



To: General Purposes Committee

Date: October 27, 2020

From: Wayne Craig
Director, Development

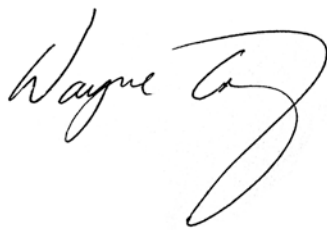
File: ZT 19-875774 /
RZ 13-628557

Re: **Application by Wydanco Consultants Ltd. to Rescind Third Reading of Amendment Bylaws 9628 and 9629 and to Update Rezoning Considerations to Amend the Proposed “High Rise Commercial (ZC39) – Bridgeport Gateway” Zone for the Properties at 8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way.**

Staff Recommendation

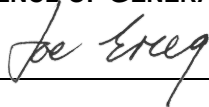
1. That Third Reading of Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628, for the subject properties, be rescinded.
2. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628, as amended, to amend the Bridgeport Village Specific Land Use Map- Detailed Transect Descriptions in Schedule 2.10 (City Centre Area Plan) by:
 - a) adding commercial education and university education uses (excluding dormitory and child care uses) to the list of uses permitted on a limited range of properties located south of Bridgeport Road and west of No. 3 Road; and
 - b) for the above-noted properties, providing for up to 50% of the 1.0 Floor Area Ratio (FAR) Village Centre Bonus floor area to be allocated to education uses;be forwarded to a new Public Hearing.
3. That Bylaw 9628, as amended, 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;is hereby found to be consistent with said program and plans, in accordance with Section 882 (3) (a) of the Local Government Act.
4. That Bylaw 9628, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.
5. That Third Reading of Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, for the subject properties, be rescinded.

6. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, as amended, which would:
- a) create the "High Rise Commercial (ZC39) – Bridgeport Gateway" zone and rezone the subject properties from "Auto-Oriented Commercial (CA)" and "Land Use Contract 126" to a new site-specific zone, "High Rise Commercial (ZC39) – Bridgeport Gateway"; and
 - b) to discharge "Land Use Contract 126", entered into pursuant to "Beldee Holdings/CTS Developments Limited Land Use Contract Bylaw No. 3612, 1979", (RD85571 as modified by RD150271, RD 154654, RD 156206 and BV268786), for the properties at 8320, 8340, 8360 & 8440 Bridgeport Road and 8351 Sea Island Way;
- be forwarded to a new Public Hearing.



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

WC:RP
Att. 9

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

Staff Report

Origin

Wydanco Consultants Ltd. has applied on behalf of New Continental Properties Inc., for permission to develop a two-phase commercial development on the subject site via rezoning application (RZ 13-628557). The site is bisected by an existing public lane, with Phase 1 (Areas A and B) south and east of the lane and Phase 2 (Area C) located north of the lane. A location map of the subject properties can be found in Attachment 1 and a site area map is provided on Attachment 2. New Continental Properties Inc. is owned by Mr. Zai Ai Liu. Danny Leung is the Director of Wydanco Consultants Ltd.

The applicant has applied for a Zoning Text Amendment for this site (ZT 19-875774) in order to amend the “High Rise Commercial (ZC39) – Bridgeport Gateway” zone, as presented by Amendment Bylaw 9629, to relocate the proposed educational uses from Area A (Phase 1) to Area C (Phase 2) in order to postpone construction of a post-secondary educational facility as a result in the change of market demand for that use. An amendment to OCP Amendment Bylaw 9628 is also required in order to accommodate the relocation of educational uses away from the No. 3 Road frontage.

At the Public Hearing on July 17, 2017, Council granted Second and Third Reading to Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9629:

- Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628 sought to amend the Bridgeport Village Specific Land Use Map - Detailed Transect Descriptions in Schedule 2.10 (City Centre Area Plan) to accommodate ‘education, commercial’ and ‘education, university’ uses (but excluding dormitory and child care uses) on a limited range of properties located south of Bridgeport Road and west of No. 3 Road; and, provide for up to 50% of the 1.0 FAR Village Centre Bonus floor area to be allocated to education uses for the subject site.
- Richmond Zoning Bylaw 8500, Amendment Bylaw 9629 sought to rezone the subject properties to permit the development of a two-phase commercial development.

The original Report to Council, dated May 30, 2017 is provided (Attachment 3).

Because Amendment Bylaws 9628 and 9629 have not yet been adopted, the following steps are required to consider the proposal:

- A rescindment of Third Reading for Amendment Bylaws 9628 and 9629.
- Revisions to the previously agreed to Rezoning Considerations.
- Consideration of the revised bylaws at a new Public Hearing.
- Subsequent consideration of Third Reading.

Findings of Fact

Please refer to the original staff report dated May 30, 2017 (Attachment 3), for detailed information regarding the original rezoning application.

Site and Surrounding Development

The subject site is located in Bridgeport Village, between Bridgeport Road and Sea Island Way, to the west of No. 3 Road, and is comprised of six lots separated by an existing City lane. The site is flat and is currently occupied by a two-storey commercial building on the north side of the lane and surface parking on both the north and south sides of the lane. The proposed configuration of the development lots will leave one orphan lot (8380 Bridgeport Road), which is currently occupied by a one-storey restaurant and surface parking.

Surrounding development includes:

To the North: Across Bridgeport Road, on the west side of West Road, is a mixed-use building, which includes retail, hotel and office uses (RZ 12-605272, ZT 15-708370 and DP 12-624180).

Across Bridgeport Road, on the east side of West Road, is an existing two-storey commercial building.

Across Bridgeport Road, along No. 3 Road, is a two-storey, retail, restaurant and office development with surface parking (DP 14-659747).

To the South: Across Sea Island Way is Phase 2 of a 3-Phase development, which includes retail, office and residential uses, plus a new community centre (RZ 12-603040 and ZT 19-872212). As of the date of this report, Development Permit application (DP 17-794169) for this proposed development is currently under staff review.

To the East: Across No. 3 Road, an existing one-storey, auto-oriented commercial development with surface parking (DP 05-320899).

To the West: An existing two-storey warehouse with surface parking.

Analysis

Original Proposal

The original proposal, via rezoning application (RZ 13-628557), sought to permit the development of high-density commercial, commercial education and university education uses on two linked development lots in the City Centre's Bridgeport Village. Key components of the original proposal concept include:

- A two-Phase development: Phase 1 was composed of Areas A and B, and Phase 2 consisted of Area C. This phasing of areas is not proposed to change.
- On the south-easterly development lot, a two-tower with podium building combining restaurant, office, and education uses in one tower (Area A) and hotel and convenience retail uses in the other tower (Area B).
- On the north-westerly development lot, a single tower with podium building with a hotel and an attached low-rise parkade.

- A total floor area of approximately 28,140 m² (302,896 ft²) comprised of approximately:
 - 975 m² (10,495 ft²) of retail and restaurant space.
 - 17,785 m² (191,436 ft²) of hotel space.
 - 4,690 m² (50,483 ft²) of office space.
 - 4,690 m² (50,483 ft²) of commercial and university education space.
- Approximately 306 rooms in the hotel in Area B, and 95 rooms in the hotel in Area C.
- LEED Silver equivalent buildings designed and constructed to connect to the future district energy utility (DEU) system.
- Development of an enhanced public open space along No. 3 Road.

Proposed Changes

The applicant has proposed changes to the proposed development that include the relocation of ‘education, commercial’ and ‘education, university’ land uses from the tower portion of the building in Area A (Phase 1) to Area C (Phase 2) and replacing the relocated educational uses in Area A (on Levels 5-8 of the tower) with office use. However, because Area C fronts onto Bridgeport Road, OCP Amendment Bylaw 9628 likewise needs amending in order to remove a stipulation that educational uses must front onto No. 3 Road.

Although an increased amount of office floor area is proposed (as a result of being allocated floor area that had previously been allocated to educational uses), the form and massing of Building A would remain generally as originally proposed. Similarly, the proposed changes to the use of the Building B involve a reduction in hotel floor area (as a result of the cumulative impacts of relatively minor changes to hotel layout on each floor) but results in no significant changes to form and massing. Together, Buildings A and B (Phase 1) are proposed to have a combined FAR of 2.44. Including Building C (Phase 2), the total FAR of all three areas would be 2.94 FAR. The updated conceptual plans are provided in Attachment 4 and an updated Development Application Data Sheet is provided in Attachment 5.

A redlined version of the updated OCP Amendment Bylaw 9628, highlighting the changes from the previous version, can be found in Attachment 6. The proposed change to Bylaw 9628 consists of removing the text (in Section 1(a) of the Bylaw) which states that educational uses must be located on a site fronting No. 3 Road, in keeping with the original proposal.

With consideration to the future Capstan Canada Line Station, the proposed City Community Centre across Sea Island Way to the south and the enhanced public realm that is established through the redevelopment occurring along the No. 3 Road corridor, in tandem with the applicant’s voluntary rezoning contributions of \$697,119 for additional local connectivity improvements and \$100,000 towards pedestrian crossing enhancements along Bridgeport Road (as part of the proposed TDM measures) and the improved public realm and connectivity that composes part of the proposed development (including sidewalks and trees along the Municipal lane and 3 m wide sidewalks along the Sea Island Way and Bridgeport Road frontages, staff support the removal of language from Bylaw 9628 that requires educational uses to be provided in Area A.

A redlined version of the updated Zoning Amendment Bylaw 9629, highlighting the changes from the previous version, can be found in Attachment 7.

Sustainability

Through this application, the proposed development is required to achieve Step 2 of the Energy Step Code. As of the date of this report, the proposed office component is required to meet Step 2 of the Energy Step Code; however, there is no step code requirement for hotels at this time. Energy modelling and an associated report will be provided prior to advancing the Development Permit the Development Permit Panel.

The original proposal was required to connect to the City's District Energy Utility System, whereas the through current proposal, the applicant has agreed to secure provision for an on-site low carbon energy system and the transfer of its ownership to the City.

Updated Rezoning Considerations

The updated Rezoning Considerations are provided in Attachment 8, and a redlined version, highlighting the changes from the previous version, can be found in Attachment 9.

The updated Rezoning Considerations are summarized as follows:

- **Legal Agreement Restricting Strata of Education and Commercial Uses (ZT Consideration #21):** The original proposal included a restriction on strata titling of the 0.5 FAR of the floor area that is eligible for commercial education or university education uses. This consideration ensures that that portion of the development is maintained as a single strata lot. This rezoning consideration needs to be amended to address the proposed relocation of the educational uses to Area C. The revised rezoning consideration ensures that this 0.5 FAR is retained as a single strata lot whether it is used for education or office purposes.
- **District Energy Utility (ZT Consideration #32):** Under the original proposal, the development was proposed to connect to a District Energy Utility (DEU). This consideration has been updated to reflect the provision of a low carbon energy plant, for which ownership would be transferred to the City as per the City's current District Energy Utility standards. A legal agreement securing this arrangement is required prior to final adoption of Amendment Bylaw 9629.
- **Community Facilities Contribution (ZT Consideration #34):** The original rezoning included the provision of cash-in-lieu of securing Civic Amenity Space in the development for the reasons stated in the original staff report (Attachment 3). The rate for cash-in-lieu contributions has increased since the original rezoning staff report was presented to Council in 2017, from \$6,997 per square metre (\$650 per square foot) to \$8,073.20 per square metre (\$750 per square foot). This results in a net contribution increase of \$504,736.39.

- **Community Planning Contribution (ZT Consideration #35):** The rate for the Community Planning Contribution, which is applied to gross floor area of the proposed development (Phase 1), has increased since the original rezoning staff report was presented to Council in 2017, from \$2.69 per square metre (\$0.25 per square foot) to \$3.23 per square metre (\$0.30 per square foot). This results in a net contribution increase of \$15,175.31.
- **Public Art Contribution (ZT Consideration #36):** The rate for the Community Planning Contribution, which is applied to gross floor area of the proposed development (Phase 1), has increased since the original rezoning staff report was presented to Council in 2017; from \$4.63 per square metre (\$0.43 per square foot) to \$5.06 per square metre (\$0.47 per square foot). This results in a net contribution increase of \$12,077.78.
- **Development Permit (ZT Consideration #39):** A Development Permit application, which is required prior to rezoning approval, must include energy modelling and an associated report, which is also required to be attached to a covenant addressing DEU matters via ZT Consideration #32(a) (see above).

Next Steps

Should Council wish to proceed with the amended Bylaw 9629 and the updated rezoning considerations, the applicant would be required to satisfy the updated rezoning considerations prior to final adoption of Bylaw 9628 and Bylaw 9629.

Conclusion

It is recommended that Third Reading for Official Community Plan Bylaw 7100, Amendment Bylaw 9628 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9629 be rescinded, revised and re-introduced to Council via a new Public Hearing.



Robin Pallett, RPP, MCIP
Planner 2
(604-276-4200)

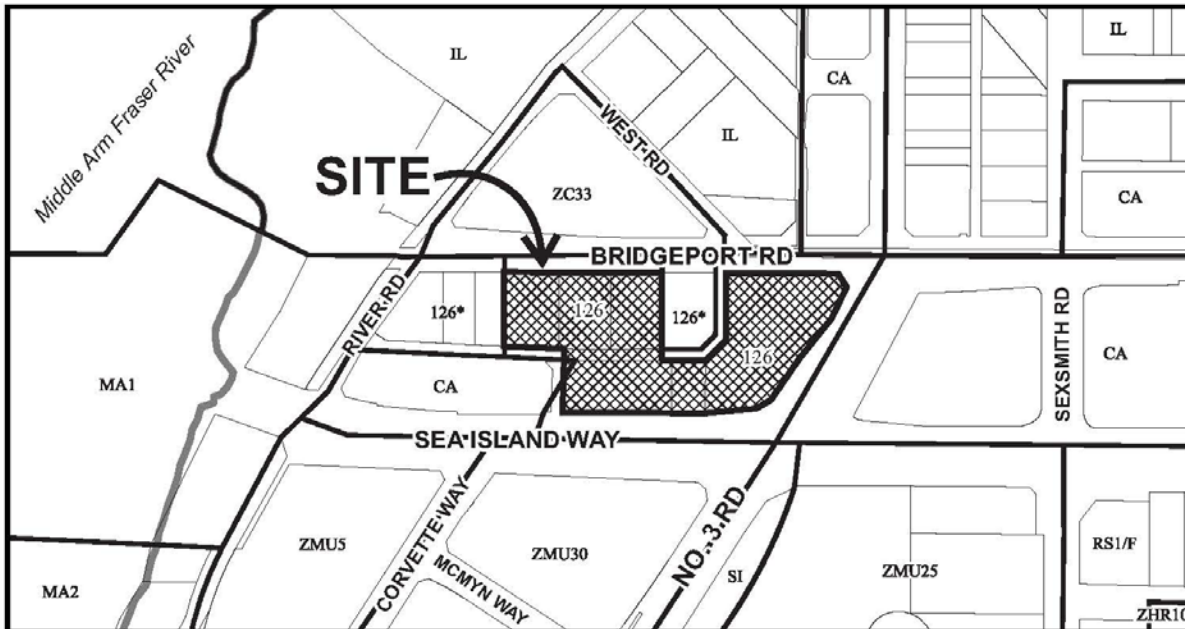
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Attachments:

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Site Areas Map
- Attachment 3: Original Rezoning Report to Council, dated May 30, 2017
- Attachment 4: Updated Proposal Conceptual Plans
- Attachment 5: Updated Development Application Data Sheet
- Attachment 6: Updated OCP Amendment Bylaw 9628 (redlined version)
- Attachment 7: Updated Zoning Amendment Bylaw 9629 (redlined version)
- Attachment 8: Updated Rezoning Considerations (clean version)
- Attachment 9: Updated Rezoning Considerations (redlined version)



City of
Richmond



ZT 19-875774

Original Date: 10/15/19

Revision Date:

Note: Dimensions are in METRES



City of
Richmond

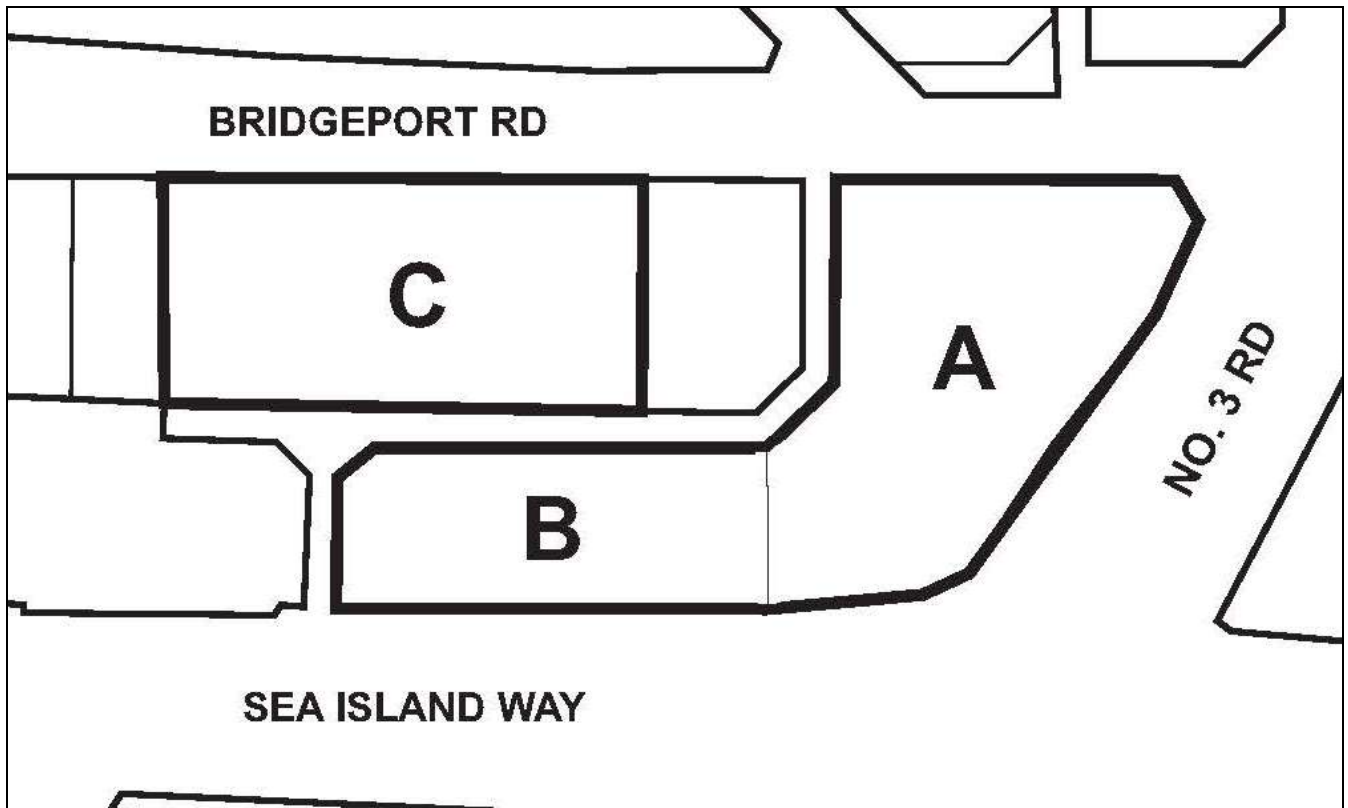


ZT 19-875774

Original Date: 10/15/19

Revision Date:

Note: Dimensions are in METRES





City of Richmond

Report to Committee

To: Planning Committee

Date: May 30, 2017

From: Wayne Craig
Director, Development

File: RZ 13-628557

Re: Application by New Continental Properties Inc. and Affiliates for Rezoning of the Properties at 8320, 8340, 8360 & 8440 Bridgeport Road from "Land Use Contract 126"; at 8351 Sea Island Way from "Land Use Contract 126"; and, at 8311 Sea Island Way from "Auto-Oriented Commercial (CA)" and "Land Use Contract 126" to "High Rise Commercial (ZC39) – Bridgeport Gateway"

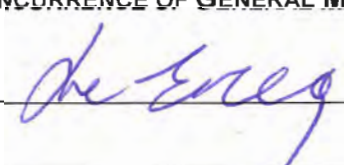
Staff Recommendation

1. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628, to amend the Bridgeport Village Specific Land Use Map - Detailed Transect Descriptions in Schedule 2.10 (City Centre Area Plan) by:
 - a) adding commercial education and university education uses (excluding dormitory and child care uses) to the list of uses permitted on a limited range of properties located south of Bridgeport Road and west of No. 3 Road; and
 - b) for the above-noted properties, providing for up to 50% of the 1.0 FAR Village Centre Bonus floor area to be allocated to education uses,be introduced and given first reading.
2. That Bylaw 9628, having been considered in conjunction with:
 - a) The City's Financial Plan and Capital Program;
 - b) The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby found to be consistent with said program and plans, in accordance with Section 882 (3) (a) of the Local Government Act.
3. That Bylaw 9628, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, to create the "High Rise Commercial (ZC39) – Bridgeport Gateway" zone and to rezone the properties at 8320, 8340, 8360 & 8440 Bridgeport Road from "Land Use Contract 126", the property at 8351 Sea Island Way from "Land Use Contract 126", and the property at

8311 Sea Island Way from "Auto-Oriented Commercial (CA)" and "Land Use Contract 126" to a new site-specific zone, "High Rise Commercial (ZC39) – Bridgeport Gateway" and to discharge "Land Use Contract 126", entered into pursuant to "Beldee Holdings/CTS Developments Limited Land Use Contract Bylaw No. 3612, 1979", (RD85571 as modified by RD150271, RD 154654, RD 156206 and BV268786), be discharged for the properties at 8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way be introduced and given first reading.


Wayne Craig
Director, Development

JD:blg
Att. 6

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Transportation	<input checked="" type="checkbox"/>	
Community Services	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	

Staff Report

Origin

New Continental Properties Inc. and Affiliates has applied to the City of Richmond for permission to rezone the properties at 8320, 8340, 8360 & 8440 Bridgeport Road from “Land Use Contract 126”, the property at 8351 Sea Island Way from “Land Use Contract 126”, and the property at 8311 Sea Island Way from “Auto-Oriented Commercial (CA)” and “Land Use Contract 126” to a new site-specific zone, “High Rise Commercial (ZC39) – Bridgeport Gateway” (Attachment 1), in order to permit the development of high-density commercial and education uses on two linked development lots in the City Centre’s Bridgeport Village. Key components of the proposal concept (Attachment 2) include:

- A two-phase development.
- On the south-easterly development lot, a two tower with podium building combining restaurant, office, and education uses in one tower (Building A) and hotel and convenience retail uses in the other tower (Building B).
- On the north-westerly development lot, a single tower with podium building with a hotel and an attached low-rise parkade.
- A total floor area of approximately 28,140 m² (302,896 ft²) comprised of approximately:
 - 975 m² (10,495 ft²) of retail and restaurant space;
 - 17,785 m² (191,436 ft²) of hotel space;
 - 4,690 m² (50,483 ft²) of office space; and
 - 4,690 m² (50,483 ft²) of commercial and university education space.
- Approximately 306 rooms in the hotel on Parcel A+B and 95 rooms in the hotel on Parcel C.
- LEED Silver equivalent buildings designed and constructed to connect to the future district energy utility (DEU) system.
- Development of an enhanced public open space along No. 3 Road featuring public art.

Associated Official Community Plan (OCP) bylaw amendments are proposed to facilitate the inclusion of commercial education and university education (excluding dormitory and child care) uses on the subject site. As well, discharge of the existing Land Use Contract from the titles of the existing properties is required.

Findings of Fact

A Development Application Data Summary (Attachment 3) is provided for comparison of the proposed development with the proposed site-specific bylaw requirements.

Site and Surrounding Development

The subject site is located in Bridgeport Village (Attachment 4) between Bridgeport Road and Sea Island Way, to the west of No. 3 Road, and is comprised of six lots separated by an existing city lane. The site is flat and is currently occupied by a two-storey commercial building on the north side of the lane and surface parking on both the north and south sides of the lane. The proposed configuration of the development lots will leave one orphan lot (8380 Bridgeport Road), which is currently occupied by a one-storey restaurant and surface parking.

Surrounding development includes:

- To the North: Across Bridgeport Road and under construction, a 3.0 FAR podium and tower, hotel and office development with a maximum height of 45 m (DP 12-624180).
Across Bridgeport Road and under application, a 3.0 FAR podium and tower, hotel and office development with a maximum height of 45 m (RZ 12-598104).
Across Bridgeport Road and under construction, a two-storey, 0.5 FAR, retail, restaurant and office development with surface parking (DP 14-659747).
- To the South: Across Sea Island Way, a recently-approved rezoning and DP for a 3.5 FAR, podium and tower, retail, office and residential development, which will also include a new community centre, with a maximum height of 45 m (DP 16-745853).
- To the East: Across No. 3 Road, an existing one-storey, auto-oriented commercial development with surface parking (DP 05-320899).
- To the West: An existing two-storey warehouse with surface parking.

Related Policies

1. Official Community Plan/City Centre Area Plan

Official Community Plan: The Official Community Plan (OCP) designates the site as “Commercial”. The proposed rezoning and proposed OCP amendment are consistent with this designation.

City Centre Area Plan: The City Centre Area Plan (CCAP) Bridgeport Village Specific Land Use Map designates the site as “Urban Centre T5 (45 m)” and “Urban Centre T5 (35 m)”. The proposed rezoning is generally consistent with these designations, except that OCP amendments are required to accommodate:

- the proposed commercial education and university education uses which are not currently supported on sites south of Bridgeport Road; and,
- utilization of up to one-half of the Village Centre Bonus floor area for combined commercial and university education uses.

The proposed OCP amendments are further discussed in the Analysis section of this report.

2. Other Policies, Strategies and Bylaws

Flood Protection Management Strategy: The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204 for Area “A”. Registration of a flood indemnity covenant is required prior to final adoption of the rezoning bylaw.

Aircraft Noise Sensitive Development Policy: The proposed development is located in a combination of Area 1B (new residential land use prohibited) and Area 2 (aircraft noise sensitive uses may be considered) on the Aircraft Noise Sensitive Development Map. The proposed

rezoning and associated OCP amendment are consistent with this Policy. Registration of an aircraft noise covenant is required prior to rezoning adoption.

Ambient and Commercial Noise: The proposed development must address additional OCP Noise Management Policies, specifically ambient noise and commercial noise. Requirements include provision of an acoustic consultant report regarding sound attenuation measures and registration of associated noise covenants before final adoption of the rezoning bylaw.

District Energy Utility Policy and Bylaws: The proposed development will be designed to utilize energy from a District Energy Utility (DEU) when a neighbourhood DEU is implemented. Connection to the future DEU system will be secured with a legal agreement prior to final adoption of the rezoning bylaw.

Richmond Public Art Policy: The proposed development must address the Richmond Public Art Policy and provide for installation of art on the site or a financial contribution toward Public Art in the Bridgeport Village. The contribution will be secured before rezoning adoption with a combination cash deposit and Letter of Credit. The Please refer to Analysis Section 2 b) "Community Amenities" for further information.

Consultation

1. OCP Amendment

General Public: An OCP amendment application sign has been installed on the subject site noting the proposed addition of education uses to the list of uses supported by the City Centre Area Plan (CCAP) for this property. Staff have not received any comments from the public in response to the sign. Should the Planning Committee endorse this application and Council grant first reading to the bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have further opportunity to comment on the proposed amendments. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

External Agencies: Staff have reviewed the proposed OCP amendments with respect to the *Local Government Act* and the City's OCP Consultation Policy No. 5043 requirements. Referrals were made to Ministry of Transportation and Infrastructure (MoTI) and TransLink through the rezoning process. Consultation with other stakeholders was deemed unnecessary. Consultation with external stakeholders is summarized below.

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
BC Land Reserve Co.	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Richmond School Board	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only. The proposed OCP amendments do not permit K-12 schools and, as residential uses are not permitted, there will be no impacts on School Board operation.
The Board of the Greater	No referral necessary, as the proposed amendment refers to the

Stakeholder	Referral Comment (No Referral necessary)
Vancouver Regional District (GVRD)	addition of commercial and university education as a permitted use relative to the subject site only.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected, and the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Ministry of Transportation and Infrastructure (MoTI)	The proposed amendment refers to the addition of commercial and university education uses to those permitted on the subject site only. It was referred to MoTI through the associated rezoning process.
TransLink	The proposed amendment refers to the addition of commercial and university education uses to those permitted on the subject site only. It was referred to TransLink through the associated rezoning process.
Port Authorities (Vancouver Port Authority / Steveston Harbour Authority)	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary. However, as a courtesy, staff have notified VIAA of the proposed rezoning application and associated OCP amendment.
Richmond Coastal Health Authority	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Miscellaneous Stakeholder Organizations (e.g. UDI)	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Community Groups and Neighbours	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Relevant Federal and Provincial Government Agencies	No referral necessary, except as included in this table, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.

2. Rezoning

General Public: A rezoning application sign has been installed on the subject property. Staff have not received any comments from the general public in response to the sign except from the representative of the owners of the adjacent orphan lot (8380 Bridgeport Road). The representative noted that they were aware of the proposed rezoning, that they had been approached by the developer and that the owner was not interested in selling the property at this time. Should the Planning Committee endorse this application and Council grant first reading to the proposed rezoning, the application will be forwarded to a Public Hearing, where any area

resident or interested party will have further opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

External Agencies: The rezoning application was formally referred to or otherwise coordinated with external agencies as described below.

- Ministry of Transportation and Infrastructure (MoTI): The application was referred by staff to MoTI in 2013 and again in 2017. MoTI has provided the City with an extension of the previously provided preliminary approval, based on the rezoning drawings, road functional drawings and Transportation Study. The preliminary approval includes new deceleration lanes, access and egress restrictions for the subject site and the adjacent orphan lot, and, lane manoeuvring for vehicles and various sized trucks. Final approval of the road functional design for the Bridgeport Road and Sea Island Way frontages will be required prior to rezoning adoption.
- South Coast British Columbia Transportation Authority (TransLink): Staff have referred the proposed OCP amendment and rezoning to TransLink due to proximity to the Canada Line guideway. Further, the property owner has entered into an agreement with TransLink for formal review through the Adjacent and Integrated Development (AID) program. TransLink has provided staff with preliminary comments regarding the proposed OCP amendment, the off-site design of the No. 3 Road area and implications for the regional transportation system. On this basis, TransLink is not opposed to staff advancing the OCP and rezoning report to Council. At the AID consent level, TransLink staff have stated that they are not at the point in the review to provide comment but expect that the applicant will work cooperatively to address all concerns as well as obtain Translink consent prior to any site work or construction. Staff note that the proposed development meets the CCAP 6.0 m Canada Line setback requirement established with TransLink's input. Further, the rezoning considerations require the registration of a legal agreement restricting building permit issuance prior to final approval being received from TransLink.
- Trans Mountain Pipeline/Kinder Morgan Canada: There is an existing jet fuel pipeline in the Bridgeport Road right-of-way that runs past the subject site. Kinder Morgan has noted that standard Approved Pipeline Proximity Installation Permits for both on-site and off-site works may be required and these can be granted to the owner of the subject development if the owner conforms to standard requirements. Preliminary review between Kinder Morgan and the applicant has not identified any significant issues.

Analysis

Staff have reviewed the proposed rezoning and proposed associated OCP (CCAP) amendments and find that they are generally consistent with City objectives including, but not limited to: public and private infrastructure; land use; density, height; siting conditions; and, community amenities.

1. Proposed OCP (CCAP) Amendment

Land Use: The proposed OCP (CCAP) land use amendments will allow commercial education and university education uses on the site. The range of education programs is expected to include ESL training, short term career training, private career college programs, privately and publically funded college diploma and associate degree programs and first and second year university

courses leading to subsequent study at a university. These programs would generally be offered in conjunction with New Continental's education services agency, Global Education Centre (GEC). The proposed facility would offer courses to local and international students and the duration of courses would range from 12 to 24 months. There would be approximately 58 staff.

The proposed OCP amendment would add "commercial education" and "university education" uses to the current list of uses supported on the subject site (i.e. office, hotel, institution and studio) in the Bridgeport Village Specific Land Use Map. Staff support the addition of these uses to the site, as discussed below, but recommend the university education use exclude accessory dormitory and child care uses due to the livability issues arising from vehicle and aircraft noise.

Connectivity: Education uses were not envisioned by the CCAP in Bridgeport Village south of Bridgeport Road because of concerns around poor transportation connectivity for students, a challenging pedestrian environment on Bridgeport Road and Sea Island Way and a lack of local services. Since the plan was adopted, many of these circumstances have improved. Capstan Station is expected to be constructed in the future and would be closer to the site than the existing Bridgeport Station. Capstan Village to the south is undergoing significant residential and commercial redevelopment and a new City Community Centre, offering recreation, cultural and community programming, will be provided in the Yuan Heng development across Sea Island Way from the subject site. In this evolving context, staff believe that the education uses may be considered if connectivity is further reinforced. To this end, the applicant has offered a voluntary rezoning contribution of \$697,119 for additional local area connectivity improvements. Specific recommendations for use of the funds, once identified, will be forwarded to Council in a separate report.

Density: The proposed amendments are structured to permit education uses as a component of the Village Centre Bonus floor area (up to half of the 1.0 FAR VCB), along with office uses. This is intended to ensure that the site is developed primarily with airport-related uses (e.g. hotels and offices supporting YVR), as well as to maintain a portion of the original VCB incentive to develop office uses. Staff note that the applicant has agreed to maintain the education floor area under a single strata title so that it can be easily converted to large tenant office space if the education facilities are no longer desirable or viable.

Hotel Use: Hotel use is permitted by the CCAP. Two hotels, designed to function as standard hotels, are being proposed on the subject site. There is some concern that these hotels may be used as student dormitories. To ensure that the student living arrangements are not compromised and that the hotels are being used as bona fide standalone commercial enterprises consistent with the City's land use, licensing and taxation objectives, registration of a legal agreement on title securing the owner's and assignee's commitment to a maximum on-site hotel stay of six months is a condition of rezoning bylaw adoption. Further, a non-strata agreement on each hotel must also be registered on title prior to rezoning approval.

Proposed Rezoning

The proposed rezoning is consistent with the Bridgeport Village Specific Land Use Map transects, Urban Centre T5 (35 m) and (45 m) (except for the commercial and university education uses which are the subject of the proposed OCP amendment). A new site-specific zone is proposed, "High Rise Commercial (ZC39) – Bridgeport Gateway ". The recommended

provisions reflect requirements regarding the amounts of hotel, office and education floor area, the location of education uses (in support of transportation connectivity objectives), site-specific height and siting parameters and parking and loading rates. Signed rezoning considerations are provided (Attachment 5).

2. CCAP Implementation Policies

The CCAP includes a variety of policies intended to address a community development needs arising from densification, as outlined in this section.

a) Utility, Transportation and Parks Infrastructure

The proposed infrastructure improvements are summarized below and will be realized through a Servicing Agreement.

City Utilities: The developer is required to undertake a variety of water, storm water drainage and sanitary sewer frontage works. Included are:

- Water main upgrades on Sea Island Way and the lane frontages.
- Storm sewer upgrades Bridgeport Road, No. 3 Road, Sea Island Way and the lanes.
- Various frontage improvements including street lighting.

A more detailed description of frontage and other infrastructure improvements is included in the Rezoning Considerations (Attachment 5). Required improvements to City utilities are not eligible for Development Cost Charge (DCC) credits and will be funded by the developer.

Private Utilities: Undergrounding of private utility lines, location of private utility equipment on site and, if possible, relocation of a BC Hydro transmission pole and/or guy wires, are required.

Transportation Network: The CCAP encourages completion and enhancement of the City street and lane network. The following frontage and off-site street, lane and intersection improvements are required.

- Bridgeport Road: The roadway will be widened to accommodate MoTI travel and turning lane requirements, as well as a lighting strip. The City cross-section will include a treed boulevard and a sidewalk. A property dedication is required up to and including 2.0 m of the 3.0 m sidewalk. The remaining area will be secured with a statutory right-of-way (SRW).
- No. 3 Road: The No. 3 Road vehicle lane widths will remain the same. The back-of-curb cross-section will be widened to accommodate a raised bikeway, a treed boulevard and a sidewalk. A property dedication is required up to and including 2.0 m of the 3.0 m sidewalk. The remaining area will be secured with an SRW.
- Sea Island Way: Sea Island Way currently has a wide off-street area of land that is City-owned, but under MoTI jurisdiction. MoTI has agreed to permit the developer to locate the standard City treed boulevard and sidewalk in this area, along the roadway, as well as create a plaza in the remaining space. Further, MoTI has expressed support for a building setback (1.5 m) along this frontage.
- Lanes: The various existing lanes will be upgraded to increase their travel widths and to add sidewalks. A new lane will be added at the western end of the site to create a second connection to Bridgeport Road and will be secured with an SRW. The Parcel A+B

turnaround as well as existing lane widenings will be secured with a combination of dedications and SRWs.

Preliminary Road Functional Drawings have been provided (Attachment 6).

Road enhancements along No. 3 Road to provide the new raised bike lane and a wider sidewalk will be eligible for DCC credits. All other works will be the sole responsibility of the developer and are not eligible for DCC credits.

Parks and Open Space Network: The CCAP identifies No. 3 Road as part of the City's greenway system. In lieu of providing a linear greenway and consistent with the need to enhance the pedestrian environment at this busy double intersection, the proposal includes two plazas bordering No. 3 Road. The combined plazas will assist with the transition between Capstan Village and Bridgeport Village as well as marking transitions to and from the city, river and airport.

- **Public Realm Design – No. 3 Road North:** The application shows approximately 694 m² of plaza space at the corner of No. 3 Road and Bridgeport Road (not including required City sidewalks). The proposed plaza is subject to a number of 3rd party SRWs and will also be subject to a public-right-of-passage (PROP) SRW. Detailed design development will be undertaken through the DP and SA processes. Parks Department staff have requested significant tree planting in this area, the implementation of which will be subject to co-ordination with TransLink (guideway), MoTI and BC Hydro (transmission pole) limitations.
- **Public Realm Design – No. 3 Road South:** There is a large area of City land bordering Sea Island Way that is reserved for future widening of the highway. The applicant reviewed highway widening needs with MoTI and MoTI supports adjustments to this area for public realm use. The south-facing area connects with a large covered pedestrian plaza area between the hotel and office/education components on Parcel A+B that links the building entries and the streets and lane. Detailed design development of the required improvements will be undertaken through the DP and SA processes and will be co-ordinated with any MoTI requirements.

The greenway/ plaza (Parks) infrastructure improvements are not eligible for Development Cost Charge (DCC) credits and will be funded by the developer.

b) Community Amenities

The CCAP Implementation Strategy includes density bonusing and other measures to support community enhancements that are desirable in the context of City Centre densification. The proposed rezoning includes offers to contribute to the following community amenities in accordance with the OCP.

Density Bonusing: The proposed rezoning is located in the Brighthouse Village Specific Land Use Map "Village Centre Bonus (VCB)" area and utilizes the available VCB density increase of 1.0 FAR. Five percent of this area is expected to be provided back to the City in the form of floor area for a community amenity or a cash-in-lieu contribution to the City Centre Facility Development Fund. Community Services staff have reviewed the location of the development, and limited amount of community amenity floor area (469 m²) against neighbourhood needs and recommend that the City accept a cash-in-lieu contribution based on the finished value of the space (\$3,281,593.00 calculated using the proposed floor area $[0.05 \times 1.0 \times 9,380 \text{ m}^2 \times \$6,997$

/m²)). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier (\$6,997) will be adjusted 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.

Community Planning: The proposed rezoning is subject to a community planning implementation contribution for future community planning (\$75,696.60 calculated using the proposed floor area [28,140 m² x \$2.69 / m²]).

Public Art: A Public Art Plan has been submitted proposing an on-site art contribution, which staff recommend be located in either or both of the public plaza areas. The contribution will be secured through the rezoning with a combination of cash deposit (5%) and Letter of Credit (95%), based on the current contribution rates (e.g. a minimum of \$130,288.20 calculated using the proposed floor areas [28,140 m² x \$4.63]).

3. Other CCAP Development Policies

a) Transportation

Site Access - Off-site: Vehicular access/egress to the site will be provided via an internal laneway system connecting to Sea Island Way and Bridgeport Road.

Access/Egress - Orphan Lot: Existing parking for the orphan lot at 8380 Bridgeport Road is provided at the front and the rear of the building and is currently accessed from the City lane. Egress from the front parking area, which has angled spaces, is provided through the subject site (8360 Bridgeport Road/Parcel C) onto Bridgeport Road. MoTI does not support permanently retaining this egress and it must be removed when construction of the Bridgeport Road improvements is commenced toward the end of Phase 1 of the subject development (Parcel A+B and interim Parcel C). At that time, the applicant is proposing to provide a one way egress from the orphan lot front yard parking, through Parcel C, south to the east-west lane. This egress route is proposed to be provided as an SRW. As the proposed new SRW route requires the demolition of the existing building at 8360 Bridgeport Road and the existing building is intended to be used during construction of Phase 1, registration of the SRW will occur at the time that the Bridgeport Road egress is closed. In lieu of immediate registration of the SRW, an agreement will be registered on title in favour of the City and Province to ensure that the applicant provides the SRW at the appropriate time.

Site Access - On-site: Vehicular access is provided via the lane system to both drop-off/turnaround areas and parkade entrances on Parcel A+B and Parcel C. Truck access and loading is provided and will be the subject of further review during the DP review process.

Parking: The proposed parking rates are consistent with the parking provisions of the Richmond Zoning Bylaw (City Centre Zone 1A) except for the education parking. Staff requested a consultant parking study to establish the appropriate rate for the education use in this location. The proposed rate of 0.4 spaces per student and 0.4 spaces per staff is based on existing mode splits observed at similar education facilities. Transportation staff support the proposed education parking rate, which is reflected in the proposed site-specific zone, as well as the overall parking proposal which includes the following TDM reductions:

- A 10 percent reduction for all uses due to shared parking;

- A 10 percent reduction for all uses with the provision of the following TDM measures:
 - Transit passes (similar to that of the U-Pass program) for all students in perpetuity.
 - End-of-trip cycling facilities (e.g. showers, toilets) for each gender for each of the proposed land uses.
 - Two parking spaces for car-share vehicles with the necessary PROP SROW registered.
 - One car-share vehicle for a minimum duration of three years.
 - Equipping of the car-share spaces with one electric vehicle (EV) quick-charge (240 V) charging station.
 - Equipping of 20% of all vehicle parking spaces with 240 volt plug in receptacles for the future addition of shared use charging stations.
- An additional 20 percent reduction for the commercial education uses with the provision of the following TDM measures:
 - Transit passes for all staff in perpetuity.
 - A shuttle bus provided in perpetuity for both staff and students.
 - Priority carpool parking for students and staff.
 - Equipping of the Class 1 bicycle spaces with 120V electric vehicle plug in receptacles for the future addition of shared use charging stations.
 - Voluntary cash contribution of \$100,000 towards pedestrian crossing enhancements along Bridgeport Road.

All TDM measures associated with the commercial education use are to be implemented with Phase 1 development (Parcel A+B and interim C). Further, all car share and car pool spaces are to be provided in the Parcel A+B structure. Registration of legal agreements on title to secure various components of the TDM package is required prior to rezoning adoption.

Parking Location and Phasing: Some of the required parking for Parcel A+B is proposed to be located on Parcel C, first as surface parking (Phase 1) and then in a parkade (Phase 2). The applicant has provided a comprehensive proposal, as part of the consultant transportation study, to manage the transition from the surface parking to the constructed parkade. The physical design of the interim surface parking will be managed through the DP review process.

Parking – Orphan Lot: The design concept for future redevelopment of the orphan lot at 8380 Bridgeport Road demonstrates the need for between 73 and 82 parking spaces, depending on the Capstan Station status at the time of development. Sixteen of these spaces can be provided on the orphan lot and the remainder, between 57 and 66, will be accommodated on the subject site (Parcel C). Registration of a legal agreement for the provision of the required spaces for the future use of the orphan is a requirement of rezoning adoption.

Loading: The proposed loading calculation for medium size trucks is consistent with the Richmond Zoning Bylaw. For Parcel A+B, a total of four SU-9 loading trucks will be required. For Parcel C, two SU-9 spaces will be required. Staff support waiving the requirement for large truck loading spaces, as reflected in the proposed site-specific zoning, based on the results of the consultant study: the proposed uses would not typically involve deliveries with large semi-trailers and the lane network will be able to accommodate short-term large truck loading activities should such need arise. The proposed site-specific zone permits the waiving of the large loading spaces.

b) Ecology and Adaptability

Living Landscape: The CCAP looks to development to support and enhance ecological functioning in City Centre through the creation of a continuous and interconnected landscape system. The proposed development will contribute to the ecological network through a number of measures including:

- Provision of a significant number of new trees in or around the plaza areas along No. 3 Road, subject to coordination with MoTI, TransLink and other private utilities.
- Provision of street trees on all three street frontages.
- Provision of soft landscape in the back-of-curb public realm areas.
- Provision of intensive/extensive green roofs on the upper roof levels.

Further review of the landscape and green roof aspects of the proposal will occur within the DP process.

Greening of the Built Environment: The proposed development will be designed to achieve a sustainability level equivalent to the Canada Green Building Council LEED Silver certification.

4. Development Concept Review

The CCAP includes a variety of policies intended to shape development to be livable, functional and complementary to the surrounding public and private realm. Those policies most critical to the development concept at the rezoning stage are reviewed below.

Massing Strategy: The massing of the proposed development is generally consistent with the urban design objectives of the CCAP and is arranged to address the site's unusual configuration, specific constraints (Canada Line guideway), urban impacts (adjacent arterial highways), urban design opportunities (multi-directional gateway) and combination of uses (education, office and hotel). There are three main tower elements that are interspersed with varied height midrise and podium elements. The varied massing, height and façade expression, as well as the allocation of uses across the site, provides for a more intimate grain on the street frontages than might typically be found on a development of this scale.

Adjacencies: The relationship of the proposed development to adjacent public and private properties is assessed with the intent that negative impacts are reduced and positive ones enhanced. Much of the proposed development is surrounded by wide City streets and widened lanes which mitigates potential impacts on both the surrounding public realm and surrounding private development. The only abutting adjacency is with the orphan lot and the applicant has provided conceptual drawings demonstrating its potential for development at 3.0 FAR and six storeys.

Form and Character: Through the Development Permit Application process, the form and character of the proposed development is assessed against the expectations of the Development Permit Guidelines. Staff have identified the following issues to be resolved at the DP.

Phase 1 (Parcel A+B and interim parking on Parcel C)

- the site and functional planning to further develop:
 - the plaza and public realm to address general programming, circulation, design and landscaping requirements as well as improvements related to existing utilities and infrastructure;

- building entries and other indoor-outdoor relationships to enhance street public realm animation (*Note: More active uses should be provided at ground level along the Bridgeport Road side of building*);
- the general architectural form and character to further develop:
 - the façade expression of the Tower A in the context of the CCAP signature tower/gateway designation and to acknowledge and celebrate the education uses;
 - the upper levels of Tower A to add more visual interest to the skyline;
 - the laneside building facades to establish a finer urban grain and to provide more visual interest (*Note: The lane circulation is intended to operate as an extension of the public realm. Further, much of the building will be highly visible from the surrounding area*);
 - all large areas of curtain wall to add visual interest and reduce the sense of anonymity;
 - addition of weather protection and exploration of opportunities to add shading devices for both sustainability and visual interest;
- the interim surface parking lot to:
 - provide interim screening and landscaping;

Phase 2 (Parcel C)

- the site and functional planning to further develop:
 - provision of a public landscape feature in the Bridgeport Road setback area adjacent to the parkade to improve the public realm experience along this frontage;
- the general architectural form and character to further develop:
 - the Bridgeport Road parkade facade (Building C);

DP Guidelines: Additional review of the following building features will occur through the Development Permit Application process.

- Parking and Loading: A draft functional plan showing truck manoeuvring has been provided and will be further developed through the DP process.
- Waste Management: A draft waste management plan has been submitted and will be further developed through the DP process.
- Rooftop Equipment: Rooftop mechanical equipment and building mounted telecom equipment can be unsightly when viewed from the ground and from surrounding buildings. To prevent diminishment of both the architectural character and the skyline, a more detailed design strategy for rooftop equipment/enclosures is required.
- Crime Prevention through Environmental Design (CPTED): The City has adopted policies intended to minimize opportunities for crime and promote a sense of security. A CPTED checklist and plans demonstrating natural access, natural surveillance, defensible space and maintenance measures will be reviewed within the development permit process. Specific design development should include:
 - Phase 2 (Parcel C)*
 - the orphan lot lane, parkade interface and consideration of potential CPTED issues.
- Accessibility: In addition to providing a variety of accessible units (per Analysis, Section C.1 – Households and Housing), the proposed development will be required to provide good site

and building accessibility and visitability. Provision of a checklist along with design implementation will occur within the development permit process.

- Sustainability: Integration of sustainability features into the site, building and landscape design.

5. City-wide Policies

a) Tree Management

The applicant wishes to remove 5 on-site trees (Trees #169, 170, 178, 179 and 180). The 2:1 replacement ratio would require a total of 10 replacement trees, which the applicant has agreed to provide within the overall landscape plan that will be provided and reviewed through the DP application process. Tree protection is required for the 3 existing trees on the orphan lot at 8380 Bridgeport Road.

On the advice of Park staff, off-site tree replacement measures will include a contribution of \$9,100 (*7 trees x \$1,300*) to the Tree Compensation Fund and the provision of new frontage trees through the SA process.

6. Legal Encumbrances

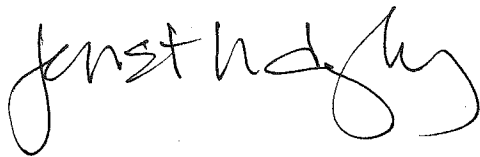
The proposed rezoning will alter the current property boundaries and legal encumbrances as well as create new ones. The applicant has provided a Charge Summary and Opinion prepared by a lawyer. Staff comment as follows.

- Statutory Rights of Way (SRW) pertaining to utilities that are in favour of the City may need to be discharged or amended subject to circumstances arising from preloading and/or SA civil design. These circumstances will be established within the SA process.
- The Covenant that restricts access from Bridgeport Road to the property at 8320 Bridgeport Road should be discharged (BR 25294).

Conclusion

The application by New Continental Properties Inc. and Affiliates to amend the OCP and to rezone the properties at 8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way in order to develop a high-density, mixed hotel, office and education complex is consistent with City objectives as set out in the OCP, CCAP and other City policies, strategies and bylaws. The proposed commercial uses will support the nearby airport as well as future development in Bridgeport Village. The proposed education uses will create an added layer of activity on the site and help invigorate the surrounding area. The built form will provide a strong identity for the site's gateway role, and, public realm enhancements will greatly improve the pedestrian experience at this high traffic location. Engineering, transportation and parks improvements, along with a voluntary OCP amendment contribution and cash-in-lieu density bonusing contributions, will help to address a variety of community development needs.

On this basis, it is recommended that OCP Bylaw 7100, Amendment Bylaw 9628 and Zoning Bylaw 8500, Amendment Bylaw 9629, be introduced and given first reading.



Janet Digby, Architect AIBC
Planner 3
(604-247-4620)

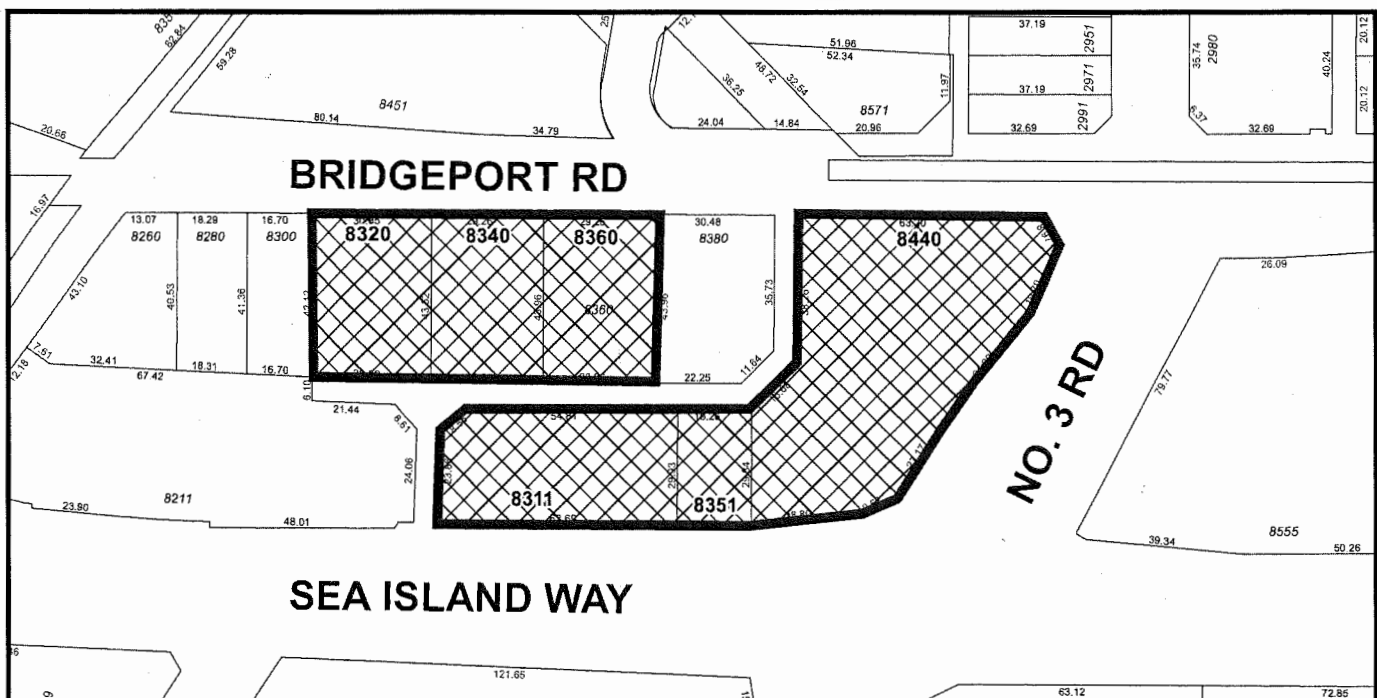
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Attachments:

- | | |
|---------------|--|
| Attachment 1: | Rezoning Map /Aerial |
| Attachment 2: | Rezoning Proposal Conceptual Plans |
| Attachment 3: | Development Application Data |
| Attachment 4: | City Centre Bridgeport Village Specific Land Use Map |
| Attachment 5: | Rezoning Considerations |
| Attachment 6 | Preliminary Road Functional Drawings |

Enclosure

A detailed map of a residential area in Bridgeport, showing proposed rezoning. The map includes the following streets: RIVER RD (diagonal, top left), BRIDGEPORT RD (horizontal, top center), SEA ISLAND WAY (horizontal, middle), NO. 3 RD (diagonal, bottom left), DOUGLAS ST (horizontal, top right), SMITH ST (vertical, right), GREAT CANADIAN WAY (vertical, far right), and GARDEN CITY RD (vertical, bottom right). Zoning districts are labeled: IL (Industrial), CA (Community Residential), ZC16 (Community Center), ZMU5 (Community Medium Density), RS1/F (Residential Single-Family First Floor), RS1/E (Residential Single-Family Second Floor), RS1/B (Residential Single-Family Basement), ZHR10 (Residential High Density), and ZC24 (Community Center). A large area is shaded with a cross-hatch pattern and labeled '126'. A curved arrow points from the bottom left towards the shaded area. The text 'PROPOSED REZONING' is prominently displayed in the lower center.



RZ 13-628557

Note: Dimensions are in METRES



RZ 13-628557

Original Date: 02/05/13

Amended Date: 01/11/16

Note: Dimensions are in METRES



PH - 34

PERSPECTIVES A027

PROPOSED MIXED USE DEVELOPMENT

NEW CONTINENTAL PROPERTIES INC
2800 Park Place - 666 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 603 0825 Fax: 604 606 3510

MAY 3, 2017 RICHMOND, B.C.

WA
301-11440 Broadway St, Vancouver, V6P 2G6
604 685-5235 www.wensleyarchitect.com
WENSLEY ARCHITECTURE LTD

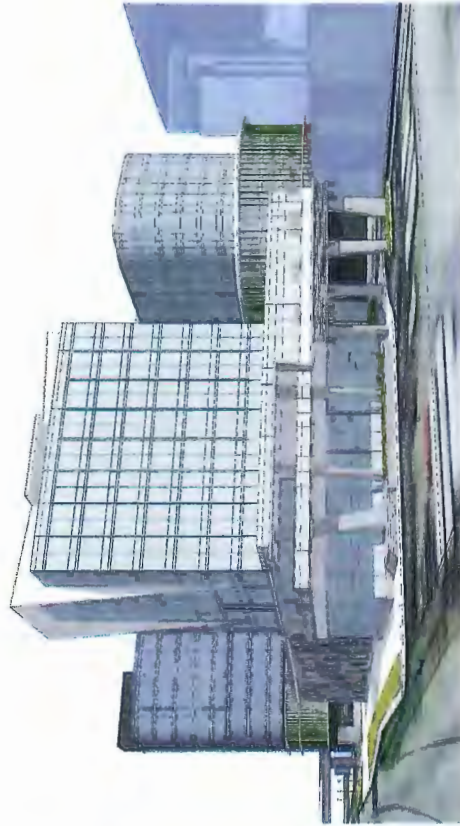
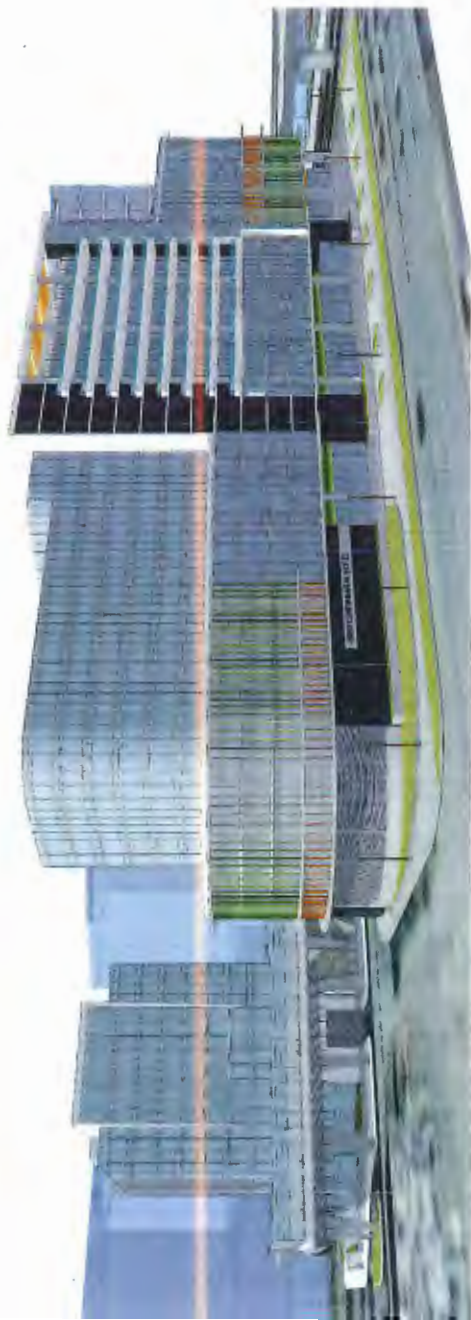


PERSPECTIVES A028

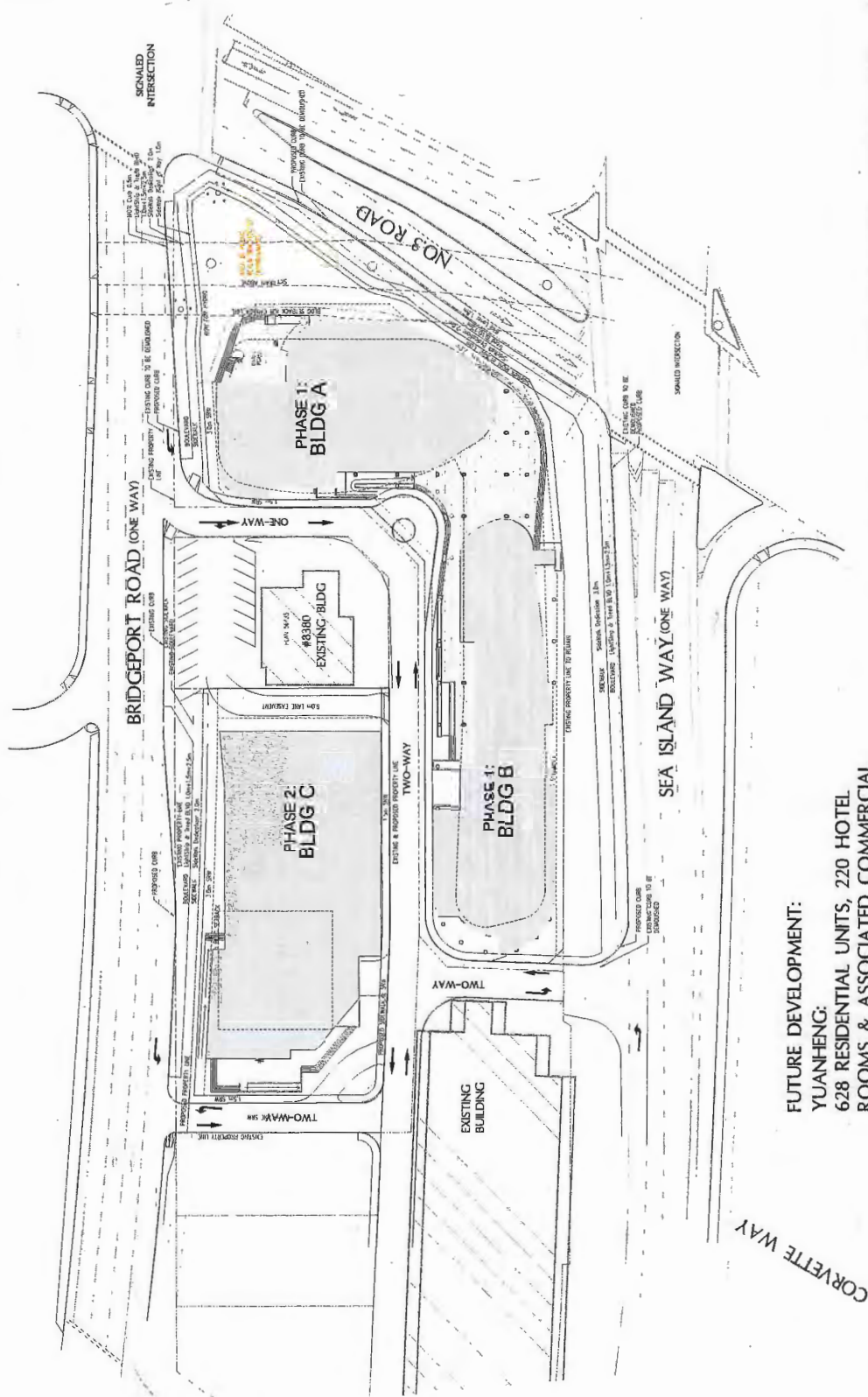
PROPOSED MIXED USE DEVELOPMENT

NEW CONTINENTAL PROPERTIES INC.
2800 Park Place - 658 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604.623.0850 Fax: 604.610.2110

MAY 3, 2017 RICHMOND, B.C.



FUTURE DEVELOPMENT:
JINGON: 4 MILLION SF. OF
RETAIL, ENTERTAINMENT,
OFFICE, HOTEL & CONFERENCE



SITE PLAN WITH FUTURE DEVELOPMENT CONTEXT A005

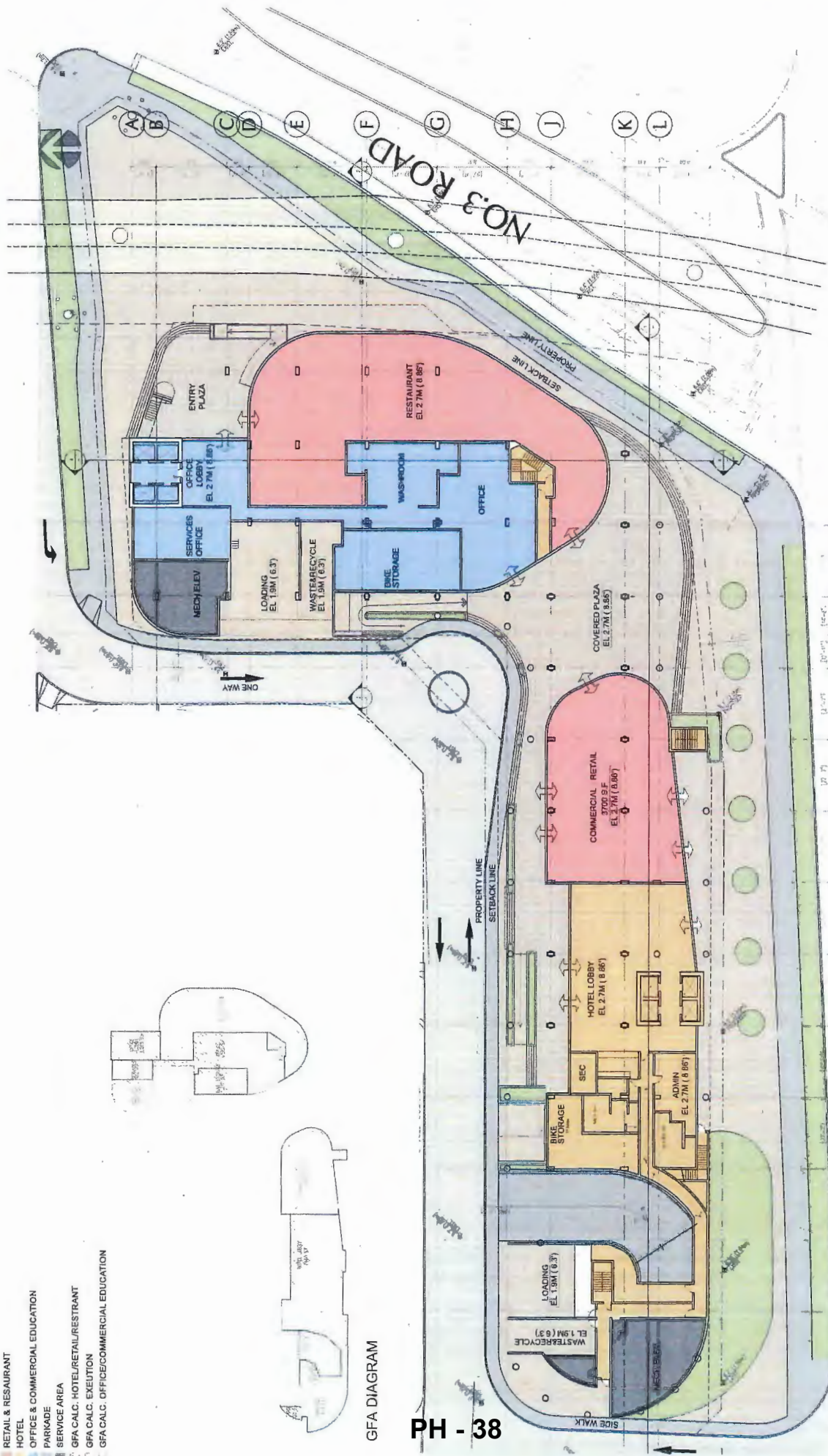
PROPOSED MIXED USE DEVELOPMENT

NEW CONTINENTAL PROPERTIES INC
2800 Park Place - 856 Bivard Street, Vancouver, BC V6C 2Z7 Ph: 604 903 0850 Fax: 604 416 3510

MAY:3,2017 RICHMOND, B.C.

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXEUTION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



PH - 38

BUILDING A+B: FLOOR PLAN LEVEL 1 011

PROPOSED MIXED USE DEVELOPMENT

MAY 3, 2017 RICHMOND, B.C.

WA

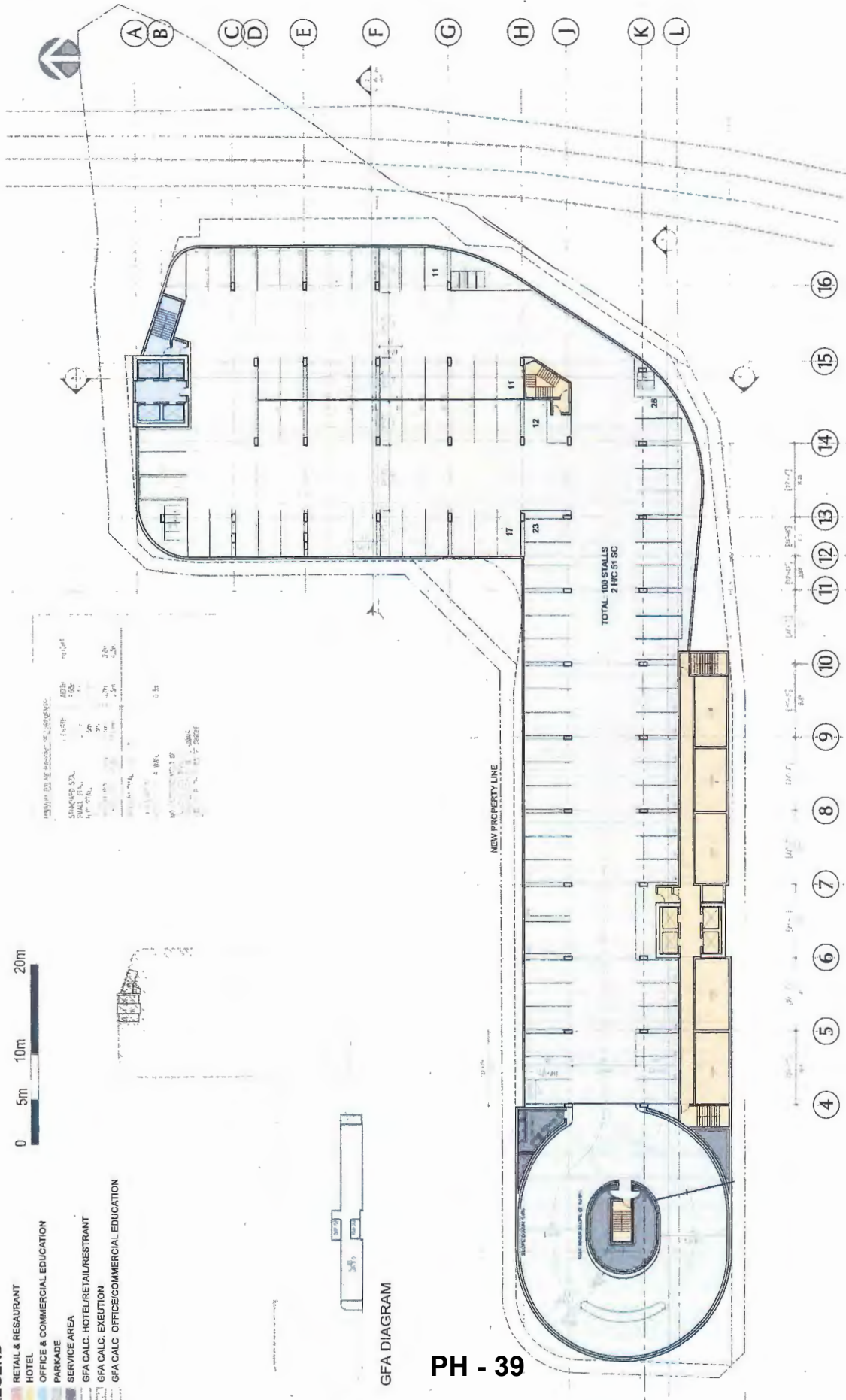
301 - 1544 Alouette St. Vancouver V6G 2Z6
604 682 3420

WENSLEY ARCHITECTURE LTD

NEW CONTINENTAL PROPERTIES INC.
2600 Park Place - 666 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 683 0852 Fax: 604 683 3510

- LEGEND**
- RETAIL & RESTAURANT
 - HOTEL
 - OFFICE & COMMERCIAL EDUCATION
 - PARKADE
 - SERVICE AREA
 - GFA CALC. HOTEL/RETAIL/RESTAURANT
 - GFA CALC. EXECUTION
 - GFA CALC. OFFICE/COMMERCIAL EDUCATION

0 5m 10m 20m



GFA DIAGRAM

PH - 39

BUILDING A+B: FLOOR PLAN LEVEL 2, 3, 4, A012

PROPOSED MIXED USE DEVELOPMENT

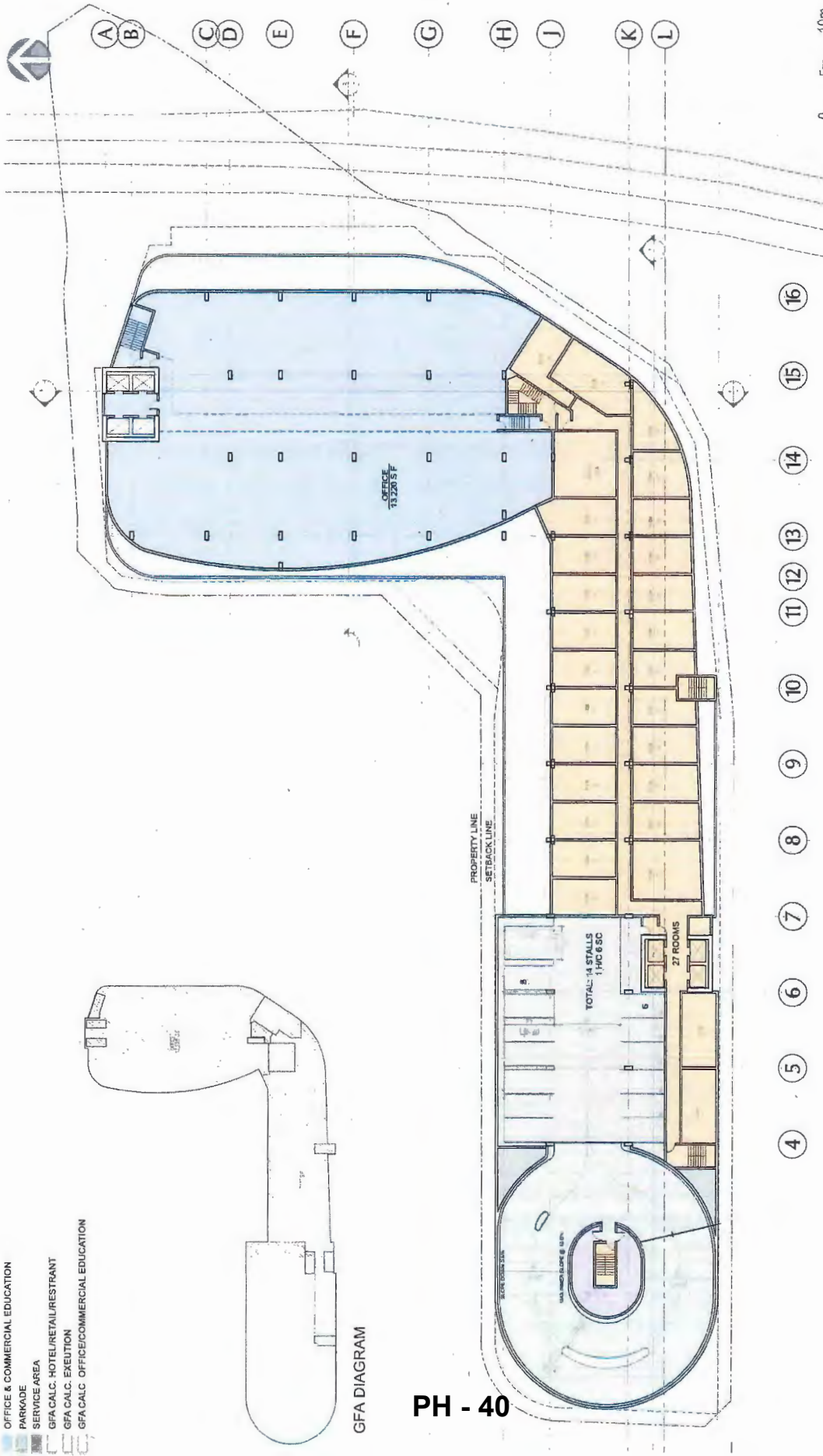
NEW CONTINENTAL PROPERTIES INC
2800 Pine Plaza, 608 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 693 0845 Fax: 604 695 1510

MAY.3.2017 RICHMOND, B.C.

WA
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GMA 432-3320
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WENSLEY ARCHITECTURE LTD

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



GFA DIAGRAM

PH - 40

BUILDING A+B: FLOOR PLAN LEVEL 5A013

PROPOSED MIXED USE DEVELOPMENT

NEW CONTINENTAL PROPERTIES INC.

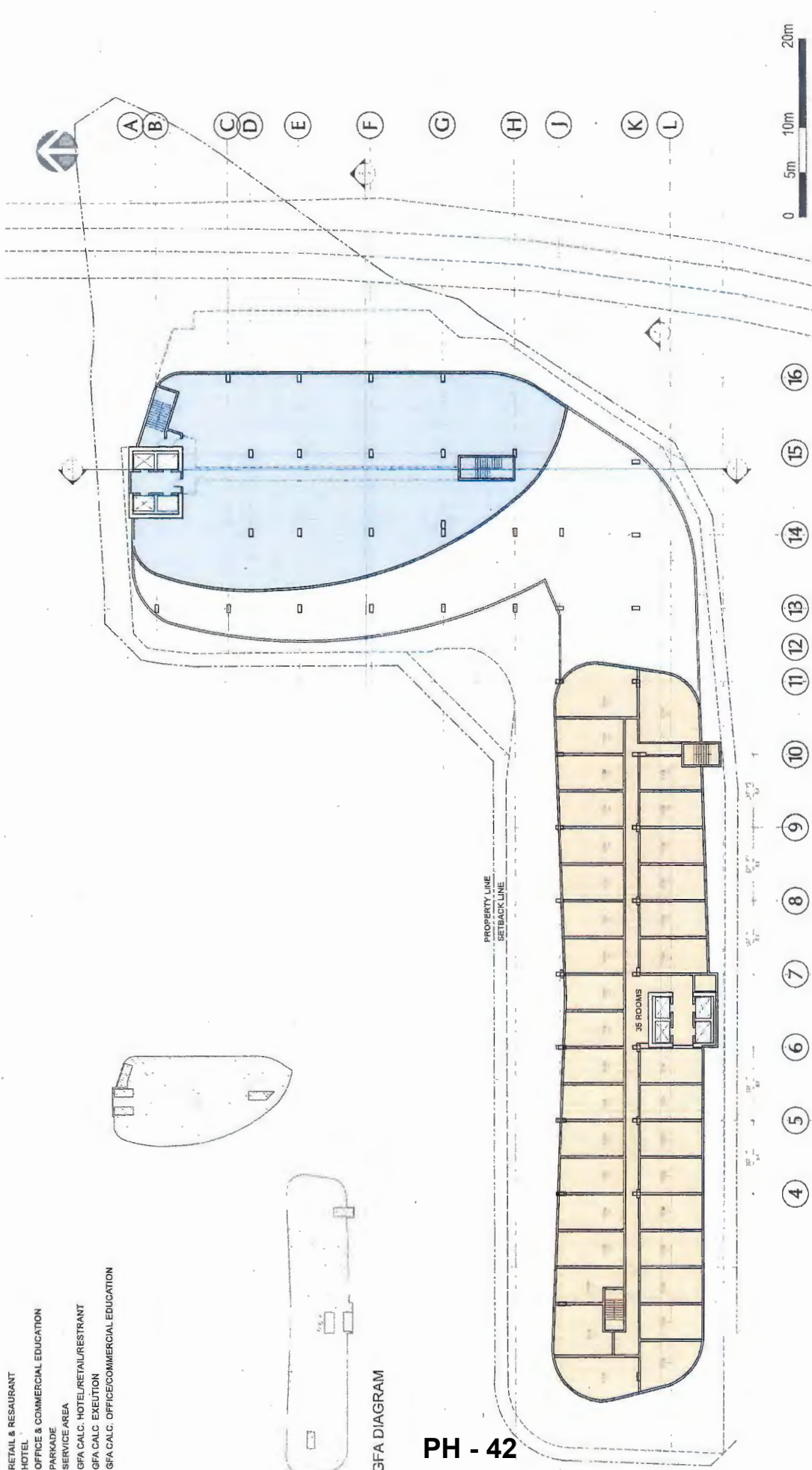
2820 Park Place - 558 Burrard Street Vancouver BC V6C 2Z7 Ph: 604 683 0855 Fax: 604 680 3510

MAY. 3. 2017 RICHMOND, B.C.

WA
351 - 1000 Avenue B, Vancouver, V6G 2Z8
604 680 3523 www.wensleyarch.com
WENSLEY ARCHITECTURE LTD

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXECUTION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



GFA DIAGRAM

PH - 42

BUILDING B: FLOOR PLAN LEVEL 9, 10, 11
BUILDING A: FLOOR PLAN LEVEL 8, 9, 10 A015

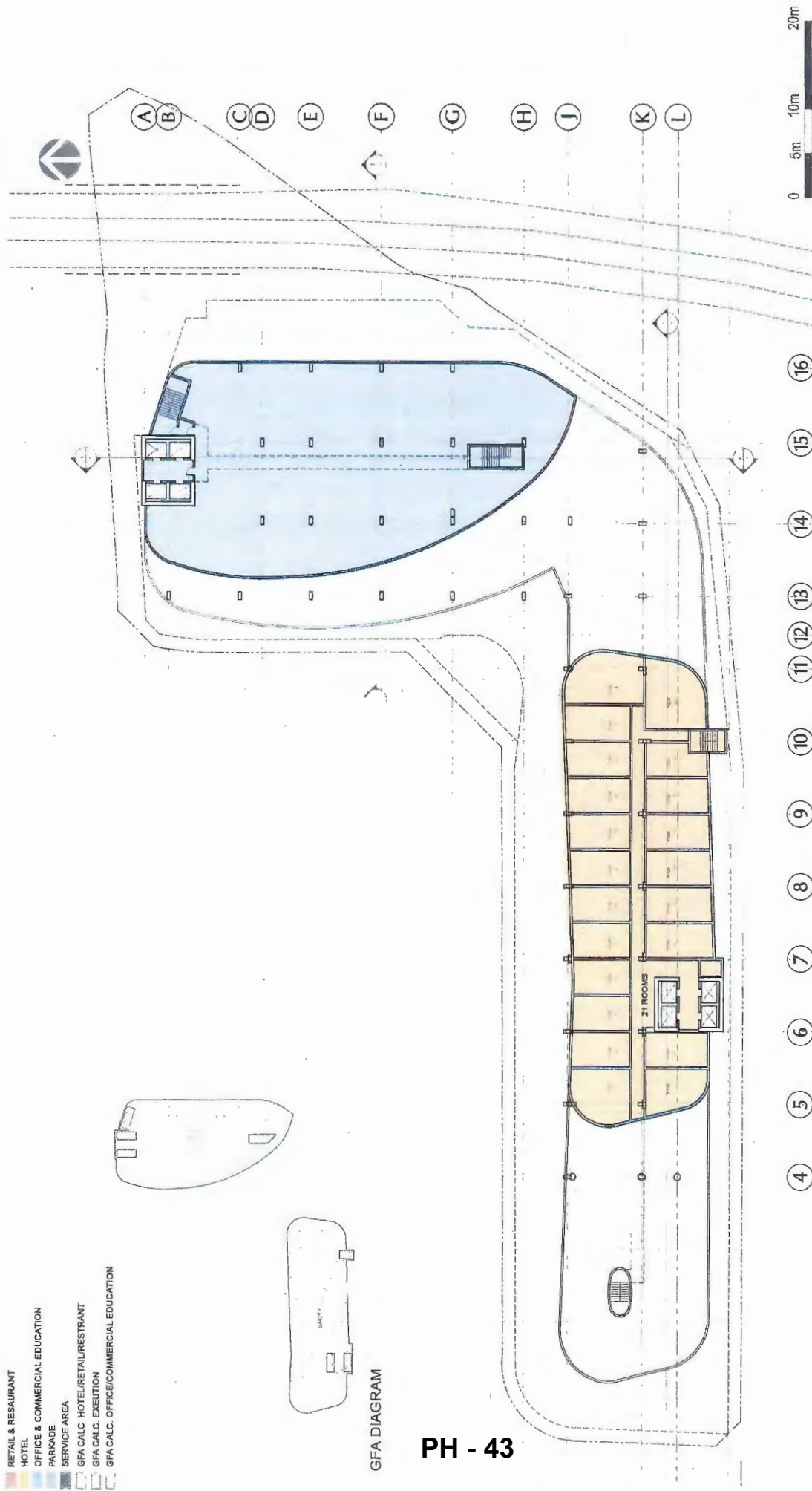
PROPOSED MIXED USE DEVELOPMENT

MAY 3, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.
2801 Park Place - 608 Burnaby Street Vancouver BC V6C 2Z7 Ph: 604 603 0855 Fax: 604 603 5510

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



GFA DIAGRAM

PH - 43

BUILDING B: FLOOR PLAN LEVEL 12
BUILDING A: FLOOR PLAN LEVEL 11-12 A016

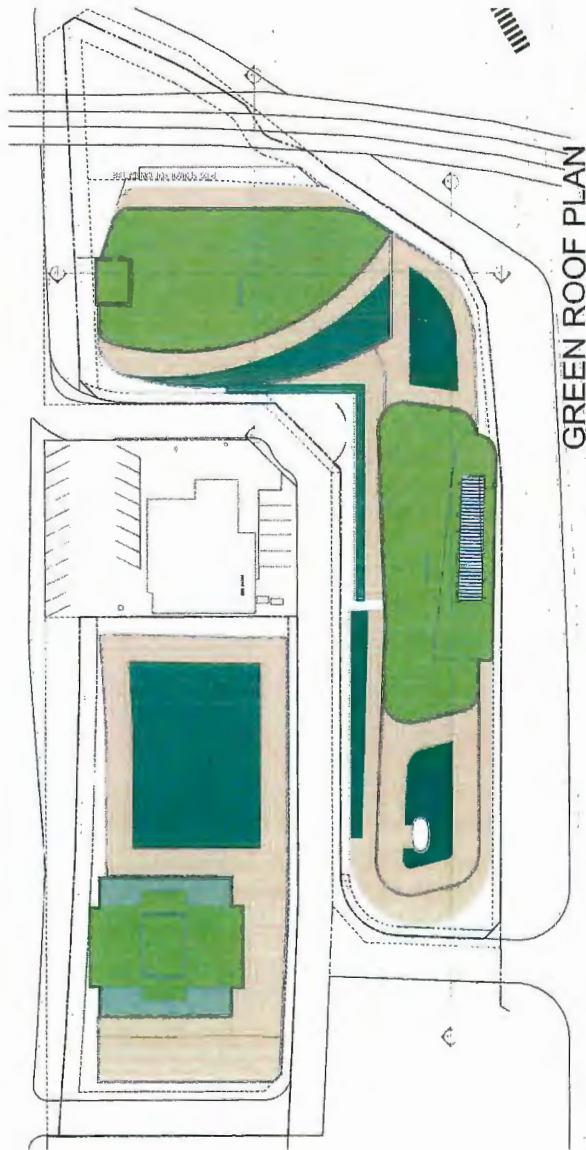
PROPOSED MIXED USE DEVELOPMENT

MAY 3, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.
2001 Pine Plaza - 656 Burnaby Street, Vancouver BC V6C 2T7 Tel: 604 633 8855 Fax: 604 678 2510

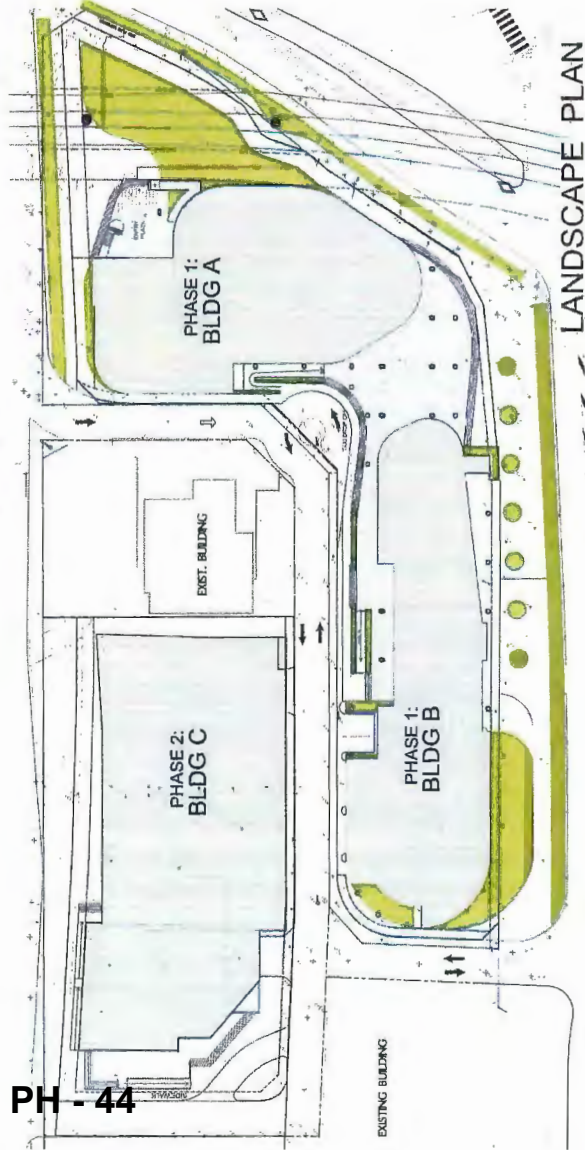
LEGEND

- COOL ROOF
- COOL ROOF PAVING
- GREEN ROOF
- REGULAR PAVING
- LEVEL 1 GREEN LANDSCAPE



GREEN ROOF PLAN

PH - 44



LANDSCAPE PLAN

BUILDING A+B GREEN ROOF PLAN 017

PROPOSED MIXED USE DEVELOPMENT

DECEMBER 16, 2016 RICHMOND, B.C.

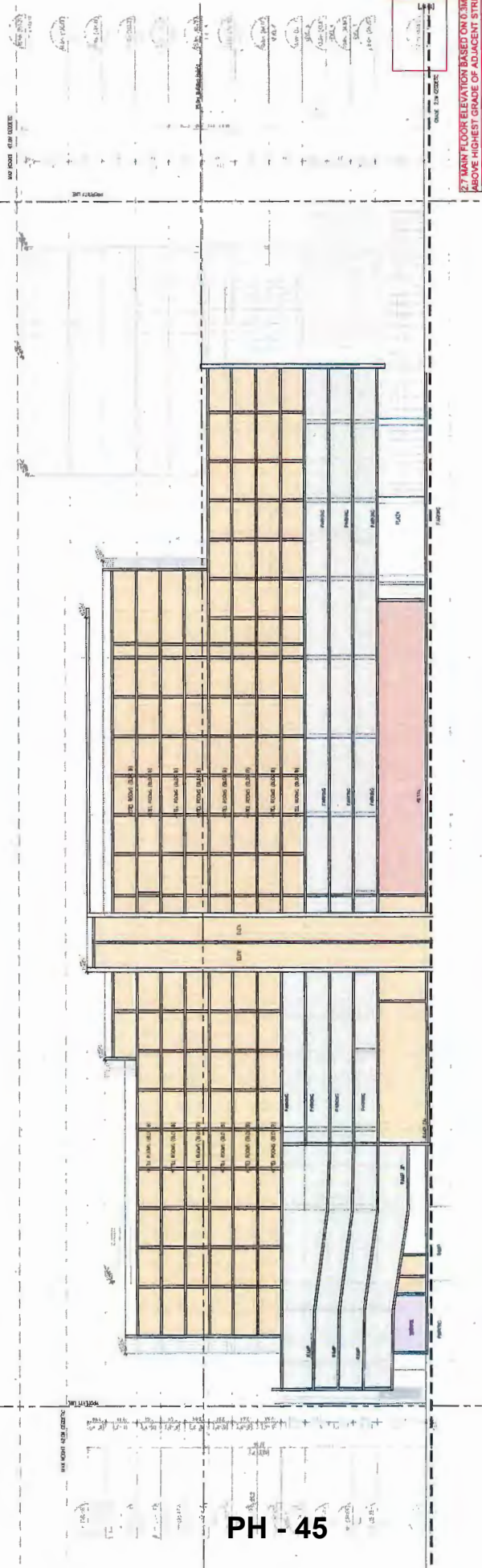
NEW CONTINENTAL PROPERTIES INC.
3620 Park Road 606 Burrard Street Vancouver BC V6C 2Z7 Ph: 604 695 0855 Fax: 604 695 3510

WA
101-1144 Arden St. Vancouver V6G 2Z1
604 683 3300
WENSLEY ARCHITECTURE LTD

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16



SECTION 1-1

27 MAIN FLOOR ELEVATION BASED ON 0.3METER ABOVE HIGHEST GRADE OF ADJACENT STREET.

PH - 45

BUILDING A+B SECTION A020

PROPOSED MIXED USE DEVELOPMENT

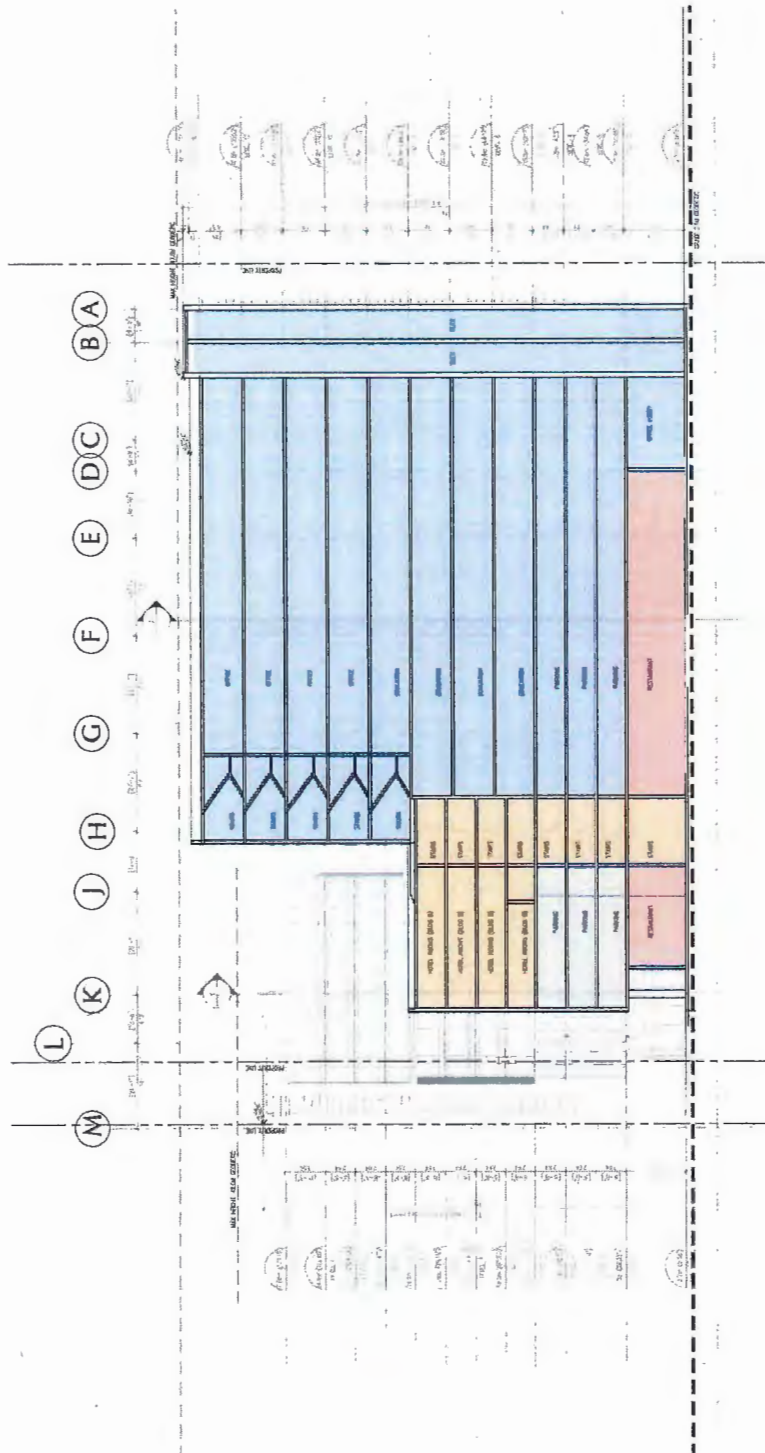
MAY 03, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.
2000 West Fraser - 606 Burrard Street Vancouver, BC V6C 2Z7 Ph: 604 683 0855 Fax: 604 683 2510

W.A. WENSLEY ARCHITECTURE LTD.
200 - 1100 Burrard Street Vancouver, BC V6C 2Z7
Tel: 604 683 0855 Fax: 604 683 2510
www.wensleyarch.com

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



SECTION 3-3

PH - 46

BUILDING A+B SECTION A021

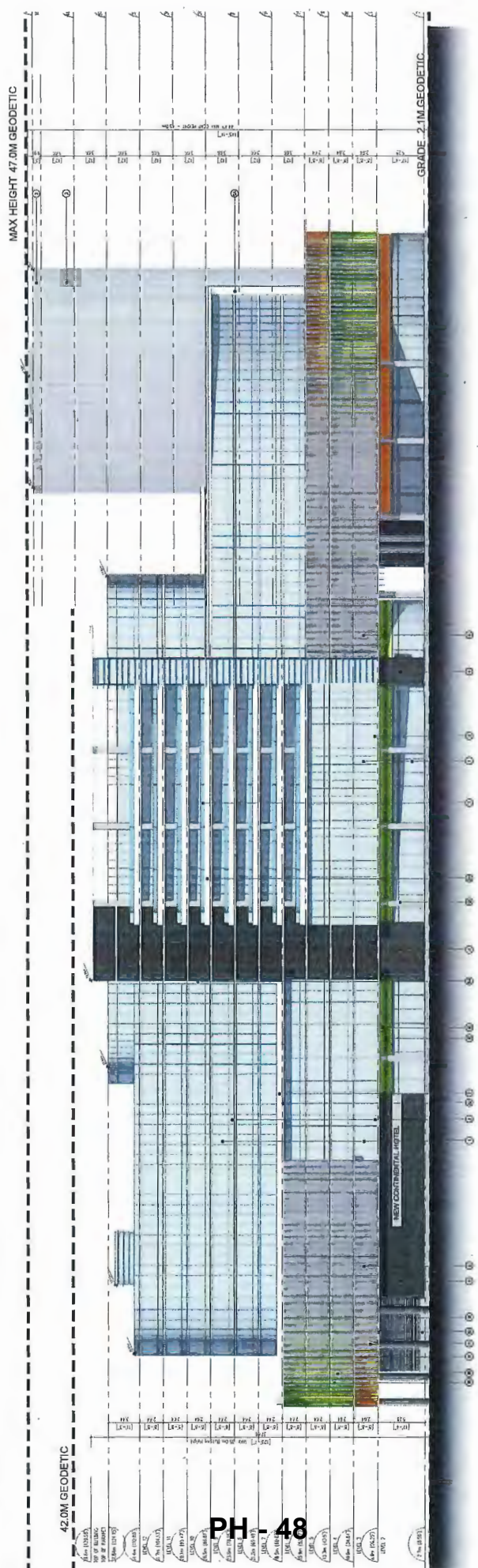
PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.
2080 Park Place - 688 Burrard Street Vancouver BC V6C 2Z7 Ph: 604 693 0855 Fax: 604 693 3510

WENSLEY ARCHITECTURE LTD
301 - 1444 Avenue 6, Vancouver V6C 2Z3
604-693-3358 www.wensleyarch.com

MATERIAL LEGEND	
1	GLASS CURTAIN WALL
2	GLASS CURTAIN WALL
3	GLASS CURTAIN WALL
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WA
301 - 1544 Abbott St. Vancouver, V6B 2Z4
(604) 682-3525 • www.wensleyarch.com
*WENSLEY ARCHITECTURE LTD

PROPOSED MIXED USE DEVELOPMENT

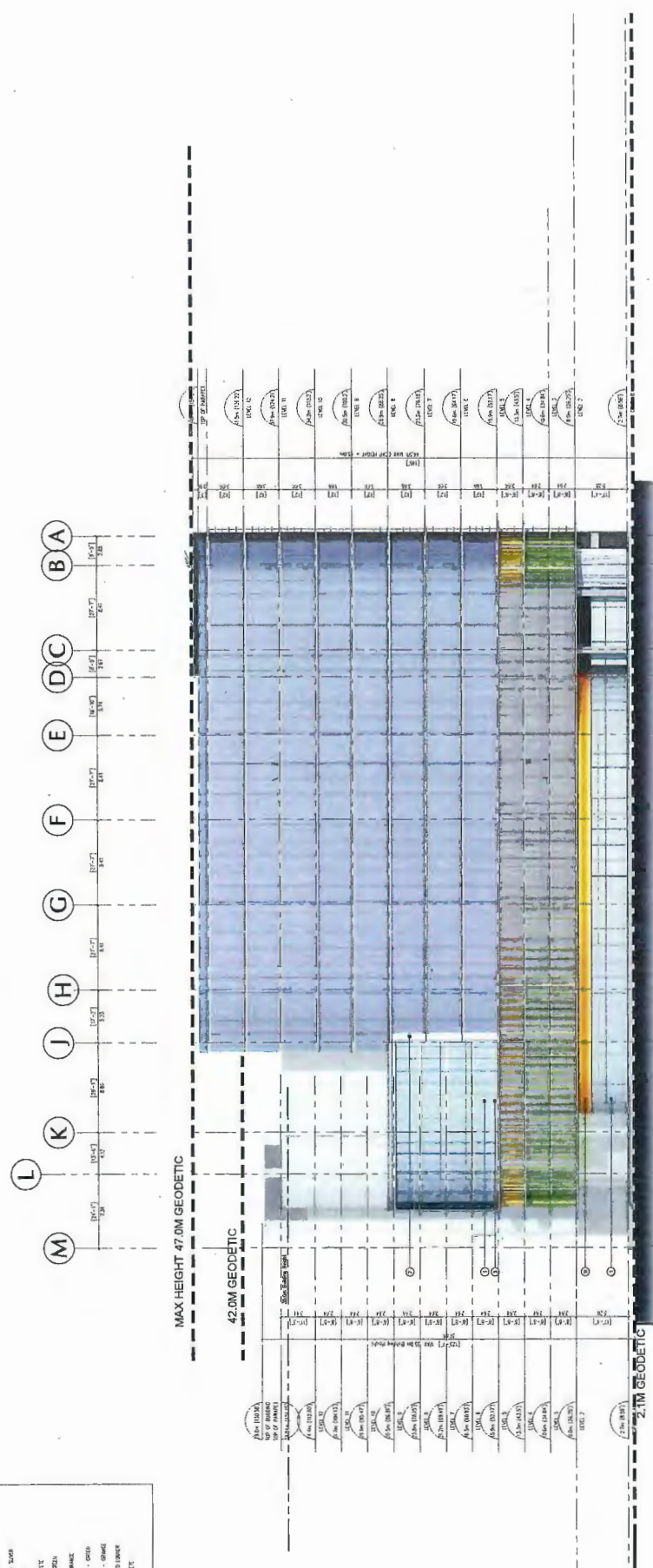
MAY 03, 2017 RICHMOND, B.C.

BUILDING A+B SOUTH ELEVATION A023

NEW CONTINENTAL PROPERTIES INC.
2200 Park Fraser - 686 Burrard Street Vancouver, BC V6C 2Z7 Ph: 604 682 0835 Fax: 604 682 0516

MATERIAL LEGEND	
1	GLASS CURT
2	WALL CURT
3	GLASS PANEL FRAME CURT
4	GLASS VENT
5	GLASS PANEL - WOOD
6	GLASS PANEL - WOOD
7	GLASS PANEL - WOOD
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PH - 49



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WA
301 - 1444 Abbey Rd. Vancouver, V6H 2Z4
604.682.2628 www.wensleyarch.com
WENSLEY ARCHITECTURE LTD.

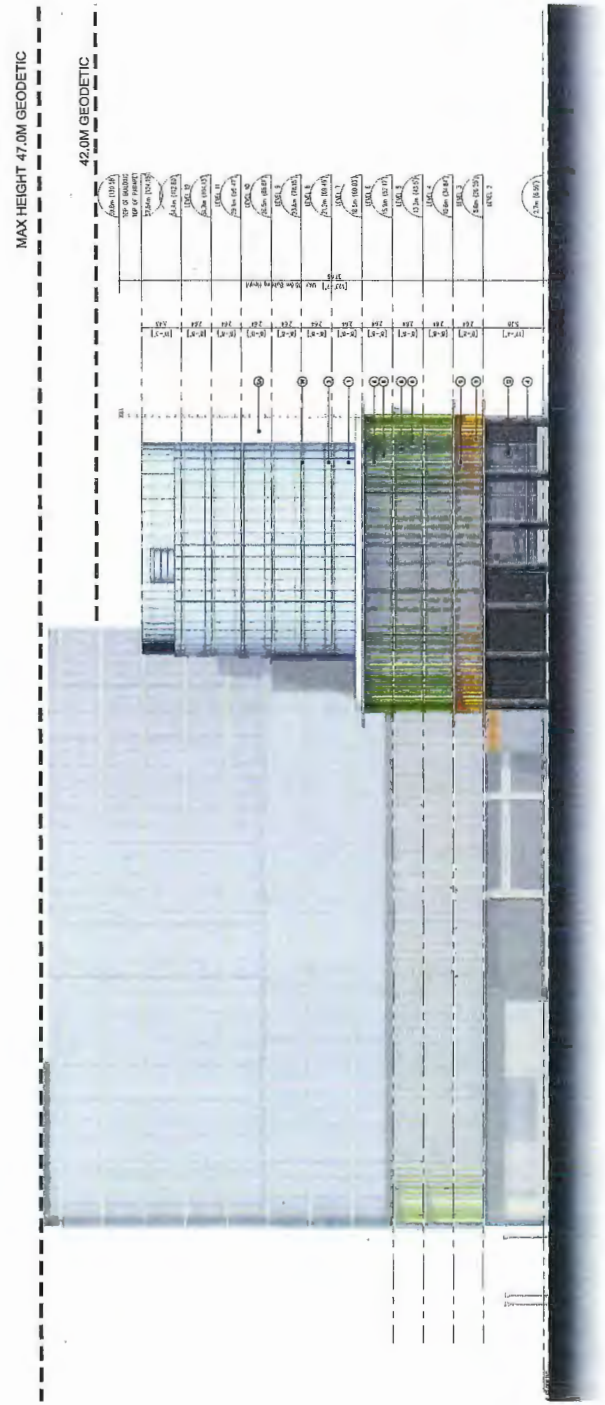
PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

BUILDING A+B EAST ELEVATION A024

NEW CONTINENTAL PROPERTIES INC.
2800 Park Place - 696 Burrard Street Vancouver BC V6C 2Z7 Ph: 604.603.0858 Fax: 604.603.3510

MATERIAL LEGEND	
1	GLASS CURTAIN WALL
2	GLASS CURTAIN WALL
3	GLASS CURTAIN WALL
4	GLASS CURTAIN WALL
5	GLASS CURTAIN WALL
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BUILDING A+B WEST ELEVATION A025

PROPOSED MIXED USE DEVELOPMENT

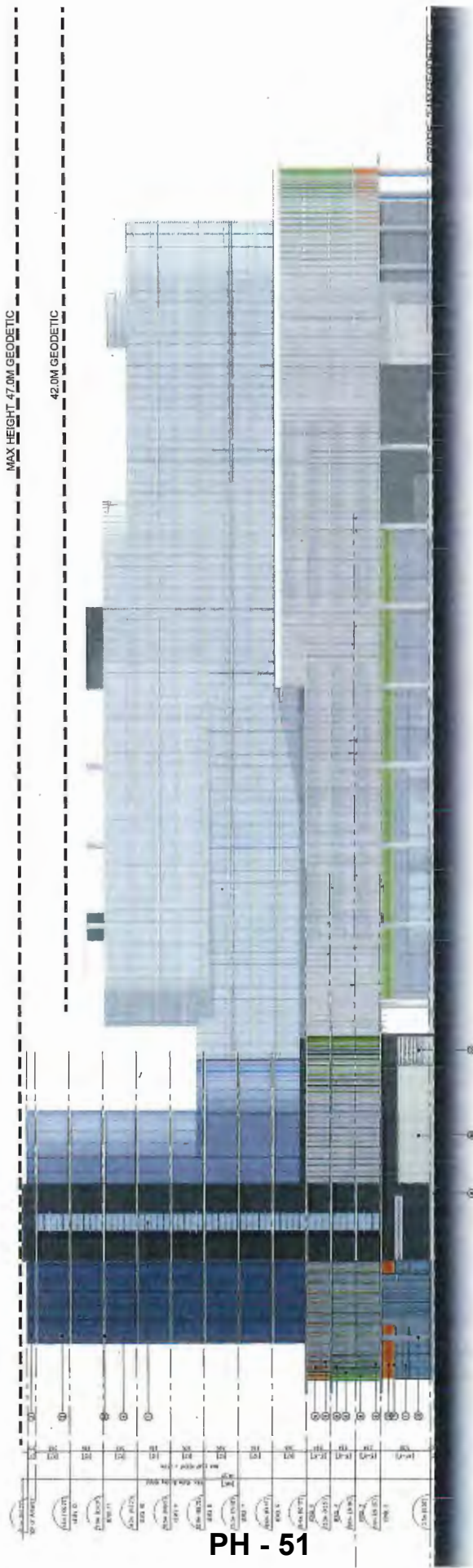
MAY 03, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.
2800 Park Plaza - 658 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 603 0665 Fax: 604 605 3510

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WA 201 1444 Alford St., Vancouver, V6C 2Z6
604-688-5225 www.wensleyarch.com
WENSLEY ARCHITECTURE LTD

MATERIAL LEGEND	
1	GLASS CURTAIN WALL
2	GLASS CURTAIN WALL
3	GLASS CURTAIN WALL
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PH - 51

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WA
WENSLEY ARCHITECTURE LTD
201 - 1444 Avenue St. Mathias, Vancouver, V6M 2Z6
TEL: 604.268.8888 FAX: 604.268.8889
WWW.WENSLEYARCHITECTURE.COM

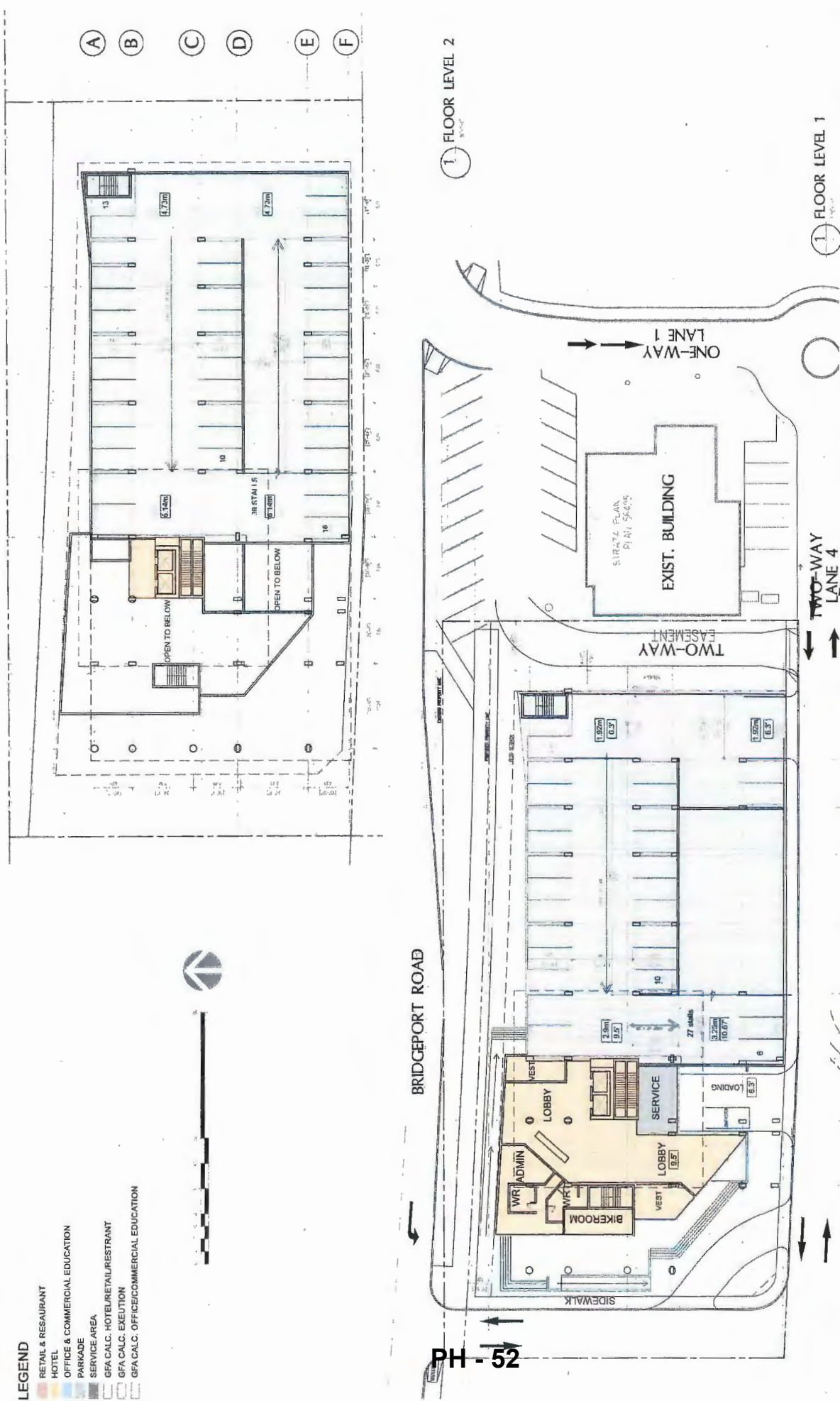
PROPOSED MIXED USE DEVELOPMENT
MAY 03, 2017 RICHMOND, B.C.

BUILDING A+B NORTH ELEVATION A026

NEW CONTINENTAL PROPERTIES INC.
3000 PINE PLACE 606 BUSINESS CENTER VANCOUVER, B.C. V6C 2Z7 TEL: 604.963.0855 FAX: 604.963.3570

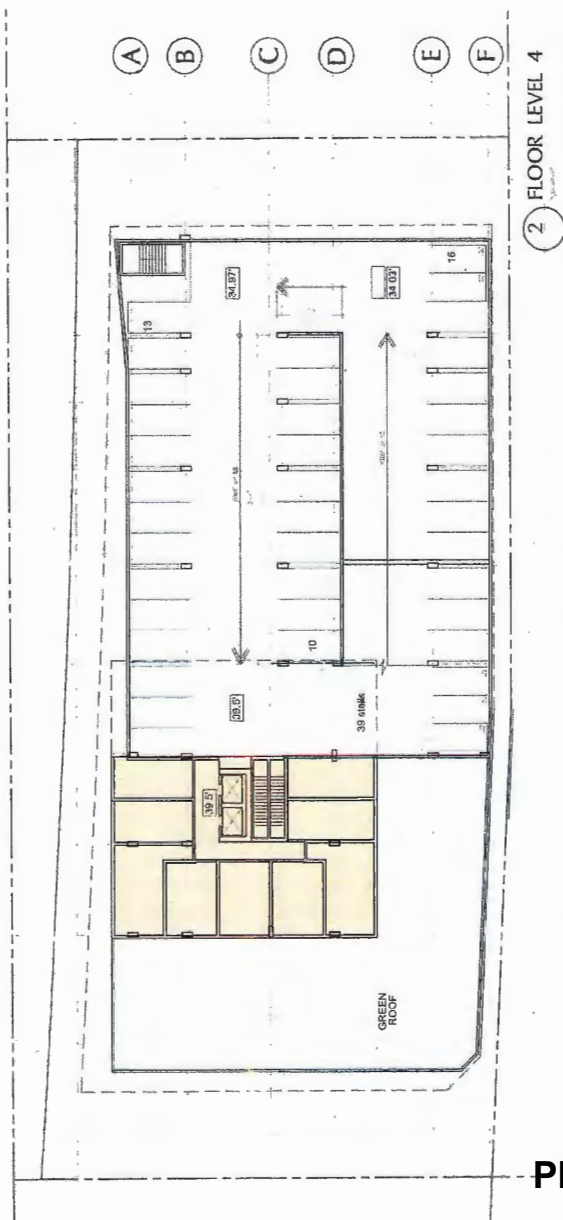
PROPOSED MIXED USE DEVELOPMENT

BUILDING C: FLOOR PLAN LEVEL 1 / LEVEL 2
A031

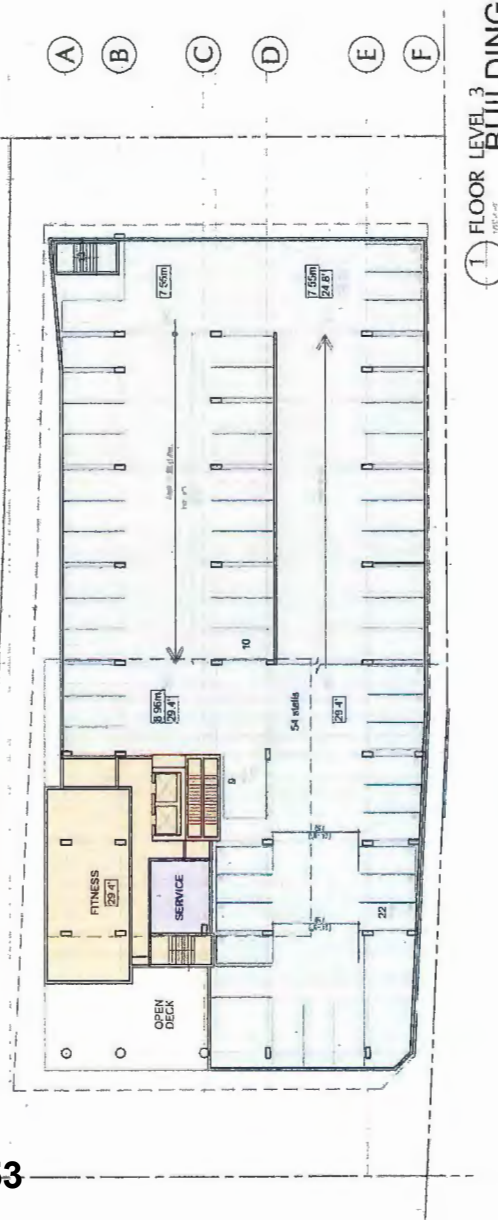


LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



PH - 53



BUILDING C: FLOOR PLAN LEVEL 3-11/ROOF LEVEL A032

PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.
2800 Pave. Place - 1955 Burrard Street, Vancouver, BC V6C 2Z7 PH: 604 603 0855 Fax: 604 603 3510

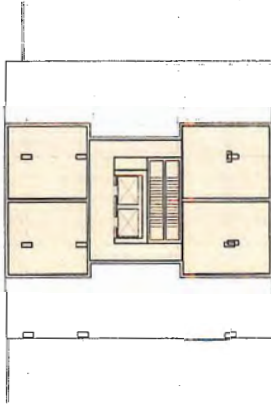
WA
251 - 1414 Avenue 10, Vancouver, V6P 2Z4
204 683 5529
WENSLEY ARCHITECTURE LTD





LEGEND

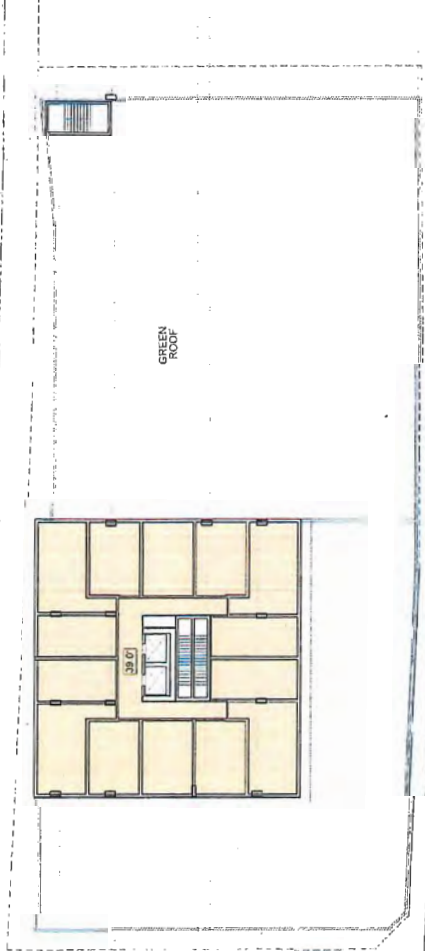
- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



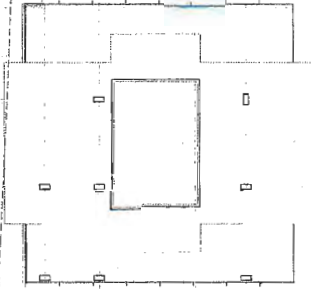
3 FLOOR LEVEL 11



A B C D E F



2 FLOOR LEVEL 5-10



4 ROOF PLAN

BUILDING C: FLOOR PLAN LEVEL 3-11/ROOF LEVEL A033

PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.



① BLDG C NORTH ELEVATION



2 BLDG C SOUTH ELEVATION

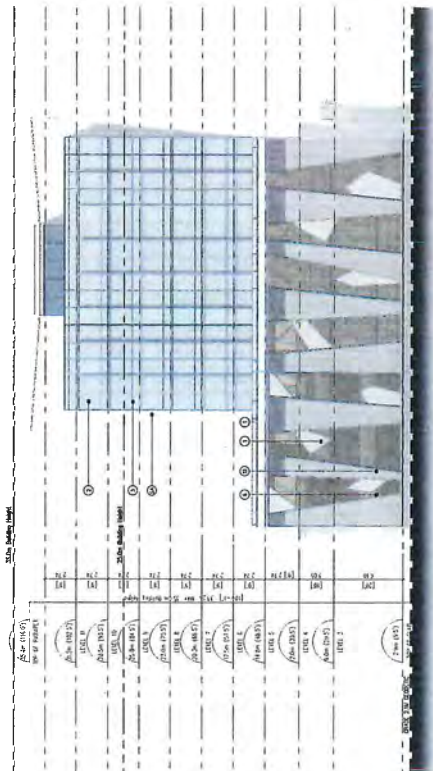
PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

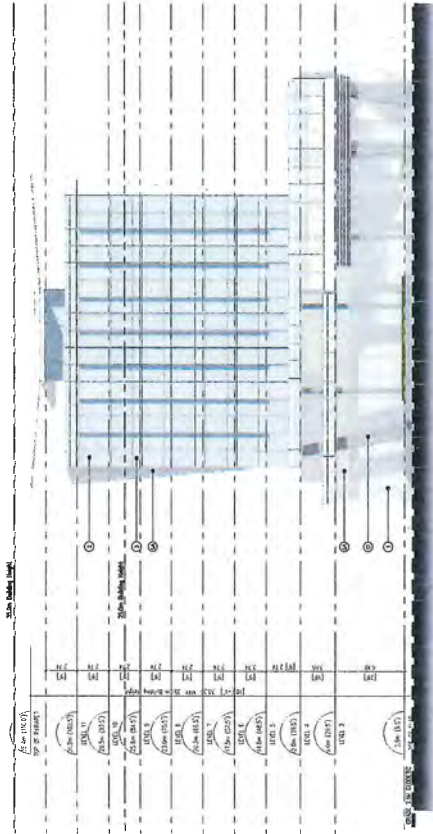
NEW CONTINENTAL PROPERTIES INC. 01-31-2008 2:05 PM 127-293-05 10/15/08 9/29/08 0022

MATERIAL LEGEND

- 1 GLASS CURTAIN WALL
- 2 WHITE BRICK
- 3 RED BRICK
- 4 RED BRICK
- 5 RED BRICK
- 6 RED BRICK
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1 BLDG C EAST ELEVATION



2 BLDG C WEST ELEVATION

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PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

BUILDING C ELEVATIONS A037

NEW CONTINENTAL PROPERTIES INC
2800 Park Place 606 Burrard Street Vancouver, BC V6C 2Z7 Ph: 604-693-6545 Fax: 604-693-2570



Development Application (RZ)
Data Summary

RZ 13-628557	
Address:	8320, 8340, 8360 & 8440 Bridgeport Road and 8311& 8351 Sea Island Way
Owner/Agent:	New Continental Properties Inc. / Danny Leung, Wydanco
Planning Area(s):	City Centre Area Plan – Bridgeport Village – T5 (45m) and T5 (35) – VCB Overlay – DPG Sub-Area A.4
Other Area(s):	Aircraft Noise Sensitive Use Area 1.B & 2 – Flood Construction Level Area A

RZ 13-628557	Existing	Proposed
OCP Designation:	Commercial	Commercial
Land Uses:	Commercial	Commercial & Education
Zoning:	LUC 126 and CA	ZMU39
Site Area (before and after dedications): Parcel A+B+C	10,441 m ²	9,380 m ²
Net Development Site Area (for floor area calculation):	N/A	9,380 m ²
Number of Residential Units:	0	0

RZ 13-628557	Proposed Site Specific Zone	Proposed Development	Variance
Base FAR (max):	2.00	2.00	
Village Centre Bonus (VCB) (max):	1.00	1.00	
Total FAR (max):	3.00	3.00	
Commercial FAR (hotel and secondary uses) (max):	2.00	2.00	
Office FAR (max):	3.00	0.50	
Education FAR (max.):	0.50	0.50	
Commercial (hotel and secondary uses) (max):	18,760 m ²	18,760 m ²	
Office (max):	28,140 m ²	4,680 m ²	
Education (max):	4,680 m ²	4,680 m ²	
Floor Area FAR (max):	28,161 m ²	28,161 m ²	
Lot Coverage (max.):	90%	71% / 73%	
Setback – Bridgeport Road (min):	6.0 m / 3.0 m	3.0 m	
Setback – No. 3 Road (min):	6.0 m / 3.0 m	3.0 m	
Setback – Sea Island Way (min):	6.0 m / 1.5 m	1.5 m	
Setback – Canada Line (min):	6.0 m	6.0 m	
Setback – Lanes	0.0 m	0.0 m	
Setback – Interior Side Yard (min):	0.0 m	> 0.0 m	
Height Dimensional (geodetic) (max):	47.0 m / 42.0 m / 37.0 m	46.1 m / 37.65 m / 35.4 m	
Height Accessory (max):	5.0	n/a	
Subdivision/Lot Size (minimum):	3,400 m ²	3,480 m ²	
Off-street Parking TTL – Pre-Capstan (Parcel A+B+C and Orphan) (min):	503	475	1 and 2
Off-street Parking TTL – Post-Capstan (Parcel A+B+C and Orphan) (min):	465	475	1 and 2

TDM Reduction (max):	10% / 20% (education)	10% / 20% (education)	
Class 1 Bicycle Parking (min):	127	129	
Class 2 Bicycle Parking (min):	132	132	
Loading – Medium (min):	6	6	
Loading – Large (min):	within lane system	within lane system	

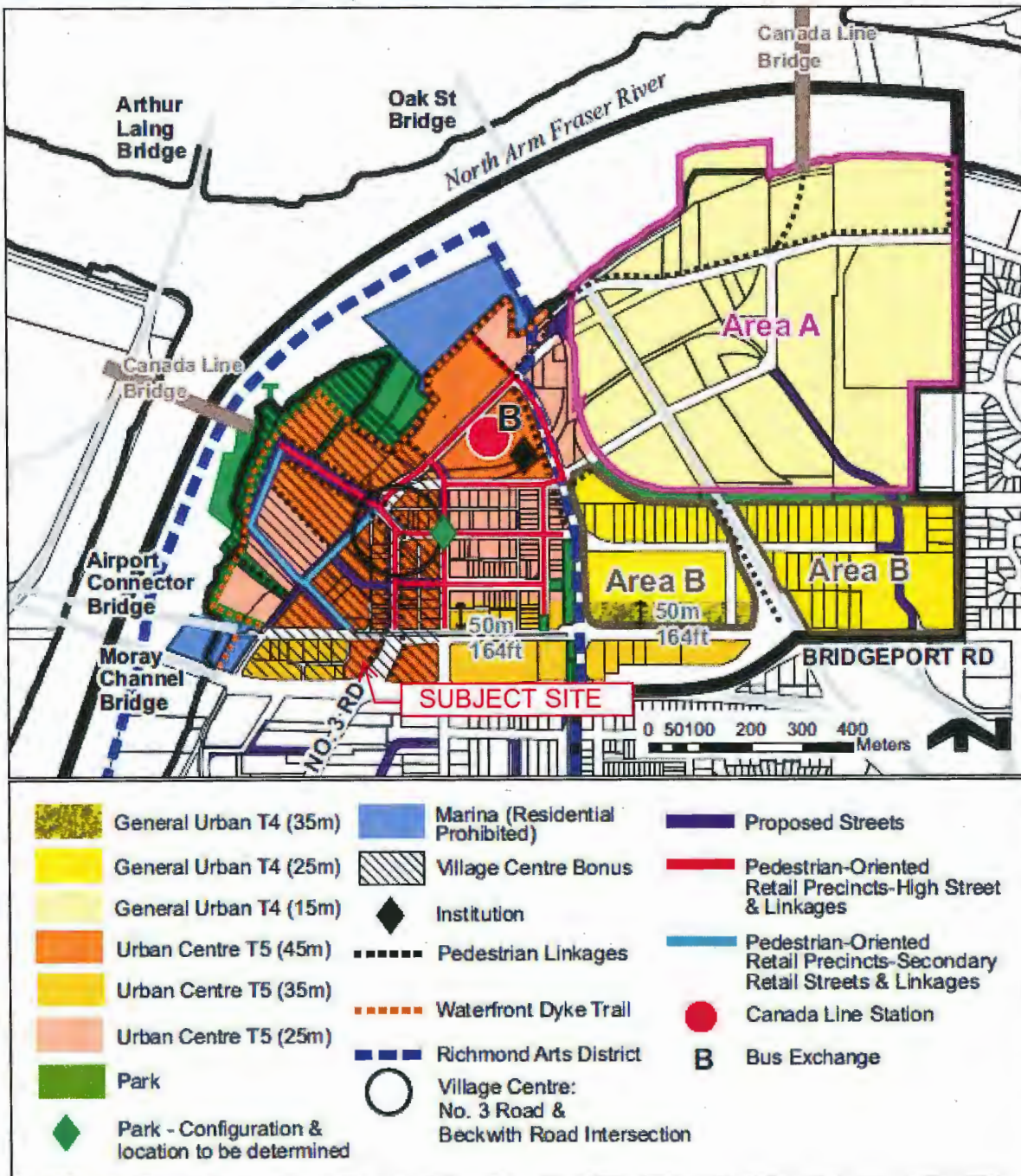
GENERAL NOTE: All figures are based on the preliminary site survey site area and are subject to change with final survey dimensions. Further, the proposed development figures above have been modified to reflect the preliminary site survey site area and may differ slightly from the figures provided on the conceptual architectural drawings.

NOTE 1: Parking figures are based on the calculation methodology provided in the Transportation Study. Where base information changes (e.g. number of hotel rooms, floor areas), final parking requirements will be determined using the same methodology.

NOTE 2: The proposed parking makes assumptions regarding timing of Capstan Station, development of subject site Phase 1 and 2 and development of the orphan lot. Final parking provision will be required to meet the relevant conditions at the time of development permit approval.

Specific Land Use Map: Bridgeport Village (2031)

Bylaw 9041
2016/07/25





City of Richmond

OCP Amendment and Rezoning Considerations

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

Address: 8320, 8340, 8360 and 8440 Bridgeport Road and 8311 and 8351 Sea Island Way

File No.: RZ 13-628557

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, the owner is required to complete the following.

(OCP Amendment)

1. Final Adoption of OCP Amendment Bylaw 9628.

(External Agencies)

2. ***(Ministry of Environment)*** Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues.

Note: MOE no further correspondence required on file.

Note: This approval is required prior to the dedication or fee simple transfer of any land or road to the City.

3. ***(Provincial Ministry of Transportation & Infrastructure - Site)*** Final approval of the proposed OCP amendments and rezoning, including acceptance of final transportation studies, access and egress agreements and road functional designs, as developed through the Development Permit (DP) and Servicing Agreement (SA) processes.

Note: Preliminary approval and a subsequent extension from MOTI have been received and are on file. Expiration date: March 21, 2018.

4. ***(Provincial Ministry of Transportation & Infrastructure - Off-site)*** Provision and approval of road functional drawings for the future Sea Island Way deceleration lane to the west of the subject site.
5. ***(South Coast British Columbia Transportation Authority (TransLink))*** Final approval of the proposed OCP amendments, rezoning, development permit and servicing agreement, subject to a no building permit issuance agreement. (Refer to Covenants and Agreements section.)

Note: Preliminary comments from Translink have been received and are on file.

6. ***(Trans Mountain Pipeline/Kinder Morgan Canada)*** Final confirmation that Kinder Morgan is prepared to enter into a Pipeline Proximity Installation Permit for all on-site and off-site works directly with the owner of the development site.

Note: Preliminary comment from Kinder Morgan has been received and is on file.

7. ***(BC Hydro)*** Final confirmation, in conjunction with the Servicing Agreement (SA) process, from BC Hydro that it concurs with any changes to the hydro transmission poles, associated equipment and other circumstances (such as location of protection bollards) arising through the Development Permit (DP) and Servicing Agreement (SA) processes.

Note: Preliminary comment has been received from BC Hydro and is on file.

(Submissions)

8. **(Transportation Reports)** Submission of final transportation reports (Infrastructure Changes, Access Strategy, Parking, Transportation Demand Management, Traffic Impact Assessment), signed and sealed, to the satisfaction of the City.

Note: Final report on file.

9. **(Road Functional Drawings)** Submission of final interim and ultimate road functional drawings, signed and sealed, to the satisfaction of the City.

Note: Preliminary road functional drawings on file.

(Subdivision, Dedications and Statutory-Rights-of-Way)

10. **(Discharges)** Discharge of the following charges:

- a) With respect to 8320 Bridgeport Road:
 - Statutory-Right-of-Way – City of Richmond – BR25282
 - Covenant No. BR25294

11. **(Subdivision)** Registration of a Subdivision Plan for the subject site, which satisfies the following conditions:

- a) acceptance by the City and the Ministry of Transportation and Infrastructure (MoTI) of submitted interim and ultimate road functional drawings;
- b) road dedications as follow:

For Parcel A+B (including 8440 Bridgeport Road and 8311 and 8351 Sea Island Way):

- i. land along Bridgeport Road to provide for road widening in accordance with Ministry of Transportation and Infrastructure (MoTI) requirements and to provide for boulevard cross-section improvements in accordance with City requirements;
- ii. land along No. 3 Road to provide for road and boulevard cross-section improvements in accordance with City requirements;
- iii. approximately 1.5 m for widening of the east-west vehicle travel lanes (Lane 4);
- iv. approximately 1.5 m for widening of the north-south vehicle travel lanes (Lane 2); and
- v. corner cuts and/or other geometries as required to provide required functionality.

For Parcel C (including 8320, 8340 and 8360 Bridgeport Road):

- vi. land along Bridgeport Road to provide for road widening in accordance with Ministry of Transportation and Infrastructure (MoTI) requirements and to provide for boulevard cross-section improvements in accordance with City requirements; and
- vii. corner cuts and/or other geometries as required to provide required functionality;
- c) consolidation of the existing lots into two lots separated by a City lane, generally as shown in the Preliminary Subdivision Plan (Schedule 1) and including revision of any existing strata lots as required; and
- d) registration of a covenant on title of each lot created for the purpose of the subject development (Parcel A+B and Parcel C), to the satisfaction of the City, generally as described on the Preliminary Subdivision Plan(s) (RTC Attachment 9), stipulating that the registered lots may not be subdivided or sold or otherwise separately transferred without prior approval of the City.

12. **(Statutory Rights-of-Way)** Granting of public right of passage statutory rights of way in favour of the City as shown in the related Preliminary Statutory-Right-of-Way Plan (Schedule 1) subject to

minor modifications arising from design development of the building, landscape, frontage and road functional plans through the Development Permit (DP) and Servicing Agreement (SA) processes, as well as the requirements of other jurisdictions, where applicable, generally providing for:

- i. universal accessibility;
- ii. 24 hour a day access;
- iii. design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- iv. design and construction at owner's cost; and
- v. maintenance and repair at owner's cost,

and, specifically providing for:

For Parcel A+B (including 8440 Bridgeport Road and 8311 and 8351 Sea Island Way):

- vi. along the Bridgeport Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- vii. along the No. 3 Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- viii. along the north-south lane (Lane 1), a minimum 1.5 m wide strip to accommodate a sidewalk on the east side of the travel lanes;
- ix. along the east-west lane (Lane 4), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the south travel lane;
- x. at the intersection of the north-south and east west lanes (Lanes 1 and 4), the whole of the area provided for vehicle drop off and car and truck manoeuvring, as well as a minimum 1.5 m strip to accommodate a sidewalk adjacent to the travel lanes;
- xi. along the north-south lane (Lane 2), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the travel lanes; and
- xii. in all other areas, up to a line established a minimum of 1.5 m away from the building face and/or building-related outdoor open spaces along the Bridgeport Road, No. 3 Road and Sea Island Way frontages, except below the covered passage between Buildings A and B, unless otherwise determined through the Development Permit (DP) and Servicing Agreement (SA) processes;

For Parcel C (including 8320, 8340 and 8360 Bridgeport Road):

- xiii. along the Bridgeport Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- xiv. along the Bridgeport Road frontage, additional area up to a minimum of 1.5 m away from the building face and/or building-related outdoor open spaces, unless otherwise determined through the Development Permit (DP) and Servicing Agreement (SA) processes;
- xv. along the western edge, a minimum 7.5 m wide strip to accommodate a 6.0 m travel lane and a 1.5 m sidewalk; and
- xvi. along the east-west lane (Lanes 4 and 5), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the north travel lane; and

13. **(Statutory Rights-of-Way)** Granting of a public right of passage Statutory-Right-of-Way in favour of the City to accommodate car share spaces and drive aisle access and subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation, generally providing for:

- xvii. universal accessibility;
- xviii. 24 hour per day access;

- xix. design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- xx. design and construction at owner's cost; and
- xxi. maintenance and repair at owner's cost,

General Note: Refer also to Servicing Agreement conditions regarding existing and new PROP or utilities rights of way to be discharged, amended and/or created as a consequence of the Servicing Agreement approval.

General Note: Refer also to the District Energy Utility conditions regarding statutory rights of way related to district energy facilities.

General Note: Refer also to Servicing Agreement conditions regarding statutory rights of way related to private utility equipment and connections.

(Covenants and Agreements)

- 14. **(TransLink)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, stipulating that no building permit for all or any part of the development shall be issued until the applicant has provided the City with satisfactory written confirmation that all terms required by the South Coast British Columbia Transportation Authority (TransLink), as a condition of issuance of any building permit for the development, have been met.
- 15. **(Aircraft Noise)** Registration of an aircraft noise covenant on title, to the satisfaction of the City, suitable for Area 1B (new residential land uses prohibited) and Area 2 (new aircraft noise sensitive land uses permitted except new single family) and granting of a Statutory-Right-of-Way in favour of the Airport Authority.
- 16. **(Ambient Noise – Development Impacts)** Registration of an ambient noise and development impacts covenant on title, to the satisfaction of the City, noting that the development is located in a densifying urban area and may be subject to impacts that affect the use and enjoyment of the property including, but not limited to, ambient noise, ambient light, shading, light access, privacy, outlook, vibration, dust and odours from development or redevelopment of public and private land in the surrounding area.
- 17. **(Commercial Noise)** Registration of a commercial noise covenant on title, to the satisfaction of the City, indicating that commercial uses are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and that noise generated from rooftop HUAC units will comply with the City's Noise Bylaw.
- 18. **(Flood Construction Level)** Registration of a flood covenant on title, to the satisfaction of the City, identifying the basic minimum flood construction level of 2.9 m GSC for Area A.
- 19. **(Hotel – Length of Stay)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, securing the owner's and the owner's assignee's commitment to limit the length of stay of hotel guests to a maximum of six months.
- 20. **(Hotel – No Strata)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, for each hotel building prohibiting strata titling of individual or groups of hotel rooms.
- 21. **(Education – No Strata)** Registration of covenant or alternative legal agreement on title, to the satisfaction of the City, prohibiting strata titling of the 0.5 FAR of the floor area that is eligible for commercial and education use.

22. **(Vehicle Access and Egress)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, subject to the approval of the Director of Transportation, stipulating that there shall be no direct vehicle access or egress for the site from Bridgeport Road, No. 3 Road and Sea Island Way, except as required to access the lane Statutory-Right-of-Way (Lane 3) and except as required to provide for temporary egress from 8360 and 8380 Bridgeport Road as described under **(Egress – Orphan Lot)**.
23. **(Egress – Orphan Lot)** Registration of a covenant on title and an associated Statutory-Right-of-Way, to the satisfaction of the City and subject to the approval of the Director of Transportation and the Minister of Transportation and Infrastructure, in favour of the City and the Province, securing the owner's commitment to provide for vehicular egress from the existing angled parking located in the front yard of the existing development at 8380 Bridgeport Road, until such time that the property at 8380 Bridgeport Road is redeveloped, including the following:
- a) granting of a Statutory-Right-of-Way in favour of the City running from the existing front yard parking on 8380 Bridgeport Road adjacent to the east property line of Parcel C (currently 8360 Bridgeport Road) to the east-west City lane south of Bridgeport Road generally as described in the Preliminary Statutory-Right-of-Way Plan (Schedule 2) and providing for:
 - 24 hour a day use; and
 - design and construction at owner's cost and maintenance and repair at owner's cost;
 - b) providing for temporary encroachment of the existing building on Parcel C (currently located on 8360 Bridgeport Road) into the Statutory-Right-of-Way until such time that the use of the Statutory-Right-of-Way is required, at which time the existing building shall be demolished;
 - c) during Phase 1 of the subject development (Parcel A+B and Interim Parcel C) and until such time that the frontage improvements along Bridgeport Road are commenced, providing for access through Parcel C (specifically the front yard area currently located on 8360 Bridgeport Road) to the existing egress point on Bridgeport Road, as is the current arrangement (see temporary exit route per MPT Engineering Ltd. drawing – Schedule 3) and providing for:
 - 24 hour a day use; and
 - maintenance and repair at owner's cost; and
 - d) at the time that the Phase 1 Bridgeport Road frontage improvements are commenced, providing for access through the subject Statutory-Right-of-Way; and
 - e) providing for the discharge of this covenant and the associated Statutory-Right-of-Way at the time that the property at 8380 Bridgeport Road is redeveloped.
24. **(Parking – Orphan Lot)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, in favour of the City of Richmond, securing the owner's commitment to provide parking spaces for the future benefit of the property at 8380 Bridgeport Road at the time that 8380 Bridgeport Road is redeveloped generally providing for:
- a) universal accessibility;
 - b) 24 hour a day open access or with more limited or secure access arrangements to the satisfaction of the owner of 8380 Bridgeport Road;
 - c) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
 - d) design and construction at owner's cost; and
 - e) maintenance and repair at owner's cost;

and specifically providing for:

- f) the number of spaces shall be calculated based on the required parking at the time of redevelopment of 8380 Bridgeport Road minus 16 spaces;
- g) the spaces shall be located on Parcel C, except during construction of the parkade on Parcel C, if applicable, in which case they may be temporarily relocated to Parcel A+B;
- h) the spaces shall include disabled, large car and small car spaces consistent with the requirements of the Richmond Zoning Bylaw;
- i) vehicle and pedestrian access shall be provided through the subject development to and from the parking spaces without restriction during normal business hours and with security access during non-business hours; and
- j) provision of wayfinding signage.

Note: The forgoing agreement applies in the case of Phase 1 of the development (Parcel A+B with temporary surface parking on Parcel C) and Phase 2 of the development (Parcel C including construction of a permanent parkade with parking spaces for Parcel A+B and Parcel C), as well as the transition period between Phase 1 and Phase 2.

- 25. **(Transit Passes – Education Students)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide to all students attending the commercial and university education institutions free monthly, two-zone transit passes or equivalent in perpetuity and to provide for implementation measures to the satisfaction of the City and subject to the approval of the Director of Transportation.
- 26. **(Transit Passes – Education Staff)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide to all staff of the commercial and university education institutions free monthly, two-zone transit passes or equivalent in perpetuity and to provide for implementation measures to the satisfaction of the City and subject to the approval of the Director of Transportation..
- 27. **(End of Trip Facilities)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide cycling end of trip facilities for each of the uses (e.g. hotel, office and education) on each sites A, B, and C, generally providing for:
 - a) universal accessibility;
 - b) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
 - c) design and construction at owner's cost; and
 - d) maintenance and repair at owner's cost,

and, specifically providing for:

- e) one male facility and one female facility, each with a minimum of two showers;
- f) location such that the facilities are easily accessible from bicycle parking areas and all intended users.
- a) identification of the cycling end of trip facilities in the Development Permit plans;
- b) identification of the cycling end of trip facilities in the Building Permit plans; and
- c) provision of wayfinding signage for the end of trip facilities prior to Building Permit issuance granting occupancy.

Note: Facilities shall be a handicapped-accessible suite of rooms containing a change room, toilet, wash basin, shower, lockers, and grooming station (i.e. mirror, counter, and electrical outlets) designed to accommodate use by two or more people at one time.

28. **(Car Share Provisions)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to, in Phase 1, provide two car-share spaces with drive aisle access, secured with Statutory-Right-of-Way in favour of the City, generally providing for:

- a) universal accessibility;
- b) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- c) design and construction at owner's cost; and
- d) maintenance and repair at owner's cost,

and, specifically providing for:

- d) safe public access 24 hours a day;
- e) one EV quick-charge (240 volt) charging station for their convenient and exclusive use of the two spaces;
- f) identification of the location, size, access, EV and CPTED characteristics of the car share spaces on the Development Permit plans;
- g) identification of the location, size, access, EV and CPTED characteristics of the car share spaces on the Building Permit plans;
- h) provision of wayfinding signage for the car share spaces prior to Building Permit issuance granting occupancy;
- i) provision of the car share spaces and associated access at no cost to the car share operator;
- j) provision of the car share spaces and associated access at no cost to individual users of the car share service, except as otherwise determined by the City;
- k) provision of one car share car for a minimum of three years, at no cost to the car share operator;
- l) submit a draft contract of the agreement between the Developer and the car share provider for City's review;
- m) submission of a Letter of Credit prior to Development Permit for the sum of \$30,000 to secure the developer's commitment to provide the car share cars;
- n) agreement to voluntarily contribute the \$30,000 secured by LOC towards alternate transportation demand management modes of transportation should the car share cars not be provided at the time of Building Permit issuance granting occupancy;
- o) prior to Building Permit issuance granting occupancy, entering into a contract with a car share operator for a minimum of three years from the first date of building occupancy, a copy of which shall be provided to the City; and
- p) agreement that, in the event that the car-share facilities are not operated for car-share purposes as intended via the subject rezoning application (e.g., operator's contract is terminated or expires), control of the car-share facilities 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 facilities shall be used going forward.

29. **(Electric Vehicle Provisions – Cars and Bicycles)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to:

- a) install and maintain a minimum of 20% of vehicle parking spaces with a 240 volt plug-in receptacles for the future addition of shared use charging stations;
- b) install and maintain a minimum of 10% of Class 1 bicycle parking spaces with a 120 volt plug in receptacles for the future addition of shared use charging stations;

- c) identify the spaces and equipment in the Development Permit plans;
- d) identify the spaces and equipment in the Building Permit plans; and
- e) prior to Building Permit issuance granting occupancy, provide wayfinding and stall identification signage for the electric vehicle spaces.

Note: Additional EV requirements pertaining to car share cars included in Car Share Covenant.

- 30. **(Shuttle Bus)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide a shuttle bus for staff and/or student to use as a means to transport between the subject site, the Vancouver International Airport (YVR), Canada Line rapid transit stations and/or other locations, in perpetuity or for the life of the of the proposed commercial and university education uses.
- 31. **(Priority Car Pool Parking)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide a minimum 2% of the total number of parking spaces required for the commercial and university education as car pool parking spaces in perpetuity or for the life of the proposed commercial and university education uses to be located on Parcel A+B.
- 32. **(District Energy Utility)** Registration of a covenant on title, to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement will include, at minimum, the following terms and conditions:
 - a) no Building Permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
 - b) if a DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until: the Owner has executed and delivered to the City a Section 219 Covenant for the installation, operation and maintenance of all necessary facilities for supplying the services to the Lands; the Owner has entered into a Service Provider Agreement as required by the City; and the Owner has granted or acquired the Statutory-Right-of-Way(s) and/or easements necessary for supplying the DEU services to the Lands; and
 - c) if a DEU is not available for connection, then the following is required prior to the earlier of subdivision (stratification) or final building inspection permitting occupancy of a building:
 - i. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - ii. the owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation;
 - iii. the owner grants or acquires the Statutory-Right-of-Way(s) and/or easements necessary for supplying DEU services to the building; and
 - iv. if required by the Director of Engineering, the owner provides to the City with security for costs associated with acquiring any further Statutory-Right-of-Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.

(Contributions)

- 33. **(Connectivity Measures)** City acceptance of the owner's offer to voluntarily contribute \$697,199 for transportation connectivity improvements in Bridgeport Village and Capstan Village (*General Account (Transportation) # 5132-10-550-55005-0000*).

34. **(Community Facilities)** City acceptance of the owner's offer to voluntarily contribute at least \$3,281,593.00 (five percent of the Village Centre Bonus floor area calculated using the proposed floor area e.g. $0.05 \times 1.0 \times 9380 \text{ m}^2 \times \$6,997 / \text{m}^2$) towards the development of community facilities (*City Centre Facility Development Fund - Account # 7600-80-000-90170-0000*). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier (\$6,997) will be adjusted 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.
35. **(Community Planning)** City acceptance of the owner's offer to voluntarily contribute at least \$75,696.60 (100% of the total floor area calculated using the proposed floor area e.g. $28,140 \text{ m}^2 \times \$2.69 / \text{m}^2$) towards City Centre community planning (*CC-Community Planning and Engineering Account # 3132-10-520-00000-0000*).
36. **(Public Art)** City acceptance of the owner's offer to voluntarily contribute at least \$130,288.20 (100% commercial floor area @ \$4.63 per square meter calculated using the proposed floor area e.g. $28,140 \text{ m}^2 \times \$4.63 / \text{m}^2$) towards public art (15% to Public Art Provision Account # 7500-10-000-90337-0000 and 85% to ma # 7600-80-000-90173-0000).
37. **(Transportation Demand Management)** City acceptance of the owner's offer to voluntarily contribute \$100,000 towards TDM pedestrian crossing enhancements along Bridgeport Road (*General Account (Transportation) # 5132-10-550-55005-0000*).
38. **(Trees – City Property)** City acceptance of the owner's offer to voluntarily contribute \$9,100 (calculated as $7 \times \$1,300$ per tree) for the planting of replacement trees within the City (*Tree Compensation Fund Account # 2336-10-000-00000-0000*).

Per Current Floor Area Estimates in m^2 :

Floor Area Total	Retail/Restaurant	Hotel	Office/ Education	VCB
28,140	975	17,785	9,380	9,380

(Development Permit)

39. Submission and processing of a Development Permit* application for Parcels "A" and "B" completed to a level deemed acceptable by the Director of Development, demonstrating:
- design development of the rezoning concept to address, unless otherwise determined by the Director of Development:
 - Council directions arising out of Public Hearing;
 - form and character objectives noted in the associated Report to Planning Committee;
 - comments of the Advisory Design Panel;
 - the requirements of TransLink related to Development Permit (DP) level consent;
 - technical resolution, as necessary, of building services, private utilities, public utilities, parking and loading and waste management, including provision of final on-site utility, loading, waste management, signage and wayfinding plans; and
 - technical resolution, as necessary, of the landscape design including but not limited to provision of adequate soil depth and automatic irrigation systems where appropriate;
 - the owner's commitment to design and construct the development in accordance with rezoning policy, the rezoning considerations and the draft site-specific zoning bylaw, by incorporating information into the Development Permit plans (inclusive of architectural, landscape and other plans, sections, elevations, details, specifications, checklists and supporting consultant work) including, but not limited to:

- i. statutory rights of way, easements, encroachments, no build areas, agreements and other legal restrictions;
- ii. flood construction level(s);
- iii. use, density, height, siting, building form, landscaping, parking and loading and other zoning provisions;
- iv. site access and vehicular crossings;
- v. location and details of EV-charging and EV-ready vehicle and bicycle parking spaces;
- vi. location and details of car-share parking spaces;
- vii. location and details of car-pool parking spaces;
- viii. location and details of orphan lot parking spaces (temporary and permanent);
- ix. required end of trip facilities, including their location, number, size, type and use;
- x. the location of areas reserved for DEU connection facilities and a notation regarding the need for DEU pre-ducting;
- xi. an Accessibility Checklist and identification of specific recommended measures on the plans, where relevant;
- xii. a CPTED Checklist and identification of specific recommended measures on the plans, where relevant;
- xiii. a LEED Checklist with measures recommended by a LEED AP BD+C to achieve LEED Silver equivalent and identification of specific measures to be incorporated into the Building Permit plans;
- xiv. on the landscape plan and roof plans, if applicable:
 - a. the location and specifications for ecological network landscaping;
 - b. the location and specifications for intensive and extensive green roofs;
 - c. the location and dimension of required on-site tree protection;
 - d. the location, dimensions and specifications for replacement trees;
- ii. include a mix of coniferous and deciduous trees;
- iii. include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
- iv. include the 5 required replacement trees with the following minimum sizes:
- xv. location and dimensions of tree protection on City property and on 8380 Bridgeport Road,
- xvi. submission of a contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review; and
- xvii. notation regarding the location and general form of public art, in the case that the public art contribution is located on the site or building.

(Letter of Credit – Trees, Ecological Network and Landscape)

- c) Submission of a letter of credit for landscaping based on 100% of the cost estimate provided by the Landscape Architect, including installation costs, plus a 10% contingency cost.

(Servicing Agreement)

40. Submission and processing of a Servicing Agreement* application, completed to a level deemed acceptable by the Director of Engineering, for the design and construction of works associated with the proposed rezoning, subject to the following conditions:

(Development Phasing)

- a) All utilities and transportation works to be completed in the first phase of development except where limited by interface issues.

(Utilities – Engineering)

(Water Works)

- b) Using the OCP Model, there is 551 L/s of water available at a 20 psi residual at the hydrant located at the frontage of 8320 and 8340 Bridgeport Road and 309 L/s available at 20 psi residual at the hydrant located at the frontage of 8311 Sea Island Way. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
 - i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit Stage.
 - ii. Review, via the Servicing Agreement (SA) design, the impact of the proposed offsite works (e.g., frontage improvements, road widening, private utility works such as hydro, telecom and gas, etc.) on the existing 300mm diameter AC watermain along the Bridgeport Road frontage of 8320, 8340 and 8360 Bridgeport Road and provide mitigation measures.
 - iii. Remove the existing AC watermain along the south property lines of 8311 and 8351 Sea Island Way and 8440 Bridgeport Road and install as replacement within the Sea Island Way roadway approximately 130 meters of new watermain. Tie-ins shall be to the existing watermain in Sea Island Way and No. 3 Road. Installation of the new watermain within Sea Island Way roadway may be required prior to start of soil densification and/or preload works subject to the result of the required Geotechnical assessment below.
 - iv. Install approximately 260 meters of new 200mm diameter watermain and fire hydrants (spaced as per City standard) along the proposed development's lane frontages. The new watermain shall be tied-in to the existing watermain along Sea Island Way and Bridgeport Road.
 - v. Install fire hydrants spaced as per City standard along the proposed development's Bridgeport Road, Sea Island Way and No. 3 Road frontages.
- c) At Developers cost, the City will:
 - i. Cut and cap the north end of the existing 250mm diameter watermain at the southeast corner of 8440 Bridgeport Road.
 - ii. Cut and cap at main all existing water service connections.
 - iii. Complete all proposed watermain tie-ins.

(Storm Sewer Works)

- d) The Developer is required to:
 - i. Upgrade approximately 95 meters of existing 375mm diameter storm sewers to 600mm diameter storm sewer along the development's Bridgeport Road frontage complete with new manholes at each end. A three (3) meter wide utility right of way is required along the entire north property line of 8320, 8340 and 8360 Bridgeport Road for the new 600 mm storm sewer.
 - ii. Upgrade the existing 450 mm diameter storm sewer (complete with new manholes spaced as per City standard) with a length of approximately 85 meters from existing manhole

STMH6106 (located at the north end of the existing lane between 8380 and 8440 Bridgeport Road) to existing manhole STMH9189 (located at the southwest corner of No 3 Road and Bridgeport Road intersection), to 600 mm diameter storm sewer. The existing storm sewers and manholes shall be removed to accommodate the storm sewer upgrade. A three (3) meter wide utility right of way is required along the entire north property line of 8440 Bridgeport Road for the new 600 mm storm sewer. Coordination with BC Hydro Transmission department is required to address potential impact of the storm sewer installation to the existing Transmission pole.

- iii. Upgrade the existing 375mm and 450mm diameter storm sewers along No. 3 Road frontage to 600mm diameter storm sewer complete with new manholes spaced as per City standard. The new 600mm diameter storm sewers with an approximate length of 120 meters shall be installed in a new alignment from the new manhole at the southwest corner of No 3 Road and Bridgeport Road intersection to a new manhole which will be located within the intersection of No 3 Road and Sea Island Way. The existing 375mm and 450mm storm sewers and manholes along the east property line of 8440 Bridgeport road shall be removed.
 - iv. Remove the existing 375 mm diameter storm sewer from existing manhole STMH9174 (located at the northwest corner of No 3 Road and Sea Island intersection) to existing manhole STMH9175 (located at the south end of the existing lane between 8211 and 8311 Sea Island Way) with a length of approximately 115 meters. Install within the Sea Island Way roadway new 600 mm diameter storm sewers (complete with new manholes spaced as per City standard) from the new manhole at the intersection of Sea Island Way and No. 3 Road to approximately 120 meters to the west.
 - v. Install new storm sewers complete with manholes as per City standard in the proposed lanes along the west property lines of 8311 Sea Island Way and 8320 Bridgeport Road. Tie-ins shall be to the new storm sewers at Bridgeport Road and Sea Island Way.
- e) At Developers cost, the City will:
- i. Cut and cap at main all existing storm service connections.
 - ii. Remove all existing inspection chambers and storm service leads and dispose offsite.
 - iii. Complete all proposed storm sewer tie-ins.

(Sanitary Sewer Works)

- f) The Developer is required to:
- i. No upgrade required to the existing sanitary sewers at the lane frontages.
- g) At Developers cost, the City will:
- i. Cut and cap at main all existing sanitary service connections.
 - ii. Remove all existing inspection chambers and sanitary leads and dispose offsite.
 - iii. Complete all proposed sanitary sewer service connections and tie-ins.

(Frontage Improvements – Engineering)

- h) The Developer is required to:
- i. Provide other frontage improvements as per Transportation's requirements. Improvements shall be built to the ultimate condition wherever possible.
 - ii. Provide street lighting along Bridgeport Road, No. 3 Road, Sea Island Way and lane frontages.

Note: All Servicing Agreement (SA) works within MoTI's jurisdiction will need to be reviewed and approved by MoTI before City staff are able to grant final approval to the Servicing Agreement (SA) design.

- iii. Remove or put underground the existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) along the lane frontages of 8320 to 8340 Bridgeport Road and 8311 to 8351 Sea Island Way. The developer is required to coordinate with the private utility companies.
- iv. Pre-duct for future hydro, telephone and cable utilities along all Bridgeport Road, No. 3 Road, Sea Island Way and lane frontages.
- v. Remove and/or relocate an existing above ground kiosk at the Bridgeport Road frontage of 8440 Bridgeport Road.
- vi. Coordinate with BC Hydro, prior to start of site densification and pre-load works (if required), to address any impact on the existing BC Hydro Transmission pole and overhead lines at the Bridgeport Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing transmission poles may be required.
- vii. Confirm with BC Hydro (Transmission) the required clearance between the existing transmission pole and the proposed curb at the Bridgeport Road frontage of 8440 Bridgeport Road. Relocation of the existing transmission pole within the proposed development may be required, at developer's costs, if the resulting clearance between the proposed curb and existing transmission pole is not acceptable to BC Hydro (Transmission).
- viii. Coordinate with Pro Trans BC prior to start of site densification and pre-load works (if required) to address any impact on the existing Canada Line guiderail and columns along the No. 3 Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing Canada Line guiderail and columns may be required.
- ix. Coordinate with Kinder Morgan, prior to start of site densification and pre-load works (if required) to address any impact on the existing jet fuel line along Bridgeport Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing jet fuel may be required.
- x. Provide, prior to start of site preparation works, a geotechnical assessment of preload, soil densification, foundation excavation and dewatering impacts on the existing sanitary sewer along the lane frontages and the existing AC watermain along the south property line of 8311 and 8351 Sea Island Way and 8440 Bridgeport Road and the existing AC watermain at Bridgeport Road frontage, and provide mitigation recommendations. The mitigation recommendations if necessary (e.g., removal of the AC watermain and its replacement within the Sea Island Way roadway, etc.) shall be constructed and operational, at developer's costs, prior to soil densification, pre-load and/or foundation excavation.
- xi. Video inspections of adjacent sewer mains to check for possible construction damage are required prior to start of soil densification and preload and after preload removal. At their cost, the developer is responsible for rectifying construction damage.
- xii. Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of Statutory Rights of Way that shall be

shown in the functional plan and registered prior to Servicing Agreement (SA) design approval:

- BC Hydro Vista - Confirm Statutory-Right-of-Way dimensions with BC Hydro
- BC Hydro PMT – Approximately 4mW X 5m (deep) – Confirm Statutory-Right-of-Way dimensions with BC Hydro
- BC Hydro LPT – Approximately 3.5mW X 3.5m (deep) – Confirm Statutory-Right-of-Way dimensions with BC Hydro
- Street light kiosk – Approximately 2mW X 1.5m (deep)
- Traffic signal controller cabinet – Approximately 3.2mW X 1.8m (deep)
- Traffic signal UPS cabinet – Approximately 1.8mW X 2.2m (deep)
- Shaw cable kiosk – Approximately 1mW X 1m (deep) – show possible location in functional plan. Confirm Statutory-Right-of-Way dimensions with Shaw
- Telus FDH cabinet - Approximately 1.1mW X 1m (deep) – show possible location in functional plan. Confirm Statutory-Right-of-Way dimensions with Telus

(General Items – Engineering)

- i) The Developer is required to:
- i. Grant utilities statutory rights of way for required connections between City utilities and the development as determined within the Servicing Agreement process.
 - ii. Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering 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.
 - iii. Undertake pre and post construction elevation surveys of adjacent roads, underground utilities (e.g. manhole rims, manhole inverts, service boxes, etc.) and property lines to determine settlement amounts.
 - iv. Undertake pre and post construction video inspections of adjacent sewer mains to check for possible construction damage. At their cost, the developer is responsible for rectifying construction damage.
 - v. Coordinate the servicing agreement design and offsite construction works with MoTI, Trans Mountain Pipeline (Jet Fuel), Kinder Morgan Canada, BC Hydro Transmission, Pro Trans BC and Metro Vancouver due to proximity of works to Sea Island Way, Bridgeport Road, the jet fuel line, BC Hydro transmission line, Metro Vancouver's trunk sewer, and Canada line overhead railway and columns.

(Frontage Improvements – Transportation)

- j) The developer is responsible for the design and construction of the works shown on the Preliminary Functional Road Plan (to be submitted, reviewed and approved by staff), supported in principle by the City staff, subject to review and approval of the detailed Servicing Agreement (SA) designs, which shall include, but may not be limited to, the following.

Note: In addition to the following, landscape features are required to the satisfaction of the City, as determined via the Servicing Agreement (SA) and Development Permit review and approval

processes. Landscaped improvements may include, but shall not be limited to, street trees, landscaped boulevard, hard- and soft-scape features, street furnishings, decorative paving, and innovative storm management features, as appropriate.

k) The Developer is required to:

i. For No. 3 Road Frontage:

Along the entire No. 3 Road frontage, complete the following road cross-section (east to west):

- Existing southbound traffic lanes to remain.
- Using the edge of the existing southbound curb lane, convert and widen the existing on-street bike lane to a raised bike lane, which would include: 0.15m wide roll-over curb, 1.8m wide asphalt riding surface, and 0.3m wide Richmond Urban Curb.
- Min. 1.5m wide treed boulevard.
- Min. 3.0m wide concrete sidewalk (Min. 2.0 m provided as dedication).

Note: The alignment of the sidewalk and boulevard may need to be shifted westward to avoid the existing Canada Line Guideway column.

Note: Along the No. 3 Road frontage north of the Canada Line guideway column, an allowance should be made for the future provision of a 3.5m wide bus bay.

Note: The location of the sidewalk may need to be adjusted to avoid conflicts with BC Hydro infrastructure.

ii. For Bridgeport Road Frontage:

Along the entire Bridgeport Road frontage, complete the following cross-section (north to south):

- MoTI requirements: deceleration lanes approaching both laneways, new 0.5m wide curb/gutter, 1.0m wide grass boulevard/utility strip.
- Min. 1.5m wide grassed/treed boulevard.
- Min. 3.0m wide concrete sidewalk (Min. 2.0 m provided as dedication)

Note: The location of the sidewalk may need to be adjusted to avoid conflicts with BC Hydro infrastructure.

iii. For Sea Island Way Frontage:

Along the entire Sea Island Way frontage, complete the following cross-section (south to north):

- MoTI requirements: road widening as necessary, new 0.5m wide curb/gutter, 1.0m wide grass boulevard/utility strip.
- Min. 1.5m wide grassed/treed boulevard.
- Min. 3.0m wide concrete sidewalk.

iv. For Lanes:

Lane 1: North/south lane off Bridgeport Road immediately west of No. 3 Road: Widen existing 6m wide lane to provide a min. 6m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 2: North/south lane off Sea Island Way: Widen existing 6m wide lane to provide a min. 7.5m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 3: North/south lane off Bridgeport Road west of Lane 1: Provide a new lane to include a min. 6m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 4: East/west lane between Lane 1 and Lane 2: Widen existing 6m wide lane to provide a 7.5m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the south side. Provide a rollover curb and a 1.5 m sidewalk on the north side of the lane also.

Lane 5: East/west lane between Lane 2 and Lane 3: Widen existing 6m wide lane to provide a 6.0 m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the north side.

v. Corner cuts be provided at:

- All intersections due to the skewedness of the Bridgeport Road/No. 3 Road & Sea Island Way/No. 3 Road intersections, the exact size to be determined upon receiving the revised road functional plan.
- All intersections of public roads and lanes, minimum 3m x 3m plus additional dedication to accommodate the turning of loading vehicle.

Note: Final MoTI approval is required prior to rezoning adoption.

Note: Land Dedication: Road functional design drawings incorporating the frontage improvements as noted above to be prepared by the applicant, which would need to be reviewed and approved by the City. Such approved road functional design drawings would then be used to determine the amount of land dedication and legal drawings can then be prepared accordingly.

- l) Applicant to consult with business operators/owners and provide relevant documentation within the area bordered by Sea Island Way, No. 3 Road, Bridgeport Road, River Road regarding the proposed change in internal lane configuration and traffic operation.
- m) Construction Timing: All works to be completed prior to final Building Permit inspection granting the occupancy of the first building (Phase 1) on the subject site.

(Servicing Agreement – Letter of Credit)

- n) Provision of a letter of credit to secure the completion of the works in an amount determined by the Director of Development.

Note: A separate Letter of Credit or other form of financial commitment may be required to secure the completion of interface works at a future date.

(Servicing Agreement – LTO Registration)

- o) Registration of the Servicing Agreement on title.

(Building Permit)

Note: Prior to Building Permit issuance the approved Development Permit and associated conditions, as well as any additional items referenced in “Schedule B: Assurance of Professional Design and Commitment for Field Review”, shall be incorporated into the Building Permit plans (drawings and documents).

Note: Prior to Building Permit issuance the developer must submit a “Construction Parking and Traffic Management Plan” to the Transportation Department. The Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

Note: Prior to Building Permit issuance the developer must obtain 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.

General Notes:

1. Some of the foregoing items (*) may require a separate application.
2. Where the Director of Development deems it appropriate, legal 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 legal 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.

3. 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

Signed

Date

PRELIMINARY

SUBDIVISION PLAN OF
LOT 90 PLAN 57164, LOTS 80 AND 85 PLAN EPP68705, AND LOTS 2 AND 4 PLAN LMP48700
ALL OF SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT
PURSUANT TO SECTION 47 OF THE LAND TITLE ACT

SCALE 1 : 250



NOTES:
1. THE SUBDIVISION IS SHOWN AS OF THE DATE OF THE PLAN.
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LEGEND

SYMBOL	DESCRIPTION
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100	100. LOT

PH - 78

SECTION 28
BLOCK 5 NORTH
RANGE 6 WEST

BRIDGEPORT ROAD

DEDICATED AS ROAD
AREA=451.1 SQ

LANE

DEDICATED AS ROAD
AREA=182.7 SQ

LANE

SEA ISLAND WAY

SECTION 28
BLOCK 5 NORTH
RANGE 6 WEST

SEA ISLAND WAY

THIS PLAN LIES WITHIN THE GREATER VANCOUVER REGIONAL DISTRICT.

THIS PLAN LIES WITHIN THE GREATER VANCOUVER REGIONAL DISTRICT.

THIS PLAN LIES WITHIN THE GREATER VANCOUVER REGIONAL DISTRICT.

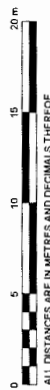
EXPLANATORY PLAN OF STATUTORY RIGHT OF WAY OVER
PART OF LOT A SECTION 28 BLOCK 5 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN EPP68705

PLAN EPP70170

PURSUANT TO SECTION 99(1)(e) OF THE LAND TITLE ACT.
FOR ACCESS PURPOSES

BCGS 92G-015

SCALE 1 : 200



ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF

THE INTENDED PLOT SIZE OF THIS PLAN IS 560 mm IN WIDTH BY
432 mm IN HEIGHT (C-SIZE) WHEN PLOTTED AT A SCALE OF 1:200

INTEGRATED SURVEY AREA No. 18 (CITY OF RICHMOND)

NAD83 (CSRS) 4.0.0 BC-1 (VRC)

GRID BEARINGS ARE DERIVED FROM PLAN EPP68705

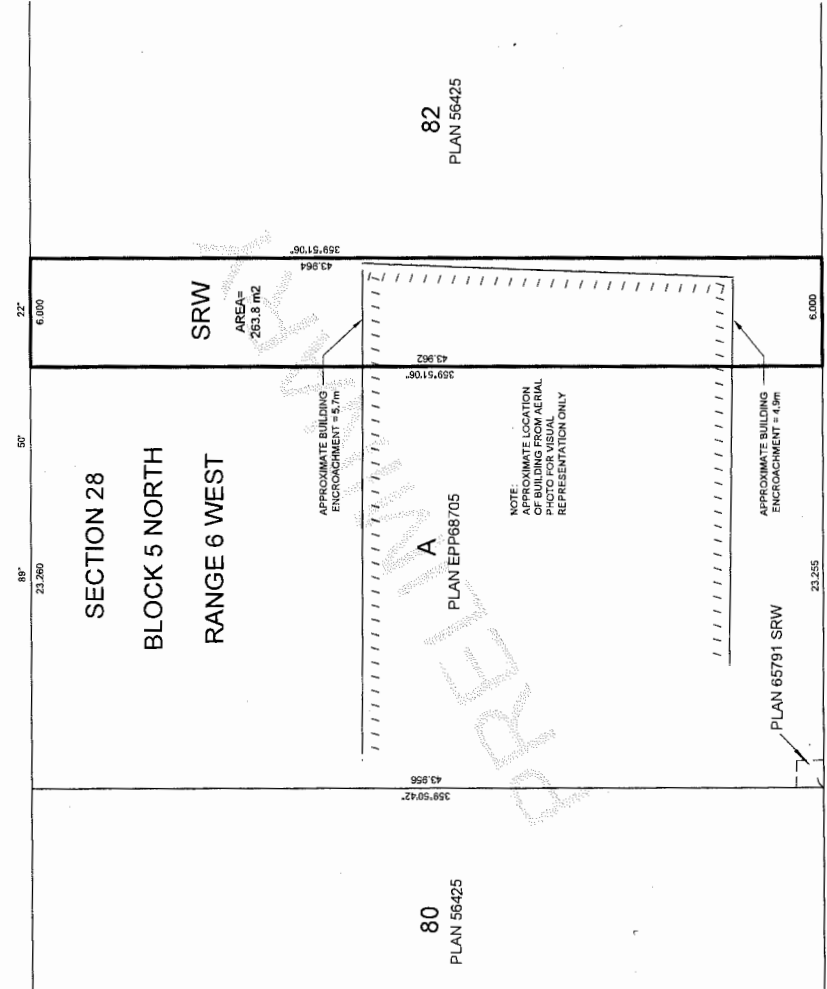
LEGEND:

m² DENOTES SQUARE METRE(S)

PH - 79



BRIDGEPORT ROAD



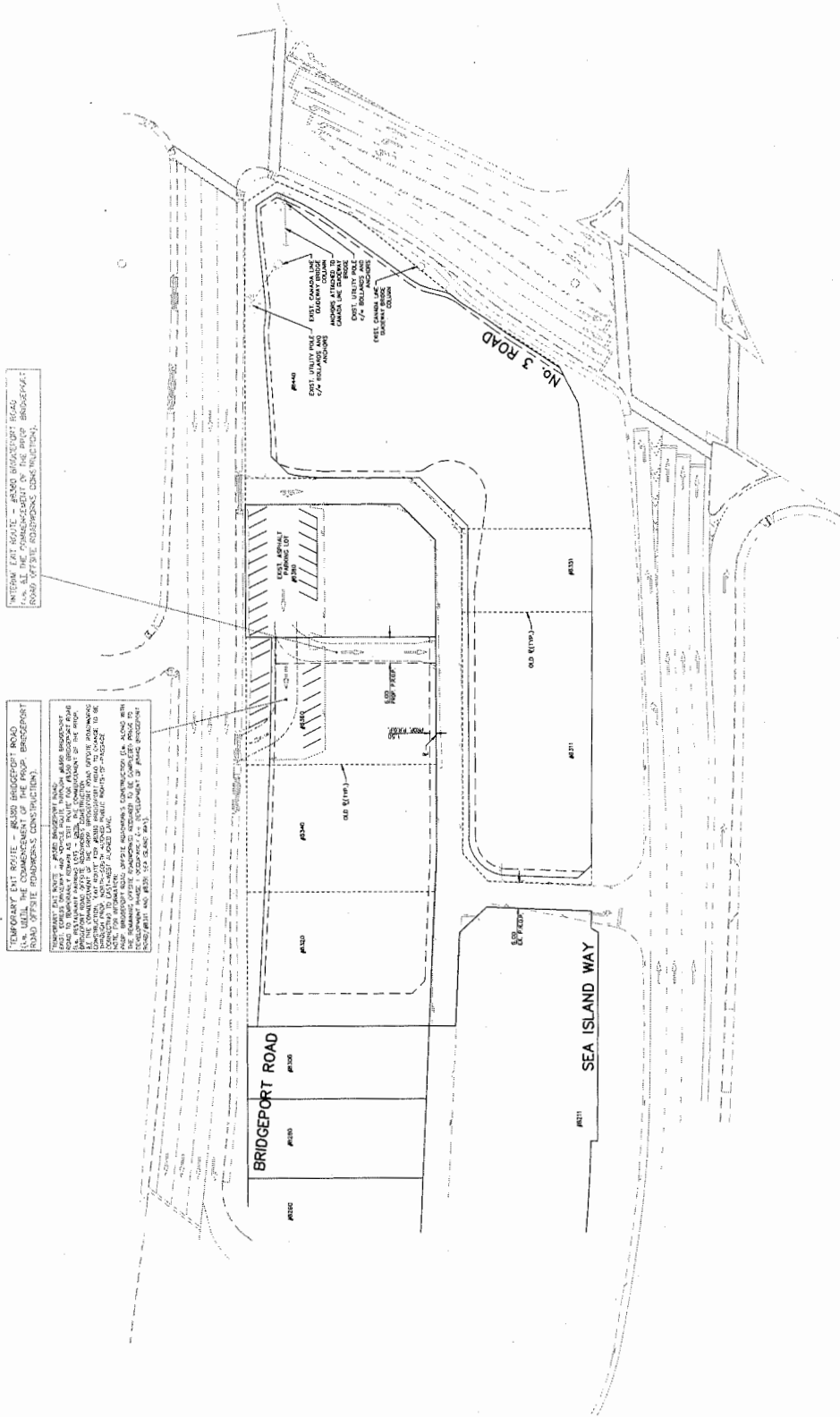
THIS PLAN IS BASED ON THE FOLLOWING
LAND TITLE AND SURVEY AUTHORITY OF BC
REGISTRATION:
PLAN EPP68705

JASON C. HAMEL, BCLS (2011)
28TH DAY OF MAY, 2017.

THIS PLAN LIES WITHIN THE GREATER VANCOUVER REGIONAL DISTRICT

MAE HANNEY ASSOCIATES
LAND SURVEYORS LTD.
Suite 2300
13450 - 102 Avenue
Surrey BC
V4N 1C5
Canada
Tel 604 596 0391
Fax 604 596 0391
ECP DATE

ATTACHMENT 5 - SCHEDULE 2



'INFORM' FAT ROUSE - ~~AND~~ BURNING
T.A. AT THE CONSEQUENT OF THE MURDER
AND VICTIM ROUSSES CONSTRUCTION.

"TEMPORARY EXIT ROUTE - BRUSH BRIDGEPORT ROAD
(I.E. UNTIL THE COMMENCEMENT OF THE PROP. BRIDGEPORT
ROAD OFFSITE ROADWORKS CONSTRUCTION).

[illegible]

10

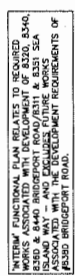
BRIDGEPORT ROAD

ROAD

SEA ISLAND WAY

PH - 80

[illegible]

[illegible]

FILE: 8320, 8340, B360 & 8440 BRIDGEPORT ROAD/
FUNCTIONAL PLAN
B311 & B351 SEA ISLAND WAY
CITY FILE: RZ 13-628557

[illegible]

MPT ENGINEERING CO. LTD.
11120 HONLESHOE WAY, RICHMOND, BC V7A 4P7 TEL: 004-279-9331 FAX: 004-279-9331
NEW CONTINENTAL PROPERTIES INC.

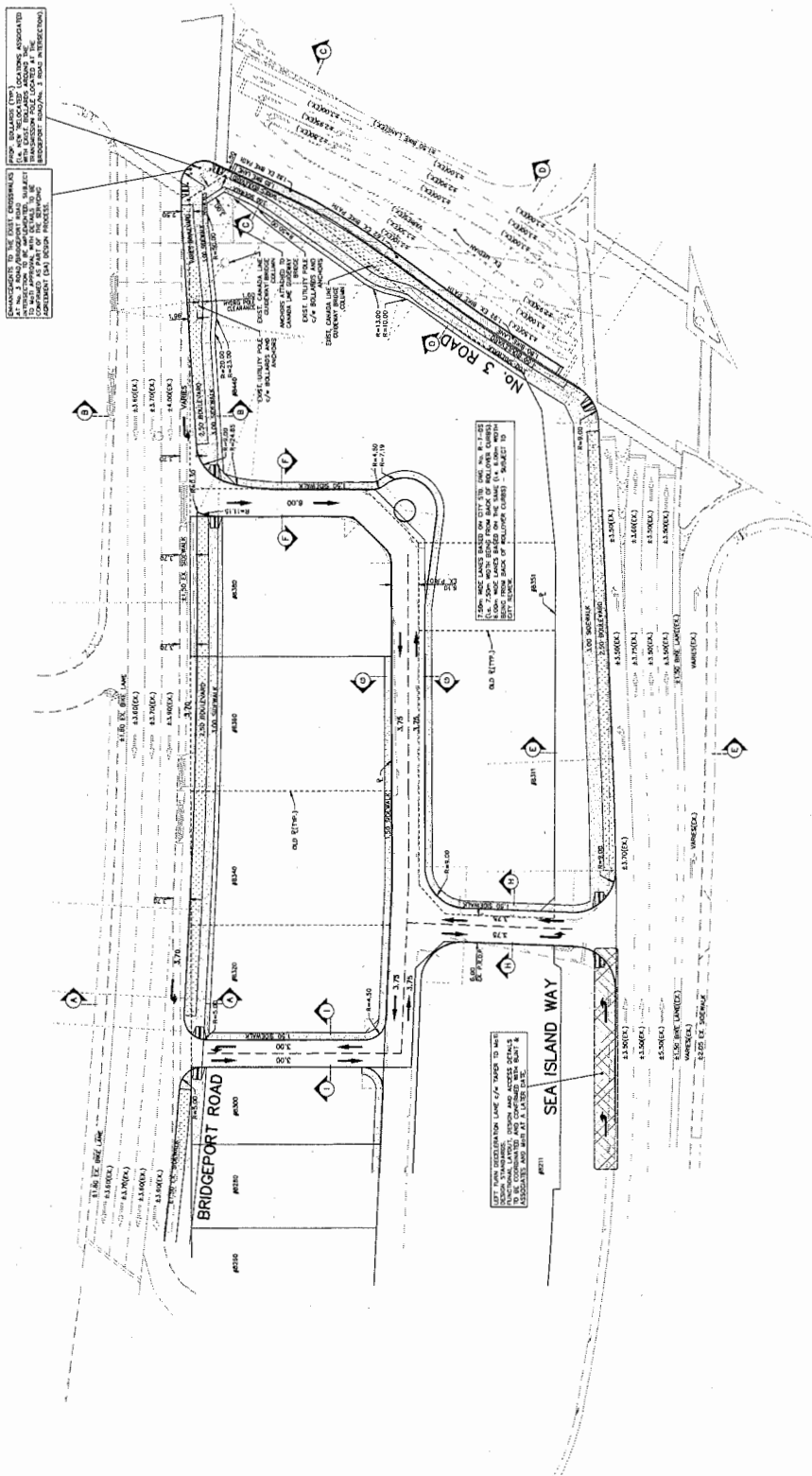
MPT DWG. No.: R15943--FP
SHT. No.: 1 OF 4

NOTES:

- ALL ELEMENTS ARE TO REMAIN FIRM AND TRUE TO BUILDING MATERIALS. AS
LIFE IS A JOURNEY, LET US ALL GO TOGETHER TO THE END OF THE ROAD.

CHILLING, GAS SERVICES

[illegible]



'ULTIMATE' FUNCTIONAL PLAN RELATES TO THE REQUIRED WORKS ASSOCIATED WITH THE DEVELOPMENT OF 8320, 8340, 8360 & 8440 BRIDGEPORT ROAD/8311 & 8351 SEA ISLAND WAY (i.e. AS SHOWN ON THE 'INTERIM' FUNCTIONAL PLAN) - PLUS FUTURE WORKS ASSOCIATED WITH THE DEVELOPMENT REQUIREMENTS OF #8380 BRIDGEPORT ROAD.

[illegible]

MPT ENGINEERING CO. LTD.
123 HORSESHOE WAY, RICHMOND, BC V6A 3K7 TEL: 604-279-8331 FAX: 604-279-8332
NEW CONTINENTAL PROPERTIES INC.

**'ULTIMATE'
FUNCTIONAL PLAN**

TITLE:	8320, 8340, 8360 & 8410 8311 & 8351 SIA CITY FILE: RZ	DWG. No.:	8320, 8340, 8360 & 8410 8311 & 8351 SIA CITY FILE: RZ
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DATE	TIME	LOCATION	REMARKS
1	25 MAY/77	M	40 FOURTH SUBMISSION
2	4 MAY/73	M	40 THIRD SUBMISSION
3	25 MAY/77	M	40 SECOND SUBMISSION
4	28 MAY/77	M	40 FIRST SUBMISSION
5	DATE	M	40

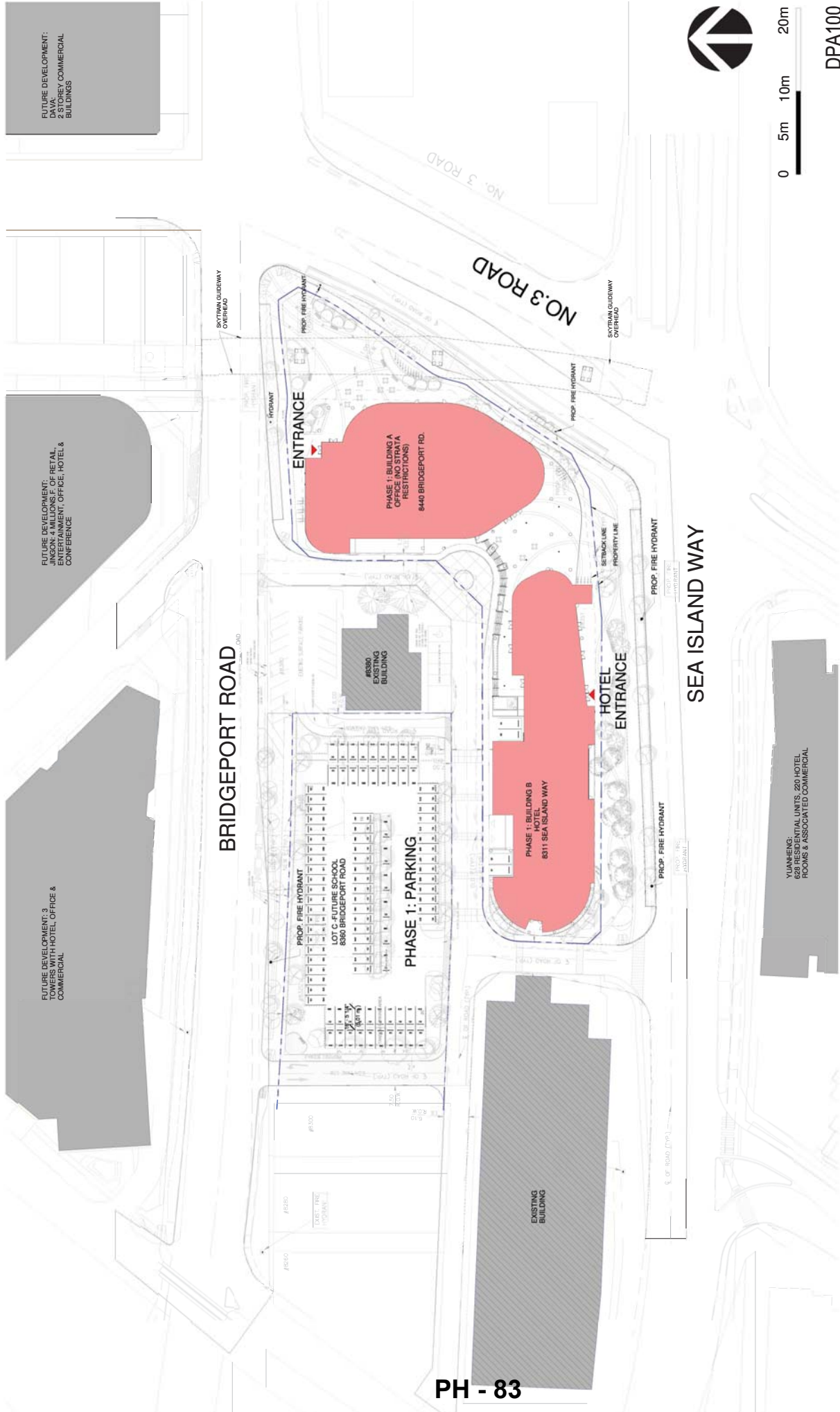
EMPT ENGINEERING CO. LTD.
123 HOLLISIDE WAY, RICHMOND, BC V6V 9P7 TEL: 604-279-8331 FAX: 604-278-4337

NEW CONTINENTAL PROPERTIES INC.

MPT DWG. No.: R15943-FP
SHT. No.: 3 OF 4

[illegible]

THE NATIONAL ARCHIVES HAS RECORDED THE NAMES OF THE AMERICAN SOLDIERS WHO SERVED IN THE ARMY OF THE AIR IN THE 1920S AND 1930S. THE RECORDS ARE AVAILABLE TO THE PUBLIC AND ARE BEING MADE AVAILABLE TO THE PUBLIC IN THE FORM OF A BOOK. THE BOOK IS BEING PUBLISHED BY THE NATIONAL ARCHIVES AND IS AVAILABLE FOR PURCHASE AT THE NATIONAL ARCHIVES STORE. THE BOOK IS BEING PUBLISHED IN TWO VOLUMES, VOLUME 1 AND VOLUME 2. VOLUME 1 CONTAINS THE NAMES OF THE SOLDIERS WHO SERVED IN THE ARMY OF THE AIR IN THE 1920S AND VOLUME 2 CONTAINS THE NAMES OF THE SOLDIERS WHO SERVED IN THE ARMY OF THE AIR IN THE 1930S. THE BOOK IS BEING PUBLISHED IN TWO VOLUMES, VOLUME 1 AND VOLUME 2. VOLUME 1 CONTAINS THE NAMES OF THE SOLDIERS WHO SERVED IN THE ARMY OF THE AIR IN THE 1920S AND VOLUME 2 CONTAINS THE NAMES OF THE SOLDIERS WHO SERVED IN THE ARMY OF THE AIR IN THE 1930S.



PH - 83



LEGEND

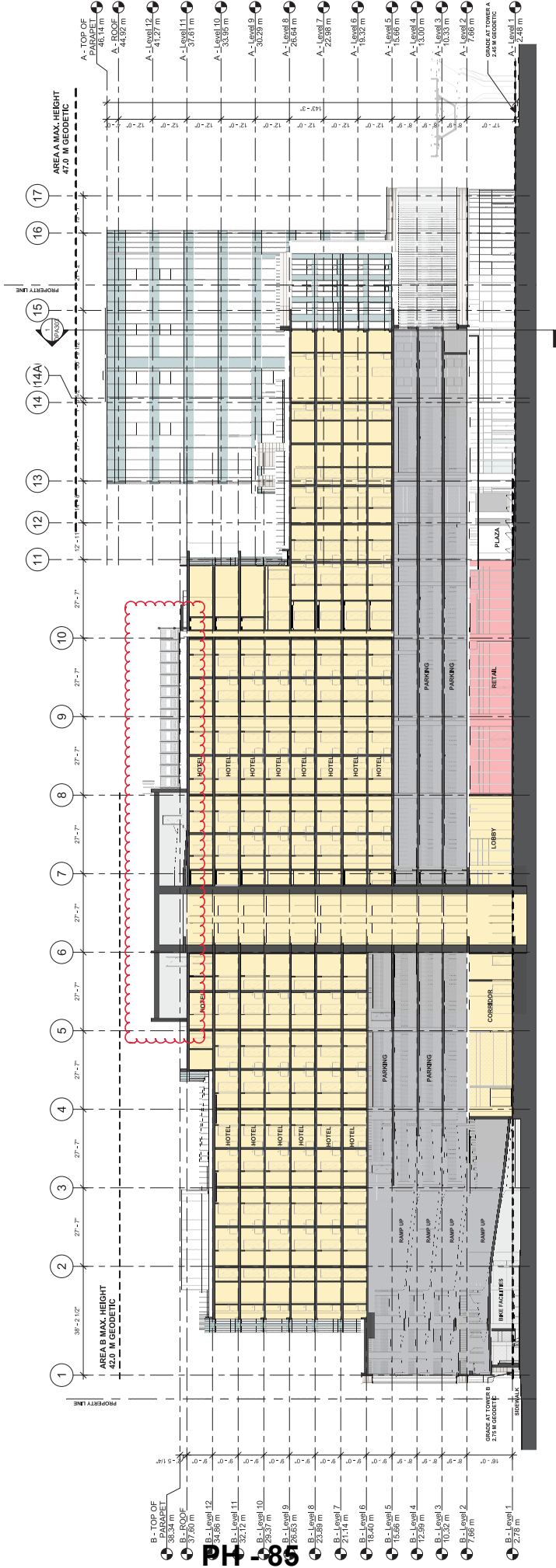
RETAIL/RESTAURANT

OFFICE

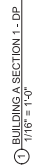
HOTEL

PARKADE

SERVICE AREA



① BUILDING B SECTION - DP
1/16" = 1'-0"



LEGEND

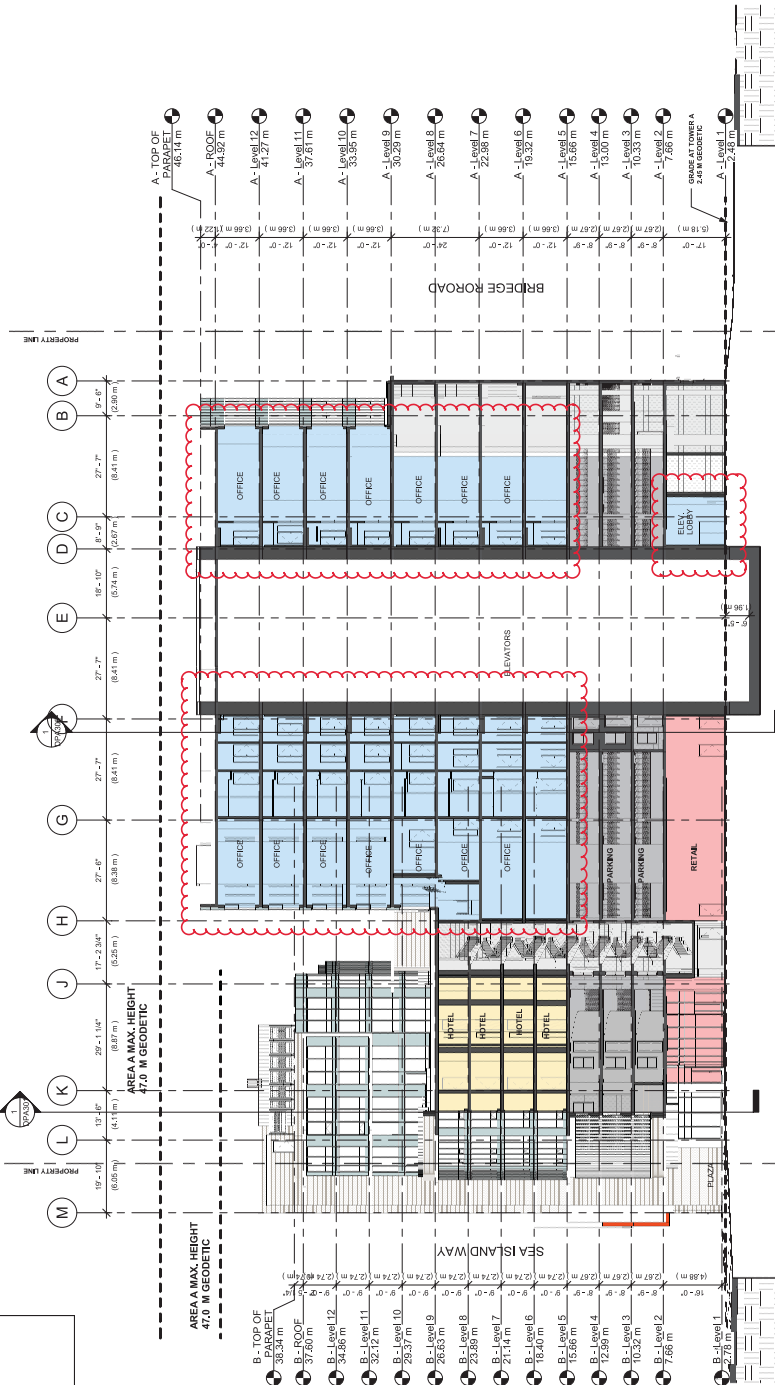
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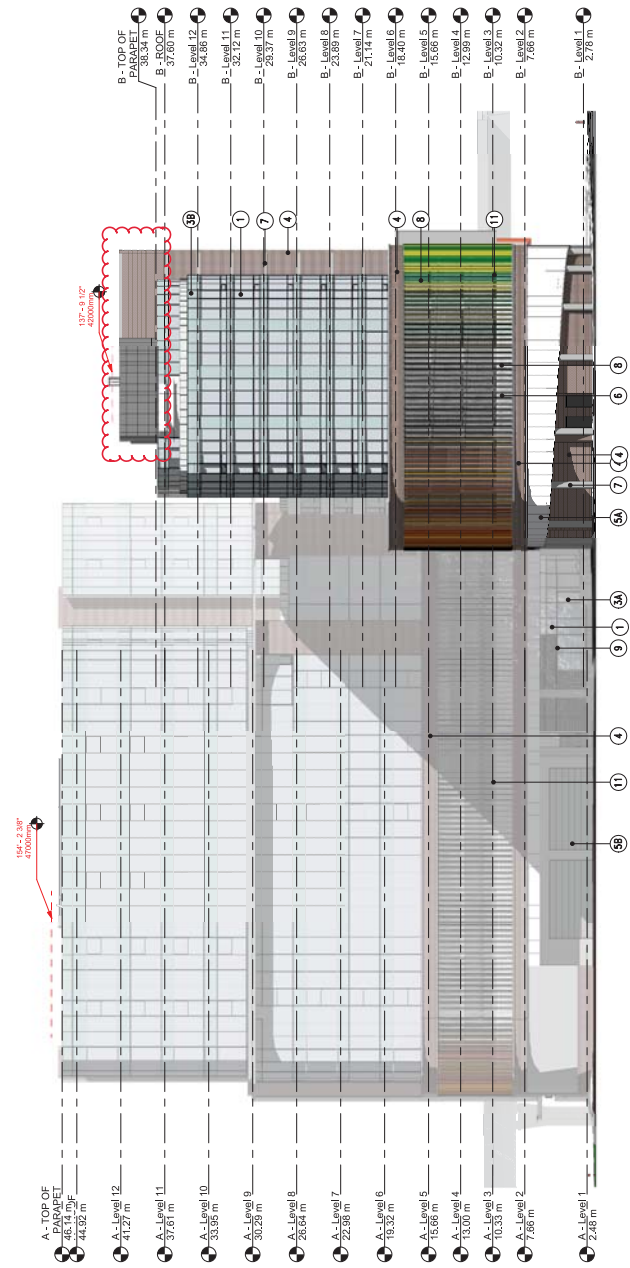
PARKADE

SERVICE AREA



1 BUILDING A SECTION 2 - DP
1/16" = 1'-0"

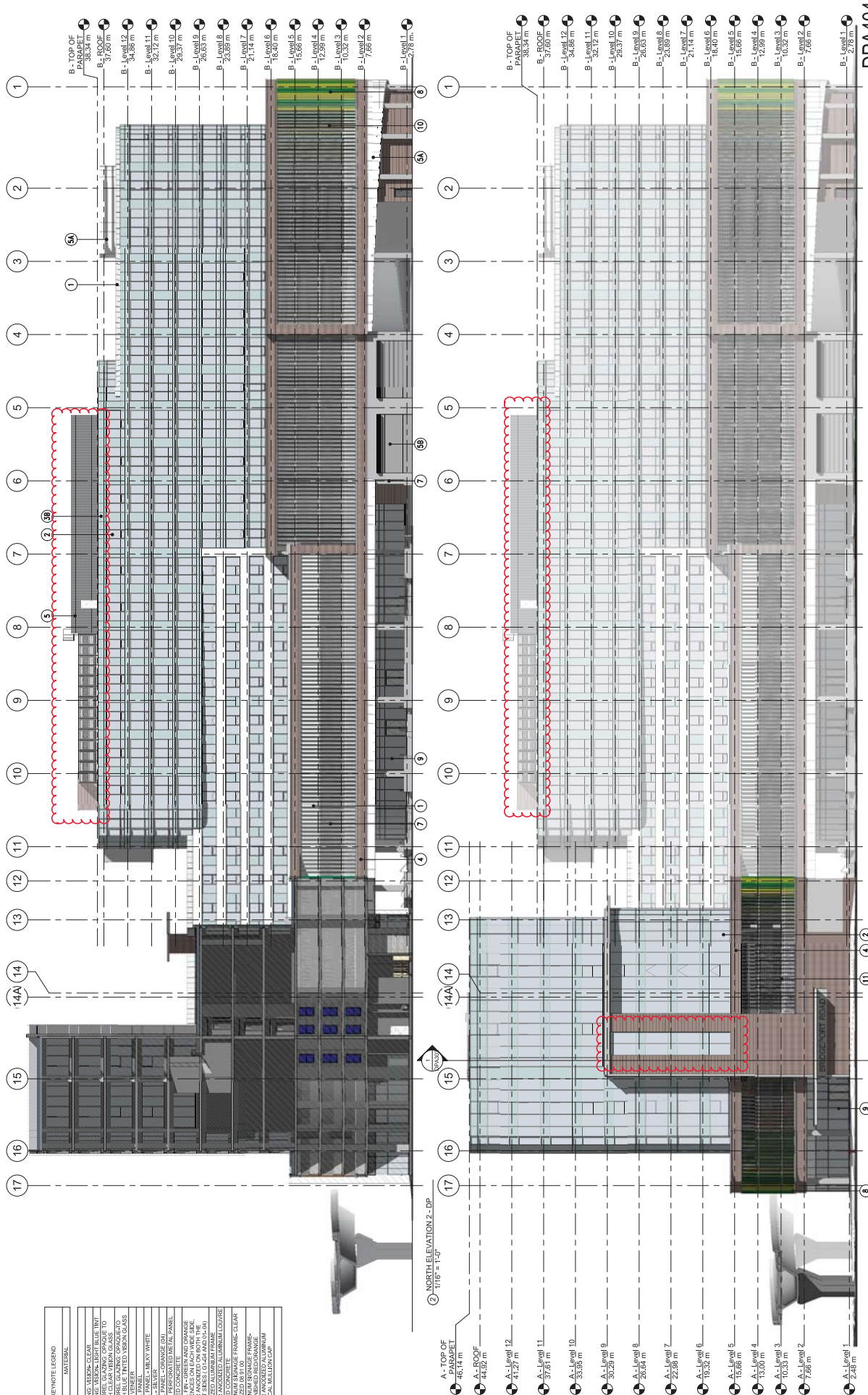
MATERIAL KEYNOTE LEGEND	
KEY	MATERIAL
1	GLAZING - VISION CLEAR
2	GLAZING - VISION CLEAR
3A	SPANDREL GLAZING - TRANSPARENT
3B	MATCH CLEAR VISION GLASS
4	MATCH BLUE TINTED VISION GLASS
5	BRICK VENEER
6A	METAL PANEL - BRASS WHITE
6B	METAL PANEL - BRASS WHITE
7	MESH PERFORATED METAL PANEL
8	METAL PANEL - BRASS WHITE
9	METAL PANEL - BRASS WHITE
10	GLAZING - VISION CLEAR
11	GLAZING - VISION CLEAR
12	GLAZING - VISION CLEAR
13	ALUMINUM SPANDREL FRAME - ANODIZED 6061 T6
14	ALUMINUM SPANDREL FRAME - ANODIZED 6061 T6
15	ALUMINUM SPANDREL FRAME - ANODIZED 6061 T6
16	ALUMINUM SPANDREL FRAME - ANODIZED 6061 T6
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18	ALUMINUM SPANDREL FRAME - ANODIZED 6061 T6
19	ALUMINUM SPANDREL FRAME - ANODIZED 6061 T6
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98	ALUMINUM SPANDREL FRAME - ANODIZED 6061 T6
99	ALUMINUM SPANDREL FRAME - ANODIZED 6061 T6
100	ALUMINUM SPANDREL FRAME - ANODIZED 6061 T6



① WEST ELEVATION - DP
1/16" = 1'-0"

KEY	MATERIAL
1	GLAZING: VIBRANT CLEAR
2A	GLAZING: VIBRANT LIGHT BLUE TINT
2B	GLAZING: VIBRANT DARK BLUE TINT
3A	MATCH CLAY TINT VIBRANT GLASS
3B	MATCH BLUE TINTED VIBRANT GLASS
4	BRICK: VITRE-FIN
5A	METAL PANEL - MILKY WHITE
5B	METAL - SILVER CHROME (30)
6	MESH: PERFORATED METAL PANEL
7	PAINTED CONCRETE - SAND ORANGE
8	PAINTED CONCRETE - SAND ORANGE
9	SEQUENCES ON EACH WIDE SIDE
10	ALUMINUM BRUNATE FRAME
11	ALUMINUM BRUNATE FRAME - CLEAR ANODIZED ALUMINUM
12	SEALED CONCRETE
13	SEALED CONCRETE
14	SEALED CONCRETE
15	SEALED CONCRETE
16	SEALED CONCRETE
17	SEALED CONCRETE
18	SEALED CONCRETE

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IWA ARCHITECTS

REISSUED FOR DEVELOPMENT PERMIT APPLICATION OCTOBER 04, 2019
 PROPOSED COMMERCIAL USE DEVELOPMENT

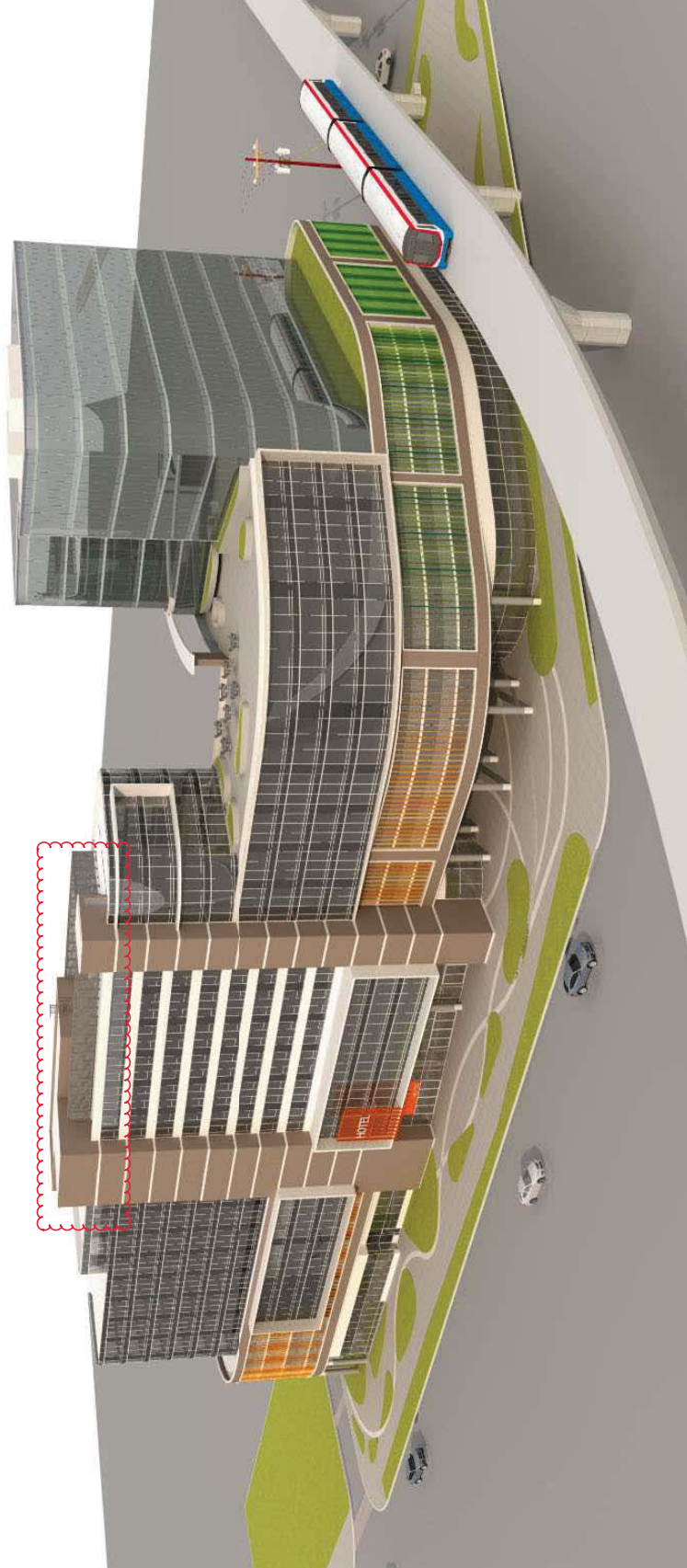
RICHMOND, B.C.

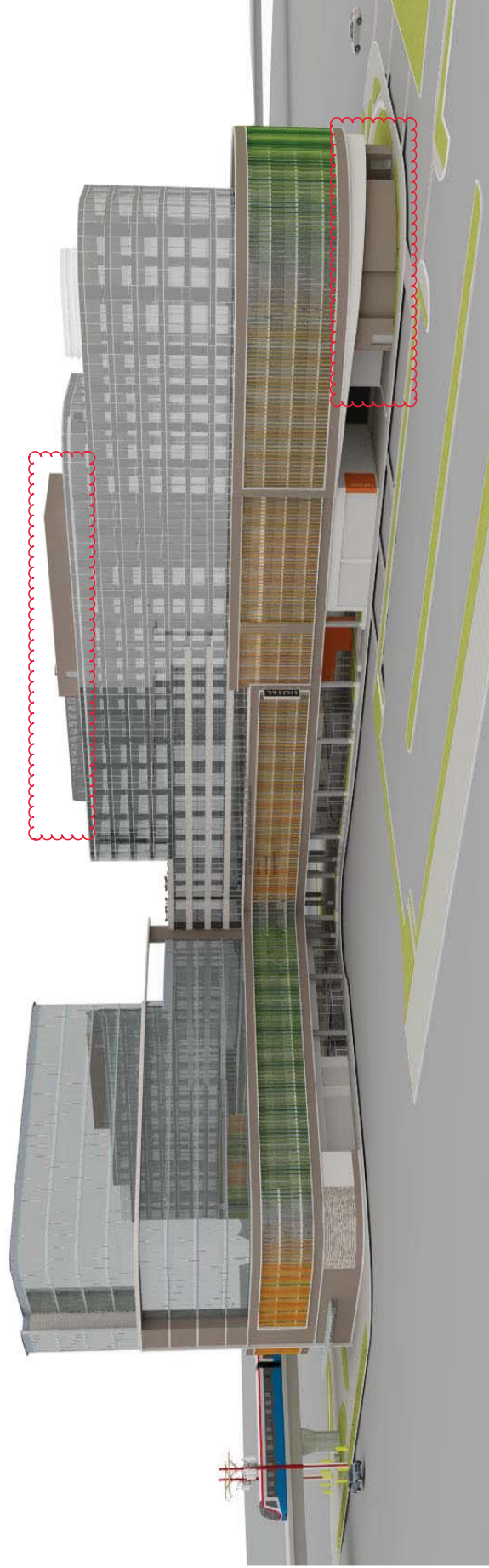
DPA404
 NORTH ELEVATIONS
 NEW CONTINENTAL PROPERTIES INC

OCT 04, 2019

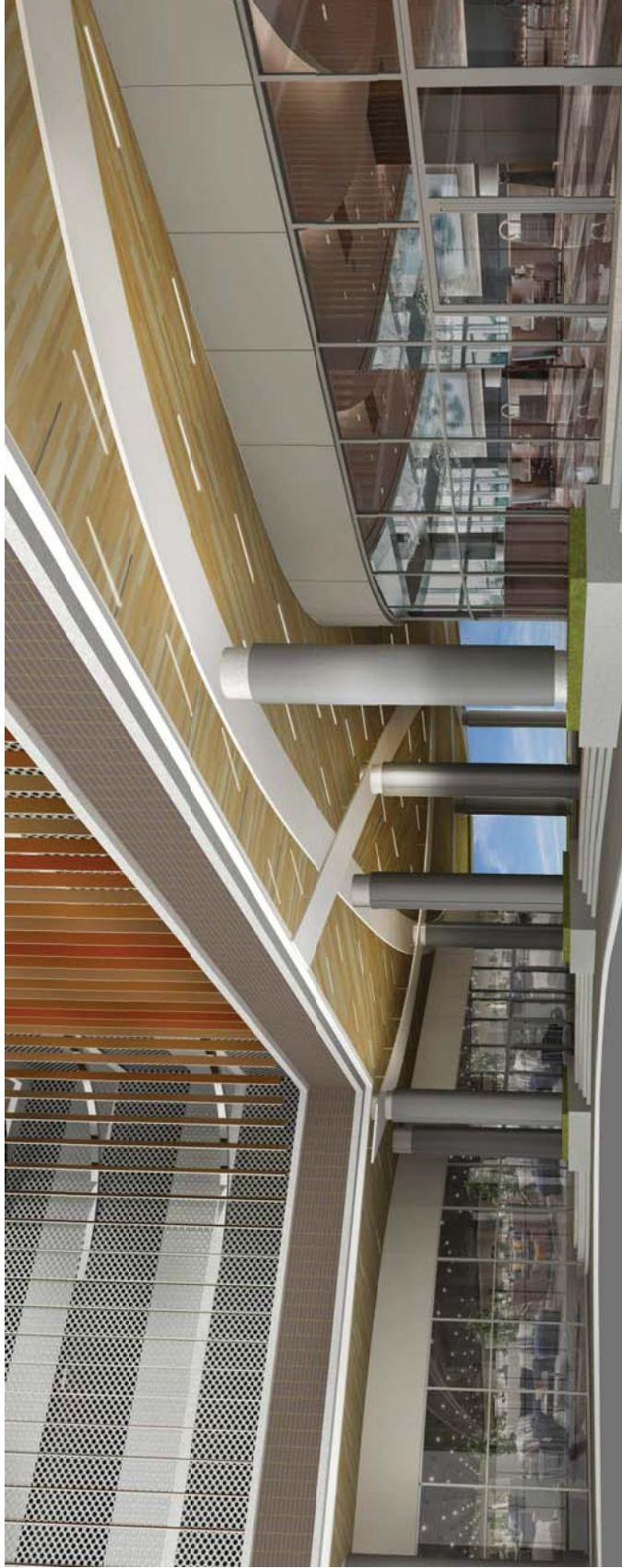
















RZ 19-875774

Address: 8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way

Applicant: New Continental Properties Inc. / Danny Leung, Wydanco

Planning Area(s): City Centre Area Plan - Bridgeport Village- T5 (45m) and T5 (35) - VCB Overlay-
DPG Sub-Area A.4

	Existing	Proposed
Owner:	New Continental Properties Inc.	No change
Site Size (m²):	10,441 m2	9,380 m2
Land Uses:	Commercial	Commercial and Education
OCP Designation:	Mixed Use	No change
Area Plan Designation:	Urban Centre T5 (45m) and Urban Centre T5 (35)	No change
Zoning:	LUC 126 and CA	ZMU39
Other Designations:	Sub-Area A.4; VCB overlay	No change

	Proposed Site-Specific Zone	Proposed via RZ 13-628557	Proposed via ZT 19-875774
Base FAR (max):	2.00	2.00	No change
Village Centre Bonus (VCB) (max):	1.00	1.00	No change
Total FAR (max):	3.00	3.00	No change
Commercial FAR (hotel and secondary uses) (max):	2.00	2.00	1.46
Office FAR (max):	3.00	0.50	0.98
Education (max):	0.50	0.50	0.50
Lot Coverage (max.):	90%	72%	No change
Setback- Bridgeport Road (min):	6.0 m /3.0 m	3.0 m	No change
Setback- No. 3 Road (min):	6.0 m /3.0 m	3.0 m	No change
Setback- Sea Island Way (min):	6.0 m /1.5 m	1.5 m	No change
Setback- Canada Line (min):	6.0 m	6.0 m	No change
Setback - Lanes	0.0 m	0.0 m	No change
Setback- Interior Side Yard (min):	0.0 m	>0.0 m	No change
Height Dimensional (geodetic) (max):	Area A: 47.0 m	46.1 m	46.6 m

Setback- Canada Line (min):	Area B: 42.0 m	37.65 m	40.5 m
Setback - Lanes	Area C: 37.0 m	35.4 m	N/A (Phase 2)
Height Accessory (max):	5.0 m	N/A	N/A
Subdivision/Lot Size (minimum):	3,400 m ²	3,480 m ²	No change
Off-street Parking (Parcel A+B+C plus Orphan):	548 (subject to reduction as per TDM and the conclusions of a Transportation Study accepted by City staff)	475	Areas A & B (Phase 1): 301 Area C (Phase 1 surface parking): 96 Phase 1 Total: 397
			Area C (Phase 2): 159 (-96 surface stalls counted via Phase 1 & including 66 stalls allocated to the orphan lot) Phase 2 Total: 63
			Phase 1 & 2 Total: 460
TDM Reduction (max):	Education uses: 20% All other uses: 10%	Education uses: 20% All other uses: 10%	No change
Class 1 Bicycle Parking:	127	129	Areas A & B (Phase 1): 54 Area C (Phase 2): 65 Phase 1 & 2 Total: 119
Class 2 Bicycle Parking:	132	132	Areas A & B (Phase 1): 64 Area C (Phase 2): 59 Phase 1 & 2 Total: 123
Loading - Medium (min):	6	6	No change
Loading - Large (min):	within lane system	within lane system	No change

GENERAL NOTE: All figures are based on the preliminary site survey site area and are subject to change with final survey dimensions. Further, the proposed development figures above have been modified to reflect the preliminary site survey site area and may differ slightly from the figures provided on the conceptual architectural drawings. .



City of
Richmond

Bylaw 9628

**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 9628 (RZ 13-628557)
8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island
Way**

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) is amended by:

- a) Inserting into Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions, Permitted Uses column, Urban Centre (T5) row, under the list of uses:

“Additional uses are permitted south of Bridgeport Road and west of No. 3 Road, including:

- Commercial education and university education (excluding dormitory and child care), to maximum of 0.5 floor area ratio (FAR), provided that it is included in a development that exceeds 2.0 FAR, ~~is located on a site fronting No. 3 Road,~~ and, has a site area of between 8,000 m² and 11,000 m²”;

- b) Deleting from Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions, Maximum Average Net Development Site Density column, Urban Centre (T5) row, under the sub-heading “Additional density, where applicable”:

“Village Centre Bonus: 1.0 for the provision of office uses only.”

and replacing it with:

“Village Centre Bonus:

- i. South of Bridgeport Road and west of No. 3 Road, where commercial education and university education (excluding dormitory and child care) uses are permitted: 1.0 for the provision of office and education uses only, provided that the total floor area of the education use does not exceed that of the office use; and
- ii. Elsewhere: 1.0 for the provision of office uses only”.

2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____	CITY OF RICHMOND
_____	APPROVED by
_____	APPROVED by Manager or Solicitor

MAYOR

CORPORATE OFFICER



**City of
Richmond**

Bylaw 9629

**Richmond Zoning Bylaw 8500
Amendment Bylaw 9629 (RZ 13-628557)
8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way**

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 22 (Site Specific Commercial Use Zones), in numerical order:

“20.39 “High Rise Commercial (ZC39) – Bridgeport Gateway”

20.39.1 Purpose

The **zone** provides for a limited range of **uses**, including **hotel, office, commercial education, university education** and compatible **secondary uses** that are appropriate to a high-traffic, airport-oriented, **City Centre** location.

20.39.2 Permitted Uses

- hotel
- office

20.39.3 Secondary Uses

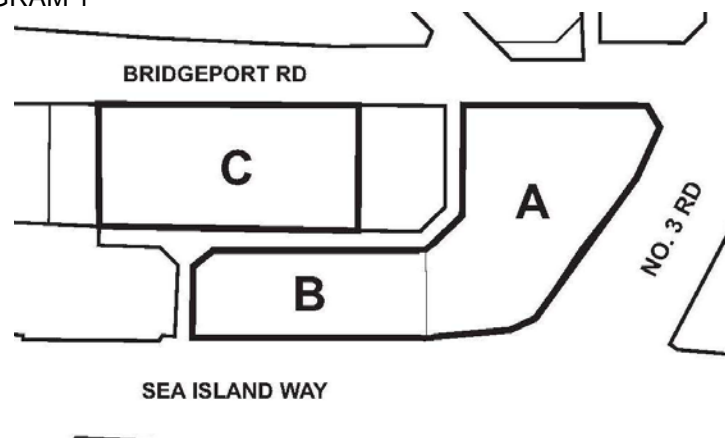
- retail, convenience
- restaurant

20.39.3A Additional Uses

- education, commercial
- education, university

20.39.4 Permitted Density

DIAGRAM 1



1. For the purposes of this **zone**, the calculation of **floor area ratio** is based on the total area of areas “A”, “B” and “C”, as shown in Diagram 1.
2. The maximum **floor area ratio** is 2.0.
3. Notwithstanding Section 20.39.4.2, the reference to “2.0” is increased by a maximum **density bonus floor area ratio** of 1.0 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 **density bonus floor area ratio** of 1.0 for **office, commercial education and university education uses** only;
 - c) the owner locates the **density bonus floor area** within areas “A” and “C”, as shown in Diagram 1;
 - d) the **density bonus floor area ratio** of the combined **commercial education and university education uses** located within area “AC”, as shown in Diagram 1, does not exceed either (i) the **density bonus floor area ratio** of the **office uses** located on area “A”, as shown in Diagram 1, or (ii) a **floor area ratio** of 0.5 , whichever is less; and
 - e) if, at the time **Council** adopts a zoning amendment bylaw to create the **zone** and include the **lot** in the **zone**, the **owner** pays a sum to the City (*City Centre Facility Development Fund*) calculated as 5% of the **density bonus floor area** (i) multiplied by the “equivalent to construction value” rate of \$~~6,997~~8,073.20/ sq. m, if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, multiplied by the “equivalent to construction value” rate of \$~~6,997~~8,073.20/ sq. m adjusted by the cumulative applicable annual changes to the Statistics Canada “Non-residential Building Construction Price Index” for Vancouver, where such change is positive; and
4. Notwithstanding Section 20.39.4.2 and Section 20.39.4.3, the maximum **floor area ratio** for areas “A” and “B” together, as shown in Diagram 1, is 2.50.

20.39.5 Permitted Lot Coverage

1. The maximum **lot coverage** for **buildings** for areas “A” and “B” together, as shown in Diagram 1, is 90% and for area “C”, as shown in Diagram 1, is 90%.

20.39.6 Yards & Setbacks

1. Minimum **setbacks** from **lot lines** and areas granted to the **City** via statutory **right-of-way** for **road** and **lane** purposes shall be:
 - a) for Bridgeport Road, 6.0 m, but this may be reduced to 3.0 m subject to a Development Permit approved by the **City**;
 - b) for No. 3 Road, 6.0 m, but this may be reduced to 3.0 m subject to a Development Permit approved by the **City**;

- c) for Sea Island Way, 6.0 m, but this may be reduced to 1.5 m subject to a Development Permit approved by the **City**;
 - d) for **lanes** and **lanes** that are **roads**, 0.0 m; and
 - e) for **interior side yards**, 0.0 m.
- 2. Minimum **setbacks** from the dripline of a Canada Line shall be 6.0 m.
 - 3. Notwithstanding Section 20.39.6.1, a minimum **building setback** of 1.5 m is required in any area where a **building** door provides direct **access** to or from **City** land or land secured by statutory **right-of-way** for **road**, **lane** or public purposes.

20.39.7 Permitted Heights

- 1. The maximum height for **principal buildings** located on the area identified as “A” in Diagram 1 in Section 20.39.4, is 47.0 m geodetic.
- 2. The maximum height for **principal buildings** located on the area identified as “B” in Diagram 1 in Section 20.39.4 is 37.0 m geodetic, but may be increased to 42.0 m geodetic subject to a Development Permit approved by the **City**.
- 3. The maximum height for **principal buildings** located on the area identified as “C” in Diagram 1 in Section 20.39.4 is 37.0 m geodetic.
- 4. The maximum **building height** for **accessory buildings** is 5.0 m.

20.39.8 Subdivision Provisions/Minimum Lot Size

- 1. The minimum **lot area** is 3,400 sq. m.
- 2. There are no minimum **lot width** and **lot depth** requirements.

20.39.9 Landscaping & Screening

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

20.39.10 On-Site Parking and Loading

- 1. On-site **vehicle** and bicycle **parking spaces** and **loading spaces** shall be provided according to the standards set out in Section 7.0 except that:
 - a) for **commercial education** and **university education uses**, the required number of **parking spaces** shall be calculated as 0.4 per student and 0.4 per staff member;
 - b) the minimum on-site **vehicle parking space** calculation for **commercial education** and **university education uses** may be reduced by an additional 20% where the **owner** implements transportation demand management measures, including:
 - i. transit passes for all staff members in perpetuity;

- ii. a shuttle bus provided in perpetuity for both staff members and students;
 - iii. priority car-pool **parking** for students and staff members; and
 - iv. voluntary cash contribution of \$100,000 towards pedestrian crossing enhancements along Bridgeport Road.
- c) large size **loading spaces** are not required.

20.39.11 Other Regulations

1. The following **uses** are only permitted within the area identified as “**AC**” in Diagram 1, and are only permitted if the maximum **floor area ratio** is increased from 2.0 to 3.0 pursuant to Section 20.39.4.3:
 - a) **commercial education**; and
 - b) **university education**.
 2. **Dormitory** and **child care uses** are prohibited.
 3. **Telecommunication antenna** must be located a minimum 20.0 m above the ground (i.e., on a roof of a **building**).
 4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designations of the following parcels and by designating them **HIGH RISE COMMERCIAL (ZC39) – BRIDGEPORT GATEWAY**:
- | | |
|--------|--|
| P.I.D. | 024-947-962
LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN LMP48700 |
| P.I.D. | 004-069-188
LOT 80 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 56425 |
| P.I.D. | P.I.D. 001-941-003
STRATA LOT 1 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM |
| P.I.D. | 001-941-011
STRATA LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1 |
| P.I.D. | 000-541-362
LOT 90 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 57164 |
| P.I.D. | 024-947-989
LOT 4 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN LMP48700 |

P.I.D. 003-727-246
LOT 85 EXCEPT PART SUBDIVIDED BY PLAN 57164 SECTION 28 BLOCK 5
NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 56425

3. That the Mayor and Clerk are hereby authorized to execute any documents necessary to discharge "Land Use Contract 126" (having charge number RD85571 as modified by RD150271, RD 154654, RD 156206 and BV268786) from the following area:

P.I.D. 024-947-962
LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN LMP48700

P.I.D. 004-069-188
LOT 80 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 56425

P.I.D. 001-941-003
STRATA LOT 1 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN
INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT
ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM

P.I.D. 001-941-011
STRATA LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN INTEREST IN THE
COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE
STRATA LOT AS SHOWN ON FORM 1

P.I.D. 000-541-362
LOT 90 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 57164

P.I.D. 024-947-989
LOT 4 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN LMP48700

P.I.D. 003-727-246
LOT 85 EXCEPT PART SUBDIVIDED BY PLAN 57164 SECTION 28 BLOCK 5
NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 56425

4. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9629”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION
AND INFRASTRUCTURE APPROVAL

ADOPTED

MAYOR

CORPORATE OFFICE

CITY OF RICHMOND
APPROVED by
APPROVED by Director or Solicitor



**City of
Richmond**

OCP Amendment and Rezoning Considerations

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

Address: 8320, 8340, 8360 and 8440 Bridgeport Road and 8311 and 8351 Sea Island Way

File No.: ZT 19-875774 (amending RZ 13-628557)

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, the owner is required to complete the following.

(OCP Amendment)

1. Final Adoption of OCP Amendment Bylaw 9628.

(External Agencies)

2. ***(Ministry of Environment)*** Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues.

Note: MOE no further correspondence required on file.

Note: This approval is required prior to the dedication or fee simple transfer of any land or road to the City.

3. ***(Provincial Ministry of Transportation & Infrastructure - Site)*** Final approval of the proposed OCP amendments and rezoning, including acceptance of final transportation studies, access and egress agreements and road functional designs, as developed through the Development Permit (DP) and Servicing Agreement (SA) processes.

Note: Preliminary approval and a subsequent extension from MOTI have been received and are on file. Expiration date: March 21, 2018.

4. ***(Provincial Ministry of Transportation & Infrastructure - Off-site)*** Provision and approval of road functional drawings for the future Sea Island Way deceleration lane to the west of the subject site.

5. ***(South Coast British Columbia Transportation Authority (TransLink))*** Final approval of the proposed OCP amendments, rezoning, development permit and servicing agreement, subject to a no building permit issuance agreement. *(Refer to Covenants and Agreements section.)*

Note: Preliminary comments from Translink have been received and are on file.

6. ***(Trans Mountain Pipeline/Kinder Morgan Canada)*** Final confirmation that Kinder Morgan is prepared to enter into a Pipeline Proximity Installation Permit for all on-site and off-site works directly with the owner of the development site.

Note: Preliminary comment from Kinder Morgan has been received and is on file.

7. ***(BC Hydro)*** Final confirmation, in conjunction with the Servicing Agreement (SA) process, from BC Hydro that it concurs with any changes to the hydro transmission poles, associated equipment and other circumstances (such as location of protection bollards) arising through the Development Permit (DP) and Servicing Agreement (SA) processes.

Note: Preliminary comment has been received from BC Hydro and is on file.

(Submissions)

8. ***(Transportation Reports)*** Submission of final transportation reports (Infrastructure Changes, Access Strategy, Parking, Transportation Demand Management, Traffic Impact Assessment), signed and sealed, to the satisfaction of the City.

Note: Final report on file.

9. ***(Road Functional Drawings)*** Submission of final interim and ultimate road functional drawings, signed and sealed, to the satisfaction of the City.

Note: Preliminary road functional drawings on file.

(Subdivision, Dedications and Statutory-Rights-of-Way)

10. ***(Discharges)*** Discharge of the following charges:

- a) With respect to 8320 Bridgeport Road:
 - Statutory-Right-of-Way – City of Richmond – BR25282
 - Covenant No. BR25294

11. ***(Subdivision)*** Registration of a Subdivision Plan for the subject site, which satisfies the following conditions:

- a) acceptance by the City and the Ministry of Transportation and Infrastructure (MoTI) of submitted interim and ultimate road functional drawings;
- b) road dedications as follow:

For Parcel A+B (including 8440 Bridgeport Road and 8311 and 8351 Sea Island Way):

- i. land along Bridgeport Road to provide for road widening in accordance with Ministry of Transportation and Infrastructure (MoTI) requirements and to provide for boulevard cross-section improvements in accordance with City requirements;
- ii. land along No. 3 Road to provide for road and boulevard cross-section improvements in accordance with City requirements;
- iii. approximately 1.5 m for widening of the east-west vehicle travel lanes (Lane 4);
- iv. approximately 1.5 m for widening of the north-south vehicle travel lanes (Lane 2); and
- v. corner cuts and/or other geometries as required to provide required functionality.

For Parcel C (including 8320, 8340 and 8360 Bridgeport Road):

- vi. land along Bridgeport Road to provide for road widening in accordance with Ministry of Transportation and Infrastructure (MoTI) requirements and to provide for boulevard cross-section improvements in accordance with City requirements; and
- vii. corner cuts and/or other geometries as required to provide required functionality;
- c) consolidation of the existing lots into two lots separated by a City lane, generally as shown in the Preliminary Subdivision Plan (Schedule 1) and including revision of any existing strata lots as required; and
- d) registration of a covenant on title of each lot created for the purpose of the subject development (Parcel A+B and Parcel C), to the satisfaction of the City, generally as described on the Preliminary Subdivision Plan(s) (RTC Attachment 9), stipulating that the registered lots may not be subdivided or sold or otherwise separately transferred without prior approval of the City.

12. ***(Statutory Rights-of-Way)*** Granting of public right of passage statutory rights of way in favour of the City as shown in the related Preliminary Statutory-Right-of-Way Plan (Schedule 1) subject to

minor modifications arising from design development of the building, landscape, frontage and road functional plans through the Development Permit (DP) and Servicing Agreement (SA) processes, as well as the requirements of other jurisdictions, where applicable, generally providing for:

- i. universal accessibility;
- ii. 24 hour a day access;
- iii. design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- iv. design and construction at owner's cost; and
- v. maintenance and repair at owner's cost,

and, specifically providing for:

For Parcel A+B (including 8440 Bridgeport Road and 8311 and 8351 Sea Island Way):

- vi. along the Bridgeport Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- vii. along the No. 3 Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- viii. along the north-south lane (Lane 1), a minimum 1.5 m wide strip to accommodate a sidewalk on the east side of the travel lanes;
- ix. along the east-west lane (Lane 4), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the south travel lane;
- x. at the intersection of the north-south and east west lanes (Lanes 1 and 4), the whole of the area provided for vehicle drop off and car and truck manoeuvring, as well as a minimum 1.5 m strip to accommodate a sidewalk adjacent to the travel lanes;
- xi. along the north-south lane (Lane 2), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the travel lanes; and
- xii. in all other areas, up to a line established a minimum of 1.5 m away from the building face and/or building-related outdoor open spaces along the Bridgeport Road, No. 3 Road and Sea Island Way frontages, except below the covered passage between Buildings A and B, unless otherwise determined through the Development Permit (DP) and Servicing Agreement (SA) processes;

For Parcel C (including 8320, 8340 and 8360 Bridgeport Road):

- xiii. along the Bridgeport Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- xiv. along the Bridgeport Road frontage, additional area up to a minimum of 1.5 m away from the building face and/or building-related outdoor open spaces, unless otherwise determined through the Development Permit (DP) and Servicing Agreement (SA) processes;
- xv. along the western edge, a minimum 7.5 m wide strip to accommodate a 6.0 m travel lane and a 1.5 m sidewalk; and
- xvi. along the east-west lane (Lanes 4 and 5), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the north travel lane; and

13. (***Statutory Rights-of-Way***) Granting of a public right of passage Statutory-Right-of-Way in favour of the City to accommodate car share spaces and drive aisle access and subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation, generally providing for:

- xvii. universal accessibility;
- xviii. 24 hour per day access;

- xix. design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- xx. design and construction at owner's cost; and
- xxi. maintenance and repair at owner's cost,

General Note: Refer also to Servicing Agreement conditions regarding existing and new PROP or utilities rights of way to be discharged, amended and/or created as a consequence of the Servicing Agreement approval.

General Note: Refer also to the District Energy Utility conditions regarding statutory rights of way related to district energy facilities.

General Note: Refer also to Servicing Agreement conditions regarding statutory rights of way related to private utility equipment and connections.

(Covenants and Agreements)

14. **(TransLink)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, stipulating that no building permit for all or any part of the development shall be issued until the applicant has provided the City with satisfactory written confirmation that all terms required by the South Coast British Columbia Transportation Authority (TransLink), as a condition of issuance of any building permit for the development, have been met.
15. **(Aircraft Noise)** Registration of an aircraft noise covenant on title, to the satisfaction of the City, suitable for Area 1B (new residential land uses prohibited) and Area 2 (new aircraft noise sensitive land uses permitted except new single family) and granting of a Statutory-Right-of-Way in favour of the Airport Authority.
16. **(Ambient Noise – Development Impacts)** Registration of an ambient noise and development impacts covenant on title, to the satisfaction of the City, noting that the development is located in a densifying urban area and may be subject to impacts that affect the use and enjoyment of the property including, but not limited to, ambient noise, ambient light, shading, light access, privacy, outlook, vibration, dust and odours from development or redevelopment of public and private land in the surrounding area.
17. **(Commercial Noise)** Registration of a commercial noise covenant on title, to the satisfaction of the City, indicating that commercial uses are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and that noise generated from rooftop HUAC units will comply with the City's Noise Bylaw.
18. **(Flood Construction Level)** Registration of a flood covenant on title, to the satisfaction of the City, identifying the basic minimum flood construction level of 2.9 m GSC for Area A.
19. **(Hotel – Length of Stay)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, securing the owner's and the owner's assignee's commitment to limit the length of stay of hotel guests to a maximum of six months.
20. **(Hotel – No Strata)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, for each hotel building prohibiting strata titling of individual or groups of hotel rooms.
21. **(Education – No Strata)** Registration of covenant or alternative legal agreement on title, to the satisfaction of the City, prohibiting strata titling of the 0.5 FAR of the floor area that is eligible for commercial (including office) and education use.

22. (**Vehicle Access and Egress**) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, subject to the approval of the Director of Transportation, stipulating that there shall be no direct vehicle access or egress for the site from Bridgeport Road, No. 3 Road and Sea Island Way, except as required to access the lane Statutory-Right-of-Way (Lane 3) and except as required to provide for temporary egress from 8360 and 8380 Bridgeport Road as described under (**Egress – Orphan Lot**).
23. (**Egress – Orphan Lot**) Registration of a covenant on title and an associated Statutory-Right-of-Way, to the satisfaction of the City and subject to the approval of the Director of Transportation and the Minister of Transportation and Infrastructure, in favour of the City and the Province, securing the owner's commitment to provide for vehicular egress from the existing angled parking located in the front yard of the existing development at 8380 Bridgeport Road, until such time that the property at 8380 Bridgeport Road is redeveloped, including the following:
- a) granting of a Statutory-Right-of-Way in favour of the City running from the existing front yard parking on 8380 Bridgeport Road adjacent to the east property line of Parcel C (currently 8360 Bridgeport Road) to the east-west City lane south of Bridgeport Road generally as described in the Preliminary Statutory-Right-of-Way Plan (Schedule 2) and providing for:
 - 24 hour a day use; and
 - design and construction at owner's cost and maintenance and repair at owner's cost;
 - b) providing for temporary encroachment of the existing building on Parcel C (currently located on 8360 Bridgeport Road) into the Statutory-Right-of-Way until such time that the use of the Statutory-Right-of-Way is required, at which time the existing building shall be demolished;
 - c) during Phase 1 of the subject development (Parcel A+B and Interim Parcel C) and until such time that the frontage improvements along Bridgeport Road are commenced, providing for access through Parcel C (specifically the front yard area currently located on 8360 Bridgeport Road) to the existing egress point on Bridgeport Road, as is the current arrangement (see temporary exit route per MPT Engineering Ltd. drawing – Schedule 3) and providing for:
 - 24 hour a day use; and
 - maintenance and repair at owner's cost; and
 - d) at the time that the Phase 1 Bridgeport Road frontage improvements are commenced, providing for access through the subject Statutory-Right-of-Way; and
 - e) providing for the discharge of this covenant and the associated Statutory-Right-of-Way at the time that the property at 8380 Bridgeport Road is redeveloped.
24. (**Parking – Orphan Lot**) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, in favour of the City of Richmond, securing the owner's commitment to provide parking spaces for the future benefit of the property at 8380 Bridgeport Road at the time that 8380 Bridgeport Road is redeveloped generally providing for:
- a) universal accessibility;
 - b) 24 hour a day open access or with more limited or secure access arrangements to the satisfaction of the owner of 8380 Bridgeport Road;
 - c) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
 - d) design and construction at owner's cost; and
 - e) maintenance and repair at owner's cost;

and specifically providing for:

- f) the number of spaces shall be calculated based on the required parking at the time of redevelopment of 8380 Bridgeport Road minus 16 spaces;
- g) the spaces shall be located on Parcel C, except during construction of the parkade on Parcel C, if applicable, in which case they may be temporarily relocated to Parcel A+B;
- h) the spaces shall include disabled, large car and small car spaces consistent with the requirements of the Richmond Zoning Bylaw;
- i) vehicle and pedestrian access shall be provided through the subject development to and from the parking spaces without restriction during normal business hours and with security access during non-business hours; and
- j) provision of wayfinding signage.

***Note:** The forgoing agreement applies in the case of Phase 1 of the development (Parcel A+B with temporary surface parking on Parcel C) and Phase 2 of the development (Parcel C including construction of a permanent parkade with parking spaces for Parcel A+B and Parcel C), as well as the transition period between Phase 1 and Phase 2.*

- 25. **(Transit Passes – Education Students)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide to all students attending the commercial and university education institutions free monthly, two-zone transit passes or equivalent in perpetuity and to provide for implementation measures to the satisfaction of the City and subject to the approval of the Director of Transportation.
- 26. **(Transit Passes – Education Staff)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide to all staff of the commercial and university education institutions free monthly, two-zone transit passes or equivalent in perpetuity and to provide for implementation measures to the satisfaction of the City and subject to the approval of the Director of Transportation..
- 27. **(End of Trip Facilities)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide cycling end of trip facilities for each of the uses (e.g. hotel, office and education) on each sites A, B, and C, generally providing for:
 - a) universal accessibility;
 - b) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
 - c) design and construction at owner's cost; and
 - d) maintenance and repair at owner's cost,

and, specifically providing for:

- e) one male facility and one female facility, each with a minimum of two showers;
- f) location such that the facilities are easily accessible from bicycle parking areas and all intended users.
- a) identification of the cycling end of trip facilities in the Development Permit plans;
- b) identification of the cycling end of trip facilities in the Building Permit plans; and
- c) provision of wayfinding signage for the end of trip facilities prior to Building Permit issuance granting occupancy.

***Note:** Facilities shall be a handicapped-accessible suite of rooms containing a change room, toilet, wash basin, shower, lockers, and grooming station (i.e. mirror, counter, and electrical outlets) designed to accommodate use by two or more people at one time.*

28. (***Car Share Provisions***) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to, in Phase 1, provide two car-share spaces with drive aisle access, secured with Statutory-Right-of-Way in favour of the City, generally providing for:

- a) universal accessibility;
- b) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- c) design and construction at owner's cost; and
- d) maintenance and repair at owner's cost,

and, specifically providing for:

- d) safe public access 24 hours a day;
- e) one EV quick-charge (240 volt) charging station for their convenient and exclusive use of the two spaces;
- f) identification of the location, size, access, EV and CPTED characteristics of the car share spaces on the Development Permit plans;
- g) identification of the location, size, access, EV and CPTED characteristics of the car share spaces on the Building Permit plans;
- h) provision of wayfinding signage for the car share spaces prior to Building Permit issuance granting occupancy;
- i) provision of the car share spaces and associated access at no cost to the car share operator;
- j) provision of the car share spaces and associated access at no cost to individual users of the car share service, except as otherwise determined by the City;
- k) provision of one car share car for a minimum of three years, at no cost to the car share operator;
- l) submit a draft contract of the agreement between the Developer and the car share provider for City's review;
- m) submission of a Letter of Credit prior to Development Permit for the sum of \$30,000 to secure the developer's commitment to provide the car share cars;
- n) agreement to voluntarily contribute the \$30,000 secured by LOC towards alternate transportation demand management modes of transportation should the car share cars not be provided at the time of Building Permit issuance granting occupancy;
- o) prior to Building Permit issuance granting occupancy, entering into a contract with a car share operator for a minimum of three years from the first date of building occupancy, a copy of which shall be provided to the City; and
- p) agreement that, in the event that the car-share facilities are not operated for car-share purposes as intended via the subject rezoning application (e.g., operator's contract is terminated or expires), control of the car-share facilities 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 facilities shall be used going forward.

29. (***Electric Vehicle Provisions – Cars and Bicycles***) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to:

- a) install and maintain a minimum of 20% of vehicle parking spaces with a 240 volt plug-in receptacles for the future addition of shared use charging stations;
- b) install and maintain a minimum of 10% of Class 1 bicycle parking spaces with a 120 volt plug in receptacles for the future addition of shared use charging stations;

- c) identify the spaces and equipment in the Development Permit plans;
- d) identify the spaces and equipment in the Building Permit plans; and
- e) prior to Building Permit issuance granting occupancy, provide wayfinding and stall identification signage for the electric vehicle spaces.

Note: Additional EV requirements pertaining to car share cars included in Car Share Covenant.

30. **(Shuttle Bus)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide a shuttle bus for staff and/or student to use as a means to transport between the subject site, the Vancouver International Airport (YVR), Canada Line rapid transit stations and/or other locations, in perpetuity or for the life of the of the proposed commercial and university education uses.
31. **(Priority Car Pool Parking)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide a minimum 2% of the total number of parking spaces required for the commercial and university education as car pool parking spaces in perpetuity or for the life of the proposed commercial and university education uses to be located on Parcel A+B.
32. **(District Energy Utility)** Registration of a restrictive covenant and statutory right of way and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU) and granting the statutory right of way(s) necessary for supplying the DEU services to the building(s), which covenant and statutory right of way and/or legal agreement(s) will include, at minimum, the following terms and conditions:
 - a) no Building Permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
 - b) If a low carbon energy plant district energy utility (LCDEU) service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no building permit will be issued for a building on the subject site unless:
 - i. the owner designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), a low carbon energy plant to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU; and
 - ii. the owner enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the low carbon energy plant to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site. 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;
 - c) The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC.
 - d) if a DEU is available for connection and the City has directed the owner to connect, no final building inspection permitting occupancy of a building will be granted unless, and until:

- i. the building is connected to the DEU;
 - ii. the owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
 - iii. prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
- e) if a DEU is not available for connection, but a LCDEU service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted unless and until:
 - i. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - ii. the building is connected to a low carbon energy plant supplied and installed by the owner, at the owner's sole cost, to provide heating, cooling and domestic hot water heating to the building(s), which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;
 - iii. the owner transfers ownership of the low carbon energy plant on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
 - iv. prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
 - v. prior to subdivision (including Air Space parcel subdivision and Strata Plan 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.
- f) 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:
 - i. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU; and
 - ii. 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).

(Contributions)

- 33. **(Connectivity Measures)** City acceptance of the owner's offer to voluntarily contribute \$697,199 for transportation connectivity improvements in Bridgeport Village and Capstan Village (*General Account (Transportation) # 5132-10-550-55005-0000*).
- 34. **(Community Facilities)** City acceptance of the owner's offer to voluntarily contribute at least \$3,786,329.39 (five percent of the Village Centre Bonus floor area calculated using the proposed floor area e.g. $0.05 \times 1.0 \times 9380 \text{ m}^2 \times \$8,073.20 / \text{m}^2$) towards the development of community facilities (*City Centre Facility Development Fund - Account # 7600-80-000-90170-0000*). Should

the contribution not be provided within one year of the application receiving third reading, the construction value multiplier (\$8,073.20) will be adjusted 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.

35. **(Community Planning)** City acceptance of the owner’s offer to voluntarily contribute at least \$90,871.91 (100% of the total floor area calculated using the proposed floor area e.g. 28,140 m² x \$3.23 / m²) towards City Centre community planning (*CC-Community Planning and Engineering Account # 3132-10-520-00000-0000*).
36. **(Public Art)** City acceptance of the owner’s offer to voluntarily contribute at least \$142,365.98 (100% commercial floor area @ \$5.06 per square meter calculated using the proposed floor area e.g. 28,140 m² x \$4.63 / m²) towards public art (*15% to Public Art Provision Account # 7500-10-000-90337-0000 and 85% to ma # 7600-80-000-90173-0000*).
37. **(Transportation Demand Management)** City acceptance of the owner’s offer to voluntarily contribute \$100,000 towards TDM pedestrian crossing enhancements along Bridgeport Road (*General Account (Transportation) # 5132-10-550-55005-0000*).
38. **(Trees – City Property)** City acceptance of the owner’s offer to voluntarily contribute \$9,100 (calculated as 7 x \$1,300 per tree) for the planting of replacement trees within the City (*Tree Compensation Fund Account # 2336-10-000-00000-0000*).

Per Current Floor Area Estimates in m²:

Floor Area Total	Retail/Restaurant	Hotel	Office/ Education	VCB
28,140	975	17,785	9,380	9,380

(Development Permit)

39. Submission and processing of a Development Permit* application for Parcels “A” and “B” completed to a level deemed acceptable by the Director of Development, demonstrating:
 - a) design development of the rezoning concept to address, unless otherwise determined by the Director of Development:
 - i. Council directions arising out of Public Hearing;
 - ii. form and character objectives noted in the associated Report to Planning Committee;
 - iii. comments of the Advisory Design Panel;
 - iv. the requirements of TransLink related to Development Permit (DP) level consent;
 - v. technical resolution, as necessary, of building services, private utilities, public utilities, parking and loading and waste management, including provision of final on-site utility, loading, waste management, signage and wayfinding plans; and
 - vi. technical resolution, as necessary, of the landscape design including but not limited to provision of adequate soil depth and automatic irrigation systems where appropriate;
 - b) Submission of confirmation that the building is designed with the capability to connect to and be serviced by a DEU. The applicant must also provide an energy modelling report satisfactory to the Director of Engineering.
 - c) the owner’s commitment to design and construct the development in accordance with rezoning policy, the rezoning considerations and the draft site-specific zoning bylaw, by incorporating information into the Development Permit plans (inclusive of architectural, landscape and other plans, sections, elevations, details, specifications, checklists and supporting consultant work) including, but not limited to:
 - i. statutory rights of way, easements, encroachments, no build areas, agreements and other legal restrictions;

- ii. flood construction level(s);
- iii. use, density, height, siting, building form, landscaping, parking and loading and other zoning provisions;
- iv. site access and vehicular crossings;
- v. location and details of EV-charging and EV-ready vehicle and bicycle parking spaces;
- vi. location and details of car-share parking spaces;
- vii. location and details of car-pool parking spaces;
- viii. location and details of orphan lot parking spaces (temporary and permanent);
- ix. required end of trip facilities, including their location, number, size, type and use;
- x. the location of areas reserved for DEU connection facilities and a notation regarding the need for DEU pre-ducting;
- xi. an Accessibility Checklist and identification of specific recommended measures on the plans, where relevant;
- xii. a CPTED Checklist and identification of specific recommended measures on the plans, where relevant;
- xiii. a LEED Checklist with measures recommended by a LEED AP BD+C to achieve LEED Silver equivalent and identification of specific measures to be incorporated into the Building Permit plans;
- xiv. on the landscape plan and roof plans, if applicable:
 - a. the location and specifications for ecological network landscaping;
 - b. the location and specifications for intensive and extensive green roofs;
 - c. the location and dimension of required on-site tree protection;
 - d. the location, dimensions and specifications for replacement trees;
- ii. include a mix of coniferous and deciduous trees;
- iii. include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
- iv. include the 5 required replacement trees with the following minimum sizes:
- xv. location and dimensions of tree protection on City property and on 8380 Bridgeport Road,
- xvi. submission of a contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review; and
- xvii. notation regarding the location and general form of public art, in the case that the public art contribution is located on the site or building.

(Letter of Credit – Trees, Ecological Network and Landscape)

- d) Submission of a letter of credit for landscaping based on 100% of the cost estimate provided by the Landscape Architect, including installation costs, plus a 10% contingency cost.

(Servicing Agreement)

- 40. Submission and processing of a Servicing Agreement* application, completed to a level deemed acceptable by the Director of Engineering, for the design and construction of works associated with the proposed rezoning, subject to the following conditions:

(Development Phasing)

- a) All utilities and transportation works to be completed in the first phase of development except where limited by interface issues.

(Utilities – Engineering)

(Water Works)

- b) Using the OCP Model, there is 551 L/s of water available at a 20 psi residual at the hydrant located at the frontage of 8320 and 8340 Bridgeport Road and 309 L/s available at 20 psi residual at the hydrant located at the frontage of 8311 Sea Island Way. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit Stage.
 - ii. Review, via the Servicing Agreement (SA) design, the impact of the proposed offsite works (e.g., frontage improvements, road widening, private utility works such as hydro, telecom and gas, etc.) on the existing 300mm diameter AC watermain along the Bridgeport Road frontage of 8320, 8340 and 8360 Bridgeport Road and provide mitigation measures.
 - iii. Remove the existing AC watermain along the south property lines of 8311 and 8351 Sea Island Way and 8440 Bridgeport Road and install as replacement within the Sea Island Way roadway approximately 130 meters of new watermain. Tie-ins shall be to the existing watermain in Sea Island Way and No. 3 Road. Installation of the new watermain within Sea Island Way roadway may be required prior to start of soil densification and/or preload works subject to the result of the required Geotechnical assessment below.
 - iv. Install approximately 260 meters of new 200mm diameter watermain and fire hydrants (spaced as per City standard) along the proposed development's lane frontages. The new watermain shall be tied-in to the existing watermain along Sea Island Way and Bridgeport Road.
 - v. Install fire hydrants spaced as per City standard along the proposed development's Bridgeport Road, Sea Island Way and No. 3 Road frontages.
- c) At Developers cost, the City will:
- i. Cut and cap the north end of the existing 250mm diameter watermain at the southeast corner of 8440 Bridgeport Road.
 - ii. Cut and cap at main all existing water service connections.
 - iii. Complete all proposed watermain tie-ins.

(Storm Sewer Works)

- d) The Developer is required to:
- i. Upgrade approximately 95 meters of existing 375mm diameter storm sewers to 600mm diameter storm sewer along the development's Bridgeport Road frontage complete with new manholes at each end. A three (3) meter wide utility right of way is required along the entire north property line of 8320, 8340 and 8360 Bridgeport Road for the new 600 mm storm sewer.
 - ii. Upgrade the existing 450 mm diameter storm sewer (complete with new manholes spaced as per City standard) with a length of approximately 85 meters from existing manhole STMH6106 (located at the north end of the existing lane between 8380 and 8440 Bridgeport Road) to existing manhole STMH9189 (located at the southwest corner of No 3 Road and Bridgeport Road intersection), to 600 mm diameter storm sewer. The existing storm sewers and manholes shall be removed to accommodate the storm sewer upgrade. A

- three (3) meter wide utility right of way is required along the entire north property line of 8440 Bridgeport Road for the new 600 mm storm sewer. Coordination with BC Hydro Transmission department is required to address potential impact of the storm sewer installation to the existing Transmission pole.
- iii. Upgrade the existing 375mm and 450mm diameter storm sewers along No. 3 Road frontage to 600mm diameter storm sewer complete with new manholes spaced as per City standard. The new 600mm diameter storm sewers with an approximate length of 120 meters shall be installed in a new alignment from the new manhole at the southwest corner of No 3 Road and Bridgeport Road intersection to a new manhole which will be located within the intersection of No 3 Road and Sea Island Way. The existing 375mm and 450mm storm sewers and manholes along the east property line of 8440 Bridgeport road shall be removed.
 - iv. Remove the existing 375 mm diameter storm sewer from existing manhole STMH9174 (located at the northwest corner of No 3 Road and Sea Island intersection) to existing manhole STMH9175 (located at the south end of the existing lane between 8211 and 8311 Sea Island Way) with a length of approximately 115 meters. Install within the Sea Island Way roadway new 600 mm diameter storm sewers (complete with new manholes spaced as per City standard) from the new manhole at the intersection of Sea Island Way and No. 3 Road to approximately 120 meters to the west.
 - v. Install new storm sewers complete with manholes as per City standard in the proposed lanes along the west property lines of 8311 Sea Island Way and 8320 Bridgeport Road. Tie-ins shall be to the new storm sewers at Bridgeport Road and Sea Island Way.
- e) At Developers cost, the City will:
- i. Cut and cap at main all existing storm service connections.
 - ii. Remove all existing inspection chambers and storm service leads and dispose offsite.
 - iii. Complete all proposed storm sewer tie-ins.

(Sanitary Sewer Works)

- f) The Developer is required to:
- i. No upgrade required to the existing sanitary sewers at the lane frontages.
- g) At Developers cost, the City will:
- i. Cut and cap at main all existing sanitary service connections.
 - ii. Remove all existing inspection chambers and sanitary leads and dispose offsite.
 - iii. Complete all proposed sanitary sewer service connections and tie-ins.

(Frontage Improvements – Engineering)

- h) The Developer is required to:
- i. Provide other frontage improvements as per Transportation's requirements. Improvements shall be built to the ultimate condition wherever possible.
 - ii. Provide street lighting along Bridgeport Road, No. 3 Road, Sea Island Way and lane frontages.
Note: All Servicing Agreement (SA) works within MoTI's jurisdiction will need to be reviewed and approved by MoTI before City staff are able to grant final approval to the Servicing Agreement (SA) design.
 - iii. Remove or put underground the existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) along the lane frontages of 8320 to 8340 Bridgeport Road and 8311 to

- 8351 Sea Island Way. The developer is required to coordinate with the private utility companies.
- iv. Pre-duct for future hydro, telephone and cable utilities along all Bridgeport Road, No. 3 Road, Sea Island Way and lane frontages.
 - v. Remove and/or relocate an existing above ground kiosk at the Bridgeport Road frontage of 8440 Bridgeport Road.
 - vi. Coordinate with BC Hydro, prior to start of site densification and pre-load works (if required), to address any impact on the existing BC Hydro Transmission pole and overhead lines at the Bridgeport Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing transmission poles may be required.
 - vii. Confirm with BC Hydro (Transmission) the required clearance between the existing transmission pole and the proposed curb at the Bridgeport Road frontage of 8440 Bridgeport Road. Relocation of the existing transmission pole within the proposed development may be required, at developer's costs, if the resulting clearance between the proposed curb and existing transmission pole is not acceptable to BC Hydro (Transmission).
 - viii. Coordinate with Pro Trans BC prior to start of site densification and pre-load works (if required) to address any impact on the existing Canada Line guiderail and columns along the No. 3 Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing Canada Line guiderail and columns may be required.
 - ix. Coordinate with Kinder Morgan, prior to start of site densification and pre-load works (if required) to address any impact on the existing jet fuel line along Bridgeport Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing jet fuel may be required.
 - x. Provide, prior to start of site preparation works, a geotechnical assessment of preload, soil densification, foundation excavation and dewatering impacts on the existing sanitary sewer along the lane frontages and the existing AC watermain along the south property line of 8311 and 8351 Sea Island Way and 8440 Bridgeport Road and the existing AC watermain at Bridgeport Road frontage, and provide mitigation recommendations. The mitigation recommendations if necessary (e.g., removal of the AC watermain and its replacement within the Sea Island Way roadway, etc.) shall be constructed and operational, at developer's costs, prior to soil densification, pre-load and/or foundation excavation.
 - xi. Video inspections of adjacent sewer mains to check for possible construction damage are required prior to start of soil densification and preload and after preload removal. At their cost, the developer is responsible for rectifying construction damage.
 - xii. Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of Statutory Rights of Way that shall be shown in the functional plan and registered prior to Servicing Agreement (SA) design approval:

- BC Hydro Vista - Confirm Statutory-Right-of-Way dimensions with BC Hydro

- BC Hydro PMT – Approximately 4mW X 5m (deep) – Confirm Statutory-Right-of-Way dimensions with BC Hydro
- BC Hydro LPT – Approximately 3.5mW X 3.5m (deep) – Confirm Statutory-Right-of-Way dimensions with BC Hydro
- Street light kiosk – Approximately 2mW X 1.5m (deep)
- Traffic signal controller cabinet – Approximately 3.2mW X 1.8m (deep)
- Traffic signal UPS cabinet – Approximately 1.8mW X 2.2m (deep)
- Shaw cable kiosk – Approximately 1mW X 1m (deep) – show possible location in functional plan. Confirm Statutory-Right-of-Way dimensions with Shaw
- Telus FDH cabinet - Approximately 1.1mW X 1m (deep) – show possible location in functional plan. Confirm Statutory-Right-of-Way dimensions with Telus

(General Items – Engineering)

- i) The Developer is required to:
 - i. Grant utilities statutory rights of way for required connections between City utilities and the development as determined within the Servicing Agreement process.
 - ii. Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering 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.
 - iii. Undertake pre and post construction elevation surveys of adjacent roads, underground utilities (e.g. manhole rims, manhole inverts, service boxes, etc.) and property lines to determine settlement amounts.
 - iv. Undertake pre and post construction video inspections of adjacent sewer mains to check for possible construction damage. At their cost, the developer is responsible for rectifying construction damage.
 - v. Coordinate the servicing agreement design and offsite construction works with MoTI, Trans Mountain Pipeline (Jet Fuel), Kinder Morgan Canada, BC Hydro Transmission, Pro Trans BC and Metro Vancouver due to proximity of works to Sea Island Way, Bridgeport Road, the jet fuel line, BC Hydro transmission line, Metro Vancouver's trunk sewer, and Canada line overhead railway and columns.

(Frontage Improvements – Transportation)

- j) The developer is responsible for the design and construction of the works shown on the Preliminary Functional Road Plan (to be submitted, reviewed and approved by staff), supported in principle by the City staff, subject to review and approval of the detailed Servicing Agreement (SA) designs, which shall include, but may not be limited to, the following.

Note: In addition to the following, landscape features are required to the satisfaction of the City, as determined via the Servicing Agreement (SA) and Development Permit review and approval processes. Landscaped improvements may include, but shall not be limited to, street trees, landscaped boulevard, hard- and soft-scape features, street furnishings, decorative paving, and innovative storm management features, as appropriate.

k) The Developer is required to:

i. For No. 3 Road Frontage:

Along the entire No. 3 Road frontage, complete the following road cross-section (east to west):

- Existing southbound traffic lanes to remain.
- Using the edge of the existing southbound curb lane, convert and widen the existing on-street bike lane to a raised bike lane, which would include: 0.15m wide roll-over curb, 1.8m wide asphalt riding surface, and 0.3m wide Richmond Urban Curb.
- Min. 1.5m wide treed boulevard.
- Min. 3.0m wide concrete sidewalk (Min. 2.0 m provided as dedication).

Note: The alignment of the sidewalk and boulevard may need to be shifted westward to avoid the existing Canada Line Guideway column.

Note: Along the No. 3 Road frontage north of the Canada Line guideway column, an allowance should be made for the future provision of a 3.5m wide bus bay.

Note: The location of the sidewalk may need to be adjusted to avoid conflicts with BC Hydro infrastructure.

ii. For Bridgeport Road Frontage:

Along the entire Bridgeport Road frontage, complete the following cross-section (north to south):

- MoTI requirements: deceleration lanes approaching both laneways, new 0.5m wide curb/gutter, 1.0m wide grass boulevard/utility strip.
- Min. 1.5m wide grassed/treed boulevard.
- Min. 3.0m wide concrete sidewalk (Min. 2.0 m provided as dedication)

Note: The location of the sidewalk may need to be adjusted to avoid conflicts with BC Hydro infrastructure.

iii. For Sea Island Way Frontage:

Along the entire Sea Island Way frontage, complete the following cross-section (south to north):

- MoTI requirements: road widening as necessary, new 0.5m wide curb/gutter, 1.0m wide grass boulevard/utility strip.
- Min. 1.5m wide grassed/treed boulevard.
- Min. 3.0m wide concrete sidewalk.

iv. For Lanes:

Lane 1: North/south lane off Bridgeport Road immediately west of No. 3 Road:

Widen existing 6m wide lane to provide a min. 6m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 2: North/south lane off Sea Island Way: Widen existing 6m wide lane to provide a min. 7.5m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 3: North/south lane off Bridgeport Road west of Lane 1: Provide a new lane to include a min. 6m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 4: East/west lane between Lane 1 and Lane 2: Widen existing 6m wide lane to provide a 7.5m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the south side. Provide a rollover curb and a 1.5 m sidewalk on the north side of the lane also.

Lane 5: East/west lane between Lane 2 and Lane 3: Widen existing 6m wide lane to provide a 6.0 m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the north side.

v. Corner cuts be provided at:

- All intersections due to the skewedness of the Bridgeport Road/No. 3 Road & Sea Island Way/No. 3 Road intersections, the exact size to be determined upon receiving the revised road functional plan.
- All intersections of public roads and lanes, minimum 3m x 3m plus additional dedication to accommodate the turning of loading vehicle.

Note: Final MoTI approval is required prior to rezoning adoption.

Note: Land Dedication: Road functional design drawings incorporating the frontage improvements as noted above to be prepared by the applicant, which would need to be reviewed and approved by the City. Such approved road functional design drawings would then be used to determine the amount of land dedication and legal drawings can then be prepared accordingly.

- l) Applicant to consult with business operators/owners and provide relevant documentation within the area bordered by Sea Island Way, No. 3 Road, Bridgeport Road, River Road regarding the proposed change in internal lane configuration and traffic operation.
- m) Construction Timing: All works to be completed prior to final Building Permit inspection granting the occupancy of the first building (Phase 1) on the subject site.

(Servicing Agreement – Letter of Credit)

- n) Provision of a letter of credit to secure the completion of the works in an amount determined by the Director of Development.

Note: A separate Letter of Credit or other form of financial commitment may be required to secure the completion of interface works at a future date.

(Servicing Agreement – LTO Registration)

- o) Registration of the Servicing Agreement on title.

Prior to Building Permit issuance, the owner is required to complete the following.

- 41. **(Trans Mountain Pipeline/Kinder Morgan Canada)** The applicant must acquire a Proximity Permit from Kinder Morgan.

Note: Prior to Building Permit issuance the approved Development Permit and associated conditions, as well as any additional items referenced in “Schedule B: Assurance of Professional Design and Commitment for Field Review”, shall be incorporated into the Building Permit plans (drawings and documents).

Note: Prior to Building Permit issuance the developer must submit a “Construction Parking and Traffic Management Plan” to the Transportation Department. The Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

Note: Prior to Building Permit issuance the developer must obtain 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.

General Notes:

1. Some of the foregoing items (*) may require a separate application.
2. Where the Director of Development deems it appropriate, legal 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 legal 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.

3. 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

Signed

Date



OCP Amendment and Rezoning Considerations

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

Address: 8320, 8340, 8360 and 8440 Bridgeport Road and 8311 and 8351 Sea Island Way

File No.: ZT 19-875774 (amending RZ 13-628557)

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, the owner is required to complete the following.

(OCP Amendment)

1. Final Adoption of OCP Amendment Bylaw 9628.

(External Agencies)

2. **(Ministry of Environment)** Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues.

Note: MOE no further correspondence required on file.

Note: This approval is required prior to the dedication or fee simple transfer of any land or road to the City.

3. **(Provincial Ministry of Transportation & Infrastructure - Site)** Final approval of the proposed OCP amendments and rezoning, including acceptance of final transportation studies, access and egress agreements and road functional designs, as developed through the Development Permit (DP) and Servicing Agreement (SA) processes.

Note: Preliminary approval and a subsequent extension from MOTI have been received and are on file. Expiration date: March 21, 2018.

4. **(Provincial Ministry of Transportation & Infrastructure - Off-site)** Provision and approval of road functional drawings for the future Sea Island Way deceleration lane to the west of the subject site.

5. **(South Coast British Columbia Transportation Authority (TransLink))** Final approval of the proposed OCP amendments, rezoning, development permit and servicing agreement, subject to a no building permit issuance agreement. (Refer to Covenants and Agreements section.)

Note: Preliminary comments from Translink have been received and are on file.

6. **(Trans Mountain Pipeline/Kinder Morgan Canada)** Final confirmation that Kinder Morgan is prepared to enter into a Pipeline Proximity Installation Permit for all on-site and off-site works directly with the owner of the development site.

Note: Preliminary comment from Kinder Morgan has been received and is on file.

7. **(BC Hydro)** Final confirmation, in conjunction with the Servicing Agreement (SA) process, from BC Hydro that it concurs with any changes to the hydro transmission poles, associated equipment and other circumstances (such as location of protection bollards) arising through the Development Permit (DP) and Servicing Agreement (SA) processes.

Note: Preliminary comment has been received from BC Hydro and is on file.

(Submissions)

8. ***(Transportation Reports)*** Submission of final transportation reports (Infrastructure Changes, Access Strategy, Parking, Transportation Demand Management, Traffic Impact Assessment), signed and sealed, to the satisfaction of the City.

Note: Final report on file.

9. ***(Road Functional Drawings)*** Submission of final interim and ultimate road functional drawings, signed and sealed, to the satisfaction of the City.

Note: Preliminary road functional drawings on file.

(Subdivision, Dedications and Statutory-Rights-of-Way)

10. ***(Discharges)*** Discharge of the following charges:

- a) With respect to 8320 Bridgeport Road:
 - Statutory-Right-of-Way – City of Richmond – BR25282
 - Covenant No. BR25294

11. ***(Subdivision)*** Registration of a Subdivision Plan for the subject site, which satisfies the following conditions:

- a) acceptance by the City and the Ministry of Transportation and Infrastructure (MoTI) of submitted interim and ultimate road functional drawings;
- b) road dedications as follow:

For Parcel A+B (including 8440 Bridgeport Road and 8311 and 8351 Sea Island Way):

- i. land along Bridgeport Road to provide for road widening in accordance with Ministry of Transportation and Infrastructure (MoTI) requirements and to provide for boulevard cross-section improvements in accordance with City requirements;
- ii. land along No. 3 Road to provide for road and boulevard cross-section improvements in accordance with City requirements;
- iii. approximately 1.5 m for widening of the east-west vehicle travel lanes (Lane 4);
- iv. approximately 1.5 m for widening of the north-south vehicle travel lanes (Lane 2); and
- v. corner cuts and/or other geometries as required to provide required functionality.

For Parcel C (including 8320, 8340 and 8360 Bridgeport Road):

- vi. land along Bridgeport Road to provide for road widening in accordance with Ministry of Transportation and Infrastructure (MoTI) requirements and to provide for boulevard cross-section improvements in accordance with City requirements; and
- vii. corner cuts and/or other geometries as required to provide required functionality;
- c) consolidation of the existing lots into two lots separated by a City lane, generally as shown in the Preliminary Subdivision Plan (Schedule 1) and including revision of any existing strata lots as required; and
- d) registration of a covenant on title of each lot created for the purpose of the subject development (Parcel A+B and Parcel C), to the satisfaction of the City, generally as described on the Preliminary Subdivision Plan(s) (RTC Attachment 9), stipulating that the registered lots may not be subdivided or sold or otherwise separately transferred without prior approval of the City.

12. ***(Statutory Rights-of-Way)*** Granting of public right of passage statutory rights of way in favour of the City as shown in the related Preliminary Statutory-Right-of-Way Plan (Schedule 1) subject to

minor modifications arising from design development of the building, landscape, frontage and road functional plans through the Development Permit (DP) and Servicing Agreement (SA) processes, as well as the requirements of other jurisdictions, where applicable, generally providing for:

- i. universal accessibility;
- ii. 24 hour a day access;
- iii. design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- iv. design and construction at owner's cost; and
- v. maintenance and repair at owner's cost,

and, specifically providing for:

For Parcel A+B (including 8440 Bridgeport Road and 8311 and 8351 Sea Island Way):

- vi. along the Bridgeport Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- vii. along the No. 3 Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- viii. along the north-south lane (Lane 1), a minimum 1.5 m wide strip to accommodate a sidewalk on the east side of the travel lanes;
- ix. along the east-west lane (Lane 4), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the south travel lane;
- x. at the intersection of the north-south and east west lanes (Lanes 1 and 4), the whole of the area provided for vehicle drop off and car and truck manoeuvring, as well as a minimum 1.5 m strip to accommodate a sidewalk adjacent to the travel lanes;
- xi. along the north-south lane (Lane 2), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the travel lanes; and
- xii. in all other areas, up to a line established a minimum of 1.5 m away from the building face and/or building-related outdoor open spaces along the Bridgeport Road, No. 3 Road and Sea Island Way frontages, except below the covered passage between Buildings A and B, unless otherwise determined through the Development Permit (DP) and Servicing Agreement (SA) processes;

For Parcel C (including 8320, 8340 and 8360 Bridgeport Road):

- xiii. along the Bridgeport Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- xiv. along the Bridgeport Road frontage, additional area up to a minimum of 1.5 m away from the building face and/or building-related outdoor open spaces, unless otherwise determined through the Development Permit (DP) and Servicing Agreement (SA) processes;
- xv. along the western edge, a minimum 7.5 m wide strip to accommodate a 6.0 m travel lane and a 1.5 m sidewalk; and
- xvi. along the east-west lane (Lanes 4 and 5), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the north travel lane; and

13. (***Statutory Rights-of-Way***) Granting of a public right of passage Statutory-Right-of-Way in favour of the City to accommodate car share spaces and drive aisle access and subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation, generally providing for:

- xvii. universal accessibility;
- xviii. 24 hour per day access;

- xix. design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- xx. design and construction at owner's cost; and
- xxi. maintenance and repair at owner's cost,

General Note: Refer also to Servicing Agreement conditions regarding existing and new PROP or utilities rights of way to be discharged, amended and/or created as a consequence of the Servicing Agreement approval.

General Note: Refer also to the District Energy Utility conditions regarding statutory rights of way related to district energy facilities.

General Note: Refer also to Servicing Agreement conditions regarding statutory rights of way related to private utility equipment and connections.

(Covenants and Agreements)

14. **(TransLink)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, stipulating that no building permit for all or any part of the development shall be issued until the applicant has provided the City with satisfactory written confirmation that all terms required by the South Coast British Columbia Transportation Authority (TransLink), as a condition of issuance of any building permit for the development, have been met.
15. **(Aircraft Noise)** Registration of an aircraft noise covenant on title, to the satisfaction of the City, suitable for Area 1B (new residential land uses prohibited) and Area 2 (new aircraft noise sensitive land uses permitted except new single family) and granting of a Statutory-Right-of-Way in favour of the Airport Authority.
16. **(Ambient Noise – Development Impacts)** Registration of an ambient noise and development impacts covenant on title, to the satisfaction of the City, noting that the development is located in a densifying urban area and may be subject to impacts that affect the use and enjoyment of the property including, but not limited to, ambient noise, ambient light, shading, light access, privacy, outlook, vibration, dust and odours from development or redevelopment of public and private land in the surrounding area.
17. **(Commercial Noise)** Registration of a commercial noise covenant on title, to the satisfaction of the City, indicating that commercial uses are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and that noise generated from rooftop HUAC units will comply with the City's Noise Bylaw.
18. **(Flood Construction Level)** Registration of a flood covenant on title, to the satisfaction of the City, identifying the basic minimum flood construction level of 2.9 m GSC for Area A.
19. **(Hotel – Length of Stay)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, securing the owner's and the owner's assignee's commitment to limit the length of stay of hotel guests to a maximum of six months.
20. **(Hotel – No Strata)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, for each hotel building prohibiting strata titling of individual or groups of hotel rooms.
21. **(Education – No Strata)** Registration of covenant or alternative legal agreement on title, to the satisfaction of the City, prohibiting strata titling of the 0.5 FAR of the floor area that is eligible for commercial (including office) and education use.

22. (**Vehicle Access and Egress**) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, subject to the approval of the Director of Transportation, stipulating that there shall be no direct vehicle access or egress for the site from Bridgeport Road, No. 3 Road and Sea Island Way, except as required to access the lane Statutory-Right-of-Way (Lane 3) and except as required to provide for temporary egress from 8360 and 8380 Bridgeport Road as described under (**Egress – Orphan Lot**).
23. (**Egress – Orphan Lot**) Registration of a covenant on title and an associated Statutory-Right-of-Way, to the satisfaction of the City and subject to the approval of the Director of Transportation and the Minister of Transportation and Infrastructure, in favour of the City and the Province, securing the owner's commitment to provide for vehicular egress from the existing angled parking located in the front yard of the existing development at 8380 Bridgeport Road, until such time that the property at 8380 Bridgeport Road is redeveloped, including the following:
- a) granting of a Statutory-Right-of-Way in favour of the City running from the existing front yard parking on 8380 Bridgeport Road adjacent to the east property line of Parcel C (currently 8360 Bridgeport Road) to the east-west City lane south of Bridgeport Road generally as described in the Preliminary Statutory-Right-of-Way Plan (Schedule 2) and providing for:
 - 24 hour a day use; and
 - design and construction at owner's cost and maintenance and repair at owner's cost;
 - b) providing for temporary encroachment of the existing building on Parcel C (currently located on 8360 Bridgeport Road) into the Statutory-Right-of-Way until such time that the use of the Statutory-Right-of-Way is required, at which time the existing building shall be demolished;
 - c) during Phase 1 of the subject development (Parcel A+B and Interim Parcel C) and until such time that the frontage improvements along Bridgeport Road are commenced, providing for access through Parcel C (specifically the front yard area currently located on 8360 Bridgeport Road) to the existing egress point on Bridgeport Road, as is the current arrangement (see temporary exit route per MPT Engineering Ltd. drawing – Schedule 3) and providing for:
 - 24 hour a day use; and
 - maintenance and repair at owner's cost; and
 - d) at the time that the Phase 1 Bridgeport Road frontage improvements are commenced, providing for access through the subject Statutory-Right-of-Way; and
 - e) providing for the discharge of this covenant and the associated Statutory-Right-of-Way at the time that the property at 8380 Bridgeport Road is redeveloped.
24. (**Parking – Orphan Lot**) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, in favour of the City of Richmond, securing the owner's commitment to provide parking spaces for the future benefit of the property at 8380 Bridgeport Road at the time that 8380 Bridgeport Road is redeveloped generally providing for:
- a) universal accessibility;
 - b) 24 hour a day open access or with more limited or secure access arrangements to the satisfaction of the owner of 8380 Bridgeport Road;
 - c) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
 - d) design and construction at owner's cost; and
 - e) maintenance and repair at owner's cost;

and specifically providing for:

- f) the number of spaces shall be calculated based on the required parking at the time of redevelopment of 8380 Bridgeport Road minus 16 spaces;
- g) the spaces shall be located on Parcel C, except during construction of the parkade on Parcel C, if applicable, in which case they may be temporarily relocated to Parcel A+B;
- h) the spaces shall include disabled, large car and small car spaces consistent with the requirements of the Richmond Zoning Bylaw;
- i) vehicle and pedestrian access shall be provided through the subject development to and from the parking spaces without restriction during normal business hours and with security access during non-business hours; and
- j) provision of wayfinding signage.

Note: The forgoing agreement applies in the case of Phase 1 of the development (Parcel A+B with temporary surface parking on Parcel C) and Phase 2 of the development (Parcel C including construction of a permanent parkade with parking spaces for Parcel A+B and Parcel C), as well as the transition period between Phase 1 and Phase 2.

- 25. **(Transit Passes – Education Students)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide to all students attending the commercial and university education institutions free monthly, two-zone transit passes or equivalent in perpetuity and to provide for implementation measures to the satisfaction of the City and subject to the approval of the Director of Transportation.
- 26. **(Transit Passes – Education Staff)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide to all staff of the commercial and university education institutions free monthly, two-zone transit passes or equivalent in perpetuity and to provide for implementation measures to the satisfaction of the City and subject to the approval of the Director of Transportation..
- 27. **(End of Trip Facilities)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide cycling end of trip facilities for each of the uses (e.g. hotel, office and education) on each sites A, B, and C, generally providing for:
 - a) universal accessibility;
 - b) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
 - c) design and construction at owner's cost; and
 - d) maintenance and repair at owner's cost,

and, specifically providing for:

- e) one male facility and one female facility, each with a minimum of two showers;
- f) location such that the facilities are easily accessible from bicycle parking areas and all intended users.
- a) identification of the cycling end of trip facilities in the Development Permit plans;
- b) identification of the cycling end of trip facilities in the Building Permit plans; and
- c) provision of wayfinding signage for the end of trip facilities prior to Building Permit issuance granting occupancy.

Note: Facilities shall be a handicapped-accessible suite of rooms containing a change room, toilet, wash basin, shower, lockers, and grooming station (i.e. mirror, counter, and electrical outlets) designed to accommodate use by two or more people at one time.

28. (***Car Share Provisions***) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to, in Phase 1, provide two car-share spaces with drive aisle access, secured with Statutory-Right-of-Way in favour of the City, generally providing for:

- a) universal accessibility;
- b) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- c) design and construction at owner's cost; and
- d) maintenance and repair at owner's cost,

and, specifically providing for:

- d) safe public access 24 hours a day;
- e) one EV quick-charge (240 volt) charging station for their convenient and exclusive use of the two spaces;
- f) identification of the location, size, access, EV and CPTED characteristics of the car share spaces on the Development Permit plans;
- g) identification of the location, size, access, EV and CPTED characteristics of the car share spaces on the Building Permit plans;
- h) provision of wayfinding signage for the car share spaces prior to Building Permit issuance granting occupancy;
- i) provision of the car share spaces and associated access at no cost to the car share operator;
- j) provision of the car share spaces and associated access at no cost to individual users of the car share service, except as otherwise determined by the City;
- k) provision of one car share car for a minimum of three years, at no cost to the car share operator;
- l) submit a draft contract of the agreement between the Developer and the car share provider for City's review;
- m) submission of a Letter of Credit prior to Development Permit for the sum of \$30,000 to secure the developer's commitment to provide the car share cars;
- n) agreement to voluntarily contribute the \$30,000 secured by LOC towards alternate transportation demand management modes of transportation should the car share cars not be provided at the time of Building Permit issuance granting occupancy;
- o) prior to Building Permit issuance granting occupancy, entering into a contract with a car share operator for a minimum of three years from the first date of building occupancy, a copy of which shall be provided to the City; and
- p) agreement that, in the event that the car-share facilities are not operated for car-share purposes as intended via the subject rezoning application (e.g., operator's contract is terminated or expires), control of the car-share facilities 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 facilities shall be used going forward.

29. (***Electric Vehicle Provisions – Cars and Bicycles***) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to:

- a) install and maintain a minimum of 20% of vehicle parking spaces with a 240 volt plug-in receptacles for the future addition of shared use charging stations;
- b) install and maintain a minimum of 10% of Class 1 bicycle parking spaces with a 120 volt plug in receptacles for the future addition of shared use charging stations;

- c) identify the spaces and equipment in the Development Permit plans;
- d) identify the spaces and equipment in the Building Permit plans; and
- e) prior to Building Permit issuance granting occupancy, provide wayfinding and stall identification signage for the electric vehicle spaces.

Note: Additional EV requirements pertaining to car share cars included in Car Share Covenant.

30. **(Shuttle Bus)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide a shuttle bus for staff and/or student to use as a means to transport between the subject site, the Vancouver International Airport (YVR), Canada Line rapid transit stations and/or other locations, in perpetuity or for the life of the of the proposed commercial and university education uses.
31. **(Priority Car Pool Parking)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide a minimum 2% of the total number of parking spaces required for the commercial and university education as car pool parking spaces in perpetuity or for the life of the proposed commercial and university education uses to be located on Parcel A+B.
32. **(District Energy Utility)** Registration of a restrictive covenant and statutory right of way and/or alternative legal agreement(s)~~covenant on title~~, to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU) and granting the statutory right of way(s) necessary for supplying the DEU services to the building(s), which covenant and statutory right of way and/or legal agreement(s) will include, at minimum, the following terms and conditions:
 - a) no Building Permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
 - b) If a low carbon energy plant district energy utility (LCDEU) service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no building permit will be issued for a building on the subject site unless:
 - i. the owner designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), a low carbon energy plant to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU; and
 - ii. the owner enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the low carbon energy plant to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site. 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;
 - ~~a)c)~~ The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC.
 - d) if a DEU is available for connection and the City has directed the owner to connect, no final building inspection permitting occupancy of a building will be granted unless, and until:

- i. the building is connected to the DEU;
- ii. the owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
- iii. prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
 - a) ~~the Owner has executed and delivered to the City a Section 219 Covenant for the installation, operation and maintenance of all necessary facilities for supplying the services to the Lands; the Owner has entered into a Service Provider Agreement as required by the City; and the Owner has granted or acquired the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the Lands; and~~
- ~~b) 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: then the following is required prior to the earlier of subdivision (stratification) or final building inspection permitting occupancy of a building:~~
- ~~c) the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;~~
 - i. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - ii. the building is connected to a low carbon energy plant supplied and installed by the owner, at the owner's sole cost, to provide heating, cooling and domestic hot water heating to the building(s), which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;
 - iii. the owner transfers ownership of the low carbon energy plant on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
 - iv. prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
 - v. prior to subdivision (including Air Space parcel subdivision and Strata Plan 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.
- ~~i. the owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation;~~
- ~~ii. the owner grants or acquires the Statutory Right of Way(s) and/or easements necessary for supplying DEU services to the building; and~~
- ~~iii. if required by the Director of Engineering, the owner provides to the City with security for costs associated with acquiring any further Statutory Right of Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.~~
- f) 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:

- i. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU; and
- ii. 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).

(Contributions)

33. **(Connectivity Measures)** City acceptance of the owner's offer to voluntarily contribute \$697,199 for transportation connectivity improvements in Bridgeport Village and Capstan Village (*General Account (Transportation) # 5132-10-550-55005-0000*).
34. **(Community Facilities)** City acceptance of the owner's offer to voluntarily contribute at least ~~\$3,281,593.00~~\$3,786,329.39 (five percent of the Village Centre Bonus floor area calculated using the proposed floor area e.g. $0.05 \times 1.0 \times 9380 \text{ m}^2 \times \text{\$6,997}$ $\text{\$8,073.20}$ /m²) towards the development of community facilities (*City Centre Facility Development Fund - Account # 7600-80-000-90170-0000*). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier ($\text{\$8,073.20}$ ~~$\text{\$6,997}$~~) will be adjusted 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.
35. **(Community Planning)** City acceptance of the owner's offer to voluntarily contribute at least ~~$\text{\$75,696.60}$~~ $\text{\$90,871.91}$ (100% of the total floor area calculated using the proposed floor area e.g. $28,140 \text{ m}^2 \times \text{\$2,69}$ $\text{\$3.23}$ / m²) towards City Centre community planning (*CC-Community Planning and Engineering Account # 3132-10-520-00000-0000*).
36. **(Public Art)** City acceptance of the owner's offer to voluntarily contribute at least ~~$\text{\$130,288.20}$~~ $\text{\$142,365.98}$ (100% commercial floor area @ ~~$\text{\$4.63}$~~ $\text{\$5.06}$ per square meter calculated using the proposed floor area e.g. $28,140 \text{ m}^2 \times \text{\$4.63}$ /m²) towards public art (*15% to Public Art Provision Account # 7500-10-000-90337-0000 and 85% to ma # 7600-80-000-90173-0000*).
37. **(Transportation Demand Management)** City acceptance of the owner's offer to voluntarily contribute \$100,000 towards TDM pedestrian crossing enhancements along Bridgeport Road (*General Account (Transportation) # 5132-10-550-55005-0000*).
38. **(Trees – City Property)** City acceptance of the owner's offer to voluntarily contribute \$9,100 (calculated as $7 \times \$1,300$ per tree) for the planting of replacement trees within the City (*Tree Compensation Fund Account # 2336-10-000-00000-0000*).

Per Current Floor Area Estimates in m²:

Floor Area Total	Retail/Restaurant	Hotel	Office/ Education	VCB
28,140	975	17,785	9,380	9,380

(Development Permit)

39. Submission and processing of a Development Permit* application for Parcels "A" and "B" completed to a level deemed acceptable by the Director of Development, demonstrating:
 - a) design development of the rezoning concept to address, unless otherwise determined by the Director of Development:
 - i. Council directions arising out of Public Hearing;
 - ii. form and character objectives noted in the associated Report to Planning Committee;

- iii. comments of the Advisory Design Panel;
 - iv. the requirements of TransLink related to Development Permit (DP) level consent;
 - v. technical resolution, as necessary, of building services, private utilities, public utilities, parking and loading and waste management, including provision of final on-site utility, loading, waste management, signage and wayfinding plans; and
 - vi. technical resolution, as necessary, of the landscape design including but not limited to provision of adequate soil depth and automatic irrigation systems where appropriate;
- b) Submission of confirmation that the building is designed with the capability to connect to and be serviced by a DEU. The applicant must also provide an energy modelling report satisfactory to the Director of Engineering.**
- b)c)** the owner's commitment to design and construct the development in accordance with rezoning policy, the rezoning considerations and the draft site-specific zoning bylaw, by incorporating information into the Development Permit plans (inclusive of architectural, landscape and other plans, sections, elevations, details, specifications, checklists and supporting consultant work) including, but not limited to:
- i. statutory rights of way, easements, encroachments, no build areas, agreements and other legal restrictions;
 - ii. flood construction level(s);
 - iii. use, density, height, siting, building form, landscaping, parking and loading and other zoning provisions;
 - iv. site access and vehicular crossings;
 - v. location and details of EV-charging and EV-ready vehicle and bicycle parking spaces;
 - vi. location and details of car-share parking spaces;
 - vii. location and details of car-pool parking spaces;
 - viii. location and details of orphan lot parking spaces (temporary and permanent);
 - ix. required end of trip facilities, including their location, number, size, type and use;
 - x. the location of areas reserved for DEU connection facilities and a notation regarding the need for DEU pre-ducting;
 - xi. an Accessibility Checklist and identification of specific recommended measures on the plans, where relevant;
 - xii. a CPTED Checklist and identification of specific recommended measures on the plans, where relevant;
 - xiii. a LEED Checklist with measures recommended by a LEED AP BD+C to achieve LEED Silver equivalent and identification of specific measures to be incorporated into the Building Permit plans;
 - xiv. on the landscape plan and roof plans, if applicable:
 - a. the location and specifications for ecological network landscaping;
 - b. the location and specifications for intensive and extensive green roofs;
 - c. the location and dimension of required on-site tree protection;
 - d. the location, dimensions and specifications for replacement trees;
 - ii. include a mix of coniferous and deciduous trees;
 - iii. include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - iv. include the 5 required replacement trees with the following minimum sizes:
 - xv. location and dimensions of tree protection on City property and on 8380 Bridgeport Road,
 - xvi. submission of a contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The contract should include the scope of work to be undertaken, including: the

- proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review; and
- xvii. notation regarding the location and general form of public art, in the case that the public art contribution is located on the site or building.

(Letter of Credit – Trees, Ecological Network and Landscape)

e)d) Submission of a letter of credit for landscaping based on 100% of the cost estimate provided by the Landscape Architect, including installation costs, plus a 10% contingency cost.

(Servicing Agreement)

40. Submission and processing of a Servicing Agreement* application, completed to a level deemed acceptable by the Director of Engineering, for the design and construction of works associated with the proposed rezoning, subject to the following conditions:

(Development Phasing)

- a) All utilities and transportation works to be completed in the first phase of development except where limited by interface issues.

(Utilities – Engineering)

(Water Works)

- b) Using the OCP Model, there is 551 L/s of water available at a 20 psi residual at the hydrant located at the frontage of 8320 and 8340 Bridgeport Road and 309 L/s available at 20 psi residual at the hydrant located at the frontage of 8311 Sea Island Way. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit Stage.
 - ii. Review, via the Servicing Agreement (SA) design, the impact of the proposed offsite works (e.g., frontage improvements, road widening, private utility works such as hydro, telecom and gas, etc.) on the existing 300mm diameter AC watermain along the Bridgeport Road frontage of 8320, 8340 and 8360 Bridgeport Road and provide mitigation measures.
 - iii. Remove the existing AC watermain along the south property lines of 8311 and 8351 Sea Island Way and 8440 Bridgeport Road and install as replacement within the Sea Island Way roadway approximately 130 meters of new watermain. Tie-ins shall be to the existing watermains in Sea Island Way and No. 3 Road. Installation of the new watermain within Sea Island Way roadway may be required prior to start of soil densification and/or preload works subject to the result of the required Geotechnical assessment below.
 - iv. Install approximately 260 meters of new 200mm diameter watermain and fire hydrants (spaced as per City standard) along the proposed development's lane frontages. The new watermains shall be tied-in to the existing watermains along Sea Island Way and Bridgeport Road.
 - v. Install fire hydrants spaced as per City standard along the proposed development's Bridgeport Road, Sea Island Way and No. 3 Road frontages.

- c) At Developers cost, the City will:
- i. Cut and cap the north end of the existing 250mm diameter watermain at the southeast corner of 8440 Bridgeport Road.
 - ii. Cut and cap at main all existing water service connections.
 - iii. Complete all proposed watermain tie-ins.

(Storm Sewer Works)

- d) The Developer is required to:
- i. Upgrade approximately 95 meters of existing 375mm diameter storm sewers to 600mm diameter storm sewer along the development's Bridgeport Road frontage complete with new manholes at each end. A three (3) meter wide utility right of way is required along the entire north property line of 8320, 8340 and 8360 Bridgeport Road for the new 600 mm storm sewer.
 - ii. Upgrade the existing 450 mm diameter storm sewer (complete with new manholes spaced as per City standard) with a length of approximately 85 meters from existing manhole STMH6106 (located at the north end of the existing lane between 8380 and 8440 Bridgeport Road) to existing manhole STMH9189 (located at the southwest corner of No 3 Road and Bridgeport Road intersection), to 600 mm diameter storm sewer. The existing storm sewers and manholes shall be removed to accommodate the storm sewer upgrade. A three (3) meter wide utility right of way is required along the entire north property line of 8440 Bridgeport Road for the new 600 mm storm sewer. Coordination with BC Hydro Transmission department is required to address potential impact of the storm sewer installation to the existing Transmission pole.
 - iii. Upgrade the existing 375mm and 450mm diameter storm sewers along No. 3 Road frontage to 600mm diameter storm sewer complete with new manholes spaced as per City standard. The new 600mm diameter storm sewers with an approximate length of 120 meters shall be installed in a new alignment from the new manhole at the southwest corner of No 3 Road and Bridgeport Road intersection to a new manhole which will be located within the intersection of No 3 Road and Sea Island Way. The existing 375mm and 450mm storm sewers and manholes along the east property line of 8440 Bridgeport road shall be removed.
 - iv. Remove the existing 375 mm diameter storm sewer from existing manhole STMH9174 (located at the northwest corner of No 3 Road and Sea Island intersection) to existing manhole STMH9175 (located at the south end of the existing lane between 8211 and 8311 Sea Island Way) with a length of approximately 115 meters. Install within the Sea Island Way roadway new 600 mm diameter storm sewers (complete with new manholes spaced as per City standard) from the new manhole at the intersection of Sea Island Way and No. 3 Road to approximately 120 meters to the west.
 - v. Install new storm sewers complete with manholes as per City standard in the proposed lanes along the west property lines of 8311 Sea Island Way and 8320 Bridgeport Road. Tie-ins shall be to the new storm sewers at Bridgeport Road and Sea Island Way.
- e) At Developers cost, the City will:
- i. Cut and cap at main all existing storm service connections.
 - ii. Remove all existing inspection chambers and storm service leads and dispose offsite.
 - iii. Complete all proposed storm sewer tie-ins.

(Sanitary Sewer Works)

- f) The Developer is required to:
 - i. No upgrade required to the existing sanitary sewers at the lane frontages.
- g) At Developers cost, the City will:
 - i. Cut and cap at main all existing sanitary service connections.
 - ii. Remove all existing inspection chambers and sanitary leads and dispose offsite.
 - iii. Complete all proposed sanitary sewer service connections and tie-ins.

(Frontage Improvements – Engineering)

- h) The Developer is required to:
 - i. Provide other frontage improvements as per Transportation's requirements. Improvements shall be built to the ultimate condition wherever possible.
 - ii. Provide street lighting along Bridgeport Road, No. 3 Road, Sea Island Way and lane frontages.
Note: All Servicing Agreement (SA) works within MoTI's jurisdiction will need to be reviewed and approved by MoTI before City staff are able to grant final approval to the Servicing Agreement (SA) design.
 - iii. Remove or put underground the existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) along the lane frontages of 8320 to 8340 Bridgeport Road and 8311 to 8351 Sea Island Way. The developer is required to coordinate with the private utility companies.
 - iv. Pre-duct for future hydro, telephone and cable utilities along all Bridgeport Road, No. 3 Road, Sea Island Way and lane frontages.
 - v. Remove and/or relocate an existing above ground kiosk at the Bridgeport Road frontage of 8440 Bridgeport Road.
 - vi. Coordinate with BC Hydro, prior to start of site densification and pre-load works (if required), to address any impact on the existing BC Hydro Transmission pole and overhead lines at the Bridgeport Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing transmission poles may be required.
 - vii. Confirm with BC Hydro (Transmission) the required clearance between the existing transmission pole and the proposed curb at the Bridgeport Road frontage of 8440 Bridgeport Road. Relocation of the existing transmission pole within the proposed development may be required, at developer's costs, if the resulting clearance between the proposed curb and existing transmission pole is not acceptable to BC Hydro (Transmission).
 - viii. Coordinate with Pro Trans BC prior to start of site densification and pre-load works (if required) to address any impact on the existing Canada Line guiderail and columns along the No. 3 Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing Canada Line guiderail and columns may be required.
 - ix. Coordinate with Kinder Morgan, prior to start of site densification and pre-load works (if required) to address any impact on the existing jet fuel line along Bridgeport Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing jet fuel may be required.
 - x. Provide, prior to start of site preparation works, a geotechnical assessment of preload, soil densification, foundation excavation and dewatering impacts on the existing sanitary sewer along the lane frontages and the existing AC watermain along the south property line of

8311 and 8351 Sea Island Way and 8440 Bridgeport Road and the existing AC watermain at Bridgeport Road frontage, and provide mitigation recommendations. The mitigation recommendations if necessary (e.g., removal of the AC watermain and its replacement within the Sea Island Way roadway, etc.) shall be constructed and operational, at developer's costs, prior to soil densification, pre-load and/or foundation excavation.

- xi. Video inspections of adjacent sewer mains to check for possible construction damage are required prior to start of soil densification and preload and after preload removal. At their cost, the developer is responsible for rectifying construction damage.
- xii. Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of Statutory Rights of Way that shall be shown in the functional plan and registered prior to Servicing Agreement (SA) design approval:

- BC Hydro Vista - Confirm Statutory-Right-of-Way dimensions with BC Hydro
- BC Hydro PMT – Approximately 4mW X 5m (deep) – Confirm Statutory-Right-of-Way dimensions with BC Hydro
- BC Hydro LPT – Approximately 3.5mW X 3.5m (deep) – Confirm Statutory-Right-of-Way dimensions with BC Hydro
- Street light kiosk – Approximately 2mW X 1.5m (deep)
- Traffic signal controller cabinet – Approximately 3.2mW X 1.8m (deep)
- Traffic signal UPS cabinet – Approximately 1.8mW X 2.2m (deep)
- Shaw cable kiosk – Approximately 1mW X 1m (deep) – show possible location in functional plan. Confirm Statutory-Right-of-Way dimensions with Shaw
- Telus FDH cabinet - Approximately 1.1mW X 1m (deep) – show possible location in functional plan. Confirm Statutory-Right-of-Way dimensions with Telus

(General Items – Engineering)

- i) The Developer is required to:
 - i. Grant utilities statutory rights of way for required connections between City utilities and the development as determined within the Servicing Agreement process.
 - ii. Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering 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.
 - iii. Undertake pre and post construction elevation surveys of adjacent roads, underground utilities (e.g. manhole rims, manhole inverts, service boxes, etc.) and property lines to determine settlement amounts.

- iv. Undertake pre and post construction video inspections of adjacent sewer mains to check for possible construction damage. At their cost, the developer is responsible for rectifying construction damage.
- v. Coordinate the servicing agreement design and offsite construction works with MoTI, Trans Mountain Pipeline (Jet Fuel), Kinder Morgan Canada, BC Hydro Transmission, Pro Trans BC and Metro Vancouver due to proximity of works to Sea Island Way, Bridgeport Road, the jet fuel line, BC Hydro transmission line, Metro Vancouver's trunk sewer, and Canada line overhead railway and columns.

(Frontage Improvements – Transportation)

- j) The developer is responsible for the design and construction of the works shown on the Preliminary Functional Road Plan (to be submitted, reviewed and approved by staff), supported in principle by the City staff, subject to review and approval of the detailed Servicing Agreement (SA) designs, which shall include, but may not be limited to, the following.

Note: In addition to the following, landscape features are required to the satisfaction of the City, as determined via the Servicing Agreement (SA) and Development Permit review and approval processes. Landscaped improvements may include, but shall not be limited to, street trees, landscaped boulevard, hard- and soft-scape features, street furnishings, decorative paving, and innovative storm management features, as appropriate.

- k) The Developer is required to:

- i. For No. 3 Road Frontage:

Along the entire No. 3 Road frontage, complete the following road cross-section (east to west):

- Existing southbound traffic lanes to remain.
- Using the edge of the existing southbound curb lane, convert and widen the existing on-street bike lane to a raised bike lane, which would include: 0.15m wide roll-over curb, 1.8m wide asphalt riding surface, and 0.3m wide Richmond Urban Curb.
- Min. 1.5m wide treed boulevard.
- Min. 3.0m wide concrete sidewalk (Min. 2.0 m provided as dedication).

Note: The alignment of the sidewalk and boulevard may need to be shifted westward to avoid the existing Canada Line Guideway column.

Note: Along the No. 3 Road frontage north of the Canada Line guideway column, an allowance should be made for the future provision of a 3.5m wide bus bay.

Note: The location of the sidewalk may need to be adjusted to avoid conflicts with BC Hydro infrastructure.

- ii. For Bridgeport Road Frontage:

Along the entire Bridgeport Road frontage, complete the following cross-section (north to south):

- MoTI requirements: deceleration lanes approaching both laneways, new 0.5m wide curb/gutter, 1.0m wide grass boulevard/utility strip.
- Min. 1.5m wide grassed/treed boulevard.
- Min. 3.0m wide concrete sidewalk (Min. 2.0 m provided as dedication)

Note: The location of the sidewalk may need to be adjusted to avoid conflicts with BC Hydro infrastructure.

- iii. For Sea Island Way Frontage:
 Along the entire Sea Island Way frontage, complete the following cross-section (south to north):
 - MoTI requirements: road widening as necessary, new 0.5m wide curb/gutter, 1.0m wide grass boulevard/utility strip.
 - Min. 1.5m wide grassed/treed boulevard.
 - Min. 3.0m wide concrete sidewalk.
- iv. For Lanes:
 - Lane 1: North/south lane off Bridgeport Road immediately west of No. 3 Road: Widen existing 6m wide lane to provide a min. 6m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.
 - Lane 2: North/south lane off Sea Island Way: Widen existing 6m wide lane to provide a min. 7.5m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.
 - Lane 3: North/south lane off Bridgeport Road west of Lane 1: Provide a new lane to include a min. 6m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.
 - Lane 4: East/west lane between Lane 1 and Lane 2: Widen existing 6m wide lane to provide a 7.5m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the south side. Provide a rollover curb and a 1.5 m sidewalk on the north side of the lane also.
 - Lane 5: East/west lane between Lane 2 and Lane 3: Widen existing 6m wide lane to provide a 6.0 m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the north side.
- v. Corner cuts be provided at:
 - All intersections due to the skewedness of the Bridgeport Road/No. 3 Road & Sea Island Way/No. 3 Road intersections, the exact size to be determined upon receiving the revised road functional plan.
 - All intersections of public roads and lanes, minimum 3m x 3m plus additional dedication to accommodate the turning of loading vehicle.

Note: Final MoTI approval is required prior to rezoning adoption.

Note: Land Dedication: Road functional design drawings incorporating the frontage improvements as noted above to be prepared by the applicant, which would need to be reviewed and approved by the City. Such approved road functional design drawings would then be used to determine the amount of land dedication and legal drawings can then be prepared accordingly.

- l) Applicant to consult with business operators/owners and provide relevant documentation within the area bordered by Sea Island Way, No. 3 Road, Bridgeport Road, River Road regarding the proposed change in internal lane configuration and traffic operation.
- m) Construction Timing: All works to be completed prior to final Building Permit inspection granting the occupancy of the first building (Phase 1) on the subject site.

(Servicing Agreement – Letter of Credit)

- n) Provision of a letter of credit to secure the completion of the works in an amount determined by the Director of Development.

Note: A separate Letter of Credit or other form of financial commitment may be required to secure the completion of interface works at a future date.

(Servicing Agreement – LTO Registration)

- o) Registration of the Servicing Agreement on title.

Prior to Building Permit issuance, the owner is required to complete the following.

(Building Permit)

- 41. (Trans Mountain Pipeline/Kinder Morgan Canada) The applicant must acquire a Pipeline Proximity Installation Permit from Kinder Morgan for all on-site and off-site works associated with the proposed development; and**

Note: Prior to Building Permit issuance the approved Development Permit and associated conditions, as well as any additional items referenced in “Schedule B: Assurance of Professional Design and Commitment for Field Review”, shall be incorporated into the Building Permit plans (drawings and documents).

Note: Prior to Building Permit issuance the developer must submit a “Construction Parking and Traffic Management Plan” to the Transportation Department. The Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

Note: Prior to Building Permit issuance the developer must obtain 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.

General Notes:

1. Some of the foregoing items (*) may require a separate application.
2. Where the Director of Development deems it appropriate, legal 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 legal 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.

3. 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

Signed

Date



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 9628 (RZ 13-628557)
8320, 8340, 8360 & 8440 Bridgeport Road and 8311 &
8351 Sea Island Way**

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) is amended by:

- a) Inserting into Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions, Permitted Uses column, Urban Centre (T5) row, under the list of uses:

“Additional uses are permitted south of Bridgeport Road and west of No. 3 Road, including:

- Commercial education and university education (excluding dormitory and child care), to maximum of 0.5 floor area ratio (FAR), provided that it is included in a development that exceeds 2.0 FAR and has a site area of between 8,000 m² and 11,000 m²”;

- b) Deleting from Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions, Maximum Average Net Development Site Density column, Urban Centre (T5) row, under the sub-heading “Additional density, where applicable”:

“Village Centre Bonus: 1.0 for the provision of office uses only.”

and replacing it with:

“Village Centre Bonus:

- i. South of Bridgeport Road and west of No. 3 Road, where commercial education and university education (excluding dormitory and child care) uses are permitted: 1.0 for the provision of office and education uses only, provided that the total floor area of the education use does not exceed that of the office use; and
- ii. Elsewhere: 1.0 for the provision of office uses only”.

2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628”**.

FIRST READING

JUN 12 2017

PUBLIC HEARING

JUL 17 2017

SECOND READING

JUL 17 2017

THIRD READING

~~JUL 17 2017~~

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by

APPROVED by Manager or Solicitor


MAYOR

CORPORATE OFFICER



Richmond Zoning Bylaw 8500
Amendment Bylaw 9629 (RZ 13-628557)
8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way

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 22 (Site Specific Commercial Use Zones), in numerical order:

"22.39 "High Rise Commercial (ZC39) – Bridgeport Gateway"

22.39.1 Purpose

The **zone** provides for a limited range of **uses**, including **hotel**, **office**, **commercial education**, **university education** and compatible **secondary uses** that are appropriate to a high-traffic, airport-oriented, **City Centre** location.

22.39.2 Permitted Uses

- hotel
- office

22.39.3 Secondary Uses

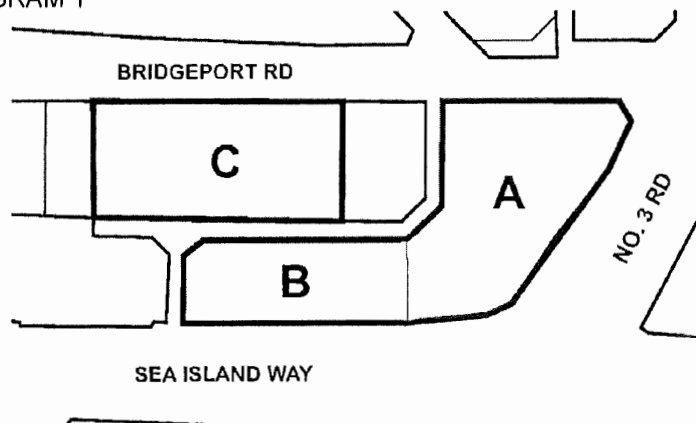
- retail, convenience
- restaurant

22.39.3A Additional Uses

- education, commercial
- education, university

22.39.4 Permitted Density

DIAGRAM 1



1. For the purposes of this **zone**, the calculation of **floor area ratio** is based on the total area of areas "A", "B" and "C", as shown in Diagram 1.
2. The maximum **floor area ratio** is 2.0.
3. Notwithstanding Section 22.39.4.2, the reference to "2.0" is increased by a maximum **density bonus floor area ratio** of 1.0 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 **density bonus floor area ratio** of 1.0 for **office, commercial education and university education uses** only;
 - c) the owner locates the **density bonus floor area** within areas "A" and "C", as shown in Diagram 1;
 - d) the **density bonus floor area ratio** of the combined **commercial education and university education uses** located within area "C", as shown in Diagram 1, does not exceed either (i) the **density bonus floor area ratio** of the **office uses** located on area "A", as shown in Diagram 1, or (ii) a **floor area ratio** of 0.5 , whichever is less; and
 - e) if, at the time **Council** adopts a zoning amendment bylaw to create the **zone** and include the **lot** in the **zone**, the **owner** pays a sum to the City (*City Centre Facility Development Fund*) calculated as 5% of the **density bonus floor area** (i) multiplied by the "equivalent to construction value" rate of \$8,073.20/ sq. m, if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, multiplied by the "equivalent to construction value" rate of \$8,073.20/ sq. m adjusted by the cumulative applicable annual changes to the Statistics Canada "Non-residential Building Construction Price Index" for Vancouver, where such change is positive; and
4. Notwithstanding Section 22.39.4.2 and Section 22.39.4.3, the maximum **floor area ratio** for areas "A" and "B" together, as shown in Diagram 1, is 2.50.

22.39.5 Permitted Lot Coverage

1. The maximum **lot coverage** for **buildings** for areas "A" and "B" together, as shown in Diagram 1, is 90% and for area "C", as shown in Diagram 1, is 90%.

22.39.6 Yards & Setbacks

1. Minimum **setbacks** from **lot lines** and areas granted to the **City** via statutory **right-of-way** for **road** and **lane** purposes shall be:
 - a) for Bridgeport Road, 6.0 m, but this may be reduced to 3.0 m subject to a Development Permit approved by the **City**;
 - b) for No. 3 Road, 6.0 m, but this may be reduced to 3.0 m subject to a Development Permit approved by the **City**;

- c) for Sea Island Way, 6.0 m, but this may be reduced to 1.5 m subject to a Development Permit approved by the **City**;
 - d) for **lanes** and **lanes** that are **roads**, 0.0 m; and
 - e) for **interior side yards**, 0.0 m.
2. Minimum **setbacks** from the dripline of a Canada Line shall be 6.0 m.
 3. Notwithstanding Section 22.39.6.1, a minimum **building setback** of 1.5 m is required in any area where a **building** door provides direct **access** to or from **City** land or land secured by statutory **right-of-way** for **road**, **lane** or public purposes.

22.39.7 Permitted Heights

1. The maximum height for **principal buildings** located on the area identified as "A" in Diagram 1 in Section 22.39.4, is 47.0 m geodetic.
2. The maximum height for **principal buildings** located on the area identified as "B" in Diagram 1 in Section 22.39.4 is 37.0 m geodetic, but may be increased to 42.0 m geodetic subject to a Development Permit approved by the **City**.
3. The maximum height for **principal buildings** located on the area identified as "C" in Diagram 1 in Section 22.39.4 is 37.0 m geodetic.
4. The maximum **building height** for **accessory buildings** is 5.0 m.

22.39.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** is 3,400 sq. m.
2. There are no minimum **lot width** and **lot depth** requirements.

22.39.9 Landscaping & Screening

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

22.39.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle **parking spaces** and **loading spaces** shall be provided according to the standards set out in Section 7.0 except that:
 - a) for **commercial education** and **university education uses**, the required number of **parking spaces** shall be calculated as 0.4 per student and 0.4 per staff member;
 - b) the minimum on-site **vehicle parking space** calculation for **commercial education** and **university education uses** may be reduced by an additional 20% where the **owner** implements transportation demand management measures, including:
 - i. transit passes for all staff members in perpetuity;

- ii. a shuttle bus provided in perpetuity for both staff members and students;
 - iii. priority car-pool **parking** for students and staff members;
 - iv. voluntary cash contribution of \$100,000 towards pedestrian crossing enhancements along Bridgeport Road.
- c) large size **loading spaces** are not required.

22.39.11 Other Regulations

1. The following **uses** are only permitted within the area identified as "C" in Diagram 1, and are only permitted if the maximum **floor area ratio** is increased from 2.0 to 3.0 pursuant to Section 22.39.4.3:
 - a) **commercial education**; and
 - b) **university education**.
 2. **Dormitory** and **child care uses** are prohibited.
 3. **Telecommunication antenna** must be located a minimum 20.0 m above the ground (i.e., on a roof of a **building**).
 4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designations of the following parcels and by designating them **HIGH RISE COMMERCIAL (ZC39) – BRIDGEPORT GATEWAY**:

- | | |
|--------|--|
| P.I.D. | 024-947-962
LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN LMP48700 |
| P.I.D. | 004-069-188
LOT 80 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 56425 |
| P.I.D. | P.I.D. 001-941-003
STRATA LOT 1 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM |
| P.I.D. | 001-941-011
STRATA LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1 |
| P.I.D. | 000-541-362
LOT 90 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 57164 |
| P.I.D. | 024-947-989
LOT 4 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN LMP48700 |

P.I.D. 003-727-246
LOT 85 EXCEPT PART SUBDIVIDED BY PLAN 57164 SECTION 28 BLOCK 5
NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 56425

3. That the Mayor and Clerk are hereby authorized to execute any documents necessary to discharge "Land Use Contract 126" (having charge number RD85571 as modified by RD150271, RD 154654, RD 156206 and BV268786) from the following area:

P.I.D. 024-947-962
LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN LMP48700

P.I.D. 004-069-188
LOT 80 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 56425

P.I.D. 001-941-003
STRATA LOT 1 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN
INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT
ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM

P.I.D. 001-941-011
STRATA LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN INTEREST IN THE
COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE
STRATA LOT AS SHOWN ON FORM 1

P.I.D. 000-541-362
LOT 90 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 57164

P.I.D. 024-947-989
LOT 4 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN LMP48700

P.I.D. 003-727-246
LOT 85 EXCEPT PART SUBDIVIDED BY PLAN 57164 SECTION 28 BLOCK 5
NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 56425

4. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9629".

FIRST READING

JUN 12 2017

PUBLIC HEARING

JUL 17 2017

SECOND READING

JUL 17 2017

THIRD READING

~~JUL 17 2017~~

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION
AND INFRASTRUCTURE APPROVAL

ADOPTED

MAYOR

CORPORATE OFFICE

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 