NOTE: "Pedestrian luminaires" are intended to light the sidewalk and off-street bike path. Luminaire arms must be set perpendicular to the direction of travel.)
      - b. New North-South Street @ City-owned lane widening along site's east side (West side of street)
        - i. **IMPORTANT:** The streetlight type shall transition north of the Ackroyd/ New North-South Street intersection. For clarity, all 4 corners @ the Ackroyd/ New North-South Street intersection shall be (blue) City Centre Type; HOWEVER, north of the intersection shall be (grey) Type 7.
        - ii. Pole colour: Grey
        - iii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, banner arms, and 1 duplex receptacle, but EXCLUDING any pedestrian luminaires, flower basket holders, or irrigation.
      - c. Minoru Boulevard (East side of street)
        - i. **IMPORTANT:** The streetlight type shall transition north of the Ackroyd/ Minoru intersection. For clarity, all 4 corners @ the Ackroyd/ Minoru intersection shall be (blue) City Centre Type; HOWEVER, north of the intersection shall be (grey) Type 7 & Type 8.
        - ii. Pole colour: Grey
        - iii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, banner arms, and 1 duplex receptacle, but EXCLUDING any pedestrian luminaires, flower basket holders, or irrigation.
        - iv. Pedestrian lighting @ buffer strip between sidewalk and off-street bike path: Type 8 (LED) INCLUDING 2 pedestrian luminaires and 1 duplex receptacle, but EXCLUDING any banner arms, flower basket holders, or irrigation. (NOTE: "Pedestrian luminaires" are intended to

- light the sidewalk and off-street bike path. Luminaire arms must be set perpendicular to the direction of travel.)
- v. ***NOTE: Staff must confirm if the Minoru cross-section will include an off-street bike path. Streetlight requirements may change if an on-street bike lane is required.***
- b) Off-Street Publicly-Accessible Walkways & Opens Spaces
- a. Lansdowne Road (South side of the park) (City owned & City maintained)
- i. Pole colour: Grey
  - ii. Pedestrian lighting within the park: Type 8 (LED) INCLUDING 1 pedestrian luminaire and 1 duplex receptacle, but EXCLUDING any banner arms, flower basket holders, or irrigation.
- ii. Coordinate with BC Hydro, Telus and other private communication service providers:
- a) To underground the overhead lines and poles along the new north-south road. All above-ground boxes required to facilitate undergrounding shall be located onsite (as in, not within the public realm).
  - b) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
  - c) To locate/relocate all proposed/existing underground structures (e.g. junction boxes, pull boxes, service boxes, etc.) outside of bike paths and sidewalks.
  - d) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
  - e) To locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and undergrounding works, and all existing above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the functional plan and registered prior to SA design approval:
    - BC Hydro PMT – 4.0 x 5.0 m
    - BC Hydro LPT – 3.5 x 3.5 m
    - Street light kiosk – 1.5 x 1.5 m
    - Traffic signal kiosk – 1.0 x 1.0 m
    - Traffic signal UPS – 2.0 x 1.5 m
    - Shaw cable kiosk – 1.0 x 1.0 m
    - Telus FDH cabinet – 1.1 x 1.0 m

## 5. General Items:

- a. The Developer is required to:
- i. Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations. Particularly, the developer is required to confirm that there will be no impact to the existing asbestos cement (AC) storm sewer and water mains fronting the development site; if there is the potential for impact, then the developer may be required to replace these utilities prior to commencing site preparation activities. Note: the developer is required to upgrade these utilities regardless of whether or not there is impact – it is only the timing of the replacement that will depend on whether there is impact due to the site preparation works.
  - ii. Provide a video inspection report of the existing storm and sanitary sewers along the development's frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection report after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) is required to assess the condition of the existing utilities and provide recommendations. Any utilities damaged by the pre-load, de-watering, or other development-related activity shall be replaced at the Developer's cost.
  - iii. Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
  - iv. Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.

- v. Submit a proposed strategy at the building permit stage for managing excavation de-watering. Note that the City's preference is to manage construction water onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the Developer will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of construction water, the Developer will be required to enter into a de-watering agreement with the City to discharge treated construction water to the storm sewer system.
- vi. Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures.
- vii. Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream. The developer's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1<sup>st</sup> submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
  - (a) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
  - (b) Pipe sizes, material and slopes.
  - (c) Location of manholes and fire hydrants.
  - (d) Road grades, high points and low points.
  - (e) Alignment of ultimate and interim curbs.
  - (f) Proposed street lights design.
- viii. Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

RZ 18-807640

## Transportation Servicing Agreement\* Requirements

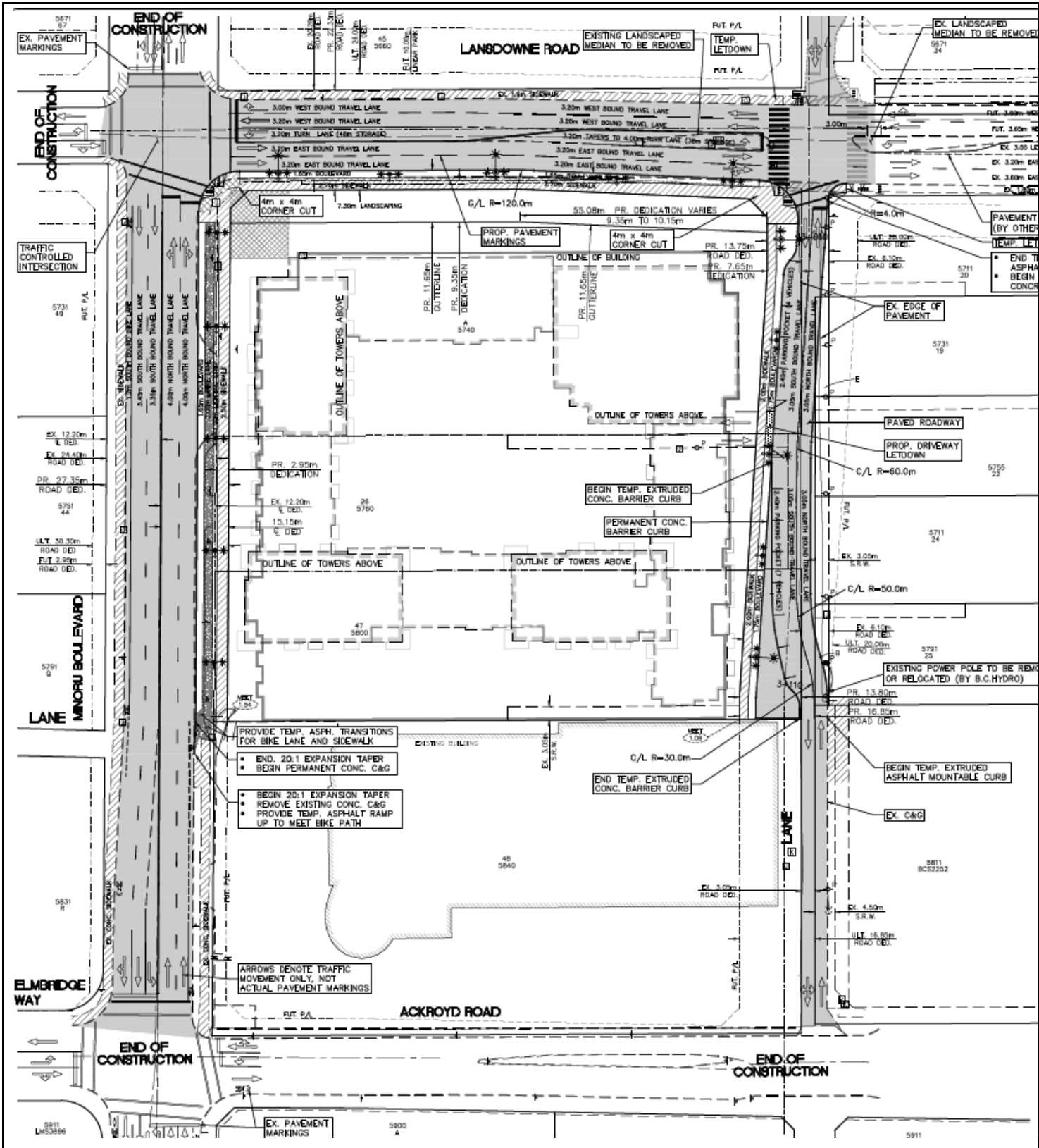
The developer shall be responsible for the design and construction of road and related improvements, to the satisfaction of the Director of Transportation, which works shall include, but may not be limited to, those set out in **Schedule G**.

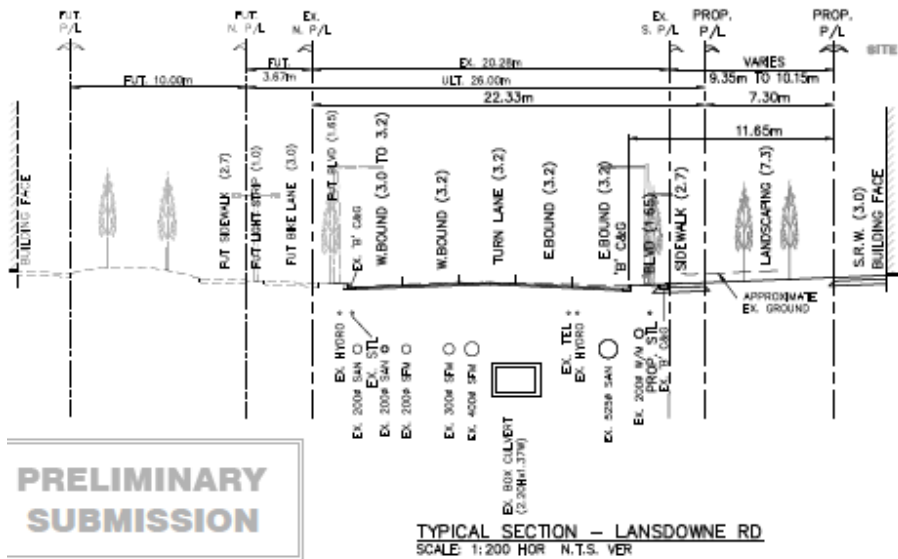
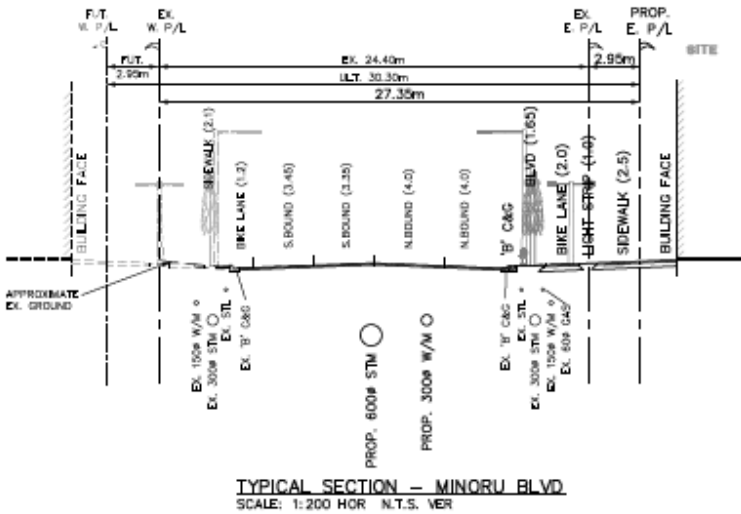
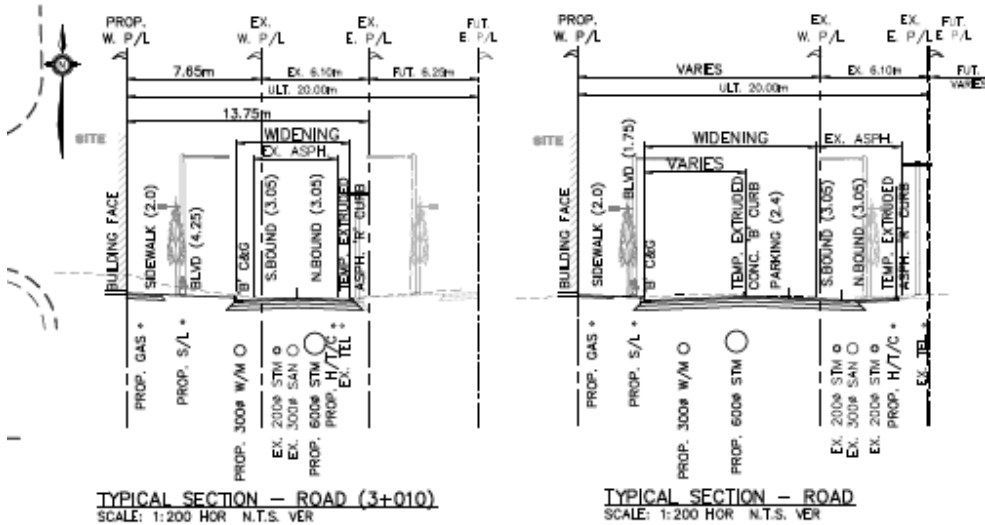
1. **Road Works:** At a minimum, the developer will be responsible for the design and construction of the following frontage works to the satisfaction of the Director of Transportation, as generally illustrated in the Functional Road Plan – Interim (**Schedule G**). Note that, among other things, the design and construction of the required road improvements shall take into account the Functional Road Plan – Ultimate (**Schedule H**).
  - 1.1. Along the Minoru Road frontage: Road widening to include (from the new property line to west): 2.5m wide sidewalk, 1.0m wide lighting strip/buffer, 2.0m wide off-street bike path, 1.5m wide boulevard, 0.15m wide curb and gutter, and pavement widening to tie to existing
  - 1.2. Along the eastern site frontage: Road widening to include (from the new property line to east): 2.0m wide sidewalk, 1.6m wide boulevard, 0.15m wide curb and gutter, pavement widening (existing curb / road edge along the east side of the lane remains where it is)
  - 1.3. Along the Lansdowne Road frontage: Road widening to include (from the new property line to north): 2.7m wide sidewalk, 1.5m wide boulevard, 0.15m wide curb and gutter, and pavement widening. (Existing landscaped raised median, between Minoru Boulevard and No 3 Road, be removed and converted to accommodate left-turn lane.)
  - 1.4. Intersection upgrades:
    - a) Upgrade of the existing traffic signal at the Minoru Boulevard/Lansdowne Road intersection (to accommodate the required road widening noted above), which shall include, but may not be limited to the following: Upgrade and/or replace signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, traffic cameras, APS (Accessible Pedestrian Signals) and illuminated street name sign(s); and
    - b) Pre-ducting for a future special crosswalk on Minoru Boulevard, approximately mid-point between Lansdowne Road and Elmbridge Way.
2. **City Tree Removal & Relocation:** Through the required Servicing Agreement\* (road works), the developer shall be required, at the developer's sole cost, to remove a small existing City tree from the Lansdowne Road median (*Chamaecyparis obtuse*) and relocate it elsewhere in Richmond, as determined to the satisfaction of the Director, Parks Services.

(**Note:** Required compensation for the developer's removal of 7 additional trees from the Lansdowne Road median is addressed elsewhere in these Rezoning Considerations.)



**SCHEDULE G**  
Functional Road Plan – Interim (Excerpt)

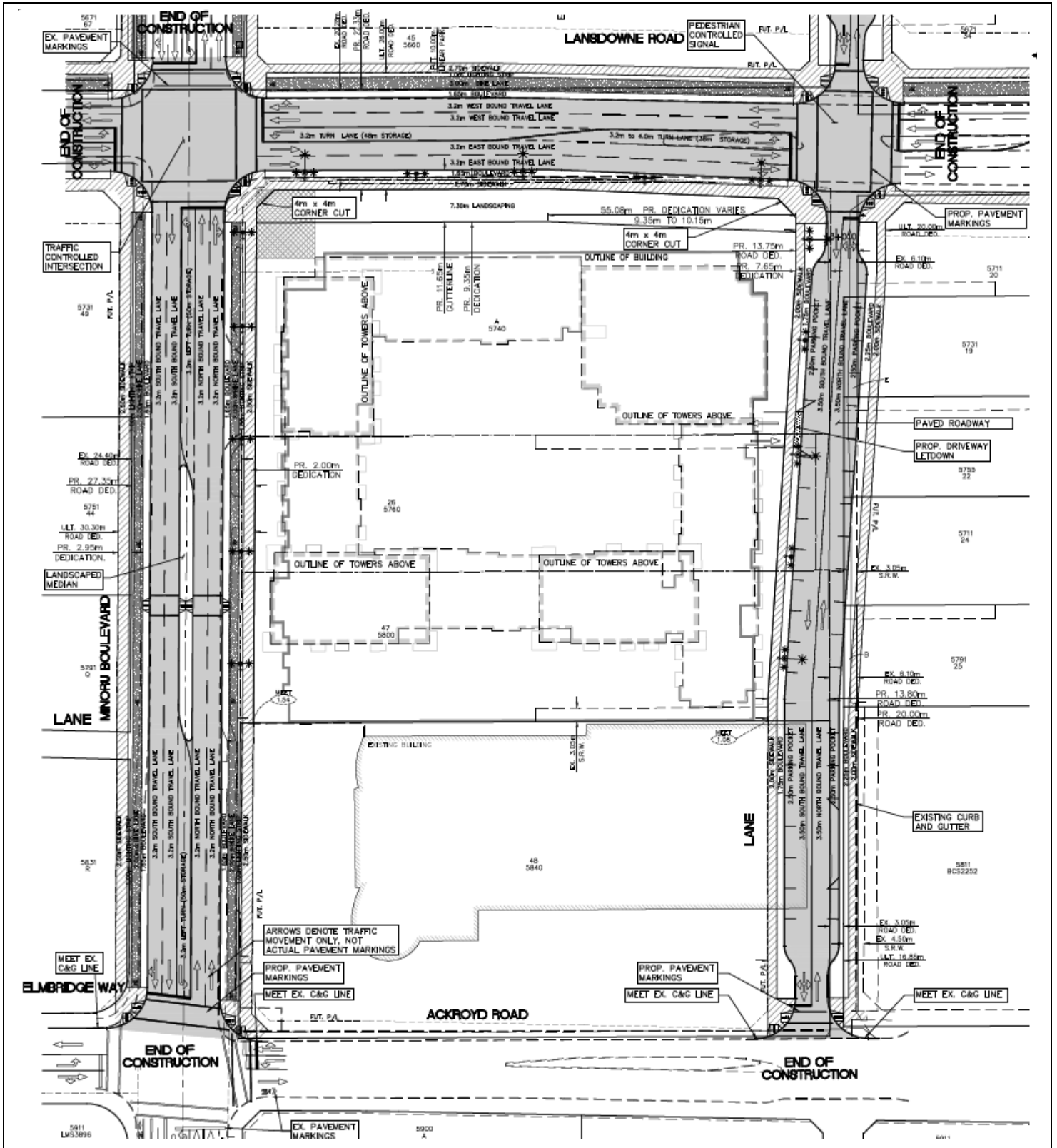


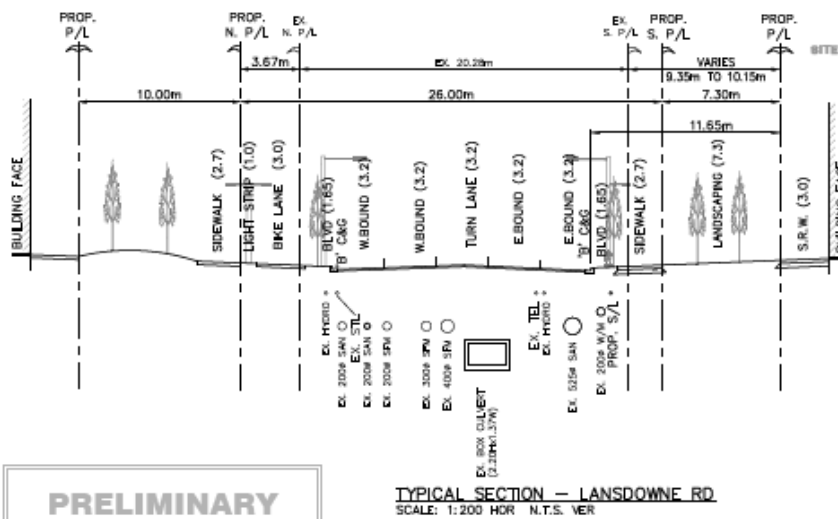
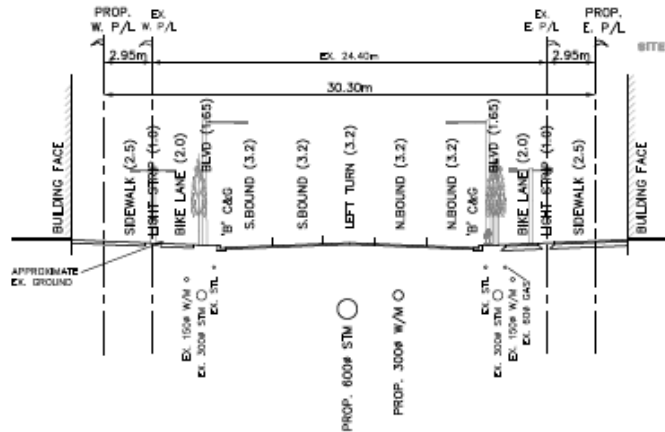
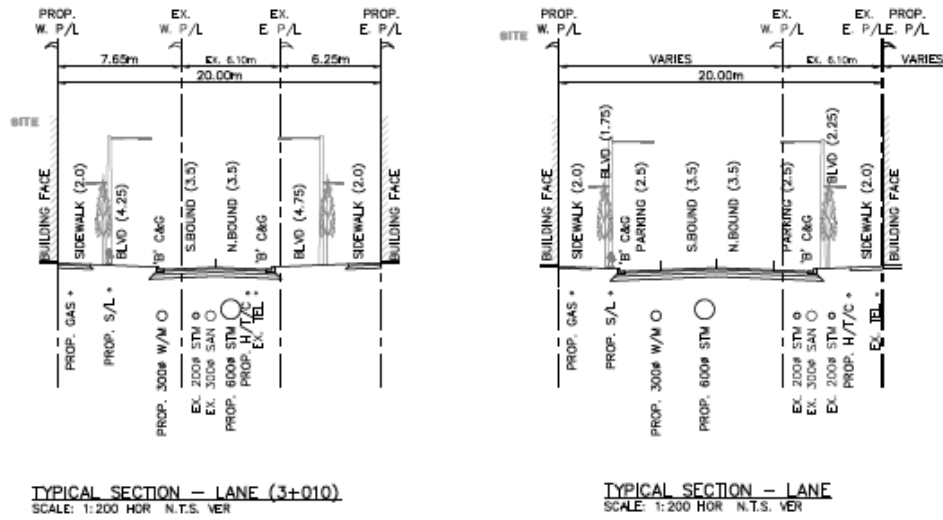


**PRELIMINARY  
SUBMISSION**

**SCHEDULE H**  
 Functional Road Plan – Ultimate (Excerpt)

- 1 -





**PRELIMINARY  
SUBMISSION**

**City of Richmond**

RZ 18-807640

Parks Servicing Agreement\* Requirements



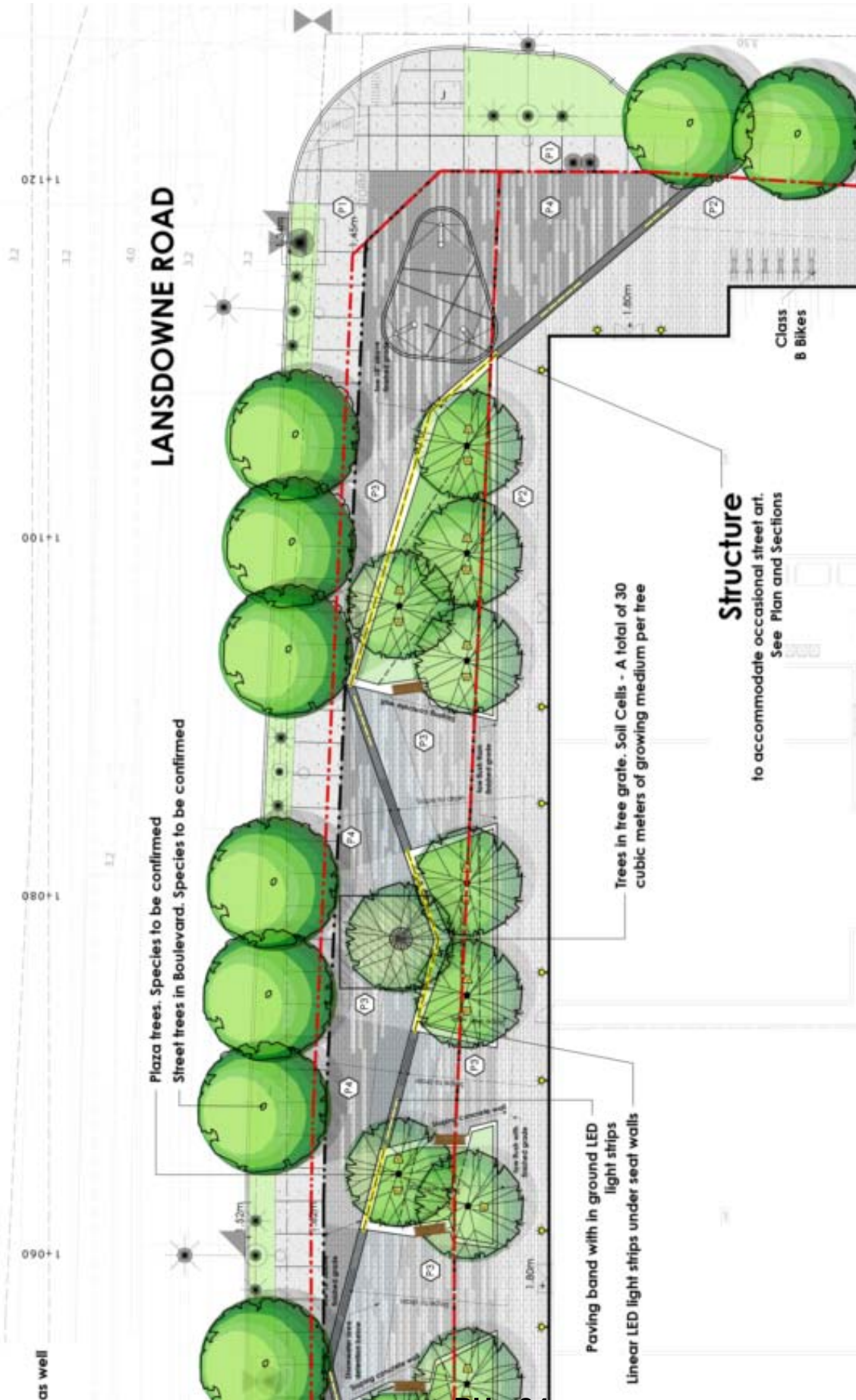
LANSDOWNE LINEAR PARK - OVERALL PLAN

5740, 5760, 5800 Minoru Blvd., Richmond  
Richmond, B.C. Canada Project Number 112938 Issue Date OCT. 22, 2019

IBI GROUP  
ARCHITECTS (CANADA) INC.  
700 - 1255 West Pender Street  
Vancouver BC V6E 4B1 Canada  
tel 604 683 8797 fax 604 683 0432  
ibigroup.com







LANSDOWNE ROAD

Plaza trees. Species to be confirmed  
Street trees in Boulevard. Species to be confirmed

Paving band with in ground LED light strips  
Linear LED light strips under seat walls

Trees in tree grate. Soil Cells - A total of 30 cubic meters of growing medium per tree

Structure  
to accommodate occasional street art.  
See Plan and Sections

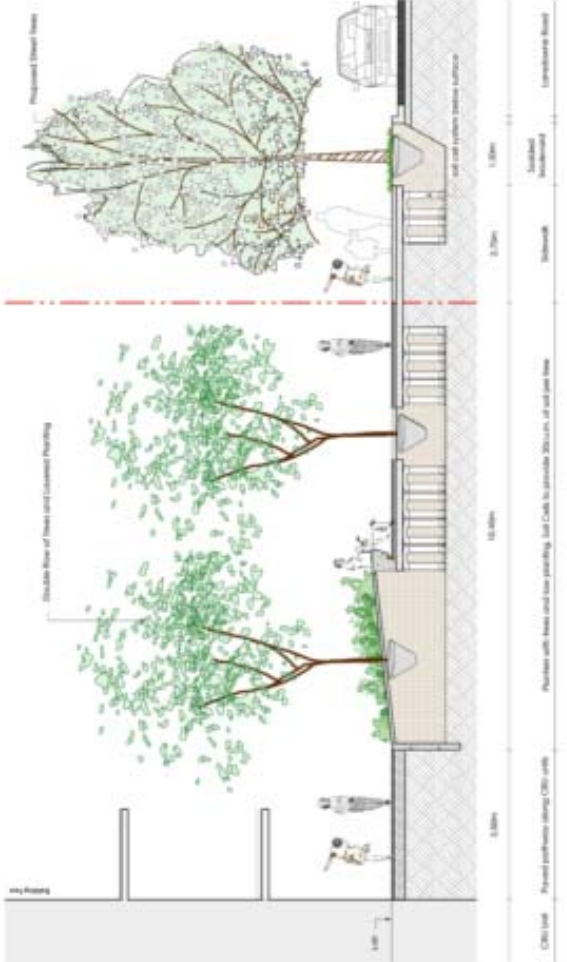
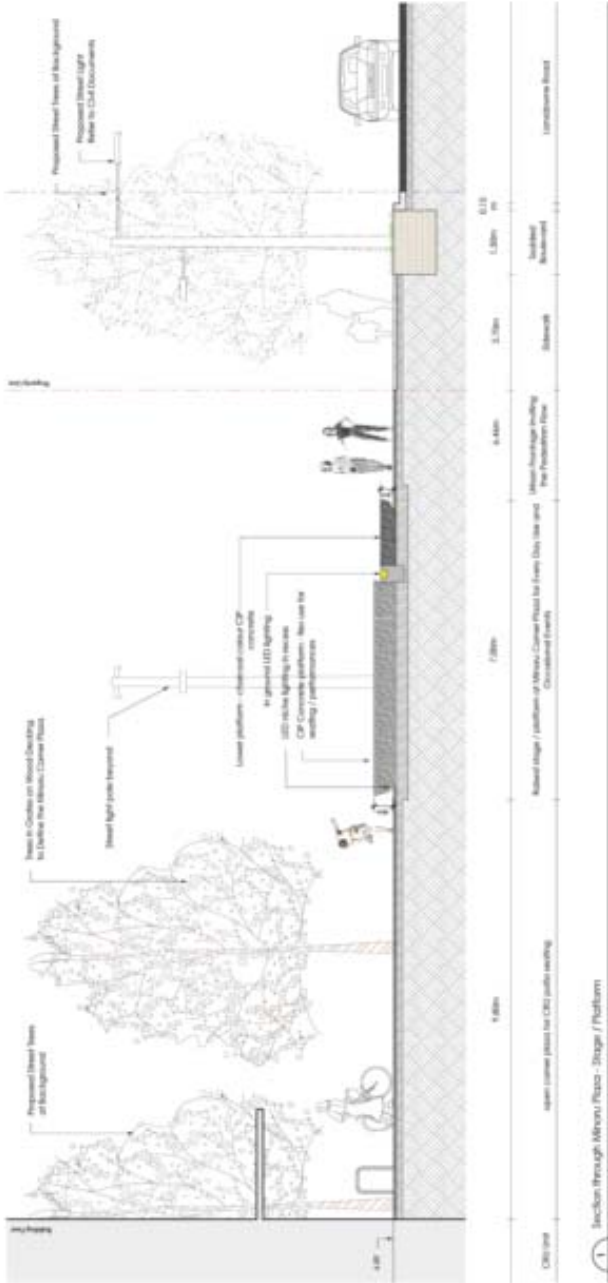
Class B Bikes



IBI GROUP  
ARCHITECTS (CANADA) INC.  
700 - 1260 West Pender Street  
Vancouver BC V6E 4B1 Canada  
tel 604 683 8797 fax 604 683 0402  
ibigroup.com

5740, 5760, 5800 Minoru Blvd., Richmond  
Richmond, B.C. Canada Project Number 112936 Issue Date: OCT. 22, 2019

LANSDOWNE LINEAR PARK - EAST



LANSDOWNE LINEAR PARK - SECTIONS

**5740, 5760, 5800 Minoru Blvd., Richmond**  
 Project Number 112038 Issue Date: OCT 22, 2019

**IBI GROUP ARCHITECTS (CANADA) INC.**  
 700 - 1285 West Pender Street  
 Vancouver BC V6E 4R1 Canada  
 Tel 604 683 8797 Fax 604 683 0492  
 ibigroup.com









**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 10136 (RZ 18-807640)  
5740, 5760 and 5800 Minoru Boulevard**

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

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

1.1. In section 2.2 Jobs & Business:

- a) designating the properties located along the east side of Minoru Boulevard, between Ackroyd Road and Alderbridge Way, as:
  - i. “Key Mixed-Uses Areas & Commercial Reserve” on the “Jobs & Business Concept Map” on page 2-13;
  - ii. “Mixed-Use Core” on the “Key Commercial Areas Map” on page 2-17; and
  - iii. “Mixed Use” on the “Key Office-Friendly Areas Map” on page 2-18 and revise the last line of the table below the map as follows:

Designation	Maximum Permitted Density	Typical Maximum Building Height	Maximum Floorplate Above 25 m (82 ft.)
Mixed Use	2 – 3 FAR, plus Village Centre Bonus where applicable	35 – 45 m (115 – 148 ft.)	650 m <sup>2</sup> (6,997 ft <sup>2</sup> ), but larger floorplates may be permitted for office buildings

and

- b) designating Lansdowne Road between No. 3 Road and the west side of Minoru Boulevard as “Retail High Streets & Linkages” on the “Pedestrian-Oriented Retail Precincts Map” on page 2-20.

1.2. On the Specific Land Use Map: Lansdowne Village, designating Lansdowne Road between No. 3 Road and the west side of Minoru Boulevard as “Pedestrian-Oriented Retail Precincts – High Streets & Linkages”.

1.3. In section 4.0 Implementation & Phasing Strategies, replacing policy 4.1(n) with the following:

- “n) Density Bonusing – Affordable Housing & Market Rental Housing  
The density bonus approach will be used for rezoning applications in the City Centre that satisfy the requirements of the:
  - Richmond Affordable Housing Strategy (i.e. permitting use of the CCAP Affordable Housing Bonus applicable to the development site); or

- OCP market rental housing density bonus provisions (i.e. permitting use of additional density, as specified in the OCP, over and above that permitted by the development site’s CCAP Land Use Map Designation).

Furthermore, as determined to the satisfaction of the City, the applicable density bonus may be increased on a site-specific basis for rezoning applications that provide additional affordable housing and/or market rental housing to address community need.”

1.4. Making minor text, section numbering, and graphic revisions as necessary to accommodate the identified bylaw amendments and ensure consistency throughout the Plan.

2. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10136**”.

FIRST READING

JUL 13 2020

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED



\_\_\_\_\_  
MAYOR

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



Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 10137 (RZ 18-807640)
5740, 5760 and 5800 Minoru Boulevard

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

- 1. Richmond Official Community Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan), as amended, is further amended by:
1.1. On the "Generalized Land Use Map (2031)" and "Overlay Boundary - Village Centre Bonus Map (2031)", designating the following area as "Village Centre Bonus":
That area indicated as "B" on "Schedule A attached to and forming part of Bylaw No. 10137";
1.2. On the "Specific Land Use Map: Lansdowne Village":
a) designating the following area as "Park":
That area indicated as "A" on "Schedule A attached to and forming part of Bylaw No. 10137"; and
b) designating the following area as "Village Centre Bonus":
That area indicated as "B" on "Schedule A attached to and forming part of Bylaw No. 10137"; and
1.3. In the "Specific Land Use Map: Lansdowne Village - Detailed Transect Descriptions", with respect to "Urban Centre (T5)", inserting a new bullet below "Additional density, where applicable" as follows:
"Village Centre Bonus: 1.0 for the provision of office only".
2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10137".

FIRST READING

JUL 13 2020

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

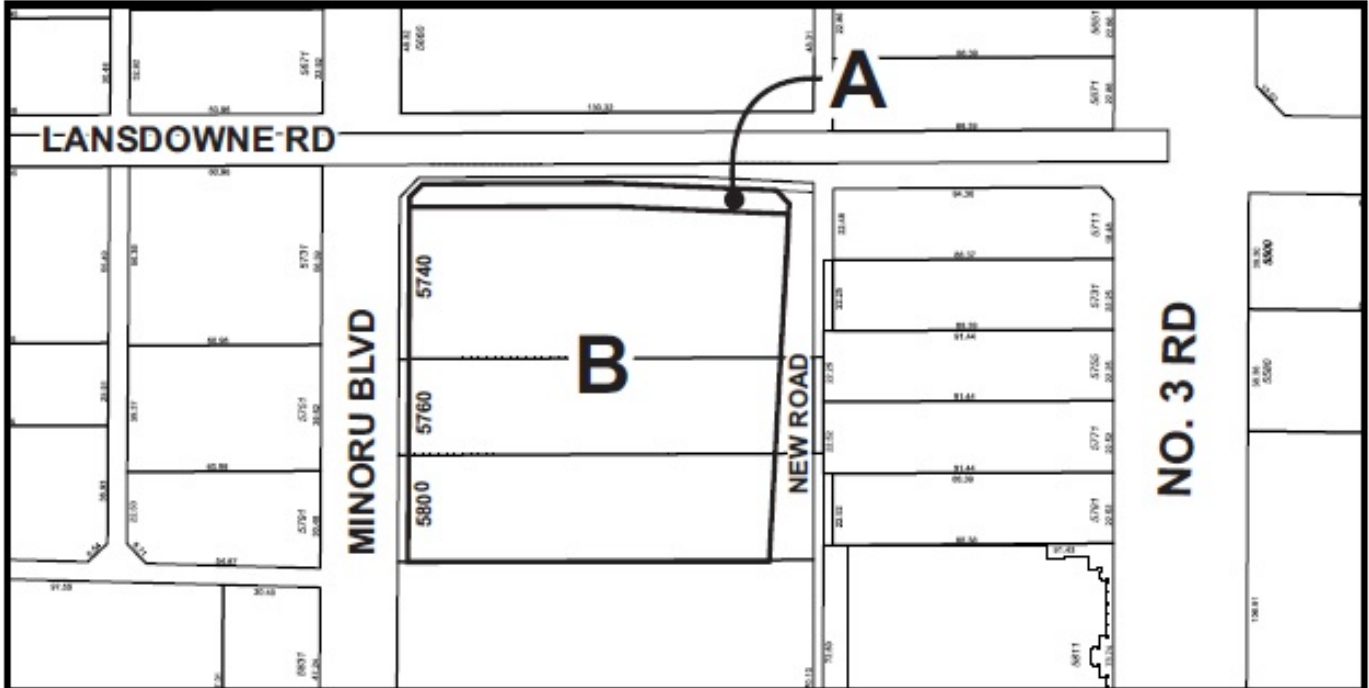
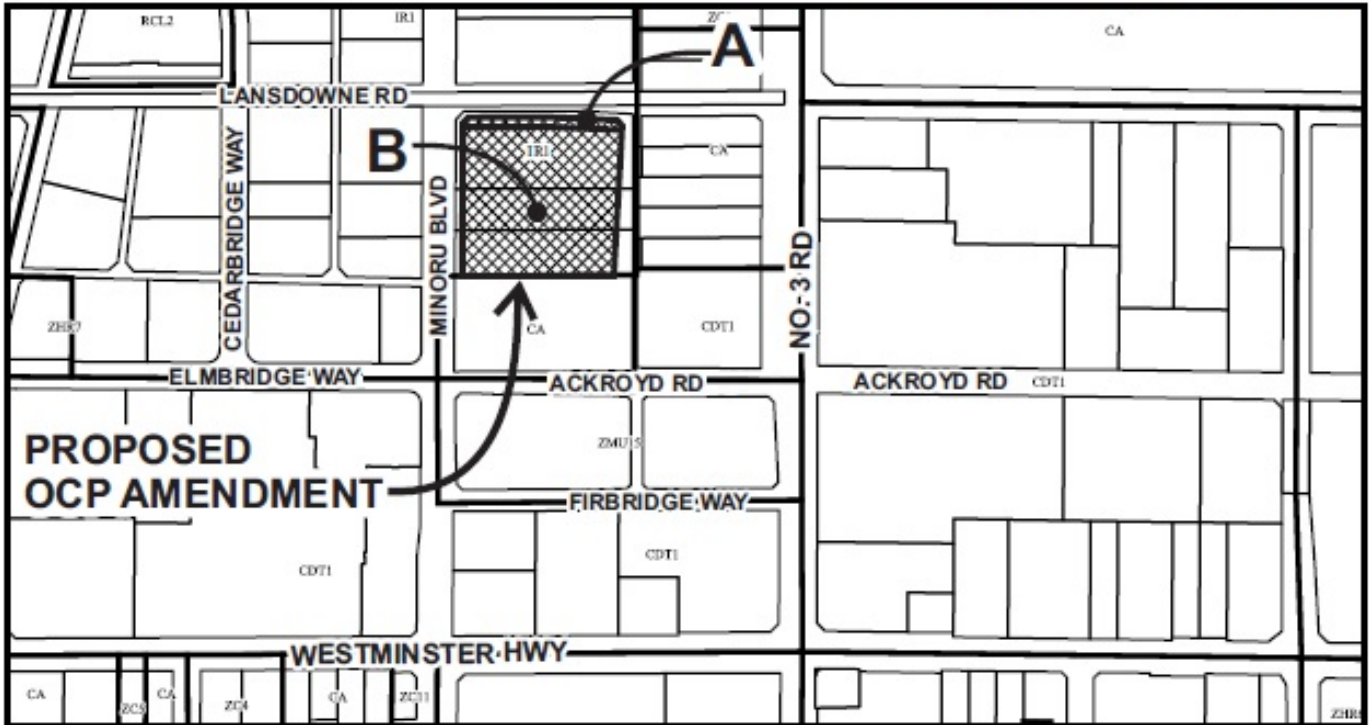


MAYOR

CORPORATE OFFICER



City of  
Richmond



	<p>OCP Amendment Bylaw 10137 RZ 18-807640</p>	<p>Original Date: 08/09/19 Revision Date: Note: Dimensions are in METRES</p>
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**Richmond Zoning Bylaw 8500  
Amendment Bylaw 10138 (RZ 18-807640)  
5740, 5760 and 5800 Minoru Boulevard**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following into Section 20 (Site Specific Mixed Use Zones), in numerical order:

**“20.46 High Density Mixed Use and Affordable Rental Housing (ZMU46) –  
Lansdowne Village (City Centre)**

**20.46.1 Purpose**

The **zone** provides for **commercial, office**, multi-family residential, and compatible **uses** typical of the **City Centre**. Additional **density** is provided to achieve, among other things, **City** objectives related to **community amenity space, affordable housing units**, and **office** within the Village Centre Bonus Area designated by the **City Centre** Area Plan.

**20.46.2 Permitted Uses**

- amenity space, community
- animal day care
- animal grooming
- broadcasting studio
- child care
- community care facility, minor
- education
- education, commercial
- education, university
- emergency service
- entertainment, spectator
- government service
- health service, minor
- housing, apartment
- housing, town
- library and exhibit
- liquor primary establishment
- manufacturing, custom indoor
- microbrewery, winery and distillery
- neighbourhood public house
- office
- park
- private club
- recreation, indoor
- religious assembly
- restaurant
- retail, convenience
- retail, general
- retail, second hand
- service, business support
- service, financial
- service, household repair
- service, personal
- studio
- veterinary service

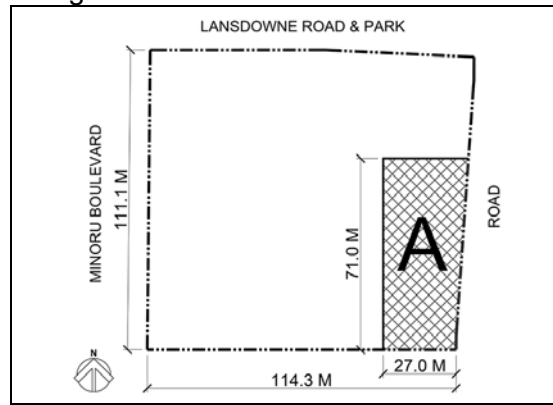
### 20.46.3 Secondary Uses

- boarding and lodging
- home business
- home-based business

### 20.46.4 Residential Rental Tenure

1. Not less than 88 **dwelling units**, for use as **affordable housing units** only, located within that portion of the **development site** shown crosshatched and indicated as “A” in Section 20.46.4.1, Diagram 1, shall be **used** only for **residential rental tenure**.

Diagram 1



2. For the purposes of this **zone**, **residential rental tenure** means, in relation to a **dwelling unit** in a multi-family residential **building**, occupancy of a **dwelling unit** governed by a tenancy agreement that is subject to the *Residential Tenancy Act* (BC), as may be amended or replaced from time to time.

### 20.46.5 Permitted Density

1. The maximum **floor area ratio** is “1.2” together with an additional:
  - a. “0.1” **floor area ratio** for indoor **amenity space** only; and
  - b. “0.1” **floor area ratio** for **community amenity space** only.
2. If the **owner** has provided at least 425.7 m<sup>2</sup> of **gross leasable floor area** as **community amenity space** under Section 20.46.5.1(b), notwithstanding Section 20.46.5.1, the reference to “1.2” is increased to a higher **floor area ratio** of “2.0” if, prior to first occupancy of the **building**, the **owner**:
  - a. provides not less than 47 **affordable housing units** and the combined **habitable space** of the total number of **affordable housing units** would comprise at least 10% of the residential portion of the 2.0 **floor area ratio**; and
  - b. enters into a **housing agreement** with respect to the **affordable housing units**, and registers the **housing agreement** against title to the **lot** and files a notice in the Land Title Office.

3. If the **owner** has provided **affordable housing units** under Section 20.46.5.2, an additional 0.2 **density bonus floor area ratio** shall be permitted if, prior to first occupancy of the **building**, the **owner**:
  - a. uses the additional 0.2 **density bonus floor area ratio** only for **affordable housing units** and **ancillary uses**, as specified in a Development Permit approved by the **City**; and
  - b. enters into a **housing agreement** with respect to the **affordable housing units**, and registers the **housing agreement** against title to the **lot** and files a notice in the Land Title Office.
4. If the **owner** has provided **affordable housing units** under Section 20.46.5.2 and Section 20.46.5.3, an additional 1.0 **density bonus floor area ratio** shall be permitted, provided that:
  - a. the **lot** is located in the Village Centre Bonus Area designated by the **City Centre Area Plan**;
  - b. the **owner** uses the additional 1.0 **density bonus floor area ratio** only for **office**; and
  - c. the **owner** pays a sum to the **City** (*City Centre Facility Development Fund*) based on 5% of the additional 1.0 **density bonus floor area ratio** multiplied by (i) the “equivalent to construction value” rate of \$7,535 per square metre of **density bonus floor area**, if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, the “equivalent to construction value” rate of \$7,535 per square metre of **density bonus floor area** adjusted by the cumulative applicable annual changes to the Statistics Canada “Non-Residential Building Construction Price Index” for Vancouver, where such change is positive.
5. For the purposes of this **zone**, if the **owner** dedicates not less than 1,210.3 m<sup>2</sup> of the gross **site** as **road** and transfers not less than 859.2 m<sup>2</sup> of the gross **site** to the **City** as fee simple for **park** purposes, the calculation of **floor area ratio** shall be based on a net **development site** area of 15,034.3 m<sup>2</sup>.

#### 20.46.6 Permitted Lot Coverage

1. The maximum **lot coverage** is 90% for **buildings**.

#### 20.46.7 Yards & Setbacks

1. Minimum **setbacks** shall be:
  - a. for **road** and **park setbacks**, measured to a **lot line** or the boundary of an area granted to the **City**, via a statutory **right-of-way**, fee simple, or other means, for **road** or **park** purposes: 6.0 m, but may be reduced to 3.0 m if a proper interface is provided as specified in a Development Permit approved by the **City**;
  - b. for interior side yard setbacks: 0.0 m; and
  - c. for parking situated below finished **grade**: 0.0 m.



**20.46.8 Permitted Heights**

1. The maximum **building height** for **principal buildings** is 35.0 m, but may be increased to 47.0 m geodetic if a proper interface is provided with adjacent **buildings** and areas secured by the **City**, via statutory **right-of-way**, fee simple, or other means, for **park** purposes, as specified in a Development Permit approved by the **City**.
2. The maximum **building height** for **accessory buildings** is 5.0 m.
3. The maximum **height** for **accessory structures** is 12.0 m.

**20.46.9 Subdivision Provisions/Minimum Lot Size**

1. The minimum **lot area** is 12,500 m<sup>2</sup>.

**20.46.10 Landscaping & Screening**

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

**20.46.11 On-Site Parking and Loading**

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.
2. Notwithstanding Section 20.46.11.1, for the purposes of this **zone**:
  - a. the minimum number of **vehicle parking spaces** shall be:
    - i) for **community amenity space**: 3.75 spaces per 100.0 m<sup>2</sup> of **gross leasable floor area**;
    - ii) for **office**: 1.275 spaces per 100.0 m<sup>2</sup> of **gross leasable floor area**; and
    - iii) for visitors to residential **uses**: 8 spaces;
  - b. the minimum number of **vehicle parking spaces** required for **affordable housing units** may be reduced by up to 25%, if:
    - i) the **owner** has provided **affordable housing units** under Section 20.46.5.2 and Section 20.46.5.3; and
    - ii) the **City** implements transportation demand management measures and the minimum on-site parking requirements are substantiated by a parking study that is prepared by a registered professional engineer and is subject to review and approval of the **City**; and
  - c. for on-site bicycle parking for the residents of the **building**, the minimum number of Class 1 bicycle parking spaces shall be 1.7 spaces per **dwelling unit**, including 10% over-size lockers as specified in a Development Permit approved by the **City**.

**20.46.12 Other Regulations**

1. Signage must comply with the City of Richmond's *Sign Bylaw 5560*, as it applies to **development** in the Downtown Commercial (CDT1) **zone**.
2. **Telecommunication antenna** must be located a minimum 20.0 m above the ground (i.e., on a roof of a **building**).

- 3. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
- 2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it:
  - 2.1. **“SCHOOL & INSTITUTION USE (SI)”**  
That area shown cross-hatched and indicated as “A” on “Schedule A attached to and forming part of Bylaw 10138”
  - 2.2. **“HIGH DENSITY MIXED USE AND AFFORDABLE RENTAL HOUSING (ZMU46) – LANSLOWNE VILLAGE (CITY CENTRE)”**  
That area shown cross-hatched and indicated as “B” on “Schedule A attached to and forming part of Bylaw 10138”
- 3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10138”**.

FIRST READING

JUL 13 2020

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

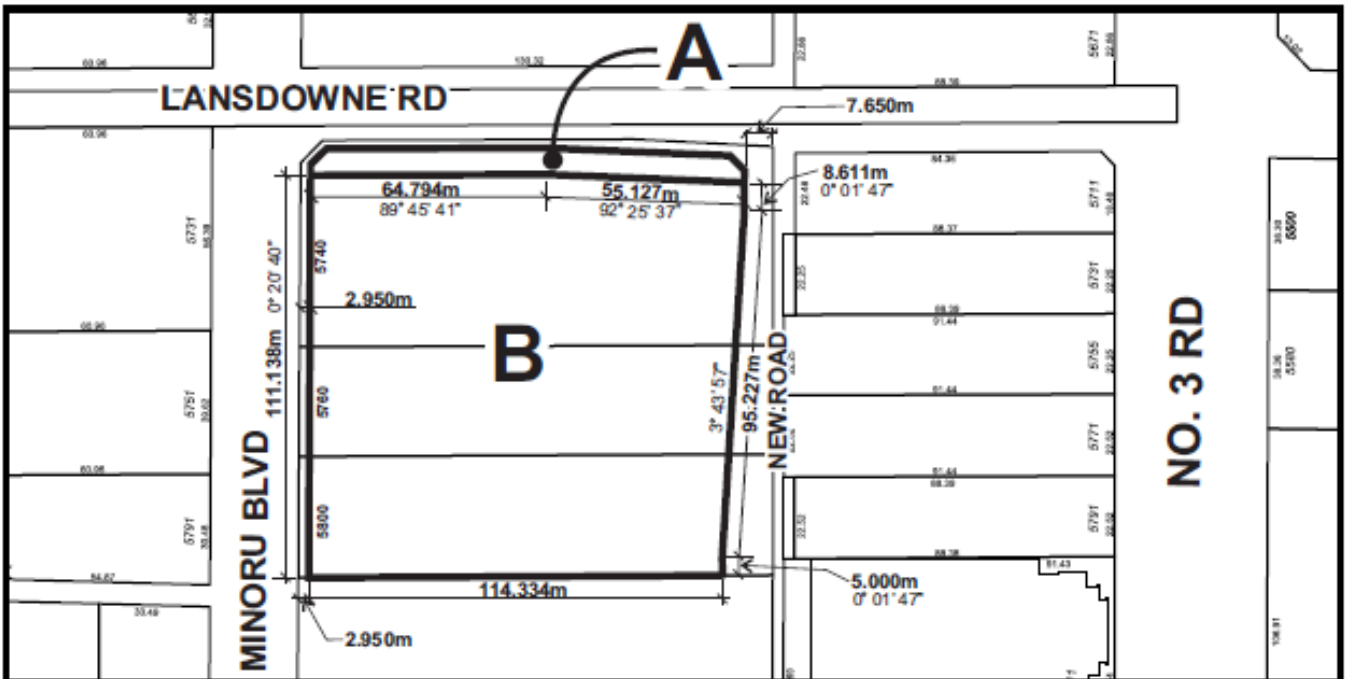
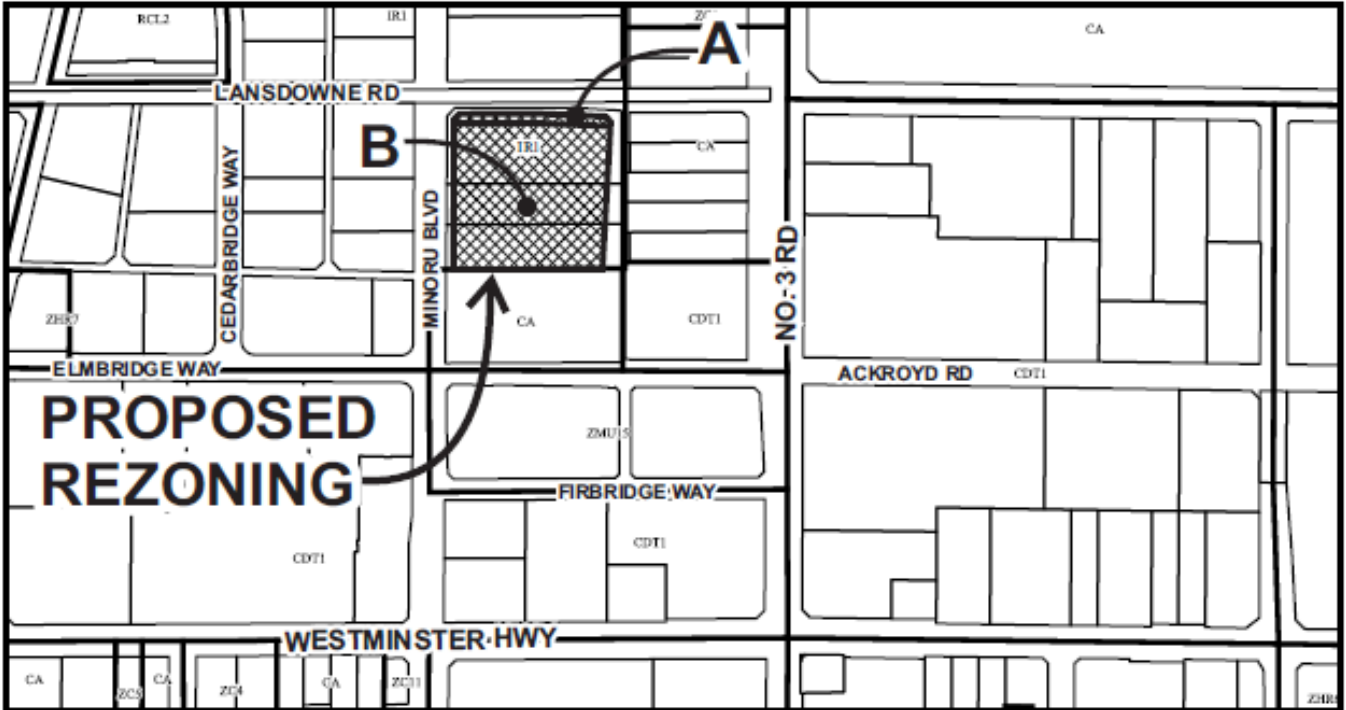


\_\_\_\_\_  
MAYOR

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



# City of Richmond



## Zoning Amendment Bylaw 10138 RZ 18-807640

Original Date: 05/28/19

Revision Date: 11/15/19

Note: Dimensions are in METRES