



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

**Date:** November 20, 2017

**File:** RZ 14-672055


**Re:** **Application by Bene (No. 3) Road Development Ltd. for Rezoning of the Property at 4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" Zone to a New "High Rise Office Commercial (ZC44) – Aberdeen Village" Zone**

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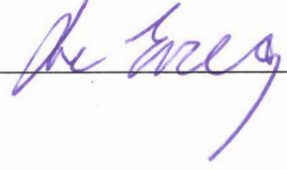
**Staff Recommendation**

1. That Official Community Plan Bylaw 7100, Amendment Bylaw 9215, to amend the Schedule 2.10 (City Centre Area Plan) by:
  - a) Amending the Overlay Boundary - Village Centre Bonus Map (2031) to allow for an additional 0.5 FAR Village Centre Bonus on the subject site; and
  - b) Amending the Aberdeen Village – Detailed Transect Descriptions to allow for an additional 0.5 FAR Village Centre Bonus on the subject site;be introduced and given first reading.
2. That Bylaw 9215, having been considered in conjunction with:
  - The City's Financial Plan and Capital Program; and
  - The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*.
3. That Bylaw 9215, 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 9216, for the creation of a new "High Rise Office Commercial (ZC44) – Aberdeen Village" zone and for the rezoning of 4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" zone to the new "High Rise Office Commercial (ZC44) – Aberdeen Village" zone, be introduced and given first reading.

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

SB:blg  
Att. 5

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

## Staff Report

### Origin

Bene (No. 3) Road Development Ltd. has applied to the City of Richmond for permission to rezone 4700 No 3 Road from “Auto-oriented Commercial (CA)” to a new site-specific zone; “High Rise Office Commercial (ZC44) – Aberdeen Village” (Attachment 1), in order to permit the development of a high-density commercial and office use development on a property in the City Centre’s Aberdeen Village. Key components of the proposal (Attachment 2) include:

- A single 10-storey tower with two floors of commercial retail units, six floors of office space and four levels of parking.
- A total floor area of approximately 7,285.4 m<sup>2</sup> (78,415.5 ft<sup>2</sup>) comprised of approximately:
  - 1,387.7 m<sup>2</sup> (14,937 ft<sup>2</sup>) of commercial space.
  - 5,897.4 m<sup>2</sup> (63,478.5 ft<sup>2</sup>) of office space.
- LEED Silver equivalent building designed and constructed to connect to a future district energy utility (DEU) system.
- Replacement of the City’s Leslie sanitary sewer pump station located on the Leslie Road frontage, including required equipment inside the proposed building in a required Statutory Right-of-Way (SRW).

Associated Official Community Plan (OCP) bylaw amendments are proposed to facilitate inclusion of additional transit oriented office use on the subject site.

### 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 Aberdeen Village (Attachment 4) at the corner of No. 3 Road and Leslie Road, and is comprised of a single lot.

The site is currently vacant and was previously occupied by a single-storey restaurant building surrounded by surface paving.

Surrounding development includes:

To the North: Across Leslie Road, an existing two-storey auto repair building.

To the South: An existing commercial development with one and two-storey buildings.

To the East: A surface parking area, and further east, an existing two storey commercial building.

To the West: Across No. 3 Road, an existing commercial development with one and two-storey buildings.

## **Related Policies & Studies**

### **1. Official Community Plan/City Centre Area Plan**

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

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

- The proposed 0.5 FAR additional Village Centre Bonus (VCB) which is not currently included in the plan.
- Utilization of the entire additional Village Centre Bonus for office use. A legal agreement will be secured through the rezoning to maximize flexibility through single ownership, prohibiting strata-titling of the office area.

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 Area 1A (new aircraft noise sensitive land uses prohibited) 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 on title 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 registration of a noise covenant on title 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 registered on title prior to final adoption of the rezoning bylaw.

## **Consultation**

### **1. OCP Amendment**

General Public: Development Application signage has been installed on the subject site. 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 an

opportunity to comment. 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. A referral was made to TransLink through the rezoning process. Since no residential use is included in the subject proposal, a referral was not made to the Richmond School Board in accordance with Council policy. 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 density bonusing for additional office use on the subject site only.
Richmond School Board	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only. As residential uses are not permitted, there will be no impacts on School Board operation.
The Board of the Greater Vancouver Regional District (GVRD)	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected, and the proposed amendment refers to density bonusing for additional office use on the subject site only.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary; the proposed amendment refers to density bonusing for additional office use on the subject site only.
TransLink	The proposed amendment refers to density bonusing for additional office use on the subject site only; no transportation road network changes are proposed. The proposal was referred to TransLink through the associated rezoning application.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.
Richmond Coastal Health Authority	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.
Community Groups and Neighbours	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.
All relevant Federal and Provincial Government Agencies	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.

## 2. Rezoning

General Public: A rezoning application sign has been installed on the subject site. 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 an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

External Agencies: The rezoning application was referred to the following external agency.

- South Coast British Columbia Transportation Authority (TransLink): Staff 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 development proposal, advising that TransLink is not opposed to an OCP amendment and rezoning staff report being advanced to Council for consideration. The proposal is not expected to impact transit operations, goods movement, the Major Road Network, or regional cycling facilities. At the AID consent level, TransLink staff have stated that they are not at the point in the review to provide final 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.

## **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 and Zoning Bylaw Amendments**

#### Proposed OCP (CCAP) Amendment

Land Use: The proposed office and commercial uses are permitted by the CCAP. The OCP (CCAP) amendments will allow additional transit-oriented office uses on the subject site.

Density: The proposed amendments are structured to permit an additional 0.5 FAR of office floor area as a component of the Village Centre Bonus (VCB) floor area (increasing the VCB from 1.0 FAR to 1.5 FAR for the subject site). This is intended to ensure that the site is developed primarily with transit oriented office use.

There is an increasing demand for office space around rapid transit stations as companies seek amenity rich locations that aid in their talent attraction and retention efforts. Large contiguous spaces are especially difficult to find in these locations. The office vacancy rate along the Canada Line is at a low critical level of 2.3% and no substantial large floor plate product has been added in all of Richmond, including in the City Centre, for nearly a decade.

The subject site benefits from bus service along it's No. 3 Road frontage and the site is within walking distance of the Aberdeen Canada Line station (within approximately 450 m).

The proposed OCP amendment would increase the existing Village Centre Bonus incentive to develop office uses on the subject site to respond to the demand for transit oriented office space. The proposal would also increase employment opportunities, enhance the City's fiscal sustainability by expanding and diversifying the tax base, while also expanding the range of services offered to the City's residents and businesses. Staff note that the applicant has agreed to maintain the office floor area under a single owner so that it can be easily converted to large tenant office space to accommodate a wider range of future potential office tenants. Registration of a legal agreement on title to prohibit subdivision of the office space on the upper floors of the building into either strata lots or air space parcels is a requirement of rezoning.

The proposed increase in density is for transit oriented office uses in a village centre, so would not impact the CCAP population target and would provide additional services for residents and additional employment opportunities in the City. The proposed office density increase would not generate the same demands on City utilities and City community amenities that additional residential floor area would (including park space, libraries, art facilities, emergency services, health care facilities, etc.).

On the basis of the benefits that additional transit oriented office uses provides to the City, staff support the proposed density increase for additional non-residential floor area. However, staff do not generally support density increases for additional residential floor area as the resulting additional population would strain access to City amenities and health services, and stress existing city and private infrastructure, including the transportation network. If the residential population increased within the City Centre, projections based on the existing CCAP framework would no longer be valid. Strategic plans, such as the City Centre Transportation Plan, the Parks and Open Space Plan and the City's Development Cost Charges program would require revision and expensive upgrades would be required.

### Proposed Rezoning

The proposed rezoning is consistent with the Aberdeen Village Specific Land Use Map, Urban Centre T5 (35 m) transect (except for the additional office use as proposed in the applicant's requested OCP amendment). A new site-specific zone is proposed, "High Rise Office Commercial (ZC44) – Aberdeen Village". The proposed new ZC44 zone includes provisions regulating the permitted land uses, maximum floor area, density bonus for office floor area, maximum building height, siting parameters and parking. Rezoning considerations are provided (Attachment 5).

## **2. Community Amenities**

The proposed rezoning includes the following contributions in support of City Centre densification and the associated increased demand for community amenities.

Community Amenity Space: The proposed rezoning is located in the “Village Centre Bonus (VCB)” area shown on the CCAP Aberdeen Village Specific Land Use Map. The applicant proposes to take advantage of the following available density bonus provisions:

- VCB density increase of 1.0 FAR with 5% of this area expected to be provided back to the City in the form of floor area for a community amenity ( $104 \text{ m}^2$  calculated using the proposed floor area  $[1.0 \times 0.05 \times 2,082 \text{ m}^2]$ ).
- VCB additional density increase of 0.5 FAR with 10% of this area expected to be provided back to the City in the form of floor area for a community amenity ( $104 \text{ m}^2$  calculated using the proposed floor area  $[0.05 \times 0.1 \times 2,082 \text{ m}^2]$ ).

Community Services staff have reviewed the property location, and limited amount of community amenity floor area that would be generated ( $208 \text{ m}^2$  or  $2,241.6 \text{ ft}^2$ ) against neighbourhood needs and recommend that the City accept a cash-in-lieu contribution to the City Centre Facility Development Fund for the finished value of the space (\$1,456,392.94 calculated using the proposed floor area  $[2,241.6 \text{ ft}^2 \times \$650 / \text{ft}^2]$ ). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier ( $\$650 / \text{ft}^2$ ) 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, in accordance with the CCAP Implementation Strategy ( $\$19,605.29$  calculated using the proposed floor area  $[78,421.16 \text{ ft}^2 \times \$0.25 / \text{ft}^2]$ ).

Public Art: The proposed development is subject to the Richmond Public Art Policy. As the project is of a modest size and there are limited opportunities for locating Public Art on the site, the applicant is proposing to provide a voluntary contribution to the Public Art Reserve for City-wide projects on City lands. The contribution will be secured before rezoning adoption, based on the current contribution rate ( $\$34,505.31$  calculated using the proposed floor area  $[78,421.16 \text{ ft}^2 \times \$0.44 / \text{ft}^2]$ ).

### **3. Utility Infrastructure**

City Utilities: The developer is required to enter into a Servicing Agreement for the design and construction of a variety of water, storm water drainage and sanitary sewer frontage works. Included are:

- Water main upgrade on Leslie Road frontage.
- Storm sewer upgrade on Leslie Road frontage.
- Sanitary sewer upgrade, pump station and force main replacement on Leslie Road frontage and east edge of site, including new equipment in a SRW inside the building, and force main in a SRW along the east edge of the site.
- Various frontage improvements including street lighting.

A more detailed description of infrastructure improvements is included in the Rezoning Considerations (Attachment 5).



Private Utilities: Undergrounding of private utility lines and location of private utility equipment on-site are required.

#### 4. Transportation

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

- Leslie Road: Leslie Road will be widened to accommodate a left-turn lane. The back-of-curb cross-section will be improved to accommodate a grass boulevard with street trees and a sidewalk. A property dedication is required across the frontage and at the corner.
- Traffic Signals: The existing traffic signal at the No. 3 Road and Leslie Road intersection is required to be upgraded to accommodate the road widening.

A more detailed description of road improvements is included in the Rezoning Considerations (Attachment 5). Road enhancements along Leslie Road will be eligible for DCC credits. Road dedication and all other works will be the sole responsibility of the developer and are not eligible for DCC credits.

Site Access On-site: Vehicular access will be provided via a single driveway connecting to Leslie Road. Truck access and loading will be provided, and will be the subject of further review during the Development Permit review process.

Vehicle Parking On-site: Transportation Department staff support the parking proposal.

The proposed parking rate is consistent with the parking provisions of the Richmond Zoning Bylaw (City Centre Zone 1).

In accordance with the Zoning Bylaw 8500, the parking proposal includes a 10 percent reduction with the provision of the following Transportation Demand Management (TDM) measures as requirements of rezoning:

- Voluntary contribution of \$50,000 towards the provision of two transit shelters at existing bus stops nearby along No. 3 Road.
- Provision of two electric vehicle (EV) quick-charge (240V) charging stations on-site for the use of units and visitors. The charging stations should be located to provide for convenient use by vehicles parked in any of four parking spaces. The provision of the charging stations for the shared use of units and visitors will be secured with a legal agreement registered on title prior to final adoption of the rezoning bylaw.

The proposed new ZC44 site specific zone has been drafted to allow for the provision of a maximum of sixteen tandem parking spaces located in the upper parking levels (third and fourth floor) for employee parking only and each pair of the tandem parking spaces are to be assigned to a single tenant/unit. The eight parking spaces that do not have direct access to a drive aisle represent 7.6% of the total 106 proposed parking spaces. The tandem parking would be for office space under single ownership, which is characterized with regular office hours and parking use that the applicant believes will work for tandem parking. As the office space will be required to remain under single ownership, property management will manage the tandem parking.

Similarly, the provision of some tandem parking spaces restricted to employee use only was also approved for the stratified Aberdeen expansion for retail and office space (DP 09-494545) and staff are not aware of any issues with the arrangement. The detailed parking design will be the subject of further review during the Development Permit review process.

Truck Loading On-site: The Richmond Zoning Bylaw requires two medium size loading spaces and one large size loading space for the proposed development. The applicant is proposing to provide two medium size loading spaces. The provision of loading spaces for the shared use of all units will be secured with a legal agreement registered on title prior to final adoption of the rezoning bylaw. Transportation Department staff support the variance request to not provide one large truck loading space, as the proposed retail and office uses would not typically involve deliveries with large semi-trailers. The variance request will be the subject of further review during the Development Permit review process.

Bicycle Parking On-site: The proposed bicycle parking rates are consistent with the parking provisions of the Richmond Zoning Bylaw. The detailed design of secure class 1 storage and short-term class 2 bicycle racks will be the subject of further review during the Development Permit review process. Provision of class 1 bicycle storage for the shared use of all units will be secured with a legal agreement registered on title prior to final adoption of the rezoning bylaw.

## **5. Development Concept Review**

The CCAP includes a variety of policies intended to shape development to be liveable, functional and complementary to the surrounding public and private realm. Those policies most applicable 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 configuration, specific constraints (proximity to the Canada Line and requirement for the City sanitary pump station replacement), urban design opportunities (corner location) and combination of uses (commercial and office). There is one full height main tower element and a lower height podium element.

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. The proposed development is surrounded on two sides by No. 3 Road and Leslie Road, which mitigates potential impacts on both the surrounding public realm and surrounding private development. On the other two sides, the subject site abuts an adjacent commercial site and the applicant has provided conceptual drawings demonstrating its potential for future redevelopment.

Living Landscape: The CCAP looks to development to support ecological function in City Centre through the creation of an interconnected landscape system. Further review of the landscape design will occur through the Development Permit and Servicing Agreement processes and is anticipated to contribute to the ecological network, including:

- Retention of existing street trees on the No. 3 Road frontage.
- Provision of street trees on the Leslie Road frontage.
- Provision of landscaped roof area.

There are no on-site trees. On the advice of Parks Department staff, the two existing street trees in the Leslie Road frontage will be removed. A contribution of \$2,600 (2 trees x \$1,300) to the Tree Compensation Fund is required before rezoning adoption. Tree protection is required for the three existing street trees in the No. 3 Road frontage. Confirmation of a contract with an arborist and installation of tree protection fencing are required before rezoning adoption.

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.

Development Permit: Through the Development Permit Application process, the form and character of the proposed development is assessed against the expectations of the Development Permit Guidelines, City bylaws and policies. The detailed building and landscape design will be the subject of further review during the Development Permit review process, including the following features.

- Form and Character: The design will be further detailed to provide massing, height and façade expression, and active street frontages.
- Parking and Loading: A draft functional plan, showing truck manoeuvring, has been provided and will be further developed within the Development Permit process.
- Waste Management: A draft waste management plan has been submitted and will be further developed within the Development Permit 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 will be reviewed within the Development Permit process.
- 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.
- Accessibility: The proposed development will be required to provide good site and building accessibility. Design implementation will be reviewed within the Development Permit and Building Permit processes.
- Sustainability: Integration of sustainability features into the site, building, and landscape design will be reviewed within the Development Permit process.

**Financial Impact or Economic Impact**

As a result of the proposed development, the City will take ownership of developer-contributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated Operating Budget Impact (OBI) for the ongoing maintenance of these assets is estimated to be \$6,000, this will be considered as part of the 2018 Operating Budget.

**Conclusion**

The application by Bene (No. 3) Road Development Ltd. to amend the OCP and to rezone the property at 4700 No. 3 Road in order to develop a high-density, mixed commercial and office building is consistent with City objectives as set out in the OCP, CCAP and other City policies, strategies and bylaws. The proposed office use will contribute towards addressing the need for transit-oriented office space in the City Centre. The proposed commercial uses will activate both street frontages and both uses will support future development in Aberdeen Village. The built form will provide a strong identity for the site's corner location, and public realm enhancements will improve the pedestrian experience at this high traffic location. Engineering and transportation improvements, along with voluntary contributions for Public Art, community planning, bus shelters and cash-in-lieu density bonusing, will help to address a variety of community development needs.

On this basis, it is recommended that Official Community Plan Bylaw 7100, Amendment Bylaw 9215 and Zoning Bylaw 8500, Amendment Bylaw 9216, be introduced and given first reading.



Sara Badyal  
Planner 2  
(604-276-4282)

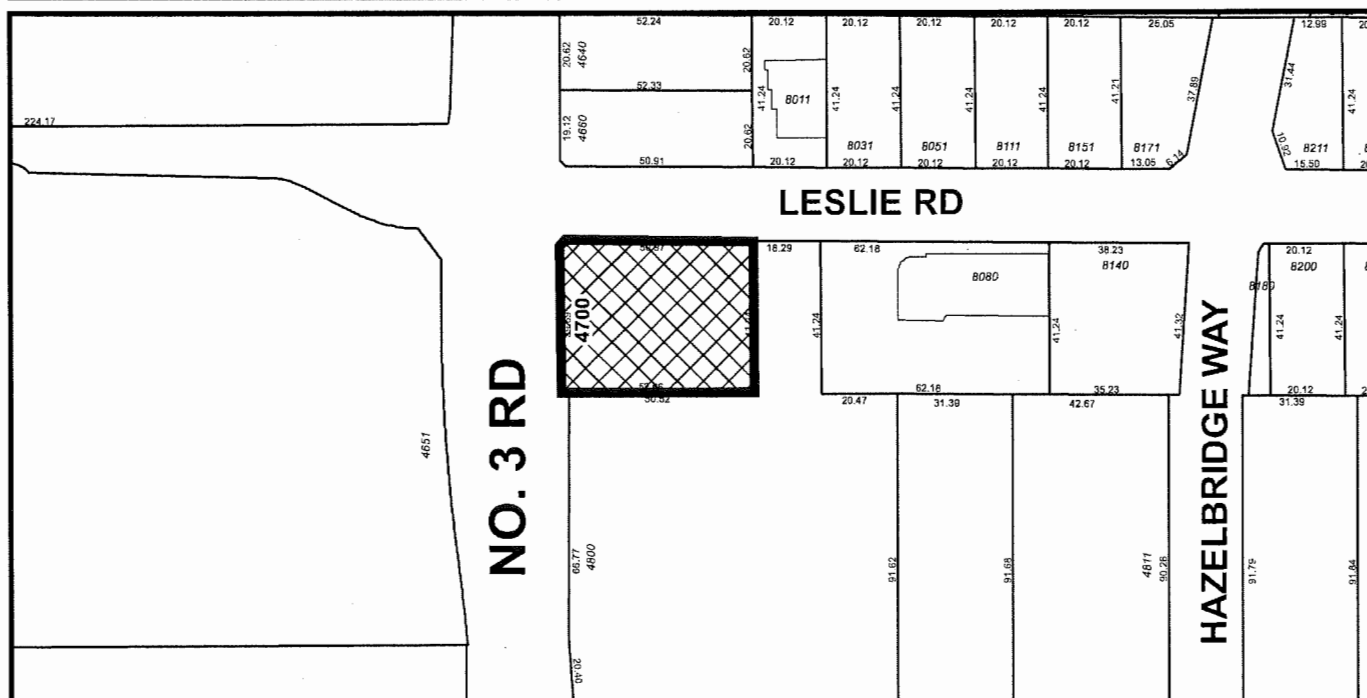
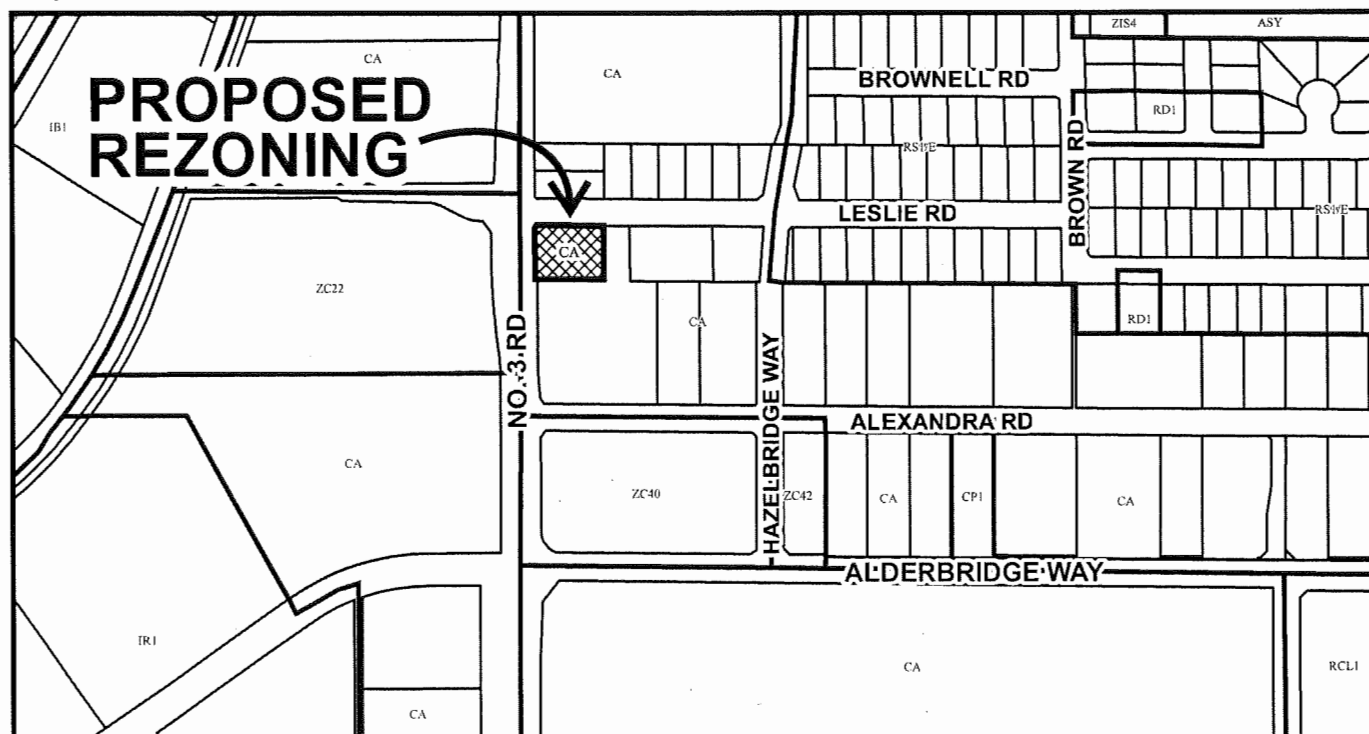
SB:blg

**Attachments:**

- Attachment 1: Rezoning Location Map and Aerial Photograph
- Attachment 2: Rezoning Proposal Conceptual Plans
- Attachment 3: Development Application Data
- Attachment 4: City Centre Aberdeen Village Specific Land Use Map
- Attachment 5: Rezoning Considerations



City of  
Richmond



RZ 14-672055

Original Date: 09/15/14

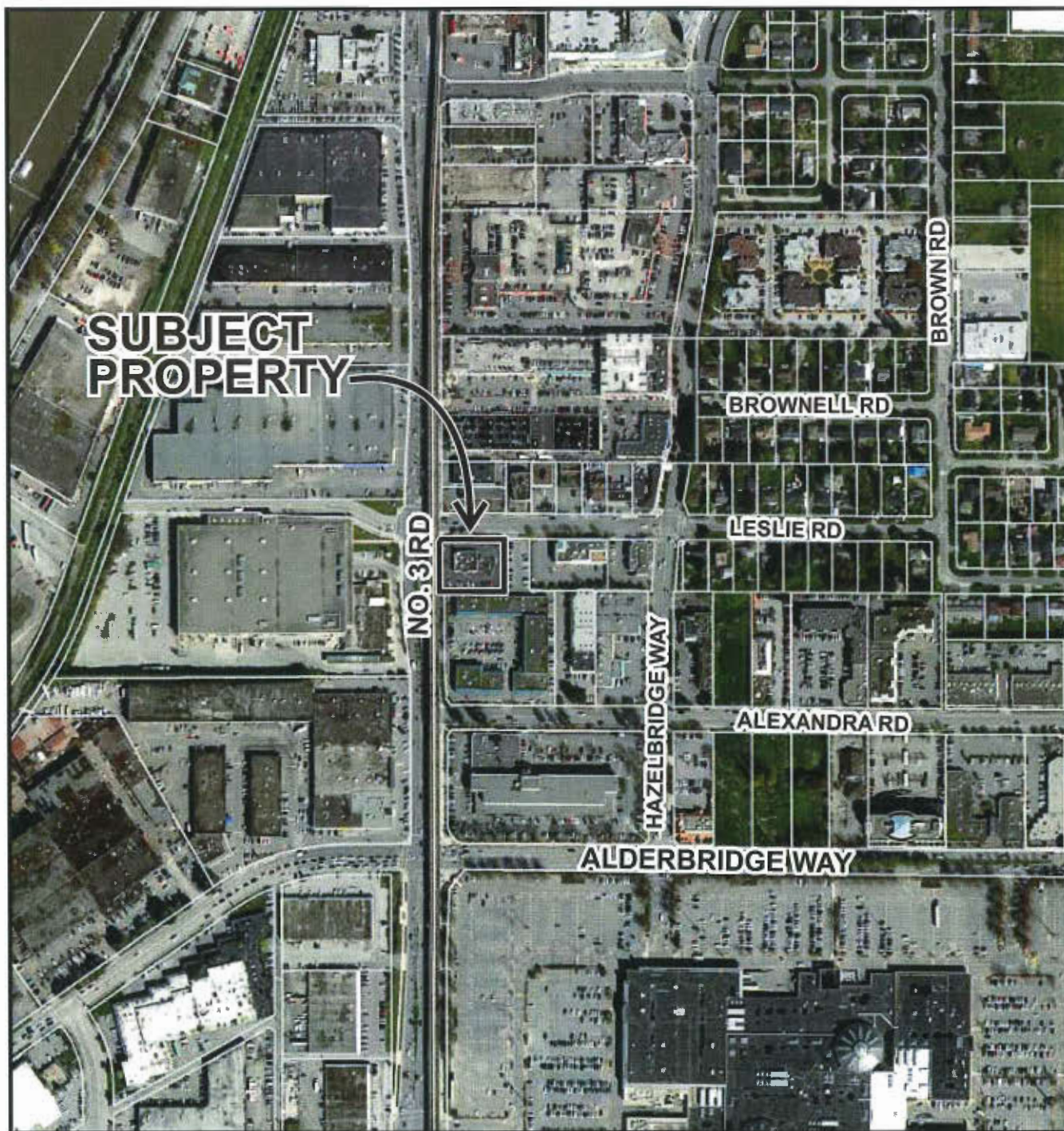
Revision Date: 11/20/17

Note: Dimensions are in METRES





City of  
Richmond



RZ 14-672055

Original Date: 09/17/14

Revision Date:

Note: Dimensions are in METRES

## PROJECT INFORMATION

**CIVIC ADDRESS:**  
4700 NO. 3 ROAD RICHMOND, BC

**LEGAL DESCRIPTION:**  
LOT 95, SECTION 33, BLOCK 5 NORTH,  
RANGE 6 WEST, NEW WESTMINSTER  
DISTRICT PLAN 56151

**PARCEL ID:**  
003-795-705

**CURRENT ZONING:**  
AUTO-ORIENTED COMMERCIAL(CA)

**PROPOSED ZONING:**  
NEW STANDARD ZONING DISTRICT  
REQUIRED OCP ZONING AMENDMENT  
REQUIRED

## CONSULTANT TEAM

**ARCHITECTURAL**  
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FAX: 604.685.3241

### LANDSCAPING

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MATSON PECK & TOPLISS  
SURVEYORS & ENGINEERS  
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RICHMOND, BC V7A 5H7  
PHONE: 604.270.9331  
FAX: 604.270.4137

**TRAFFIC**  
MMM GROUP LIMITED  
SUITE 700, 1045 HOWE STREET  
VANCOUVER, BC V6Z 2A9  
PHONE: 604.685.9381  
FAX: 604.683.8655

## LIST OF DRAWINGS

DP00-00-00	COVER PAGE
DP00-01-00	SITE SURVEY
DP10-01-00	CONTEXT PLAN - SITE PICTURES
DP10-01-01	PROJECT STATISTICS-3D VIEWS
DP10-02-00	SITE PLAN - EXISTING CONTEXT
DP10-02-01	SITE PLAN - AFTER CITY ROAD WIDENING
DP10-02-02	SITE PLAN - POTENTIAL FUTURE DEVELOPMENTS
DP20-01-01	GROUND FLOOR PLAN
DP20-01-01A	GROUND/INTERMEDIATE FLOOR PLAN - AREA OVERLAY
DP20-01-01B	GROUND FLOOR PLAN - LEASABLE AREA OVERLAY
DP20-01-02	INTERMEDIATE PARKADE PLAN
DP20-02-01	SECOND FLOOR PLAN
DP20-02-01A	SECOND/TRHIRD/FOURTH FLOOR PLAN - AREA OVERLAY
DP20-02-01B	SECOND FLOOR PLAN - LEASABLE AREA OVERLAY
DP20-03-01	THIRD FLOOR PLAN
DP20-04-01	FOURTH FLOOR PLAN
DP20-05-01	FIFTH FLOOR PLAN
DP20-05-01A	FIFTH FLOOR PLAN - AREA OVERLAY
DP20-05-01B	FIFTH FLOOR PLAN - LEASABLE AREA OVERLAY
DP20-06-01	SIXTH TO TENTH FLOOR PLAN
DP20-06-01A	SIXTH TO TENTH FLOOR PLAN - AREA OVERLAY
DP20-06-01B	SIXTH TO TENTH FLOOR PLAN - LEASABLE AREA OVERLAY
DP20-07-01	ROOF PLAN
DP30-01-01	NORTH ELEVATION
DP30-01-02	EAST ELEVATION
DP30-01-03	SOUTH ELEVATION
DP30-01-04	WEST ELEVATION
DP30-01-04A	WEST ELEVATION STREETSCAPE
DP31-01-01	BUILDING SECTION
DP31-01-02	BUILDING SECTION
DP32-01-03	BUILDING SECTION

NO.3 ROAD OFFICE BUILDING, RICHMOND B.C.

MAY 15, 2017

NORR JOB NO. OCVA14-0004

CONCEPTUAL  
DEVELOPMENT  
PLANS

**NORR**  
ARCHITECTS PLANNERS

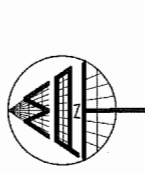
NORR Architects Planners Inc.  
An Incorporated Group Company  
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604.685.3237 / 604.685.3241  
WWW.NORR.CA

DP00-00-00

**SURVEY PLAN OF LOT 95 SECTION 33  
BLOCK 5 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT PLAN 56151**

PARCEL IDENTIFIER (PID): 003-795-705

CIVIC ADDRESS:  
#4700 NO. 3 ROAD  
RICHMOND, B.C.



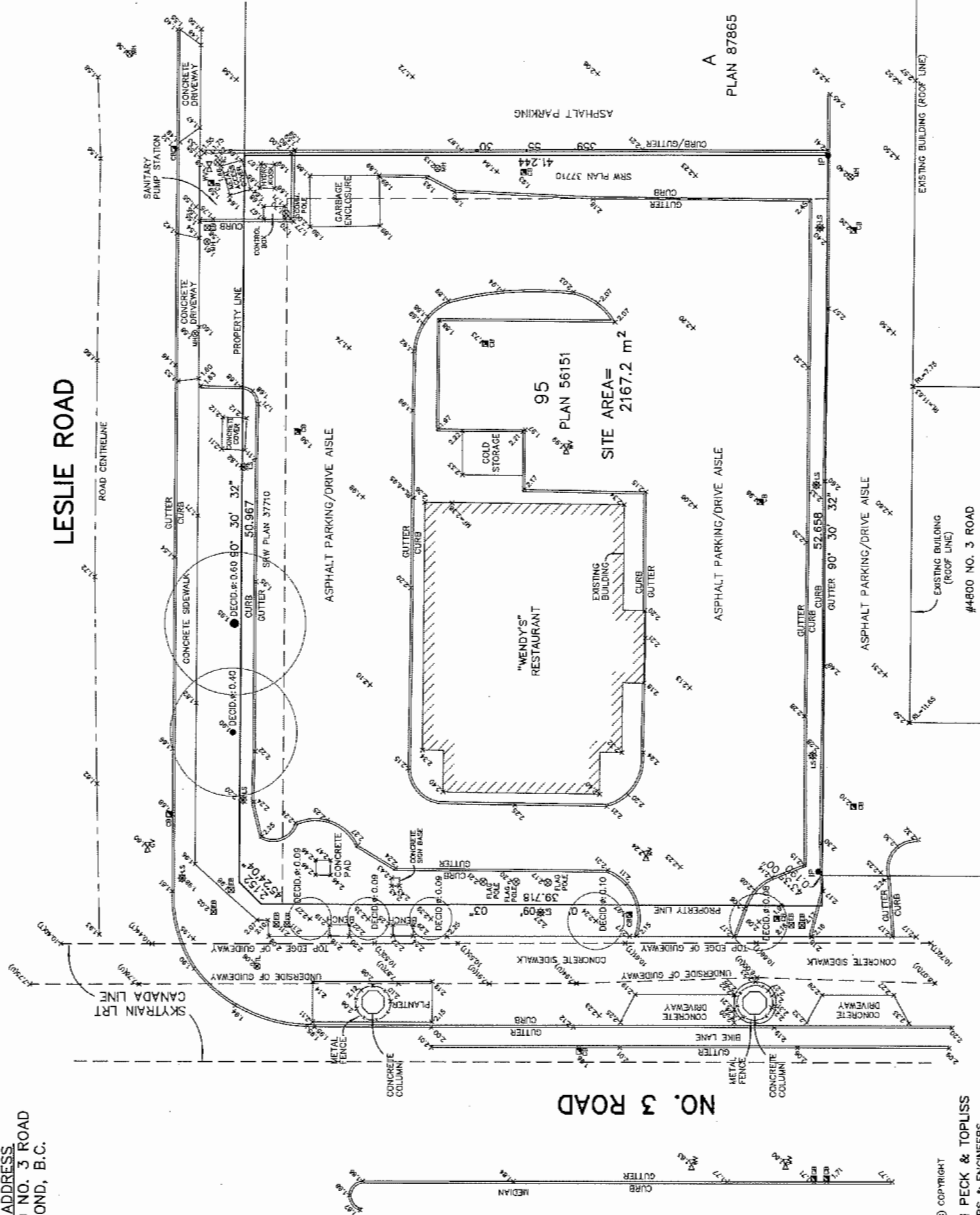
LEGEND

SCALE 1:200

- ALL DISTANCES ARE IN METRES
- INDICATES SPOT ELEVATION
  - INDICATES CATCH BASIN
  - INDICATES ELECTRICAL BOX
  - INDICATES LAMP STAND/ARM
  - INDICATES MANHOLE
  - INDICATES TRAFFIC LIGHT
  - INDICATES GAS VALVE
  - INDICATES WATER VALVE
  - INDICATES MAIN FLOOR
  - INDICATES ROOF LEVEL
  - INDICATES TOP OF GUTTERWAY
  - INDICATES UNDERSIDE OF GUTTERWAY
  - INDICATES IRON POST FOUND

**NOTES:**

- ELEVATIONS ARE IN METRES AND ARE DERIVED FROM CITY OF RICHMOND MPM ADJUDICATED #186 (17/1/1970) WITH AN ELEVATION OF 1.793 METRES.
- PROPERTY LINES ARE PRELIMINARY AND DERIVED FROM LAND TITLE OFFICE PLAN RECORDS AND PLAN 87865.
- ALL DESIGNATED TREES AS DEFINED BY CITY OF RICHMOND NO. 8557, ARE SHOWN HEREON.



**DP00-01-00**

B.C.L.S.

DATE OF SURVEY: MAY 29, 2014

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**MATSON PECK & TOPLISS**  
SURVEYORS & ENGINEERS  
4305 - 11100 HORSESHOE WAY  
RICHMOND, B.C. V7A 5H7  
PH: 604-270-8333  
FAX: 604-270-4137  
CADFILE: 17951-001-TPC-000.DWG

CLIENT REF: BEBE (NO. 3) DEV. LTD.

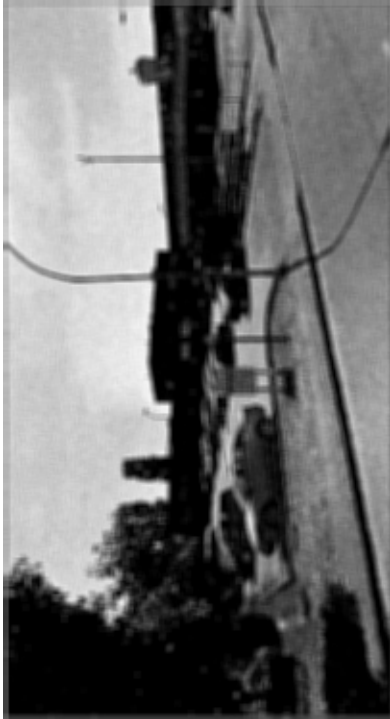
R-14-17951-TPC



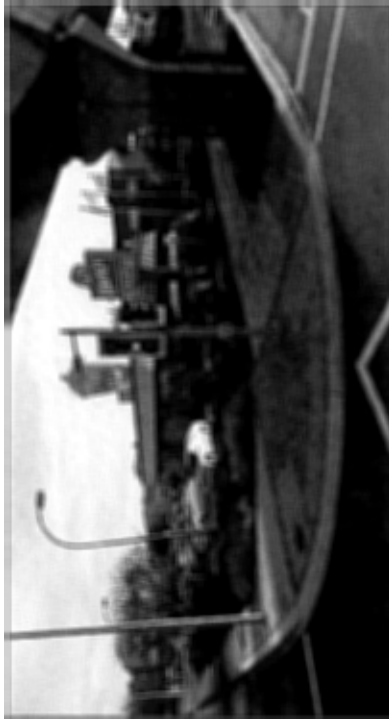
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Project No. OCVA14-0004

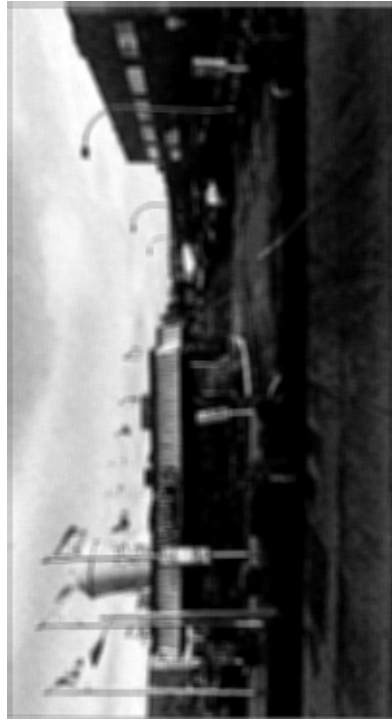
Drawing No. DP10-01-00



PICTURE 01



PICTURE 02



PICTURE 03

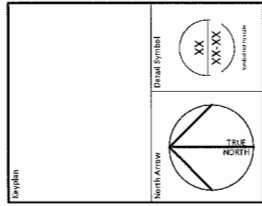


## CONTEXT PLAN

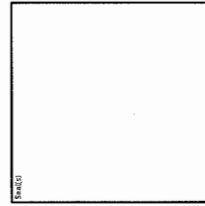


PICTURE 04

DATE	ISSUED FOR	REV
2016-06-13	REVIEW FOR COMBINED Z22-0P	
2016-06-02	FOR REVIEW	
2016-11-09	PROGRESS REVIEW	
2016-11-18	REVISED PER CITY COMMENTS	
2016-11-24	REVISED PER CITY FINAL REVIEW	
2016-12-08	DP SUBMISSION	
2017-02-07	DP SUBMISSION-CITY COMMENTS	
2017-05-11	DP SUBMISSION-CITY COMMENTS	
2017-02-01	DP SUBMISSION-CITY COMMENTS	
2017-11-06	DP SUBMISSION-CITY COMMENTS	



Consultants  
Civil  
Architectural  
Structural  
Mechanical  
Electrical



Project Manager  
S. J. J. J.  
Project Leader  
S. J. J. J.  
Client  
Kunyan International Group

Project  
2700 No. 3 Road  
Office Building  
Drawing Title  
PROJECT STATISTICS  
3D VIEWS  
Check Scale (new for this release) 0 10mm  
Project No. OCVA14-0004  
Drawing No. DP10-01-01

# Development Application Data Sheet

PROJECT SITE DATA	4000 No. 3 Road, Richmond BC
Chic Address	4000 No. 3 Road, Richmond BC
Legal Description	Lot 55, Section 31, Block 5 North Range 4 West
Zone	New Westminster District Plan 36151
Proposed Use	Office (CNU)
Land Indication	9146 ft (2818.8 m)
Net Project Site Area	22,405 sq ft (2081.52 sq m)
Current District Zoning	Auto Oriented Commercial (CA)
Proposed District Zoning	New Zoning District to be created
DCP Designation	Urban Office 15 (UO15)

PROJECT BUILDING SITE STATISTICS	Allowable	Proposed
Zoning Requirements	3.50	78415.5 (sq ft)
Floor Area Ratio	50%	50%
Site Coverage	200/1.1	22413.9 (sq ft)

BUILDINGS SETBACKS	Allowable	Proposed
North (Leile Road)	Min. 3.0 m	3.0 m
West (NC 3 Road)	Min. 3.0 m	3.0 m
West (NC 3 Road/Gateway Drive)	Min. 6.0 m	6.0 m
South (Rear Yard)	Min. 0.0 m	0.0 m
East (Side Yard)	Min. 0.0 m	3.05 m
Carra Line Setback (Guideline)	Min. 6.0 m	6.0 m

PROJECT AREA STATISTICS	Level	Use	GFA	Vertical	FAR	GFA
			(sq ft)	(sq ft)	(sq ft)	(sq ft)
Ground floor	Commercial Retail	10066	935.1	0	10066	935.1
Intermediate floor	Commercial Retail (lobby only)	386	36	12	24	0
3rd floor	Commercial Retail	5359	498	703	4657	433
4th floor	Office (lobby only)	634	58	172	462	43
5th floor	Office (lobby only)	634	58	172	462	43
6th floor	Office	916.03	849.9	540.0	9783.0	784.8
7th floor	Office	11840.0	10535.5	540.0	10781.0	1003.5
8th floor	Office	11840.0	10535.5	540.0	10781.0	1003.5
9th floor	Office	11840.0	10535.5	540.0	10781.0	1003.5
10th floor	Office	11840.0	10535.5	540.0	10781.0	1003.5
11th floor	Office	11840.0	10535.5	540.0	10781.0	1003.5
12th floor	Office	11840.0	10535.5	540.0	10781.0	1003.5
TOTAL		82928.4	7704.4	4312.9	78415.5	72217.0

\* Parking/Water/Recycling Rooms are not included.

AUTOMOBILE PARKING REQUIREMENTS	Ratio	Required	Provided
Commercial (CNU)	3.75 spaces/100 sq. m GFA	40	40
Office (including mail car/Truckload and 1C)	3.75 spaces/100 sq. m GFA	112	112
Inquired (ODA reduction for DDA)		101	106

Commercial Retail Area (feasible)	1024 (sq m)/11569 (sq ft)
Office Area (feasible)	5634 (sq m)/60544 (sq ft)

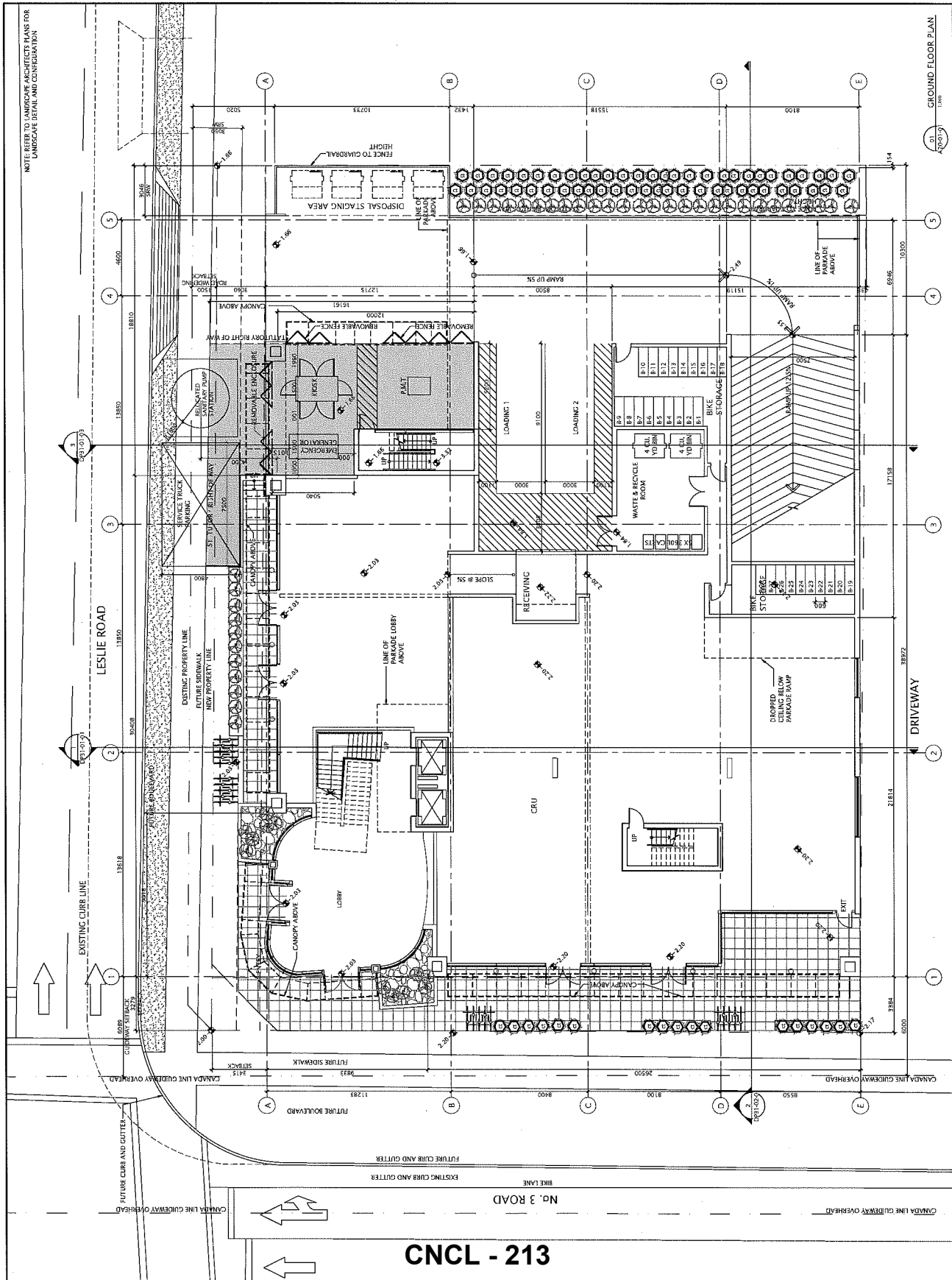
PARKING STILL SEE SUMMARY	Ratio	Required	Provided
Parking Stall Size			
Regular Car	58	43	43
Small Car	5	5	5
Unoccupied			
TOTAL		106	106

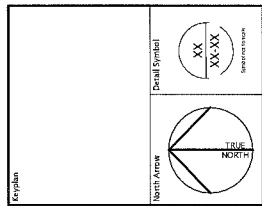
BICYCLE PARKING REQUIREMENTS	Ratio	Required	Provided
Class 1	0.27 spaces/100 sq. m GFA	19	19
Class 2	0.4 spaces/100 sq. m GFA	28	28
TOTAL		47	47

Project No. **OCVA14-0004**  
 Check Scale (may be photo reduced)  
 0 1 inch 0 10 mm

DP10-02-00



REV	DATE	ISSUED FOR
REV 16-0-01	10/16/2016	CITY REVIEW
REV 16-0-02	10/16/2016	RECEIVED FOR REZONING
REV 16-0-03	10/16/2016	RECEIVED FOR COMBINED ZONING
REV 16-0-04	10/16/2016	FOR PERM
REV 16-0-05	10/16/2016	PROCESS REVIEW
REV 16-0-06	10/16/2016	REVISED PER CITY COMMENTS
REV 16-0-07	10/16/2016	REVISED PER CITY FINAL REVIEW
REV 16-0-08	10/16/2016	FOR SUBMISSION - CITY COMMENTS
REV 16-0-09	10/16/2016	FOR SUBMISSION - CITY COMMENTS



**Consultants:**  
Civil:  
Landscape:  
Architectural:  
Structural:  
Mechanical:  
Electrical:

100 *Environ Biol Fish*

# NORR

**NORR Architects Planners Inc.**  
AN EYEBROSSE GROUP COMPANY  
Suite 1100 • 1205 West North Street  
Ottawa, ON, Canada K1M 1Y9  
TEL 613 551 3737 FAX 613 551 3741  
www.norr.com

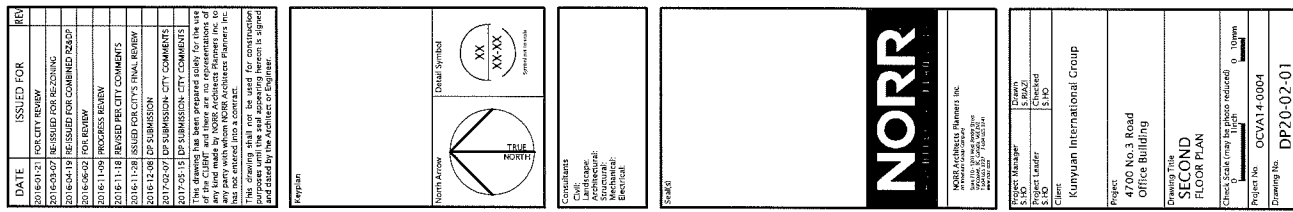
Project Manager S.HO	Drawn S.RAZI
Project Leader S.HO	Checked S.HO
Client	

Project	4700 No.3 Road Office Building
---------	-----------------------------------

Drawing Title  
**GROUND  
FLOOR PLAN**

Project No.	OCVA14-0004
Drawing No.	DP20-01-01









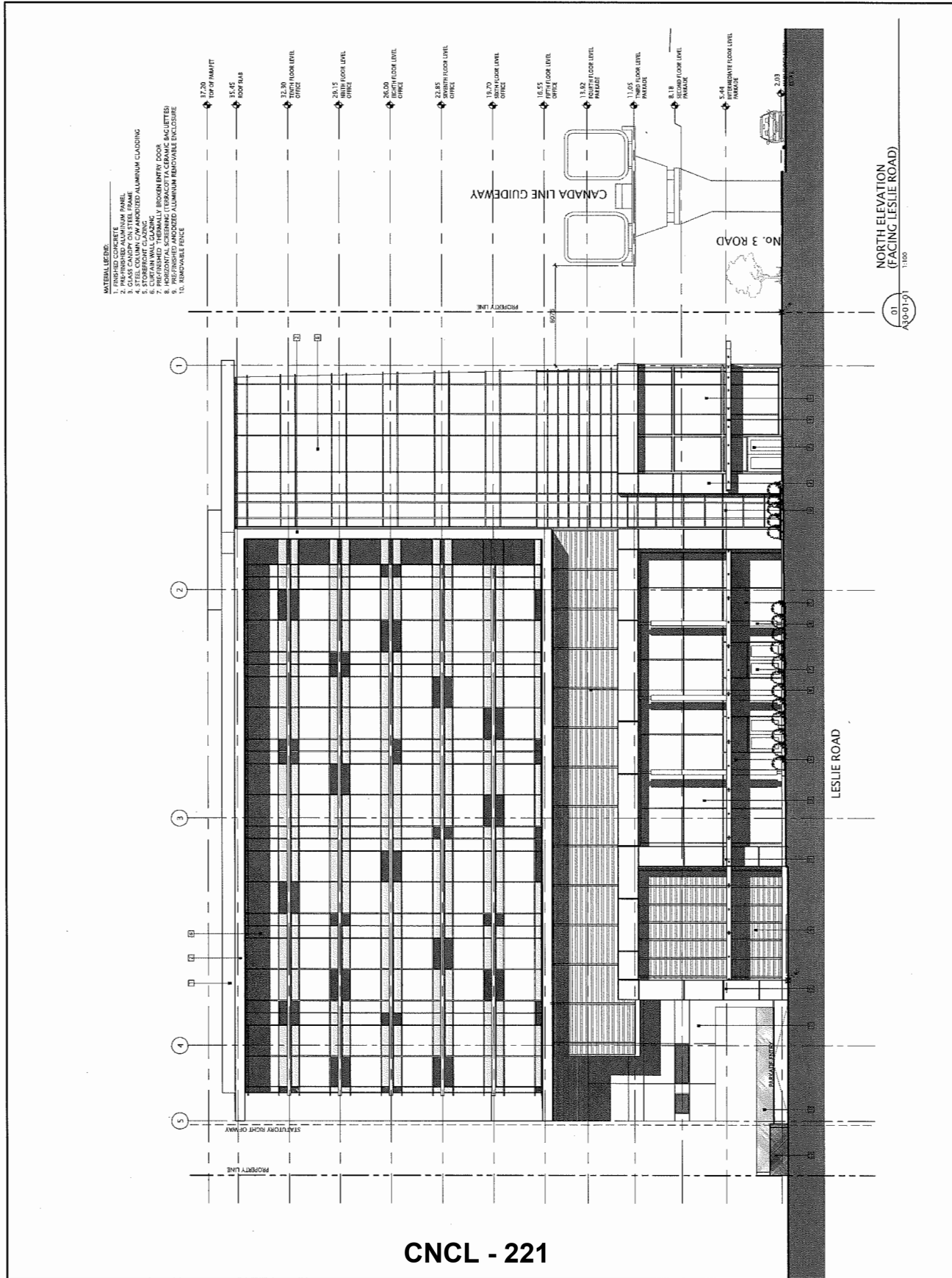






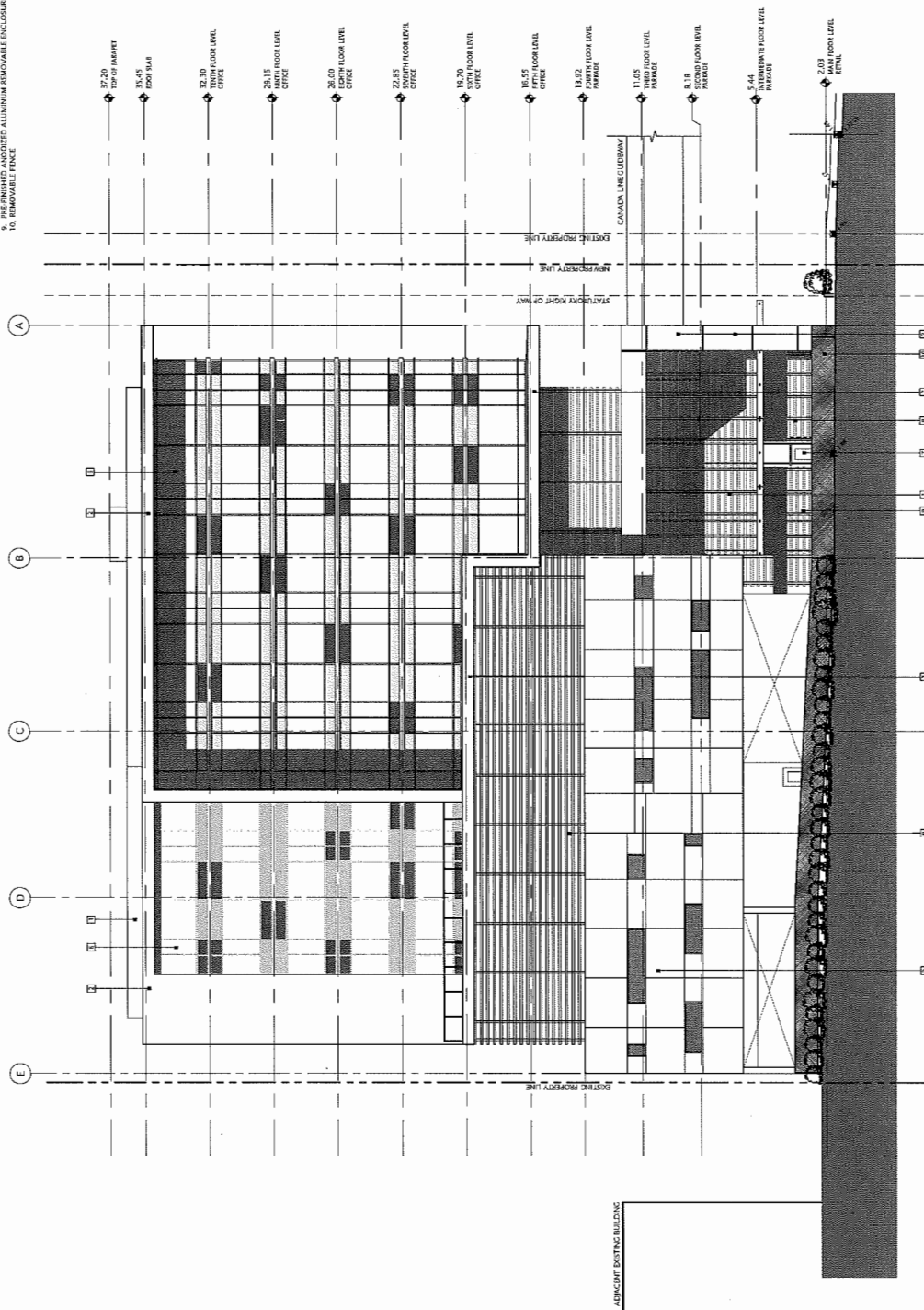


Project Manager	Drawn
S. QD	S. MAIZ
Project Leader	Checked
	3/1/02
Client	
Kunyun International Group	
Project	
4700 No. 3 Road	
Office Building	
Drawn Title	
NORTH ELEVATION	
Check Scale (may be photo reduced)	1 : 10mm
Project No.	OCVA14-0004
Drawing No.	DP30-01-01



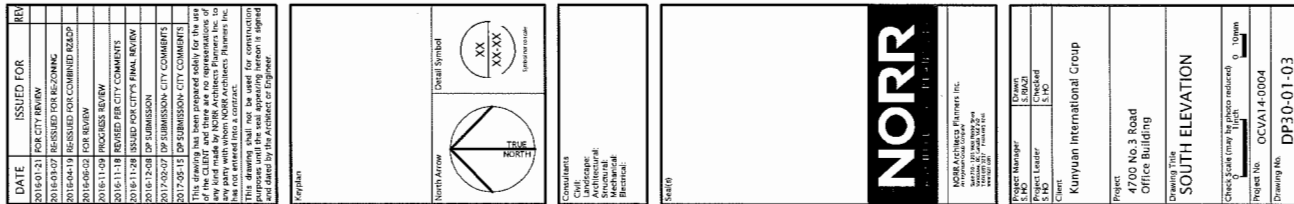
Project Manager S. HO	Checked S. HO	Drawing Title <b>EAST ELEVATION</b>	Client Kunyuan International Group
Project Leader S. HO	Checked S. HO	Drawing No. OCVA1-0-0004	Project No. DP30-01-02
Project <b>4700 No.3 Road Office Building</b>		Drawing No. OCVA1-0-0004	

- MATERIAL LEGEND:**
- 1. FINISHED CONCRETE
  - 2. PRE-FINISHED ALUMINUM PANEL
  - 3. GLASS CANOPY ON STEEL FRAME
  - 4. STEEL COLUMN C/W ANODIZED ALUMINUM CLADDING
  - 5. STONE/POINT GLAZING
  - 6. CURTAIN WALL GLAZING
  - 7. PRE-FINISHED THERMALLY BROKEN ENTRY DOOR
  - 8. HORIZONTAL SCREENING (TERRACOTTA CERAMIC BAGUETTES)
  - 9. PRE-FINISHED ANODIZED ALUMINUM REMOVABLE ENCLOSURE
  - 10. REMOVABLE FENCE

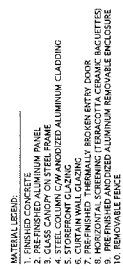


**EAST ELEVATION  
(FACING EXISTING ADJACENT PARKING LOT)**

01  
A30-01-02



A diagram showing a horizontal line representing a highway. Above the line, the text "HIGHWAY PROPERTY LINE" is written. Below the line, the text "STATUTORY RIGHT-OF-WAY" is written. The line itself is labeled "HIGHWAY PROPERTY LINE" on the left and "STATUTORY RIGHT-OF-WAY" on the right.



Project Manager	5:00 AM	5:00 AM	5:00 AM
Project Leader	5:00 AM	5:00 AM	5:00 AM
Client			
Kuryun International Group			
Project			
4700 No. 3 Road			
Office Building			
Drawing Title			
WEST ELEVATION			
Check Scale (may be photo reduced)			
0 1 inch 0 10mm			
Project No.	OCVA 14-0004		
Drawing No.	DP30-01-04		

DATE	ISSUED FOR	REV
2016-02-23	FOR CITY REVIEW	
2016-03-27	REVISED FOR RESUBMIT	
2016-04-19	REVISED FOR COMBINED RZUP	
2016-06-20	FOR REVIEW	
2016-11-09	PROCESS REVIEW	
2016-11-18	REVISED FOR CITY COMMENTS	
2016-12-28	ISSUED FOR CITY'S FINAL REVIEW	
2017-02-07	FOR SUBMISSION	
2017-05-15	FOR SUBMISSION CITY COMMENTS	
2017-05-15	FOR SUBMISSION CITY COMMENTS	

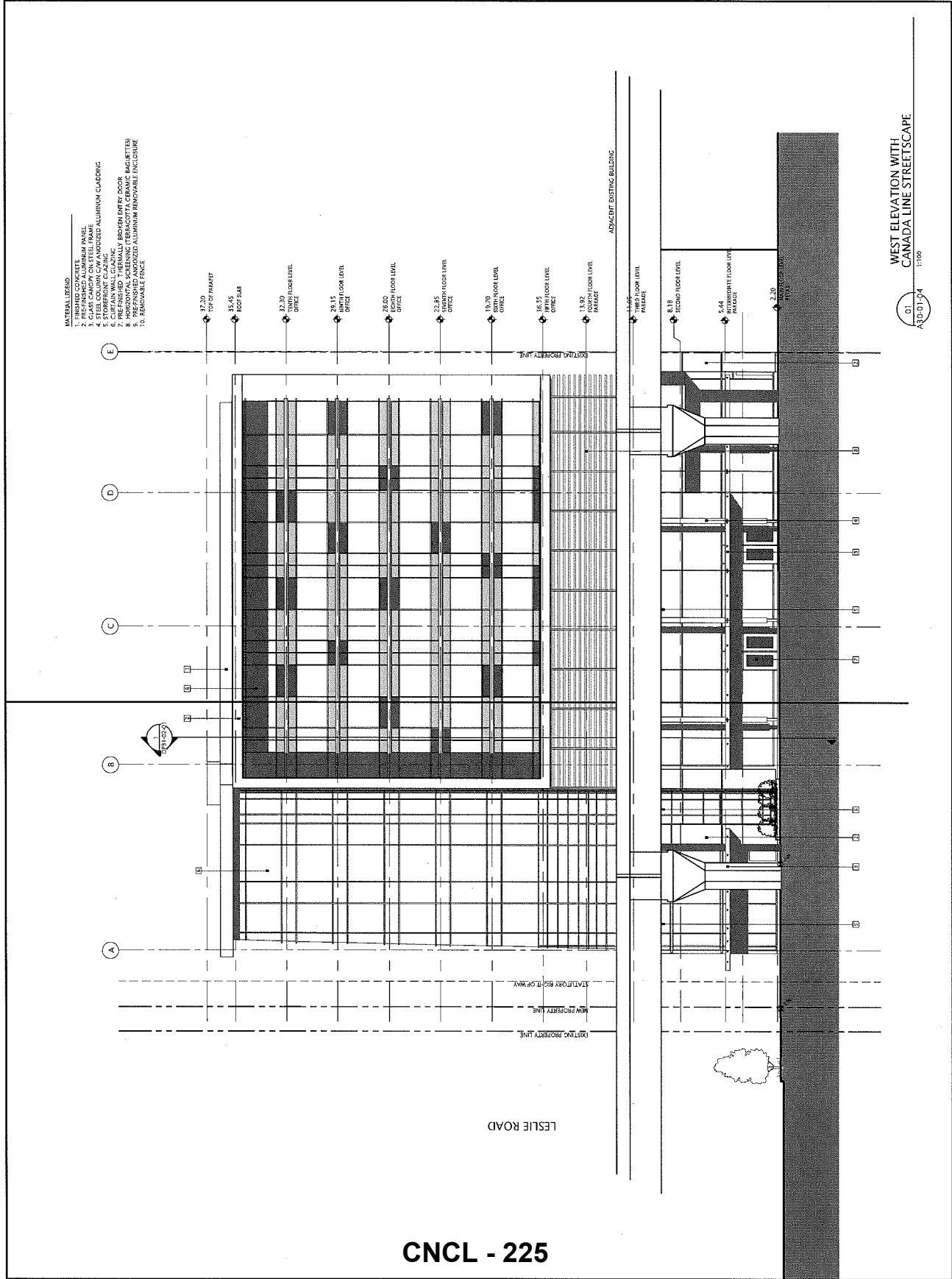
This drawing has been prepared solely for the use of the client and there are no representations or warranties made by NORR Architects Planners Inc. or any party with whom NORR Architects Planners Inc. has entered into a contract for construction purposes until the seal appearing hereon is signed and dated by the Architect or Engineer.

North Arrow  
 Detail Symbol  
 XX XX-XX  
 Type of Revision

Consultants:  
 Civil: [blank]  
 Mechanical: [blank]  
 Electrical: [blank]

NORR  
 NORR ARCHITECTS PLANNERS INC.  
 1000 No. 3 Road  
 Suite 100  
 Scarborough, Ontario M1B 2Y6  
 Tel: (416) 291-1111  
 Fax: (416) 291-1112  
 www.norr.ca

Project Manager:	David S. Bickel
Project Engineer:	David S. Bickel
Client:	Kunyuan International Group
Project:	1000 No. 3 Road Office Building
Drawing Title:	WEST ELEVATION
Check:	Scale: 1/8" = 1'-0"
Project No.:	OCVA14-0004
Drawing No.:	DP30-01-04A



CNCL - 225

WEST ELEVATION WITH  
 CANADA LINE STREETSCAPE  
 01  
 A30-01-04  
 1:100



01  
A31-01-01

**BUILDING SECTION**

1:100





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**p&g**  
LANDSCAPE  
ARCHITECTS  
P&G LANDSCAPE ARCHITECTS  
2000 BAYVIEW AVE. SUITE 100  
SCARBORO, ONTARIO M1T 3B5  
P: (416) 291-0011 F: (416) 291-0022

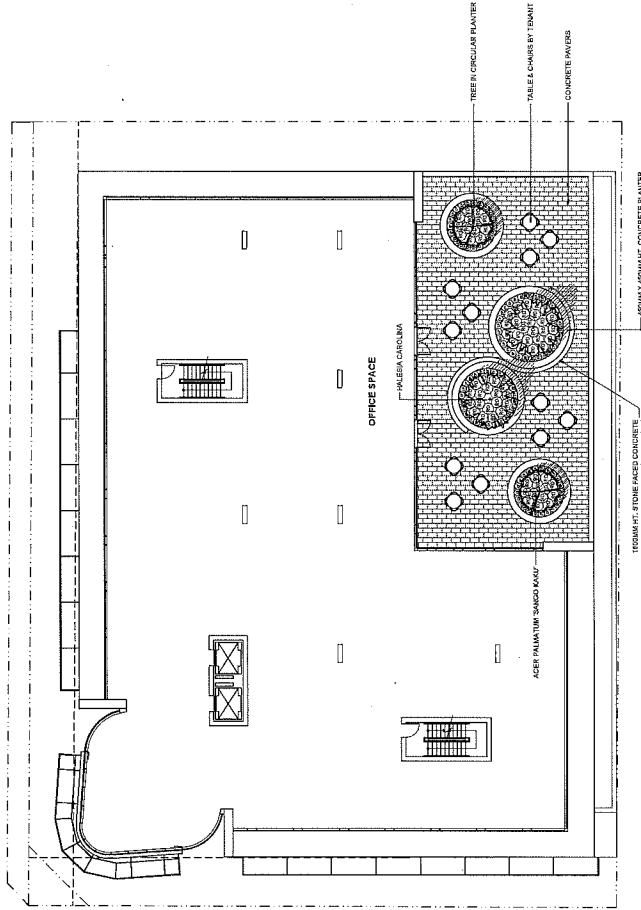
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Singapore, 238845  
P: 604 264-0011 | F: 604 264-0022

SEAL:



- ROOF DECK PLANTING
- 1 ACER PALM/TIN/SHAMU KAUZ
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PROJECT:  
**OFFICE BUILDING**  
4700 No. 3 ROAD  
RICHMOND, BC

DRAWING TITLE:  
**LANDSCAPE  
ROOF PLAN**

DATE: 17 APRIL 16  
SCALE: 1:100  
DRAWN: MCT  
DESIGN: MCT  
CHECK: MCT

PMG PROJECT NUMBER: 17-034

L2

OF 2





Development Application (RZ)  
Data Summary

**RZ 14-672055**

<b>Address:</b>	4700 No. 3 Road
<b>Applicant:</b>	Bene (No. 3) Road Development Ltd.
<b>Planning Area(s):</b>	City Centre Area Plan – Aberdeen Village – Urban Centre T5 (35m) – VCB Overlay – DPG Sub-Area A.4
<b>Other Areas(s):</b>	Aircraft Noise Sensitive Use Area 1A – Flood Construction Level Area A

	Existing	Proposed
<b>OCP Designation:</b>	Commercial	Complies
<b>Land Uses:</b>	Vacant	Office/Retail Mixed Use
<b>Zoning:</b>	Auto-Oriented Commercial (CA)	High Rise Office Commercial (ZC44) – Aberdeen Village
<b>Site Area (before and after dedications):</b>	2,167.2 m <sup>2</sup>	2,081.6 m <sup>2</sup>
<b>Net Development Site Area (for floor area calculation):</b>	N/A	2,081.6 m <sup>2</sup>
<b>Number of Residential Units:</b>	0	0

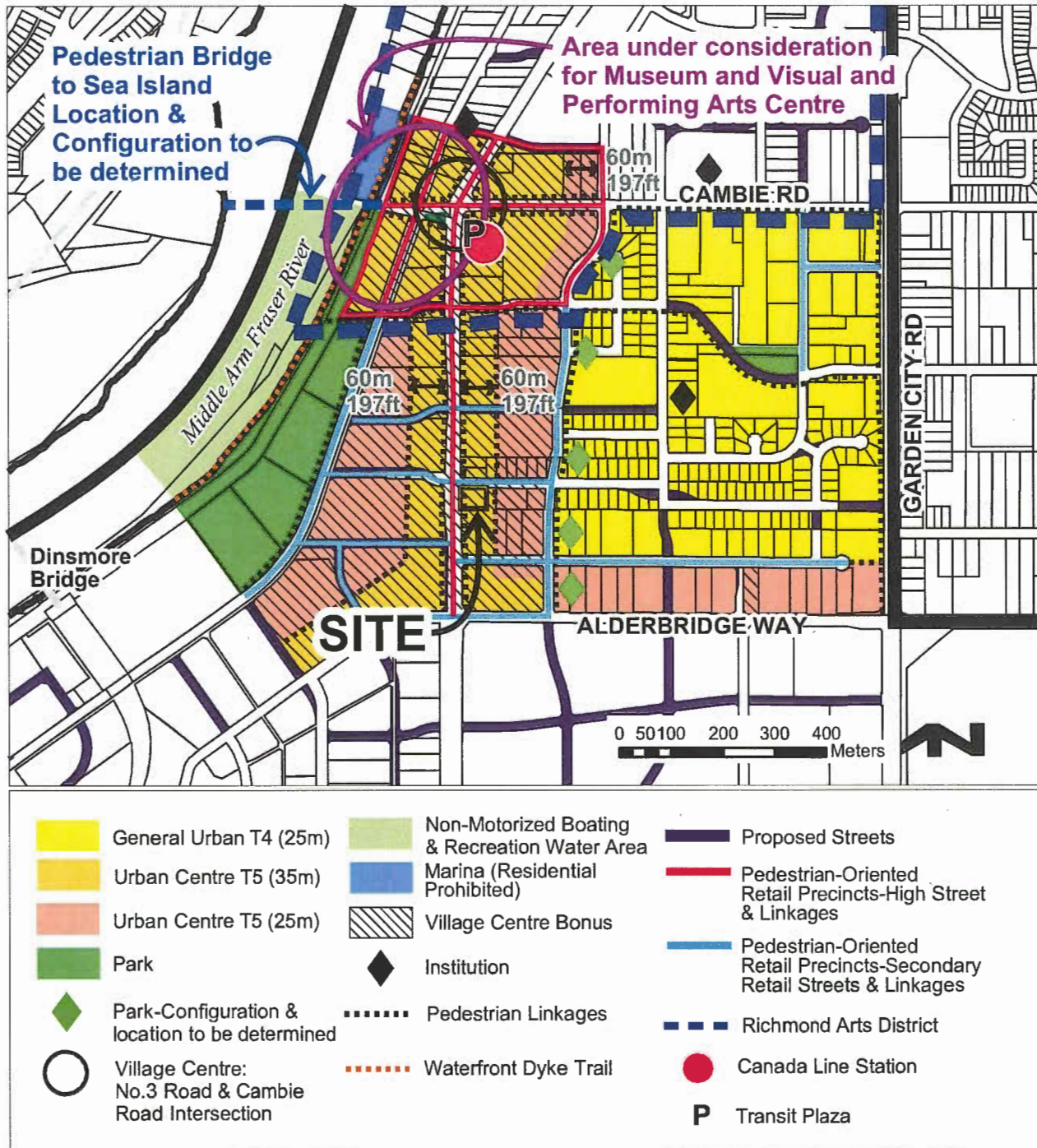
	Bylaw Requirement	Proposed	Variance
<b>Base FAR (Max.):</b>	2.0	2.0	
<b>Village Centre Bonus (VCB) (Max.):</b>	1.5	1.5	
<b>Total FAR (Max.):</b>	3.5	3.5	
<b>Commercial FAR (Max.):</b>	2.0	0.67	
<b>Office FAR (Max.):</b>	3.5	2.83	
<b>Commercial (Max.):</b>	4,163.2 m <sup>2</sup>	1,388 m <sup>2</sup>	
<b>Office (Max.):</b>	7,285.6 m <sup>2</sup>	5,897.4 m <sup>2</sup>	
<b>Floor Area (Max.):</b>	7,285.6 m <sup>2</sup>	7,285.4 m <sup>2</sup>	
<b>Lot Coverage (Max.):</b>	90 %	57 %	
<b>Setback – No. 3 Road (Min.):</b>	6 m	3.3 m	
<b>Setback – Leslie Road (Min.):</b>	3 m	3 m	
<b>Setback – Interior Side Yard (Min.):</b>	0 m	0 m	
<b>Setback – Rear Yard (Min.):</b>	0 m	3 m	
<b>Height Dimensional (Max.):</b>	35 m	35 m	
<b>Height Accessory (Max.):</b>	5 m	N/A	
<b>Subdivision/Lot Size (Min.):</b>	2,000 m <sup>2</sup>	2,081.5 m <sup>2</sup>	
<b>Off-street Parking – City Centre Zone 1 (Min.):</b>	101	106	See note 1

	Bylaw Requirement	Proposed	Variance
TDM Reduction (Max.):	10%	10%	
Tandem Parking Spaces (Max.):	None permitted	16	16 tandem parking spaces
Class 1 Bicycle Parking (Min.):	19	19	
Class 2 Bicycle Parking (Min.):	28	28	
Loading Space – Medium (Min.):	2	2	
Loading Space – Large (Min.):	1	0	No WB-17 loading space

**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. floor areas), final parking requirements will be determined using the same methodology at the time of Development Permit approval.

### Specific Land Use Map: Aberdeen Village (2031)







**Address:** 4700 No. 3 Road

**File No.:** RZ 14-672055

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, the developer is required to complete the following:**

1. Final Adoption of OCP Amendment Bylaw 9215.
2. Road dedication of 1.5 m along the entire Leslie Road frontage and 4 m x 4 m corner cut measured from the new property lines.
3. Granting of an approximately 114 m<sup>2</sup> (1,227 ft<sup>2</sup>) statutory right-of-way (SRW) public-rights-of-passage (PROP) and utilities for the purposes of a sanitary pump station, including equipment, underground structures and pipes, and required clearances, access and working areas (see Appendix A). The right-of-way (ROW) for the pump station equipment and underground structures and pipes shall be minimum 15.8 m long, measured from the new north property line and 8.0 m wide, less a 7.4 m by 2.8 m notch for the building's stairwell at the southwest corner of the right-of-way. The right-of-way shall have minimum 5.0 m of vertical clearance above grade. Any works essential for public access and utilities within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA) and the maintenance & liability responsibility is to be clearly noted. The design must be prepared in accordance with City specifications & standards and the construction of the works will be inspected by the City concurrently with all other Servicing Agreement related works. Works to be secured via Servicing Agreement (see SA requirements below).
4. Registration of a flood indemnity covenant on Title (Area A).
5. Registration of an aircraft noise restrictive covenant on Title suitable for Area 1A (new aircraft noise sensitive land uses prohibited) and granting of a Statutory Right-of-Way in favour of the Airport Authority.
6. Registration of a legal agreement on Title, stipulating that the mixed use commercial/office development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
7. Registration of a legal agreement on Title, prohibiting subdivision (including stratification and/or air space parcels) of the office space (single owner for office space).
8. Registration of a legal agreement on Title, ensuring that no more than 16 parking spaces are provided in a tandem arrangement and are limited to employee parking use only, any pair of tandem parking spaces must be assigned to the same tenant/unit and conversion of tandem parking area into habitable space is prohibited.
9. Registration of a legal agreement on Title, ensuring that all parking spaces (except tandem parking spaces) are provided for the shared use of all tenants/units and are not permitted to be assigned to specific tenants/units. This includes four parking spaces provided with two electric vehicle quick-charge (240V) charging stations provided as a Transportation Demand Management (TDM) measure. The charging stations should be located to provide for convenient use by vehicles parked in any of the four spaces.
10. Registration of a legal agreement on Title, ensuring the loading spaces are provided for the shared use of all tenants/units and are not permitted to be assigned to specific tenants/units.
11. Registration of a legal agreement on Title, ensuring bicycle storage is provided for the shared use of all tenants/units and is not permitted to be used for habitable space (e.g., other storage uses).

12. Registration of a legal agreement on Title, 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 addressed and met, including for the following items to ensure protection of transit infrastructure:
- a) Applicant to submit preload, excavation and shoring plans and associated mitigation plan for the development for TransLink's review and acceptance;
  - b) Applicant to conduct a precision survey of the existing Canada Line track geometry prior to any site preloading/construction work, undertake a settlement monitoring program (as established by a qualified geotechnical engineer) and conduct a repeat of the survey post development construction;
  - c) Applicant to submit final (detailed) design drawings of the development for TransLink's review and acceptance; and
  - d) Applicant to address TransLink's guideway protection requirement, which is TransLink's response to concerns related to trespass and debris on the guideway. The applicant and TransLink will work together to identify a suitable response. Any option that affects the public realm and/or building form and character must also be approved by the City. Options are not limited to the following:
    - Option 1: Introduction of a physical canopy. The canopy may be self-supported or fixed to the proposed building. In these scenarios, the public realm and/or building design would be affected; thereby affecting the Development Permit. The applicant would be responsible for proposing a design solution that is supported by the City and would be required to seek reconsideration by the Development Permit Panel.
    - Option 2: Registration of an agreement between the owner and TransLink to assign responsibility for intentional or unintentional damage to the guideway to the owner/strata corporation. The City is not a party to this agreement. The agreement would be a private agreement between TransLink and the owner/strata corporation.
13. Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement(s) will include, at minimum, the following terms and conditions:
- 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:
    - i) The building is connected to the DEU, which may include the owner's supplied and installed central energy plant to provide heating and cooling to the building, at no cost to the City, or the City's DEU service provider, Lulu Island Energy Company, on the subject site satisfactory to the City.
    - ii) If the City so elects, the owner transfers ownership of the central energy plant on the site, if any, at no cost to the City, or City's DEU service provider, Lulu Island Energy Company, to the City and/or the City's DEU service provider, Lulu Island Energy Company, on terms and conditions satisfactory to the City.
    - iii) The owner enters into a Service Provider Agreement with the City and/or the City's DEU service provider, Lulu Island Energy Company, on terms and conditions satisfactory to the City.
    - iv) The owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building and the operation of the central energy plant, if any, by the City and/or the City's DEU service provider, Lulu Island Energy Company.
  - c) If a DEU is not available for connection, 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.
    - 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.
  - iv) The owner provides to the City, a Letter of Credit, in an amount satisfactory to the City, 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.
14. City acceptance of the developer's voluntary contribution in the amount of \$1,456,392.94 towards City Centre Community Services facilities (e.g. \$650.00 per square foot of 5% of the 1.0 FAR village centre bonus and 10% of the additional 0.5 FAR village centre bonus). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier (\$650 /ft<sup>2</sup>) 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.
  15. City acceptance of the developer's voluntary contribution in the amount of \$19,605.29 (i.e. \$0.25 per buildable square foot) to future City community planning studies, as set out in the City Centre Area Plan.
  16. City acceptance of the developer's voluntary contribution in the amount of \$34,505.31 (i.e. \$0.44 per buildable square foot of commercial/office space) to the City's Public Art Program.
  17. City acceptance of the developer's offer to voluntarily contribute \$50,000 towards the provision of two transit shelters at existing bus stops nearby along No. 3 Road as a Transportation Demand Management (TDM) measure.
  18. City acceptance of the developer's offer to voluntarily contribute \$2,600 to the City's Tree Compensation Fund for the planting of replacement trees within the City in compensation for the removal of two street trees along the Leslie Road frontage.
  19. 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 trees to be retained along No. 3 Road. 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.
  20. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities; including building demolition, occurring on-site.
  21. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
  22. Enter into a Servicing Agreement\* for the design and construction of road and infrastructure works. Works include, but may not be limited to:
    - a) Road Works:

Note: Leslie Road works are on the Roads DCC program and would be eligible for Roads DCC credits.

      - i. Leslie Road frontage improvements (measured from north to south):
        - Maintain existing centre line and widen road southward to provide a total driving surface of (minimum) 7.4 m wide for eastbound traffic, east of No. 3 Road, and new 0.15 m wide curb and gutter.
        - New 1.5 m wide boulevard planted with grass and street trees.
        - New 2.0 m wide concrete sidewalk.
      - ii. No. 3 Road frontage improvements:
        - Remove existing driveway letdown.
      - iii. Traffic Signal improvements:
        - Upgrade the existing traffic signal at the No. 3 Road/Leslie Road intersection to accommodate the road widening noted above to include, but not limited to: upgrade and/or replace signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s) as necessary.
    - b) Water Works:

Using the OCP Model, there is 169.7 L/s of water available at a 20 psi residual at the Leslie Road frontage. Based on your proposed development, your site requires a minimum fire flow of 200 L/s.

- i. The Developer is required to:
    - Upgrade the watermain along Leslie Road from 150 mm to 300 mm from approximately the developments east property line to the existing 300 mm watermain on No. 3 Rd, complete with additional hydrants to achieve City spacing requirements.
  - ii. Developer's cost, the City is to:
    - Cut and cap the existing water service connection at the watermain along No. 3 Road frontage, and complete all water main tie-ins.
- c) Storm Sewer Works:
- i. The Developer is required to:
    - Install a new 750 mm storm sewer within the centre of the road from the developments east property line tying into the No. 3 Road box culvert and remove the existing adjacent sewer. Tie-in to the existing storm sewer to the east is required. Tie-in all existing storm service connections and catch-basin leads to the new main.
    - Cut and cap the existing storm service connections along the No. 3 Road frontage. The northern connection shall be capped at main and its inspection chamber removed, the southern connection shall be capped at inspection chamber.
    - Provide, at no cost to the City, a 1.5 m wide SRW (perpendicular to No. 3 Road) at the southwest corner of the development site, extending 1.0 m past the existing inspection chamber.
    - Install a new storm service connection, complete with inspection chamber, off of the proposed 750 mm storm sewer along the Leslie Road frontage.
  - ii. At Developer's cost, the City is to:
    - Complete all tie-ins of the proposed works to existing City infrastructure.
- d) Sanitary Sewer Works:
- i. The Developer has requested to place a driveway entrance in the same alignment as the existing sanitary pump station; to achieve this, the Developer has agreed to relocate/replace the pump station through the Servicing Agreement works. The City will pay for the sanitary pump station and force main design and construction; however, costs incurred above and beyond a regular pump station replacement project will be the Developer's responsibility (e.g. the need to extend gravity pipework to accommodate the development's driveway access and the need to remove sections of gravity sewer and forcemain).
  - ii. The decommissioning of the existing pump station and construction of the new pump station and all associated sanitary sewer realignments shall be complete prior to driveway construction.
  - iii. The Developer is required to provide the following at the City's cost:
    - Design and build the sanitary pump station through the Servicing Agreement to meet location specific engineering specifications. The location will be generally as per the attached sketch and will be finalized through the Servicing Agreement process.
    - Design and build the required pump station kiosk, BC Hydro PMT, and back-up generator, and locate them such that they meet operational requirements and are appropriate for the streetscape.
    - Design and build the required valve chamber; complete with flow meter and related appurtenances for the pump station and access chambers for the forcemain for maintenance purposes.
    - In conjunction with the pump station works, replace the existing 350 mm sanitary forcemain from the proposed pump station into and across the No. 3 Road/Leslie Road intersection (approximately 62 m) into the Leslie Road travel lane. If the forcemain is damaged by site preparation or construction works, the replacement of the forcemain into the Leslie Road travel lane shall be at the Developer's cost.
  - iv. The Developer is required to provide the following at the Developer's cost:
    - Design the proposed development to accommodate future sanitary sewer maintenance or replacement without causing undue cost to the City. Building designs should consider how temporary access will be provided during future construction works.

- Provide a clear and competitive tendering process to ensure that the work paid for by the City represents good value for money. This process must be agreed to by the City prior to tendering or else the City may not be able to fund the works.
- Provide right-of-way(s) for the pump station and related structures, to be refined through the Servicing Agreement drawings and provided to the City at no cost. The right-of-way for the pump station equipment and underground structures and pipes shall be minimum 15.8 m long measured from the new north property line and 8.0 m wide, less a 7.4 m by 2.8 m notch for the building's stairwell at the southwest corner of the right-of-way (see appendix A). The right-of-way shall be on grade and have minimum 5.0 m of vertical clearance, and be accessible by a 7.5 x 2.5 m service truck with 1.3 m stabilizers. Both the SRW and the parking area for the truck shall be flat. The SRW shall be designed to accommodate:
  - A BC Hydro transformer with minimum 3.0 m clearance between the PMT and any other electrical components such as the generator or kiosk. The SRW for the PMT shall be designed to BC Hydro's specifications.
  - An approximately 1.5 x 2.6 m kiosk. There shall be minimum 1.0 m clearance on the short sides of the kiosk and 2.0 m clearance on the long sides, or as required to allow for safe access of the doors located on all four faces of the kiosk. A line-of-sight must be maintained between the kiosk and the wet well hatches.
  - An approximately 3.0 x 1.5 m emergency generator with minimum 1.0 m clearance on all sides.
  - Any other equipment or utilities required to service the pump station, including underground conduits and water service connection.
- Provide additional SRW for the 10.0 m-tall SCADA antenna, unless located within the boulevard. The antenna SRW shall be on grade and have no overhanging structures.
- Provide enough space for a 7.5 x 2.5 m service truck with 1.3 m stabilizers to access the pump station hatch for removal of the pump during servicing, usually once per year, while maintaining pedestrian movement around the working area. The parking area for the truck shall be flat and paved with broom-finished concrete with expansion/contraction joints.
- Provide and maintain a removable enclosure around the pump station equipment. The detailed design of the enclosure will be done through the Servicing Agreement, however the enclosure itself is considered to be part of the building design and will be maintained by the Owner. The enclosure must:
  - Exhaust the generator.
  - Not obstruct any equipment access doors (e.g., doors on all sides of the kiosk).
  - Exclude fixed structures (i.e. walls, columns, etc.).
  - Enable a single operator to easily access and use all the equipment within the enclosure under all conditions (including during power outages).
  - Enable an equipment operator to maintain a line of sight with the pump station from every portion of the pump station equipment.
  - Be durable and low-maintenance.
  - Provide for the convenient, cost-effective removal, repair, replacement, and installation of equipment (e.g., PMT, generator, and kiosk) and related features within the enclosure.
- Protect the existing sanitary sewers during the development's construction. Pre- and post- ground improvement and construction surveys and CCTV will be required. Any damage to be repaired and any required replacement shall be at the Developer's sole cost.
- Extend the existing 450 mm Sanitary main at Leslie Road from existing manhole SMH57098 approximately 26 m to the west, complete with a new manhole at the west end of the new main and at the tie-in to the existing north-south aligned 350 mm sanitary sewer.
- Provide a 450 mm sanitary main going south from the new manhole at Leslie Road and tie-in to the new Leslie sanitary pump station.
- Tie-in the existing 350 mm FRP sanitary main aligned north-south along the east property line of 4660 No. 3 Road to the proposed 450 mm sanitary main along Leslie Road via a new manhole.

- Convert the existing Leslie sanitary pump station wet well into a manhole and extend north the existing 200 mm sanitary main aligned north-south along the east property line of 4700 No 3 Road and connect it to the new manhole just north of the existing Leslie sanitary pump station.
- Install a new sanitary service connection, complete with inspection chamber.

v. At Developers cost, the City is to:

- Complete all tie-ins of the proposed works to existing City infrastructure.

e) General Items:

i. As the geotechnical report provided by the Developer indicates there will be significant settlement caused by preload, resulting in an unacceptable level of risk to critical infrastructure, preloading of the site will only be permitted if:

- Physical mitigation measures to the satisfaction of the GM of Engineering and Public Works are implemented to protect City infrastructure.
- Approval is provided by the GM of Engineering and Public Works.

ii. The Developer is required to:

- Review street lighting levels along the No. 3 Road and Leslie Road frontage and upgrade lighting as required.
- Building overhangs above SRW will be permitted but must accommodate machinery movements to excavate existing mains. Consultant assessment will be required.
- Coordinate with BC Hydro, Telus and other private communication service providers:
  - To pre-duct for future hydro, telephone and cable utilities along all road frontages.
  - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
  - To locate all above-ground utility cabinets and kiosks required to service the proposed development within the development site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the above-ground structures. If a private utility company does not require an above-ground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown in the functional plan and registered prior to Servicing Agreement design approval:

BC Hydro PMT	4 m x 5 m	(width x depth)
BC Hydro LPT	3.5 m x 3.5 m	
Street light kiosk	1.5 m x 1.5 m	
Traffic signal kiosk	1 m x 1 m	
Traffic signal UPS	2 m x 1.5 m	
Shaw cable kiosk	1 m x 1 m	show possible location in functional plan
Telus FDH cabinet	1.1 m x 1 m	show possible location in functional plan

- Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, ground improvements or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

23. Incorporation of special features in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes (e.g., accessibility, sustainability, TDMs).
24. The applicant is required to demonstrate to the City that approval from TransLink has been granted in writing, including for the items listed in item #12 above to ensure protection of transit infrastructure.
25. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
26. If applicable, payment of Latecomer Agreement charges, plus applicable interest associated with eligible latecomer works.
27. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner, but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

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Signed

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Date







**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 9215 (RZ 14-672055)  
4700 No. 3 Road**

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) Repealing the existing Overlay Boundary - Village Centre Bonus Map (2031) on page M-4 of the CCAP and replacing it with the revised Overlay Boundary - Village Centre Bonus Map (2031) as contained in Schedule A attached to and forming part of this bylaw.
  - b) Inserting the following text in Specific Land Use Map: Aberdeen Village – Detailed Transect Descriptions (Maximum Average Net Development Site Density for Urban Centre (T5) Village Centre Bonus) on page M-13 of the CCAP, in alphabetical order:

“c)the southeast corner of Leslie Road and No. 3 Road the Village Centre Bonus shall be maximum of 1.5 FAR for the provision of office uses only.”
  - and renumbering the current “c” to “d”.
2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9215”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

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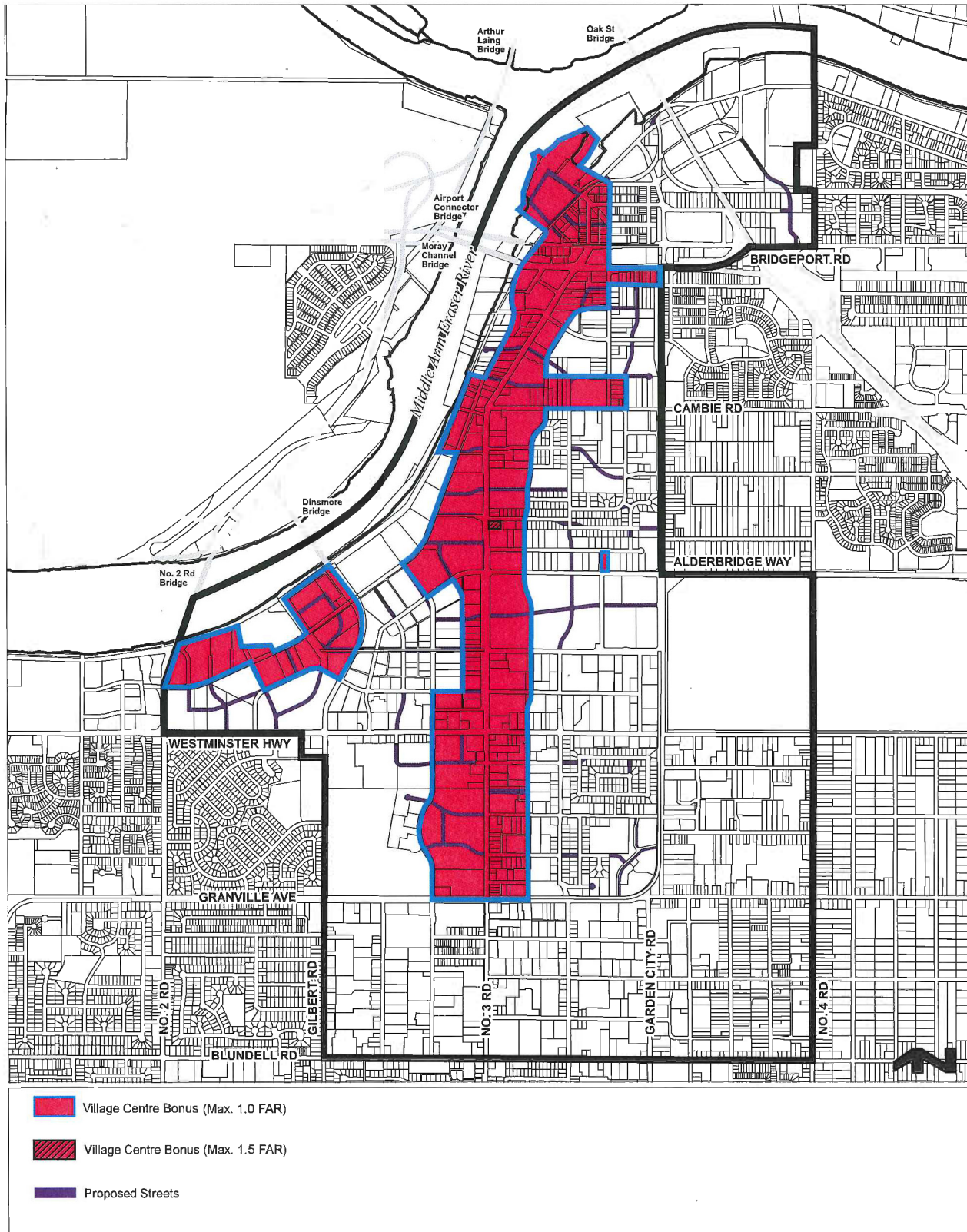
CITY OF RICHMOND
APPROVED by 8B.
APPROVED by Manager or Solicitor

\_\_\_\_\_  
MAYOR

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

**Overlay Boundary - Village Centre Bonus Map (2031)**

Bylaw 9593  
2017/05/08





Richmond Zoning Bylaw 8500  
Amendment Bylaw 9216 (RZ 14-672055)  
4700 No. 3 Road

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

1. Richmond Zoning Bylaw 8500 is amended by inserting into Section 22 (Site Specific Commercial Zones), in numerical order:

**“22.44 High Rise Office Commercial (ZC44) – Aberdeen Village**

**22.44.1 Purpose**

The **zone** provides for a range of commercial related **uses** in the **City Centre**. The zone provides for **density bonuses** that would be used for rezoning applications in the Village Centre Bonus Map area of the **City Centre** to achieve **City** objectives for amenity and commercial **use**.

**22.44.2 Permitted Uses**

- government service
- health service, minor
- office
- restaurant
- retail, convenience
- retail, general
- service, business support
- service, financial
- service, household repair
- service, personal

**22.44.3**

**Secondary Uses**

- n/a

**22.44.4 Permitted Density**

1. The maximum **floor area ratio** of the **site** is 2.0.
2. Notwithstanding Section 22.44.4.1, 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 within 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 use** only; and

- c) if, at the time **Council** adopts a zoning amendment bylaw to create the **zone** and/or to 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 ratio** (i) multiplied by the "equivalent to construction value" rate of \$6,997 /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 /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.
3. Notwithstanding Section 22.44.4.1 and Section 22.44.4.2, the maximum **floor area ratio** is increased by an additional maximum **density bonus floor area ratio** of 0.5 provided that:
- a) the **lot** is located within the Village Centre Bonus Area designated by the City Centre Area Plan;
  - b) the **owner** uses the additional **density bonus floor area ratio** of 0.5 for **office use** only; and
  - c) if, at the time **Council** adopts a zoning amendment bylaw to create the **zone** and/or to include the **lot** in the **zone**, the **owner** pays a sum to the City (*City Centre Facility Development Fund*) calculated as 10% of the additional **density bonus floor area ratio** (i) multiplied by the "equivalent to construction value" rate of \$6,997 /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 /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.

#### **22.44.5 Permitted Lot Coverage**

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

#### **22.44.6 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 No. 3 Road, 6.0 m;
  - b) for Leslie Road, 6.0 m, but this may be reduced to 3.0 m subject to a Development Permit approved by the **City**;
  - c) for **rear yards, lanes** and **lanes** that are **roads**, 0.0 m; and
  - d) for **interior side yards**, 0.0 m.
- 2. The minimum **setbacks** from the drip line of the Canada Line shall be 6.0 m.

#### **22.44.7 Permitted Heights**

- 1. The maximum **height** for **principal buildings** is 35.0 m.
- 2. The maximum **height** for **accessory buildings** and **structures** is 5.0 m.

**22.44.8 Subdivision Provisions/Minimum Lot Size**

1. The minimum **lot area** is 2,000 sq. m.
2. There are no minimum **lot width** and **lot depth** requirements.

**22.44.9 Landscaping & Screening**

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

**22.44.10 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.
2. Notwithstanding Section 22.44.10.1, for the purposes of this **zone**, the minimum parking requirement is 3.75 spaces per 100.0m<sup>2</sup> of **gross leasable floor area** on the first 2 floors of a **building**; and 1.275 spaces per 100.0m<sup>2</sup> of **gross leasable floor area** for all floors above the first 2 floors of a **building**.
3. Notwithstanding Section 22.44.10.1, for the purposes of this **zone**, a maximum of 16 **parking spaces** in a **tandem arrangement** and limited to employee parking only is permitted. Any pair of **parking spaces** in a **tandem arrangement** must be assigned to the same tenant/unit.

**22.44.11 Other Regulations**

1. For the purposes of this **zone**, only the following **uses** are permitted to be located above the first 2 floors of a **building**: **government service, minor health service, office, and financial service**.
  2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "**HIGH RISE OFFICE COMMERCIAL (ZC44) – ABERDEEN VILLAGE**".

P.I.D. 003-795-705

Lot 95 Section 33 Block 5 North Range 6 West New Westminster District Plan 56151

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9216”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

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

CITY OF RICHMOND
APPROVED by SP.
APPROVED by Director or Solicitor RK