City of Richmond

Report to Committee

To:	Planning Committee	**Date:**	August 26, 2026
From:	Wayne Craig General Manager, Planning and Development	**File:**	RZ 14-672055

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

Staff Recommendations

1. That Third Reading of Richmond Official Community Plan (OCP) Bylaw 7100, Amendment Bylaw 9215, and Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, be rescinded.

2. That OCP Bylaw 7100, Amendment Bylaw 9215, as amended, to change Schedule 2.10 (City Centre Area Plan) by amending the Aberdeen Village – Detailed Transect Descriptions to allow for a maximum 1.5 Floor Area Ratio (FAR) Village Centre Bonus for non-residential uses on the subject site, be forwarded to a public hearing.

3. That Bylaw 9215, as amended, 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*.

4. That Bylaw 9215, as amended, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.

5. Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, as amended, 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 forwarded to a public hearing.

Executive Summary

This application proposes to rezone the property to a new amended site-specific office and commercial zone to accommodate a 10-storey hotel, office and retail development. This application also proposes to amend the OCP City Centre Area Plan to increase the Village Centre Bonus (VCB) from 1.0 FAR to 1.5 FAR for non-residential uses on the subject site.

To accommodate the proposed development, revisions are required to the previously endorsed OCP amendment and rezoning bylaws associated with the subject application, which were granted Third Reading on January 22, 2018. The OCP bylaw revisions include allowing the VCB to be used for office and other non-residential uses on the subject site, while the rezoning bylaw revisions include adding hotel as a permitted use and limited hotel car rental service as a secondary use, and allowing the 1.5 FAR VCB floor area to be used for non-residential uses, including hotel, and reserving 0.7 FAR for office use only. The rezoning considerations have been revised to include hotel use restrictions and Transportation Demand Management measures, and to reflect the current office subdivision proposal and current terms and contribution rates

The proposed commercial use is consistent with the OCP's "Commercial" land use designation for the subject site.

Staff Report

Origin

Bene (No. 3) Road Development Ltd. (Directors: Wei Gang Li and Jian Sun), has applied to the City of Richmond to revise the OCP Bylaw 7100, Amendment Bylaw 9215, the Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, and associated rezoning considerations for the rezoning of 4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" zone to a new site-specific "High Rise Office Commercial (ZC44) – Aberdeen Village" zone to permit the development of a high-rise hotel, office and retail mixed-use project.

A location map and aerial photograph are provided in Attachment AAA. Conceptual development plans are provided for reference in Attachment BBB.

Highlights of the proposed development include:

- A single 10-storey tower with ground-level commercial retail units, three floors of office space, five floors of hotel space and four levels of parking.
- A total floor area of approximately 7,286.65 m^2 (78,433 ft^2) comprised of approximately:
  - 603.96 m^2 (6,501 ft^2) of commercial space.
  - 1,477.94 m^2 (15,908 ft^2) of office space.
  - 5,204.75 m^2 (56,023 ft^2) of hotel space, including 165 hotel rooms.
- 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 Statutory Right-of-Way (SRW).
- Approximately 137.21 m^2 (1,477 ft^2) of land to be dedicated to the City for frontage and road improvements along the subject site's Leslie Road and No. 3 Road frontages.

Background

The subject rezoning application was originally considered by Council and granted third reading on January 22, 2018. At that time, the rezoning application contemplated a 10-storey commercial building including two floors of commercial, six floors of office space and four levels of parking, with the associated OCP amendment allowing for an additional 0.5 FAR VCB density above the 1.0 FAR VCB for office use only.

On July 22, 2019, Council approved a revision to a rezoning consideration that previously prohibited any form of subdivision (stratification and/or air space parcels) of office space within the proposed building, to allow the subdivision of the office space to no more than one strata lot or one air space parcel per storey.

In 2022, the applicant requested changes to the rezoning considerations to allow additional office space subdivision and in return offered to provide a voluntary contribution towards Affordable Housing of $357,044.61. On May 24, 2022, Council approved an amendment to the rezoning considerations to allow for the office floor to be stratified.

A copy of the most recent staff report and supplemental information, which contains a full background and history of the development, is attached (see Attachments CCC for associated RTC and DDD for Council memorandums).

The associated Development Permit (DP) (DP 16-754766) was considered and endorsed by the DP Panel on January 29, 2020.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached as Attachment EEE.

Existing Site Condition and Surrounding Development

The subject site is a single lot approximately 2,134 m^2 (22,974 ft^2) in size and is in the City Centre's Aberdeen Village located at the corner of No. 3 Road and Leslie Road. The site was previously used for a fast-food restaurant but is now vacant.

Existing development immediately surrounding the vacant subject site is as follows:

To the North:	Across Leslie Road, an existing two-storey auto repair building on a lot zoned "Auto-Oriented Commercial (CA)" and designated for Urban Centre T5 non-residential commercial and office development in the CCAP, with frontage on Leslie Road and No. 3 Road.
To the South and East:	An existing commercial development with one and two-storey buildings on a lot zoned "Auto-Oriented Commercial (CA)" and designated for Urban Centre T5 non-residential commercial and office development in the CCAP, with frontage on Leslie Road and No. 3 Road.
To the West:	Across No. 3 Road, an existing commercial development with one and two-storey buildings on a lot zoned "Auto-Oriented Commercial (ZC22) – Aberdeen Village (City Centre)" and designated for Urban Centre T5 non-residential commercial and office development in the CCAP, with frontage on Leslie Road and No. 3 Road.

Existing Legal Encumbrances

An existing City utility SRW (#37710) is located along the north and east edges of the site for sanitary sewer and sanitary pump station infrastructure. To facilitate the proposed development, additional SRW area and sanitary infrastructure works will be secured through the rezoning and associated servicing design.

Related Policies & Studies

Official Community Plan/City Centre Area Plan (CCAP)

The subject site's land use designation is "Commercial" in Schedule 1 of the City's OCP Bylaw 9000. The proposed OCP amendment and rezoning are consistent with this designation.

In the CCAP, the subject site is designated "Urban Centre T5 (35 m)" in the Specific Land Use Map: Aberdeen Village (2031) (Attachment FFF), which provides for up to 2.0 FAR restricted to non-residential uses. Additional density (up to 1.0 FAR VCB) may also be considered provided the additional density is used for office uses only. The proposed rezoning is generally consistent with this designation, except that an OCP amendment is required to:

- Increase the VCB additional density from 1.0 FAR to 1.5 FAR on the subject site, provided that:
    - at least 0.7 FAR be used for office use only; and
    - Utilize up to 0.8 FAR of the VCB additional density for non-residential use on the subject site.

Further details of the proposed OCP amendment are discussed later in this report.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to rezoning bylaw adoption.

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

Public Consultation

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application.

OCP Bylaw Preparation Consultation Policy 5043 – External Agencies/Stakeholders

Staff have reviewed the proposed OCP and zoning amendments with respect to the *Local Government Act* and the City's OCP Consultation Policy No. 5043 requirements and recommend that this report does not require referral to external stakeholders (Attachment GGG).

Should the Planning Committee endorse this application and Council grant first reading to the rezoning 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* and the Richmond Zoning Bylaw 8500.

External Agencies

The original rezoning application was referred to the South Coast British Columbia Transportation Authority (TransLink) due to the proposed development's proximity to the Canada Line guideway, and the property owner entered into an agreement with TransLink for formal review through the Adjacent and Integrated Development program. At that time,

TransLink advised that they were not opposed to Council considering an OCP amendment and rezoning. The proposed development meets the CCAP 6.0 m Canada Line setback requirement established with TransLink's input.

A legal agreement would be secured through the rezoning requiring that prior to Building Permit (BP) issuance, the owner must provide written confirmation from TransLink that all terms required as a condition of issuance of any BP for the development have been satisfied to ensure protection of transit infrastructure.

Analysis

The applicant has proposed to revise their application in response to changing economic and market considerations and has confirmed that the proposed changes, along with maintaining the same density as previously endorsed by Council, would allow the proposed development on the subject site to proceed. (Attachment HHH). Accordingly, the applicant is requesting that Council consider a revised proposal that reduces the amount of office space from 5,897.4 m² (63,478.5 ft²) as previously endorsed, to 1,477.94 m^2 (15,908 ft^2), to facilitate a 165-room hotel. The proposal also limits retail commercial space to ground level only. There are no changes to the previously endorsed building siting, height or design as a result of the interior changes and on-site parking remains over four levels.

To accommodate the revised proposal, the applicant is requesting the addition of hotel as a permitted use and limited hotel car rental service as a secondary use in the proposed ZC44 zone, revising the associated OCP amendment to permit the use of VCB floor area for non-residential uses (including hotel) on the subject site only, and revising the office subdivision strategy to match the revised internal layout.

Proposed Amendments to the Official Community Plan

Land Use

The proposed hotel and limited hotel car rental service, office and commercial uses are permitted by the CCAP. The CCAP currently permits the VCB to be used for office use only at the subject site. The applicant proposes to amend the OCP (CCAP) to permit a portion of the VCB to be used for non-residential uses, including a hotel, to support additional employment-generating uses on the subject site.

Density

The VCB currently allows for 1.0 FAR on the subject site and limited to office use only. The proposed amendment would maintain Council's previously endorsed increase in the VCB to 1.5 FAR and permit a portion of it to be used for non-residential uses, including a hotel, provided that at least 0.7 FAR is used for office use.

The original intent of the VCB was to provide an incentive for developers to include service and other commercial uses in mixed-use development along No. 3 Road to support new residences constructed through village growth. In Aberdeen Village, where residential development is prohibited due to aircraft noise impacts, the VCB seeks to encourage employment opportunities by supporting large floorplate leasable office space near transit in the City Centre.

Permitting a portion of the VCB to be used for hotel and other non-residential uses on the subject site would support the provision of alternate employment opportunities and expand the range of potential services offered to the City's residents and businesses. In addition, the applicant's previously secured cash contribution to the City Centre Facility Development Fund, which has been increased to $2,160,264.72 to account for Construction Price Index increases since it was previously endorsed by Council, is consistent with the application of VCB, and will continue to be required prior to rezoning bylaw adoption. On this basis, staff support the proposed density increase and allowance for additional non-residential floor area on the subject site.

Village Centre Bonus Map

The original rezoning staff report also proposed to amend the CCAP Overlay Boundary – Village Centre Bonus Map (2031) to identify the proposed 1.5 FAR VCB area. Upon further reflection, VCB amounts may vary across sites, and the purpose of the overlay is to identify the overall boundary of the VCB area rather than specific VCB amounts on specific sites. As a result, the change to the overlay is no longer proposed.

Proposed Zoning

The proposed rezoning is consistent with the Aberdeen Village Specific Land Use Map, Urban Centre T5 (35 m) transect and OCP (CCAP) as amended.

To accommodate the proposal, amendments to the previously endorsed site-specific zone ("High Rise Office Commercial (ZC44) – Aberdeen Village") are proposed. The proposed ZC44 zone includes:

- Provisions regulating permitted land uses, maximum floor area, maximum building height, siting parameters and parking and loading.
- Hotel use has been included as a permitted use, the VCB additional density that was previously limited to office use only is amended to allow non-residential use, provided that 0.7 FAR is reserved for office use only.
- A hotel car rental service has been accommodated by including vehicle sale/rental use as a secondary use and limited to an interior size of no more than 300 m^2 (3,229 ft^2), including the area of a maximum of 16 parking spaces.

Office Use

A legal agreement would continue to be secured through the rezoning allowing limited strata-titling (including stratification and/or air space parcels) of the office floor area. Council endorsed the previous proposal of no more than 40 strata-lots of office space sized 650 m^2 (6,996 ft^2) to 11,440 m^2 (123,139 ft^2) provided over six floors. The current proposal includes the following provided over three floors:

- For the 2nd floor, no more than five strata lots or air space parcels, and a minimum 64 m^2 (689 ft^2) size;
- For the 4th floor, no more than one strata lot or air space parcel; and

- For the 5th floor, no more than eight strata lots or air space parcels, and a minimum 60.4 m^2 (650 ft^2) size.

Hotel Use

As residential use is prohibited on the subject site due to aircraft noise impacts, a legal agreement will be secured through the rezoning to prevent residential use of the hotel space, limiting length of stay to no more than six months per year, prohibiting kitchen facilities and prohibiting strata-titling (single owner for hotel use).

Built Form and Architectural Character

The associated DP (DP 16-754766) was considered and endorsed by the DP Panel on January 29, 2020, for the office and commercial building. No exterior design modifications are proposed to the previously endorsed development as a result of the addition of a hotel use and the associated internal changes. Accordingly, no revisions to the previously endorsed DP are anticipated.

Transportation and Site Access

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

- Leslie Road: Widening of Leslie Road. The revised cross-section will accommodate a bike lane, grass boulevard with street trees and a sidewalk. Road dedication is required across the frontage and at the corner.
- No. 3 Road: Widening of the No. 3 Road sidewalk. Road dedication is required across the frontage.
- Traffic Signals: Upgrading of the existing traffic signal at the No. 3 Road and Leslie Road intersection to accommodate road widening.

The road and frontage improvements will be secured through a Servicing Agreement (SA). A more detailed description of road improvements is included in the Rezoning Considerations (Attachment III). Road enhancements along Leslie Road will be eligible for Development Cost Charges (DCC) credits. Road dedication and all other works will be the sole responsibility of the developer and are not eligible for DCC credits.

Vehicular access is proposed via a single driveway connecting to Leslie Road, with on-site parking continued to be proposed over four levels. The proposal includes 76 parking spaces in total, including 16 tandem parking spaces. Except for tandem parking spaces, parking would be shared by all uses. A legal agreement is required to be registered on Title prior to rezoning bylaw adoption.

The proposed new ZC44 site-specific zone has been drafted to allow for the provision of a maximum of 16 tandem parking spaces located in the upper parking levels for hotel valet or hotel car rental service parking only. As the hotel will be required to remain under single ownership, the hotel operator will manage the tandem parking. A legal agreement is required to be registered on Title prior to rezoning bylaw adoption.

The subject site is well served by transit, being located in close proximity to the Aberdeen and Lansdowne Canada Line stations. The proposed parking rates for the retail commercial and office uses are consistent with the parking provisions of the Richmond Zoning Bylaw (City Centre Zone 1), including a 20 per cent reduction with the provision of Transportation Demand Management (TDM) measures. A parking study in support of the proposal was prepared by a professional engineer and submitted by the applicant. The proposed site-specific parking strategy with TDMs for the proposed hotel use is supported by the parking study. Transportation Department staff support the parking proposal.

The following TDM measures are requirements of rezoning:

- Provision of a hotel car rental service program, limited to a maximum of 16 parking spaces;
- Provision of a hotel airport shuttle program;
- Provision of a Transit Pass Subsidy Program, with a $40.00 monthly subsidy for monthly transit passes for employees that work in the building for a period of three years;
- Voluntary contribution of $50,000.00 to the City's TDM Reserve Fund for the provision of future off-site pedestrian and cycling enhancements; and,
- Provision of two electric vehicle (EV) Level-2 (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 and the shared use of parking spaces (excluding hotel valet tandem parking spaces) will be secured with a legal agreement registered on Title prior to rezoning bylaw adoption.

The proposed bicycle parking rates are consistent with the parking provisions of the Richmond Zoning Bylaw. 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 rezoning bylaw adoption.

The applicant is proposing to provide two medium-sized loading spaces in compliance with the ZC44 zone, instead of three medium and one large-sized loading spaces as per the general provisions of the Richmond Zoning Bylaw. This is supported by Transportation staff as a proposed hotel, office and retail development of this size would not typically involve deliveries with large semi-trailers. The provision of loading spaces for the shared use of all units will be secured with a legal agreement registered on Title prior to rezoning bylaw adoption.

Tree Retention and Replacement

As noted in the original rezoning staff report, there are no on-site trees.

On the advice of Parks staff, the three existing street trees in the Leslie Road frontage would be removed due to their poor condition and conflict with road widening, sanitary and storm sewer works. This includes a third cherry tree which has sprouted on the Leslie Road frontage. As a result, the previously proposed contribution has been increased. The developer has agreed to provide a voluntary contribution in the amount of $3,840.00 to the Tree Compensation Fund prior to rezoning bylaw adoption.

Five existing street trees in the No. 3 Road frontage are required to be protected and retained, subject to further review through the SA detailed design process. The owner is required to enter into a Tree Survival Security Agreement and provide a security in the amount of $25,000.00 prior to rezoning bylaw adoption.

To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to rezoning bylaw adoption, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site and remain in place until construction and landscaping on-site is completed.

Community Amenity Contributions

The proposed rezoning is located in the "Village Centre Bonus (VCB)" area shown on the CCAP Aberdeen Village Specific Land Use Map. The applicant continues to propose to take advantage of the following available VCB additional density provisions:

- VCB additional density of 1.0 FAR with five per cent of this area provided back to the City as cash contribution for a future community amenity (104 m^2 calculated using the proposed floor area [1.0 x 0.05 x 2,081.9 m^2 (22,409.4 ft^2)]).
- VCB additional density of 0.5 FAR with 10 per cent of this area provided back to the City as a cash contribution for a future community amenity (104 m^2 calculated using the proposed floor area [0.5 x 0.1 x 2,081.9 m^2 (22,409.4 ft^2)]).

As noted in the original rezoning staff report, due to the small size of the proposed VCB area and property location, Parks, Recreation and Culture staff recommended that the City accept a cash contribution to the City Centre Facility Development Fund. At the current rate, the contribution amount is $2,160,264.72, calculated using the proposed floor area ([208.2 m^2] 2,240.9 ft^2 x $964 /$ft^2$). The contribution will be secured prior to rezoning bylaw adoption.

Affordable Housing Contribution

The applicant continues to propose to provide a voluntary cash contribution to the City's Affordable Housing Reserve in recognition of the need for Affordable Housing elsewhere in the City where residential use is permitted. Taking into consideration Construction Price Index increases since the contribution was endorsed by Council on May 24, 2022, the current contribution amount is $445,568.37. The contribution will be secured prior to rezoning bylaw adoption.

Public Art

The proposed development is subject to the Richmond Public Art Policy. As the project is of a modest size, the applicant continues to propose a voluntary contribution to the Public Art Reserve. The contribution will be secured prior to rezoning bylaw adoption, based on the current contribution rate ($44,706.72 calculated using the proposed floor area [(7,286.6 m²) 78,432.85 ft² x $0.57 /ft²]).

City Centre Development

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 prior to rezoning bylaw adoption.

The proposed rezoning is subject to a contribution for future community planning in accordance with the CCAP Implementation Strategy. The contribution will be secured prior to rezoning bylaw adoption, based on the current contribution rate ($28,235.83 calculated using the proposed floor area [(7,286.65 m^2) 78,432.85 ft^2 x $0.36 /$ft^2$]).

Sustainability

The proposed development is required to be designed to receive heating and cooling services from an on-site energy generation plant operated by the City's district energy service provider, Lulu Island Energy Company (LIEC). Connection to the future off-site District Energy Utility (DEU) system will be secured with a legal agreement registered on title prior to rezoning bylaw adoption.

The proposed development is required to be designed to meet the BC Energy Step Code requirements in place at the time of BP application submission. The hotel use requires compliance with Step 4 and emission level EL-1, or Step 3 and emission level EL-2, or Step 2 and emission level EL-3. The office and retail uses require compliance with Step 3 and emission level EL-1 or Step 2 and emission level EL-2. The applicants' architects have noted the applicable Step Code requirements, with confirmation of compliance to be provided as part of the future BP.

Site Servicing and Frontage Improvements

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

- Water main and storm sewer upgrades 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. The City will reimburse the developer for the design and construction of the completed sanitary pump station and force main; however, costs incurred above and beyond a regular pump station replacement project will be the Developer's responsibility.

Budgetary Implications

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 $8,900.00; this will be considered as part of the 2029 Operating Budget.

Conclusion

Bene (No. 3) Road Development Ltd. has applied to the City of Richmond to rezone the subject site from the "Auto-Oriented Commercial (CA)" zone to a new site-specific "High Rise Office Commercial (ZC44) – Aberdeen Village" zone to permit the development of a high-rise hotel, office and retail non-residential mixed-use project. The inclusion of hotel use within the zone would support additional employment-generating uses on the subject site.

To facilitate the proposed development, the applicant also proposes to amend the OCP CCAP to permit hotel use on the subject site.

It is recommended that OCP Bylaw 7100, Amendment Bylaw 9215 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, as amended, be forwarded to a public hearing.

Respectfully submitted,

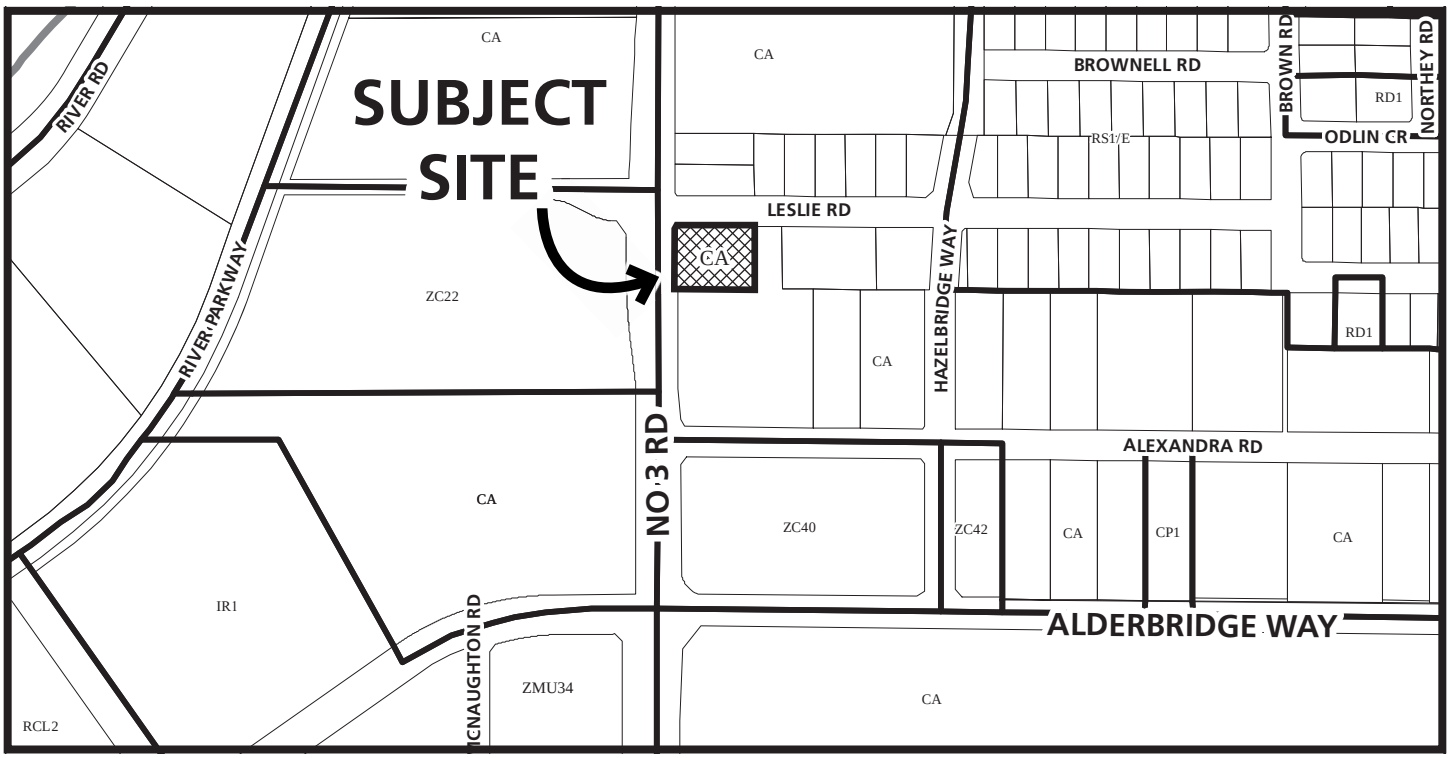
Joshua Reis, Director, Development

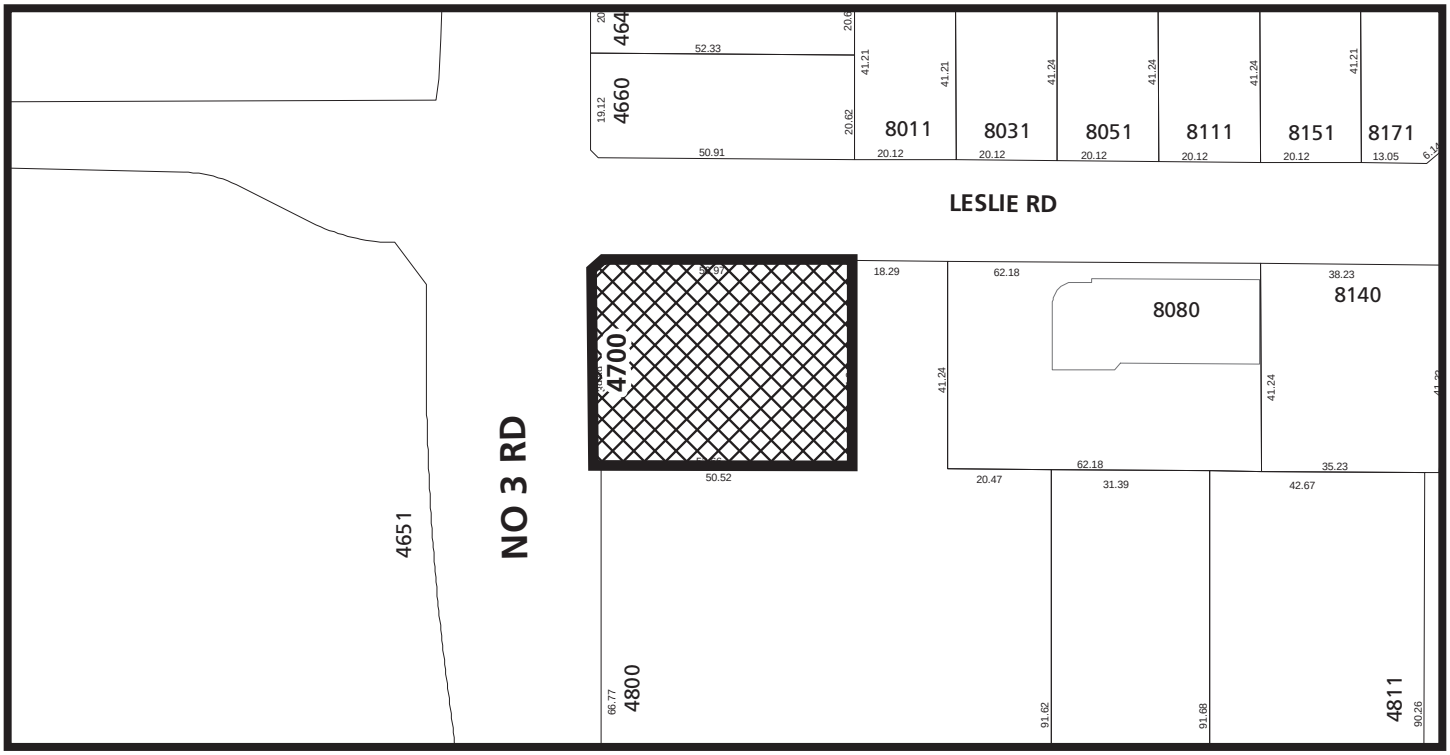
Report Contributors

This report was prepared by Sara Badyal, Program Manager, Housing (Development Applications) and reviewed by Policy Planning, Housing Office, Transportation, Engineering, PRC Planning and Strategic Initiatives, Parks Services and Arts, Culture and Heritage.

Att. AAA: Location Map and Aerial Photograph
BBB: Conceptual Development Plans
CCC: Report to Committee dated March 16, 2022 (including earlier Staff Reports dated June 24, 2019 and November 20, 2017)
DDD: Memorandums dated May 12, 2022 and April 14, 2022
EEE: Development Application Data Sheet
FFF: CCAP Aberdeen Village Location Map
GGG: OCP Consultation Policy Summary
HHH: Applicant’s Statement of Intent
III: Rezoning Considerations

City of Richmond





RZ 14-672055

Original Date: 09/15/14
Revision Date: 07/30/26

Note: Dimensions are in METRES

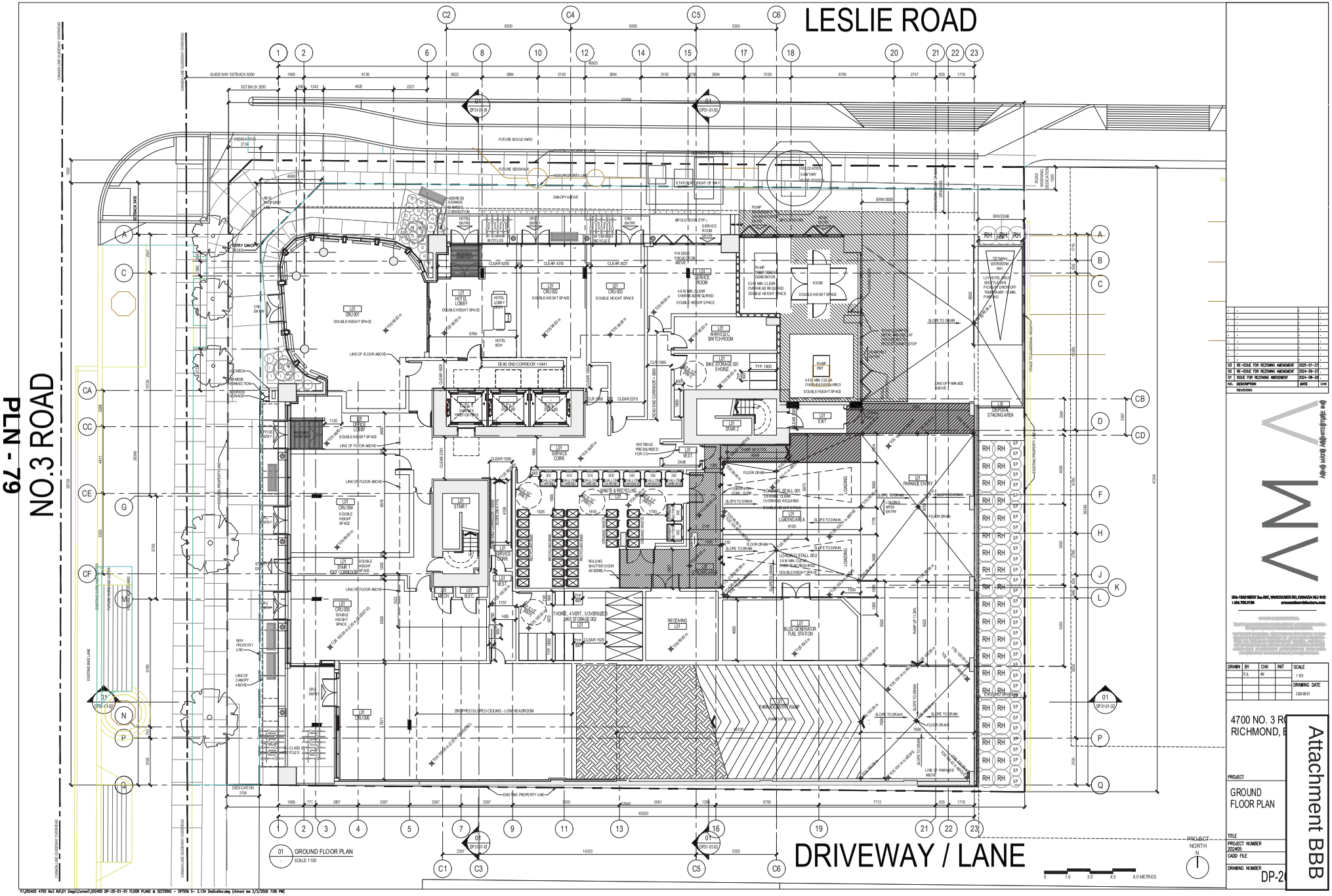
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Richmond



RZ 14-672055

Original Date: 07/30/26
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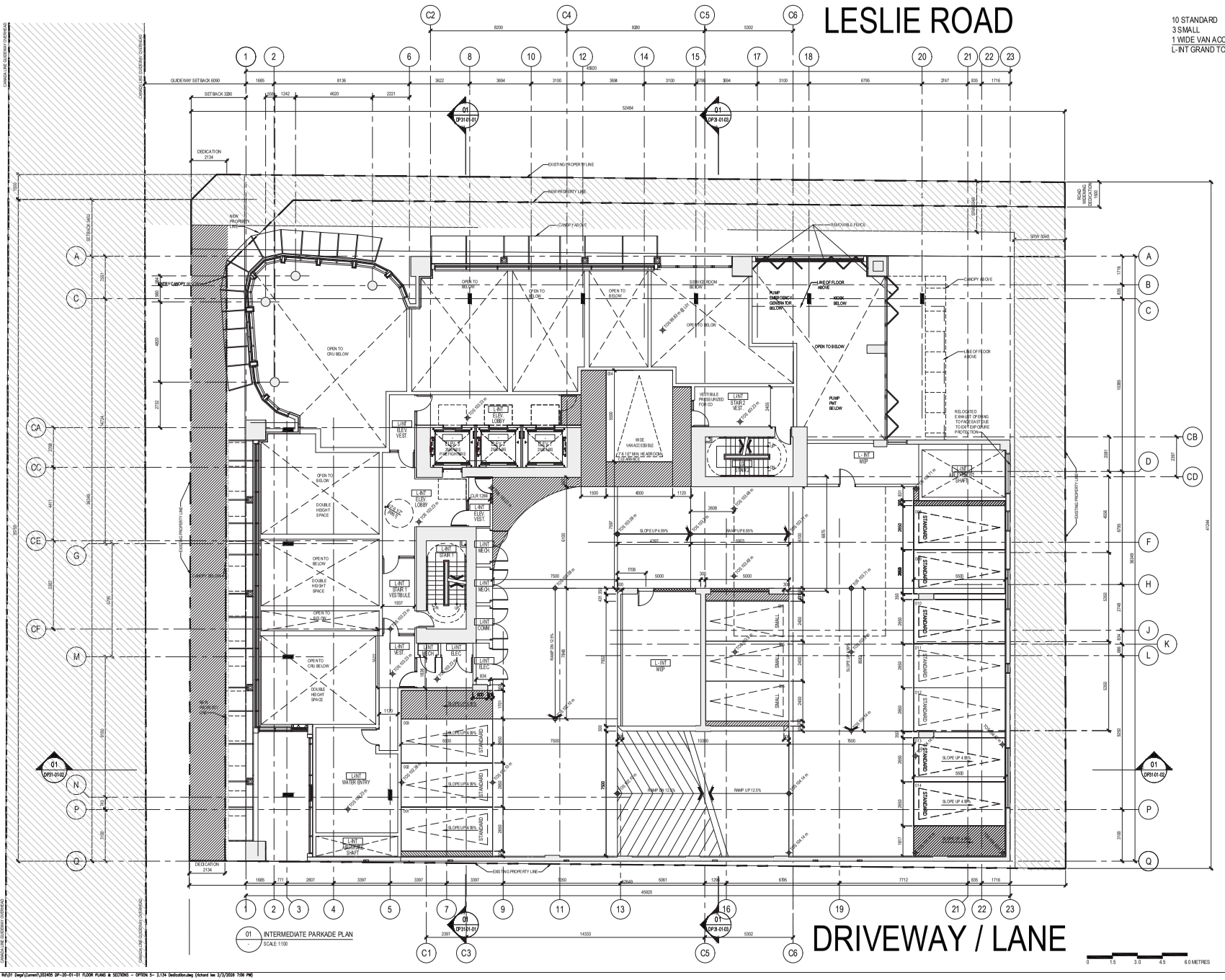

LESLIE ROAD
NO.3 ROAD
PLN - 79
DRIVEWAY / LANE
GROUND FLOOR PLAN
SCALE 1:100
PROJECT NORTH
N
0 1.5 3.0 4.5 6.0 METRES
HOTEL LOBBY
DOUBLE HEIGHT SPACE
CRU 001
CRU 002
CRU 003
CRU 004
CRU 005
CRU 006
SERVICE ROOM
MAIN ELEC. SWITCHROOM
BIKE STORAGE 001 SHORZ
KIOSK
LOADING AREA
LOADING STALL 001
LOADING STALL 002
BLDG GENERATOR FUEL STATION
RECEIVING
PARKADE ENTRY
RAMP DESCENTING RAMP
GARBAGE STAGING AREA
DEAD END CORRIDOR = 5441
DEAD END CORRIDOR = 3860
7 HORIZ. 4 VERT., 5 OVERSIZED BIKE STORAGE 002
DROPPED SLOPED CEILING - LOW HEADROOM
EXISTING PROPERTY LINE
NEW PROPERTY LINE
FUTURE BOULEVARD
FUTURE SIDEWALK
DEDICATION 2104
SETBACK 3090
GUIDEWAY SETBACK 6090
CANADA LINE GUIDEWAY OVERHEAD
EXISTING BIKE LANE
03 RE-ISSUE FOR REZONING AMENDMENT 2025-01-21
02 RE-ISSUE FOR REZONING AMENDMENT 2024-09-27
01 ISSUE FOR REZONING AMENDMENT 2024-09-26
PROJECT
GROUND FLOOR PLAN
4700 NO. 3 RO
RICHMOND, B
PROJECT NUMBER 202405
DRAWING NUMBER DP-2
Attachment BBB

PLN - 80

NO.3 ROAD

LESLIE ROAD

10 STANDARD
3 SMALL
1 WIDE VAN ACCESSIBLE
L-INT GRAND TOTAL = 14 STALLS



01 INTERMEDIATE PARKADE PLAN
SCALE 1:100

DRIVEWAY / LANE

PROJECT NORTH

0 1.5 3.0 4.5 6.0 METRES

NO.	DESCRIPTION	DATE	CHK
	REVISIONS		
03	RE-ISSUE FOR REZONING AMENDMENT	2025-01-21	
02	RE-ISSUE FOR REZONING AMENDMENT	2024-09-27	
01	ISSUE FOR REZONING AMENDMENT	2024-09-26	

304-1560 WEST 2nd AVE, VANCOUVER BC, CANADA V6J 1H2
t 604.708.0188

DRAWN	BY	CHK	INT	SCALE
	P.A.	AH		1:100
				DRAWING DATE
				2024-09-01

4700 NO. 3 ROAD
RICHMOND, BC

PROJECT

INTERMEDIATE PARKADE PLAN

TITLE

PROJECT NUMBER	ISSUE NO.
202405	03
CADD FILE	

DRAWING NUMBER

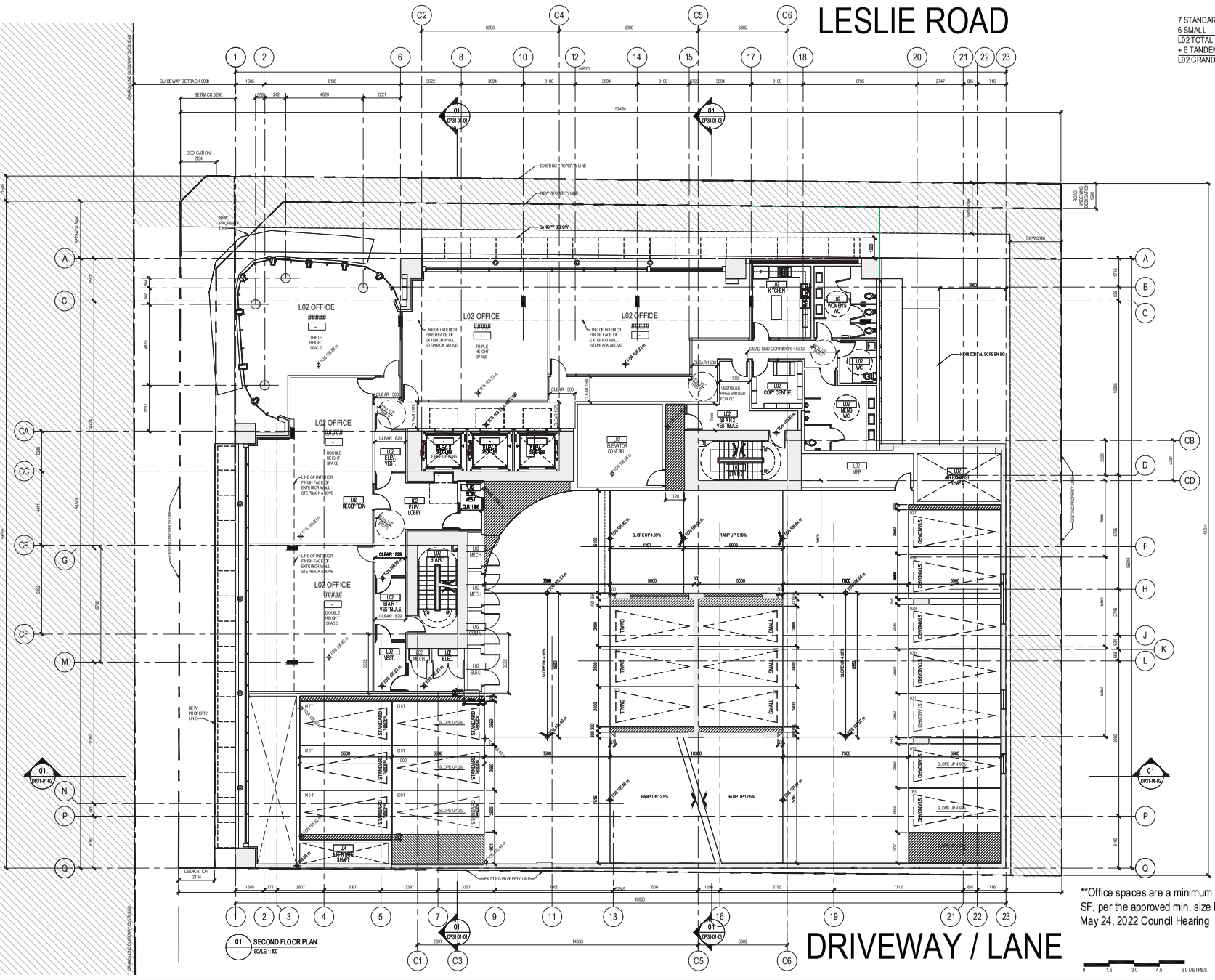
DP-20-01-02

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PLN - 81

NO.3 ROAD

LESLIE ROAD

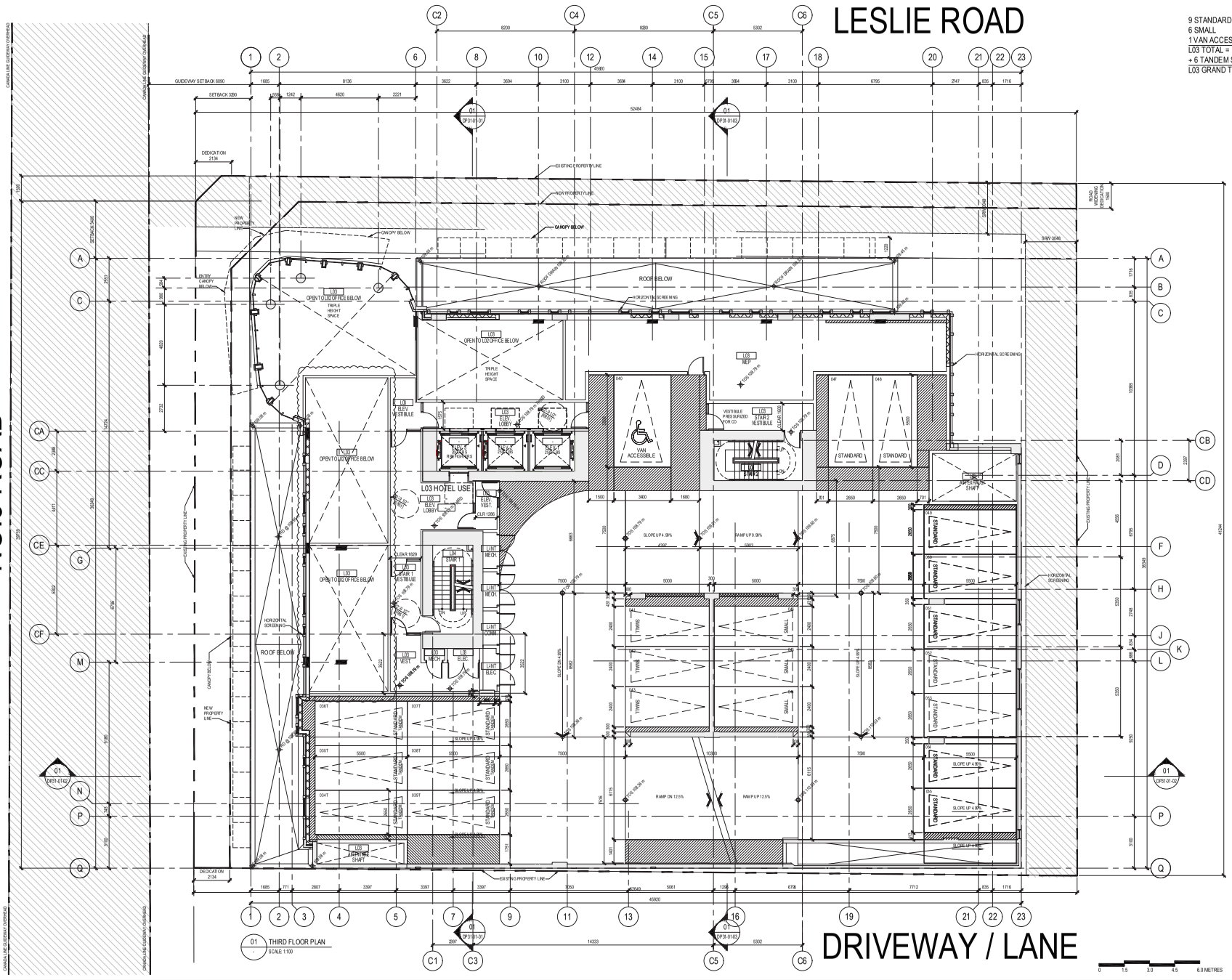

L02 OFFICE
L02 RECEPTION
L02 ELEV. LOBBY
L02 ELEV. VEST.
L02 ELEVATOR CONTROL
L02 STAIR 1
L02 STAIR 1 VESTIBULE
L02 STAIR 2
L02 STAIR 2 VESTIBULE
L02 KITCHEN
L02 WOMEN'S WC
L02 MEN'S WC
L02 WC
L02 COPY CENTRE
L02 MECH
L02 MTP
L02 AIR INTAKE SHAFT
L02 AIR EXHAUST SHAFT
L02 ELEC.
L02 COMM.
DEAD END CORRIDOR > 5372
HORIZONTAL SCREENING
SLOPE UP 4.99%
RAMP UP 9.99%
RAMP DN 12.5%
RAMP UP 12.5%
SLOPE UP 4.99%
SLOPE DN 4.99%
SLOPE UP 4.99%
SLOPE UP 4.99%
SLOPE UP

PLN - 82

NO.3 ROAD

LESLIE ROAD

9 STANDARD
6 SMALL
1 VAN ACCESSIBLE
L03 TOTAL = 16 STALLS
+ 6 TANDEM STANDARD
L03 GRAND TOTAL = 22 STALLS



DRIVEWAY / LANE

PROJECT NORTH

0 1.5 3.0 4.5 6.0 METRES

NO.	DESCRIPTION	DATE	CHK
	REVISIONS		
03	RE-ISSUE FOR REZONING AMENDMENT	2025-01-21	
02	RE-ISSUE FOR REZONING AMENDMENT	2024-09-27	
01	ISSUE FOR REZONING AMENDMENT	2024-09-26	

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DRAWN	BY	CHK	INIT	SCALE
	P.A.	AH		1:100

DRAWING DATE: 2024-09-01

4700 NO. 3 ROAD
RICHMOND, BC

PROJECT

THIRD
FLOOR PLAN

TITLE

PROJECT NUMBER	ISSUE NO.
202405	03
CADD FILE	

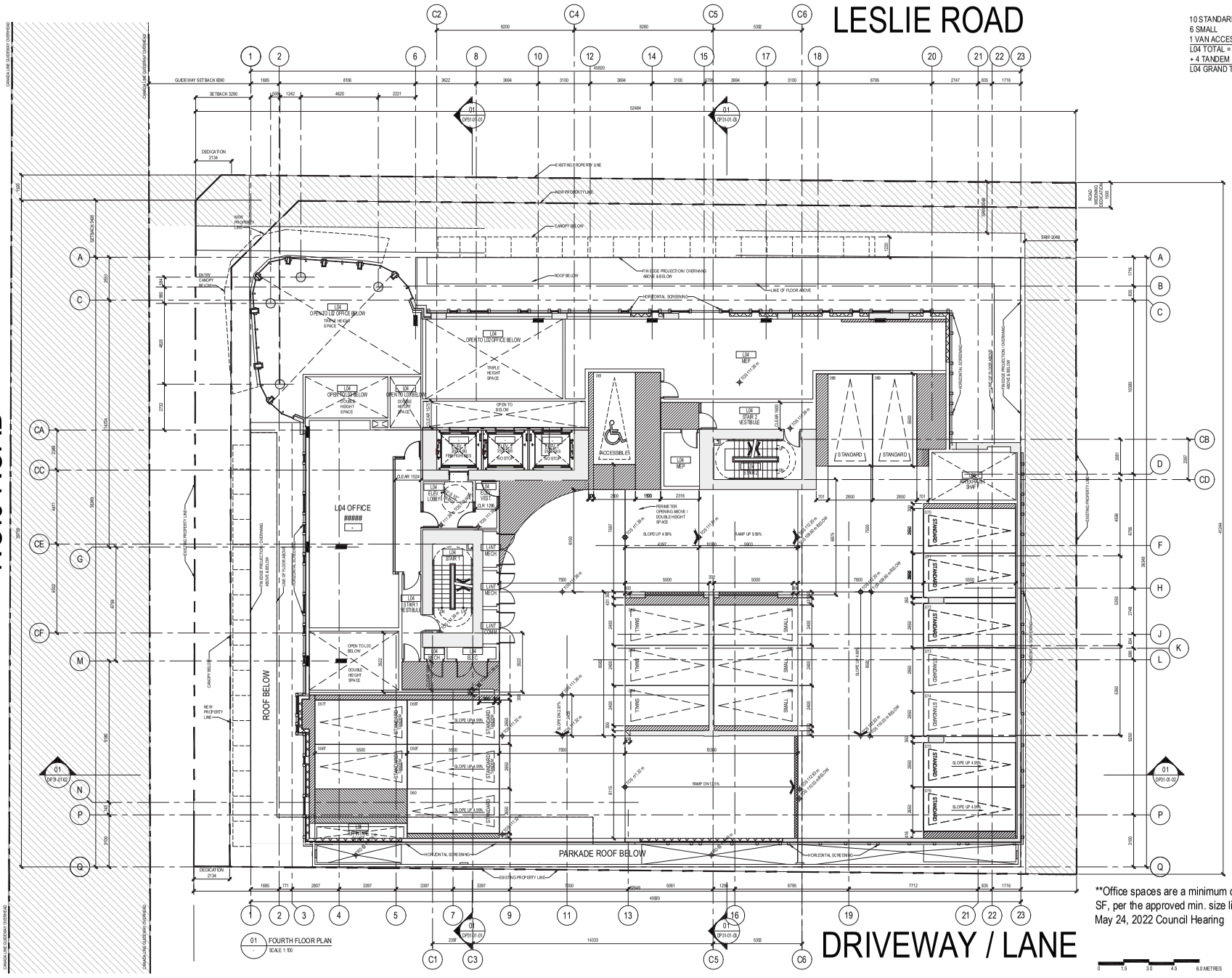
DRAWING NUMBER: DP-20-03-01

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PLN - 83

NO.3 ROAD

LESLIE ROAD



10 STANDARD
6 SMALL
1 VAN ACCESSIBLE
L04 TOTAL = 17 STALLS
+ 4 TANDEM STANDARD
L04 GRAND TOTAL = 21 STALLS

**Office spaces are a minimum of 650 SF, per the approved min. size listed in May 24, 2022 Council Hearing

PROJECT NORTH

0 1.5 3.0 4.5 6.0 METRES

NO.	DESCRIPTION	DATE	CHK
	REVISIONS		
03	RE-ISSUE FOR REZONING AMENDMENT	2025-01-21	
02	RE-ISSUE FOR REZONING AMENDMENT	2024-09-23	
01	ISSUE FOR REZONING AMENDMENT	2024-09-26	

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	P.A.	AH		1:100
				DRAWING DATE
				2024-09-01

4700 NO. 3 ROAD
RICHMOND, BC

PROJECT

FOURTH
FLOOR PLAN

TITLE

PROJECT NUMBER	ISSUE NO.
202405	03
CADD FILE	

DRAWING NUMBER

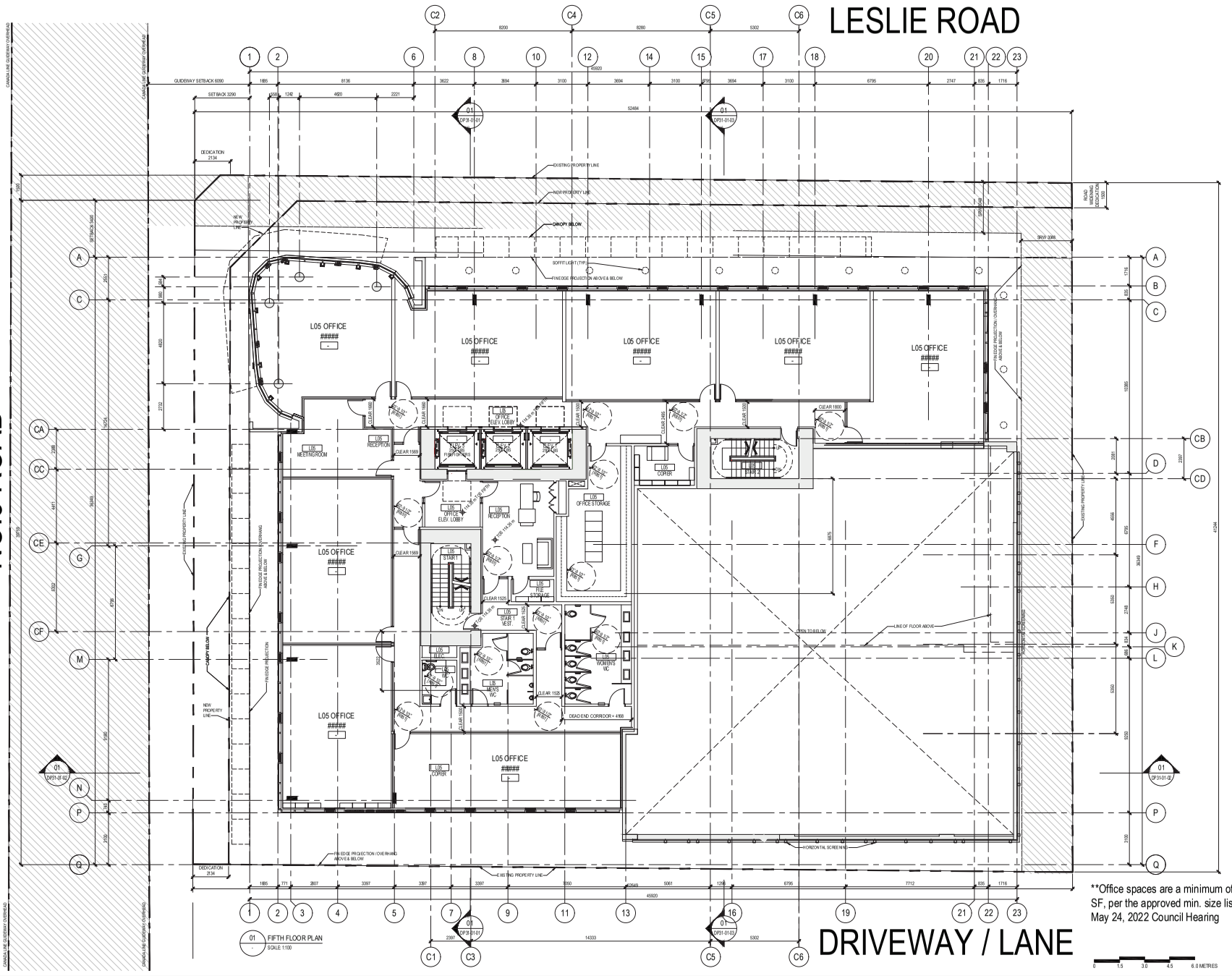
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PLN - 84

NO.3 ROAD

LESLIE ROAD



DRIVEWAY / LANE

01 FIFTH FLOOR PLAN
SCALE 1:100

**Office spaces are a minimum of 650 SF, per the approved min. size listed in May 24, 2022 Council Hearing

PROJECT NORTH

0 1.5 3.0 4.5 6.0 METRES

NO.	DESCRIPTION	DATE	CHK
	REVISIONS		
03	RE-ISSUE FOR REZONING AMENDMENT	2025-01-21	
02	RE-ISSUE FOR REZONING AMENDMENT	2024-09-23	
01	ISSUE FOR REZONING AMENDMENT	2024-09-26	

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	R.A.	AH	

SCALE 1:100

DRAWING DATE 2024-09-01

4700 NO. 3 ROAD
RICHMOND, BC

PROJECT

FIFTH
FLOOR PLAN

TITLE

PROJECT NUMBER 202405
CADD FILE

ISSUE NO. 03

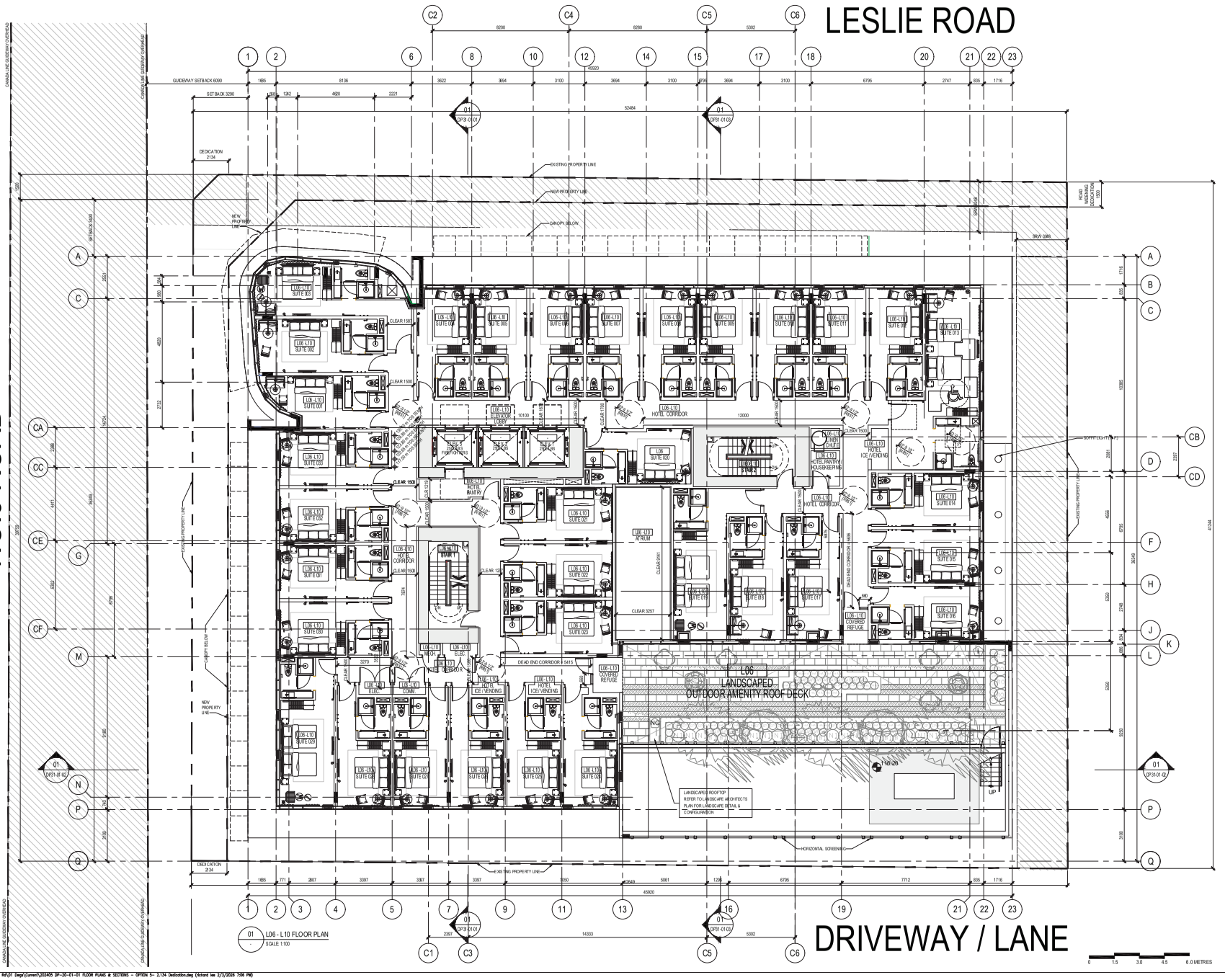
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PLN - 85

NO.3 ROAD

LESLIE ROAD



DRIVEWAY / LANE

01 L06 - L10 FLOOR PLAN
SCALE 1:100

PROJECT NORTH

0 1.5 3.0 4.5 6.0 METRES

NO.	DESCRIPTION	DATE	CHK
03	RE-ISSUE FOR REZONING AMENDMENT	2025-01-21	
02	RE-ISSUE FOR REZONING AMENDMENT	2024-09-23	
01	ISSUE FOR REZONING AMENDMENT	2024-06-26	

REVISIONS

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				DRAWING DATE
				2024-06-01

4700 NO. 3 ROAD
RICHMOND, BC

PROJECT

SIXTH
FLOOR PLAN

TITLE

PROJECT NUMBER	ISSUE NO.
202405	03
CADD FILE	

DRAWING NUMBER

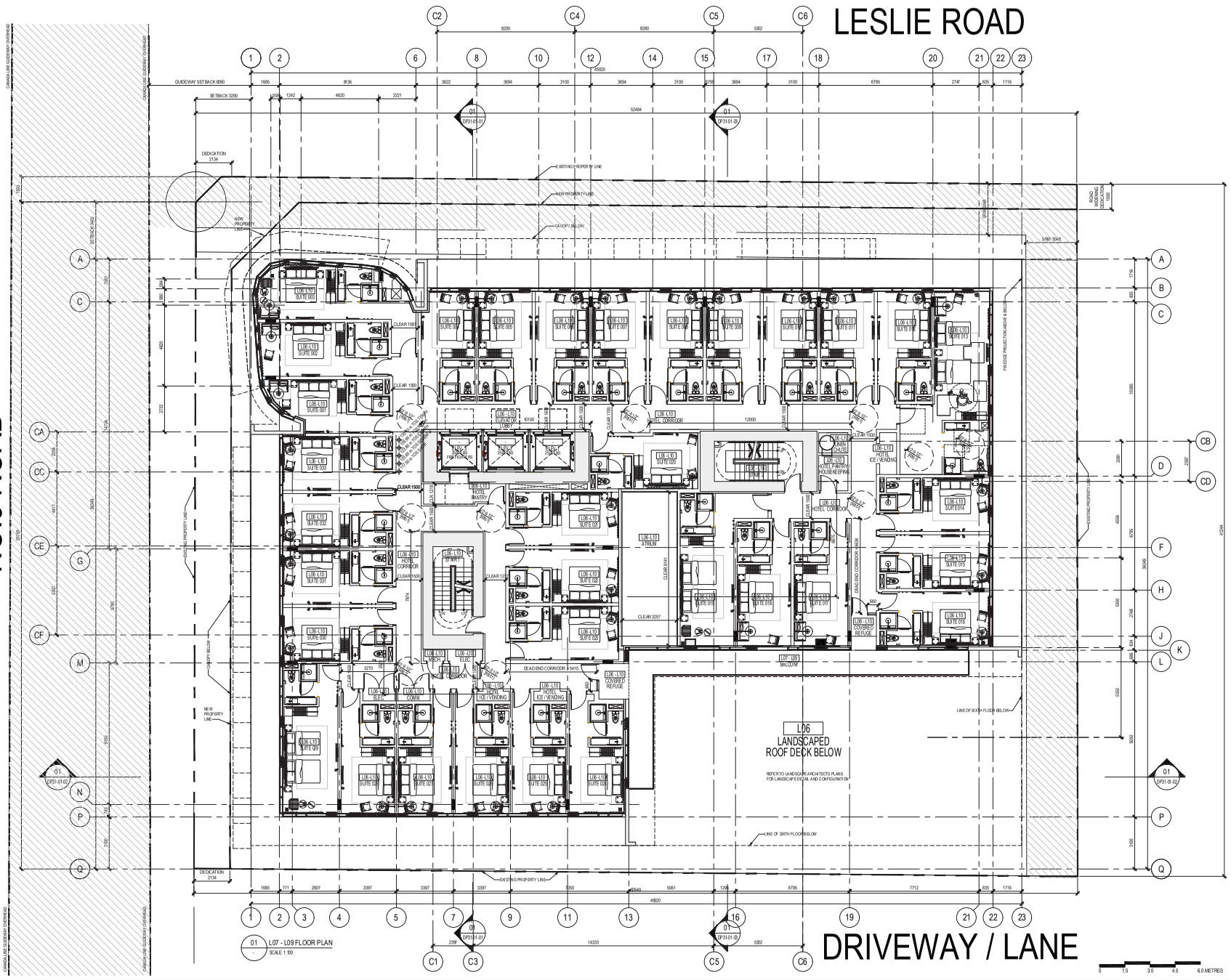
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PLN - 86

NO.3 ROAD

LESLIE ROAD



01 L07 - L09 FLOOR PLAN
SCALE 1:100

0 1.5 3.0 4.6 6.0 METRES

PROJECT NORTH

NO.	DESCRIPTION	DATE	CHK
	REVISIONS		
03	RE-ISSUE FOR REZONING AMENDMENT	2025-01-21	
02	RE-ISSUE FOR REZONING AMENDMENT	2024-09-27	
01	ISSUE FOR REZONING AMENDMENT	2024-09-26	

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	P.L.	AH	

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DRAWING DATE 2024-09-01

4700 NO. 3 ROAD
RICHMOND, BC

PROJECT

SEVENTH TO NINTH FLOOR PLAN

TITLE

PROJECT NUMBER 202405

CADD FILE

ISSUE NO. 03

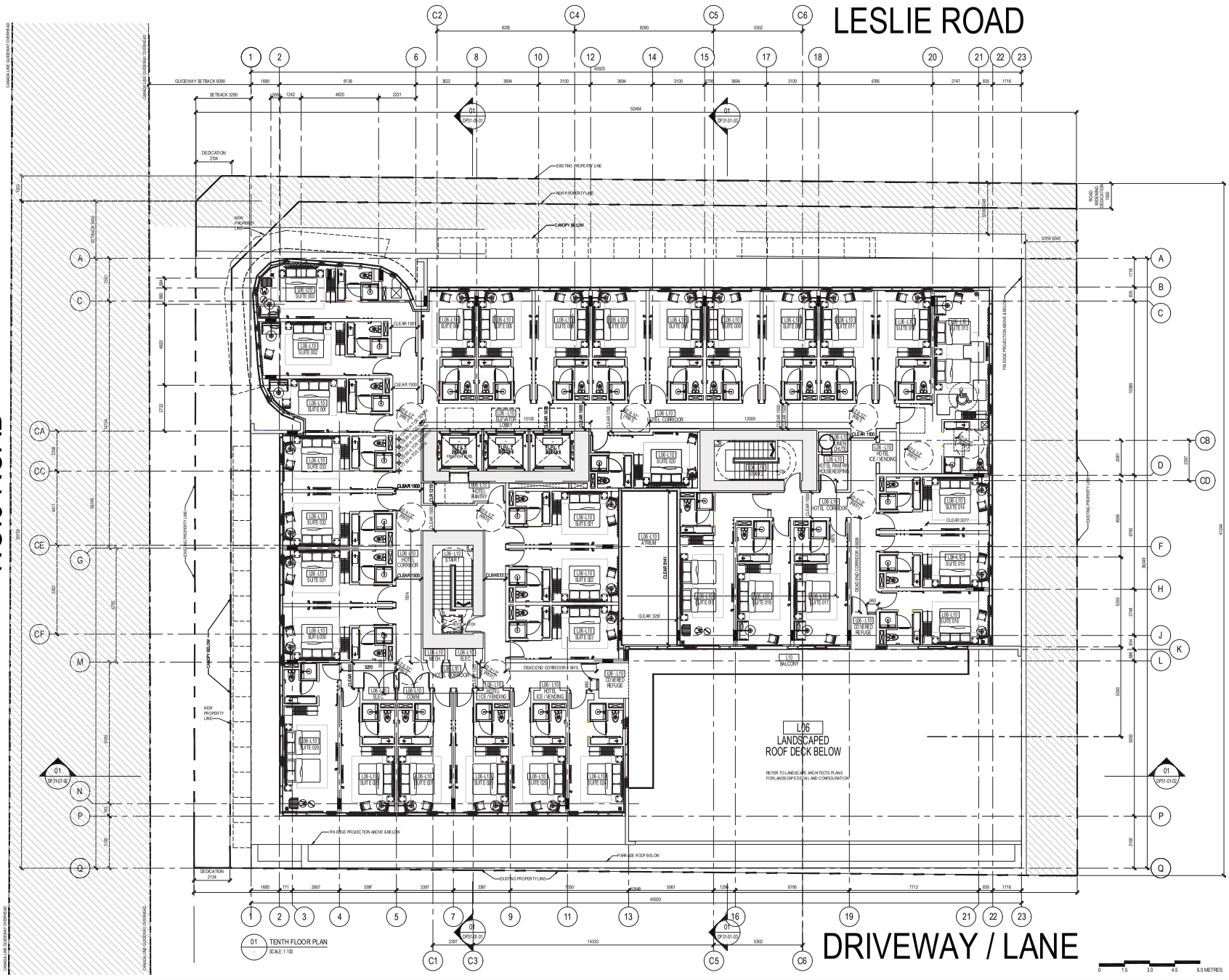
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PLN - 87

NO.3 ROAD

LESLIE ROAD



NO.	DESCRIPTION	DATE	CHK
	REVISIONS		
03	RE-ISSUE FOR REZONING AMENDMENT	2025-01-21	
02	RE-ISSUE FOR REZONING AMENDMENT	2024-09-27	
01	ISSUE FOR REZONING AMENDMENT	2024-08-26	

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	P.A.	AH		1:100
				DRAWING DATE
				2024-08-01

4700 NO. 3 ROAD
RICHMOND, BC

PROJECT

TENTH
FLOOR PLAN

TITLE

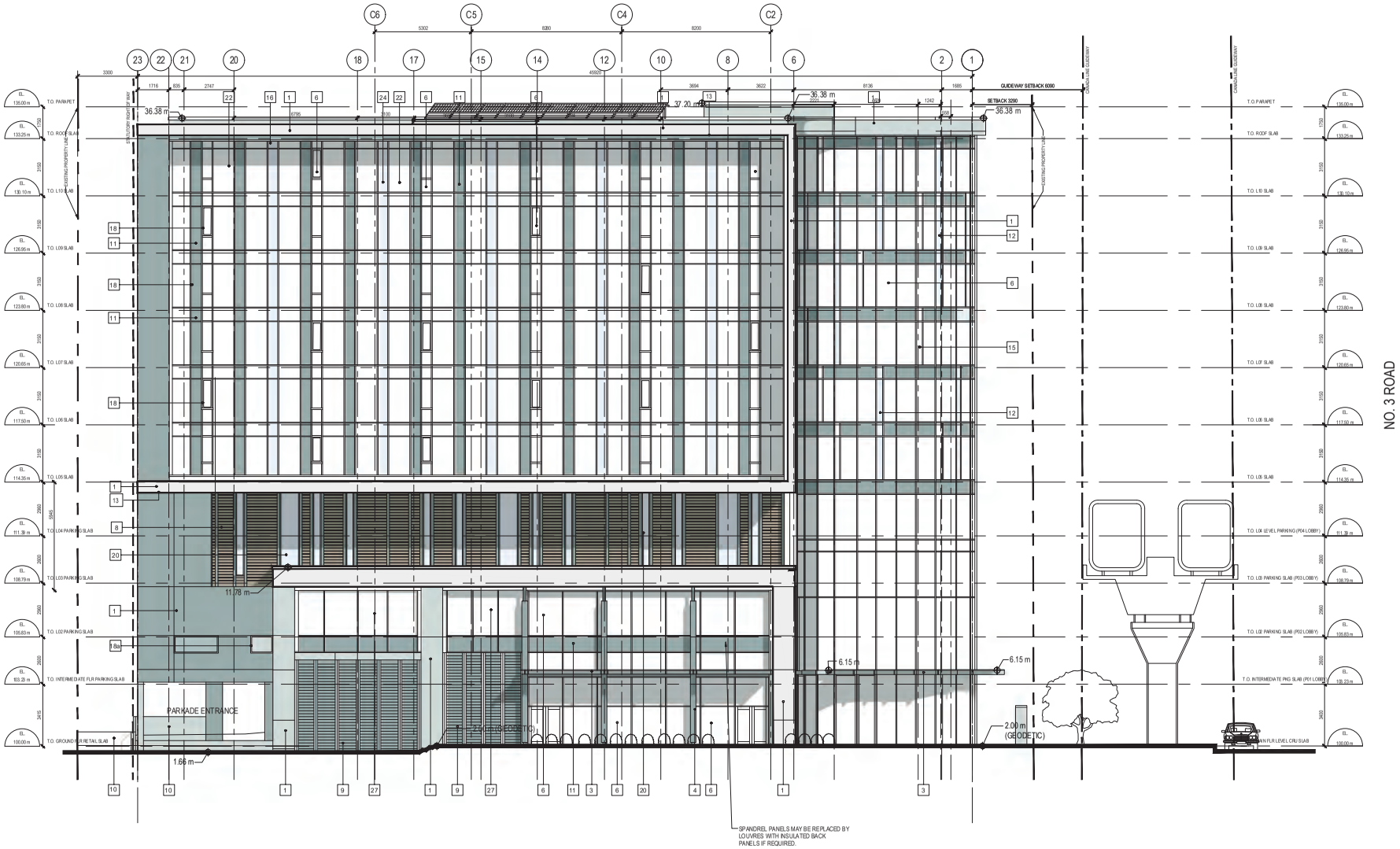
PROJECT NUMBER	ISSUE NO.
202405	03
CADD FILE	

DRAWING NUMBER

DP-20-08-01

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PLN - 88



1 NORTH ELEVATION
SCALE 1:100

MATERIALS LEGEND

1. SEALED SMOOTH FINISH CONCRETE - LIGHT GRAY
3. GLASS CANOPY ON CLEAR ANODIZED ALUMINIUM FRAME
4. STEEL COLUMN C/W BLACK ALUMINIUM CLADDING
5. STOREFRONT VISION GLAZING - WHITE GLASS PANEL; VIRACON VLT - 88%
6. CURTAIN WALL VISION GLAZING - WHITE GLASS PANEL; VIRACON VLT - 88%
7. PRE-FINISHED THERMALLY BROKEN ENTRY DOOR C/W CLEAR ANODIZED ALUMINIUM RAILS
8. HORIZONTAL ALUMINUM LOUVER SCREENING - WOODGRAIN COLOUR
9. PRE-FINISHED ALUMINIUM REMOVEABLE ENCLOSURE - BLACK
10. 0.9m HIGH FENCE
    - OPAQUE PAINTED WOOD ENCLOSURE AT GARBAGE / RECYCLING HOLDING AREA ONLY
    - BLACK CHANILINK
11. SPANDREL GLASS - HARMONY SOLEX
12. SPANDREL GLASS - EXOTIC ARABIAN BLUE
14. SPANDREL GLASS - WARM GRAY
13. SEALED SMOOTH FINISH CONCRETE SOFFIT - LIGHT GRAY
15. SPANDREL GLASS - CHARCOAL
16. SPANDREL PANEL - TO MATCH ARCTIC BLUE
17. ALUMINIUM COLOURED SQUARE ATTACHED TO REMOVEABLE ENCLOSURE
18. PRE-FINISHED ALUMINIUM MULLION - CLEAR ANODIZED
18a. PRE-FINISHED ALUMINIUM MULLION - BLACK ANODIZED
19. PRE-FINISHED ALUMINIUM "PICTURE WINDOW" FRAME - BLACK
20. OPAQUE FROSTED WINDOW - VIRACON, VLT - 88%
21. PRE - FINISHED ALUMINUM RAILING W/ CLEAR GLASS - BLACK
22. WHITE TINTED GLASS - VIRACON, VLT - 91 %
23. GRAY TINTED GLASS - PILKINGTON, VLT - 19%
24. ARCTIC BLUE TINTED GLASS - PILKINGTON, VLT - 32%
25. SEALED PAINTED CONCRETE - DARK GRAY
26. ALUMINIUM THROUGH WALL SCUPPER
27. SPANDREL GLASS - WHITE COTTON
28. SEALED PAINTED CONCRETE - WHITE

NO CHANGE TO EXTERIOR FROM DP PANEL PACKAGE DATED JAN 29, 2020

0 1.5 3.0 4.5 6.0 METRES

NO.	DESCRIPTION	DATE	CHK
	REVISIONS		
03	ISSUE FOR REZONING AMENDMENT	2025-01-21	
02	ISSUE FOR REZONING AMENDMENT	2024-09-23	
01	ISSUE FOR DEVELOPMENT PERMIT	2024-09-26	

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	D.A.	AM		1:100
				DRAWING DATE
				2024-09-19

4700 NO. 3 ROAD
RICHMOND, BC

PROJECT
NORTH
ELEVATION

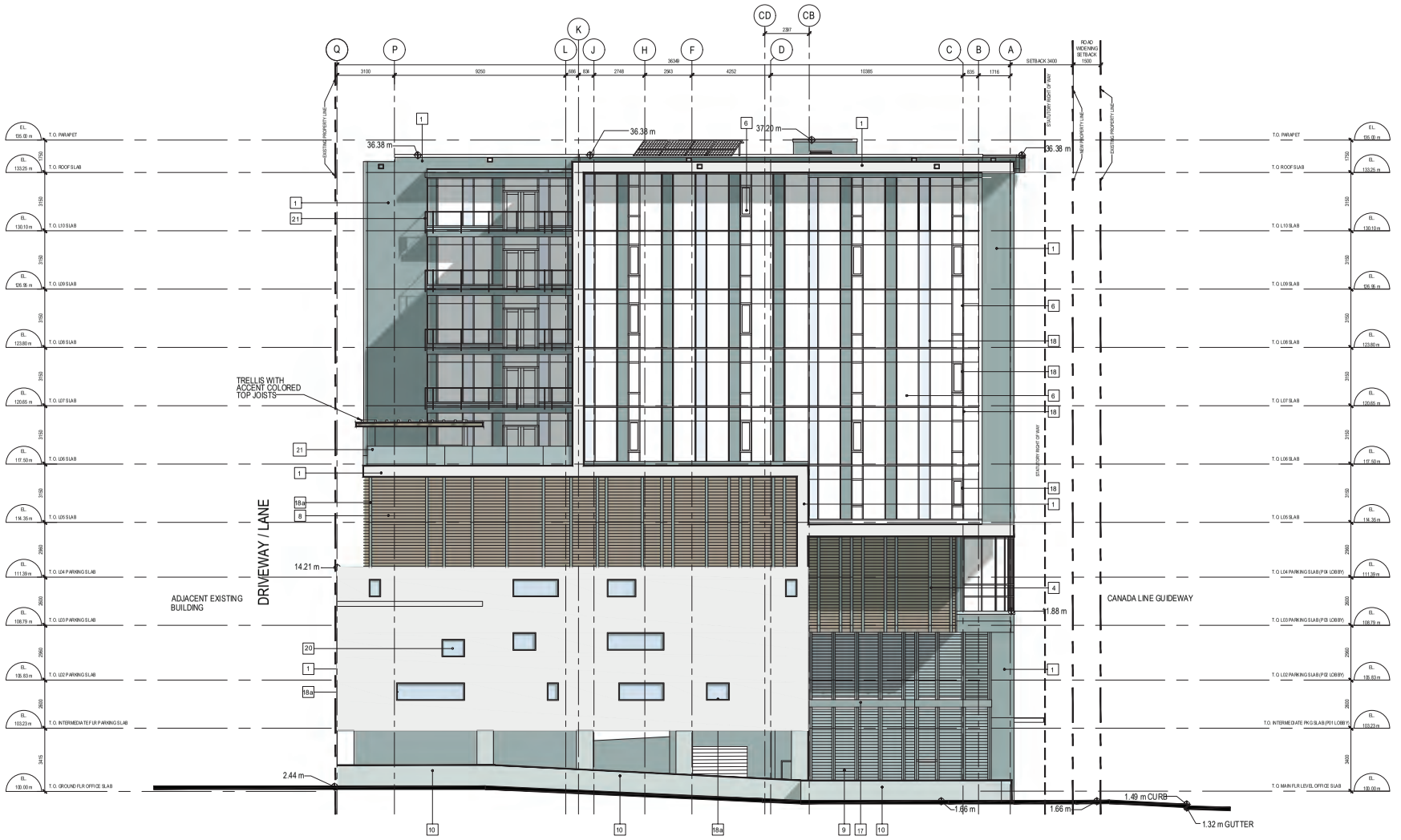
TITLE

PROJECT NUMBER	ISSUE NO.
202405	03
CADD FILE	

DRAWING NUMBER
DP-30-01-01

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PLN - 89



1 EAST ELEVATION
SCALE: 1:100

MATERIALS LEGEND

1. SEALED SMOOTH FINISH CONCRETE - LIGHT GRAY
3. GLASS CANOPY ON CLEAR ANODIZED ALUMINIUM FRAME
4. STEEL COLUMN C/W BLACK ALUMINIUM CLADDING
5. STOREFRONT VISION GLAZING - WHITE GLASS PANEL; VIRACON VLT - 88%
6. CURTAIN WALL VISION GLAZING - WHITE GLASS PANEL; VIRACON VLT - 88%
7. PRE-FINISHED THERMALLY BROKEN ENTRY DOOR C/W CLEAR ANODIZED ALUMINIUM RAILS
8. HORIZONTAL ALUMINUM LOUVER SCREENING - WOODGRAIN COLOUR
9. PRE-FINISHED ALUMINIUM REMOVEABLE ENCLOSURE - BLACK
10. 0.9m HIGH FENCE
    - OPAQUE PAINTED WOOD ENCLOSURE AT GARBAGE / RECYCLING HOLDING AREA ONLY
    - BLACK CHANILINK
11. SPANDREL GLASS - HARMONY SOLEX
12. SPANDREL GLASS - EXOTIC ARABIAN BLUE
14. SPANDREL GLASS - WARM GRAY
13. SEALED SMOOTH FINISH CONCRETE SOFFIT - LIGHT GRAY
15. SPANDREL GLASS - CHARCOAL
16. SPANDREL PANEL - TO MATCH ARCTIC BLUE
17. ALUMINIUM COLOURED SQUARE ATTACHED TO REMOVEABLE ENCLOSURE
18. PRE-FINISHED ALUMINIUM MULLION - CLEAR ANODIZED
18a. PRE-FINISHED ALUMINIUM MULLION - BLACK ANODIZED
19. PRE-FINISHED ALUMINIUM "PICTURE WINDOW" FRAME - BLACK
20. OPAQUE FROSTED WINDOW - VIRACON, VLT - 88%
21. PRE - FINISHED ALUMINUM RAILING W/ CLEAR GLASS - BLACK
22. WHITE TINTED GLASS - VIRACON, VLT - 91 %
23. GRAY TINTED GLASS - PILKINGTON, VLT - 19%
24. ARCTIC BLUE TINTED GLASS - PILKINGTON, VLT - 32%
25. SEALED PAINTED CONCRETE - DARK GRAY
26. ALUMINIUM THROUGH WALL SCUPPER
27. SPANDREL GLASS - WHITE COTTON
28. SEALED PAINTED CONCRETE - WHITE

NO CHANGE TO EXTERIOR FROM DP PANEL PACKAGE
DATED JAN 29, 2020

NO.	DESCRIPTION	DATE	CHK
	REVISIONS		
03	ISSUE FOR REZONING AMENDMENT	2025-01-21	
02	ISSUE FOR REZONING AMENDMENT	2024-09-23	
01	ISSUE FOR DEVELOPMENT PERMIT	2024-09-26	

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	P.A.	AH		1:100
				DRAWING DATE
				2024-09-19

4700 NO. 3 ROAD
RICHMOND, BC

PROJECT

EAST
ELEVATION

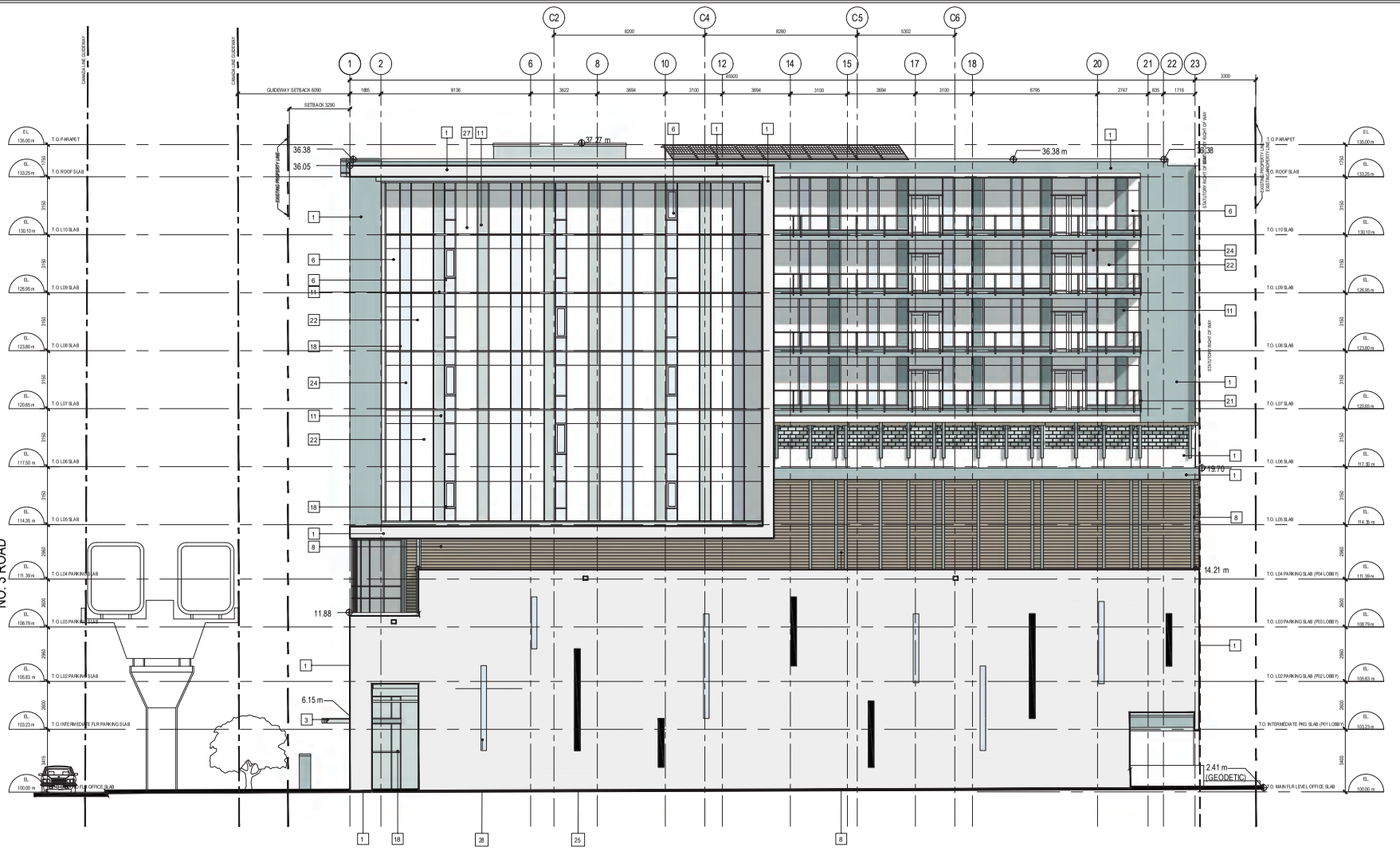
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PROJECT NUMBER 202405
CADD FILE
ISSUE NO. 03

DRAWING NUMBER
DP-30-01-02

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PLN - 90



1 SOUTH ELEVATION
SCALE 1:100

MATERIALS LEGEND

1. SEALED SMOOTH FINISH CONCRETE - LIGHT GRAY
3. GLASS CANOPY ON CLEAR ANODIZED ALUMINIUM FRAME
4. STEEL COLUMN C/W BLACK ALUMINIUM CLADDING
5. STOREFRONT VISION GLAZING - WHITE GLASS PANEL; VIRACON VLT - 88%
6. CURTAIN WALL VISION GLAZING - WHITE GLASS PANEL; VIRACON VLT - 88%
7. PRE-FINISHED THERMALLY BROKEN ENTRY DOOR C/W CLEAR ANODIZED ALUMINIUM RAILS
8. HORIZONTAL ALUMINUM LOUVER SCREENING - WOODGRAIN COLOUR
9. PRE-FINISHED ALUMINIUM REMOVEABLE ENCLOSURE - BLACK
10. 0.9m HIGH FENCE
    - OPAQUE PAINTED WOOD ENCLOSURE AT GARBAGE / RECYCLING HOLDING AREA ONLY
    - BLACK CHANILINK
11. SPANDREL GLASS - HARMONY SOLEX
12. SPANDREL GLASS - EXOTIC ARABIAN BLUE
14. SPANDREL GLASS - WARM GRAY
13. SEALED SMOOTH FINISH CONCRETE SOFFIT - LIGHT GRAY
15. SPANDREL GLASS - CHARCOAL
16. SPANDREL PANEL - TO MATCH ARCTIC BLUE
17. ALUMINIUM COLOURED SQUARE ATTACHED TO REMOVEABLE ENCLOSURE
18. PRE-FINISHED ALUMINIUM MULLION - CLEAR ANODIZED
18a. PRE-FINISHED ALUMINIUM MULLION - BLACK ANODIZED
19. PRE-FINISHED ALUMINIUM "PICTURE WINDOW" FRAME - BLACK
20. OPAQUE FROSTED WINDOW - VIRACON, VLT - 88%
21. PRE - FINISHED ALUMINUM RAILING W/ CLEAR GLASS - BLACK
22. WHITE TINTED GLASS - VIRACON, VLT - 91 %
23. GRAY TINTED GLASS - PILKINGTON, VLT - 19%
24. ARCTIC BLUE TINTED GLASS - PILKINGTON, VLT - 32%
25. SEALED PAINTED CONCRETE - DARK GRAY
26. ALUMINIUM THROUGH WALL SCUPPER
27. SPANDREL GLASS - WHITE COTTON
28. SEALED PAINTED CONCRETE - WHITE

NO CHANGE TO EXTERIOR FROM DP PANEL PACKAGE
DATED JAN 29, 2020

0 1.5 3.0 4.5 6.0 METRES

NO.	DESCRIPTION	DATE	CHK
	REVISIONS		
03	ISSUE FOR REZONING AMENDMENT	2025-01-21	
02	ISSUE FOR REZONING AMENDMENT	2024-09-23	
01	ISSUE FOR DEVELOPMENT PERMIT	2024-09-26	

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	R.A.	AM		1:100
				DRAWING DATE
				2024-09-19

4700 NO. 3 ROAD
RICHMOND, BC

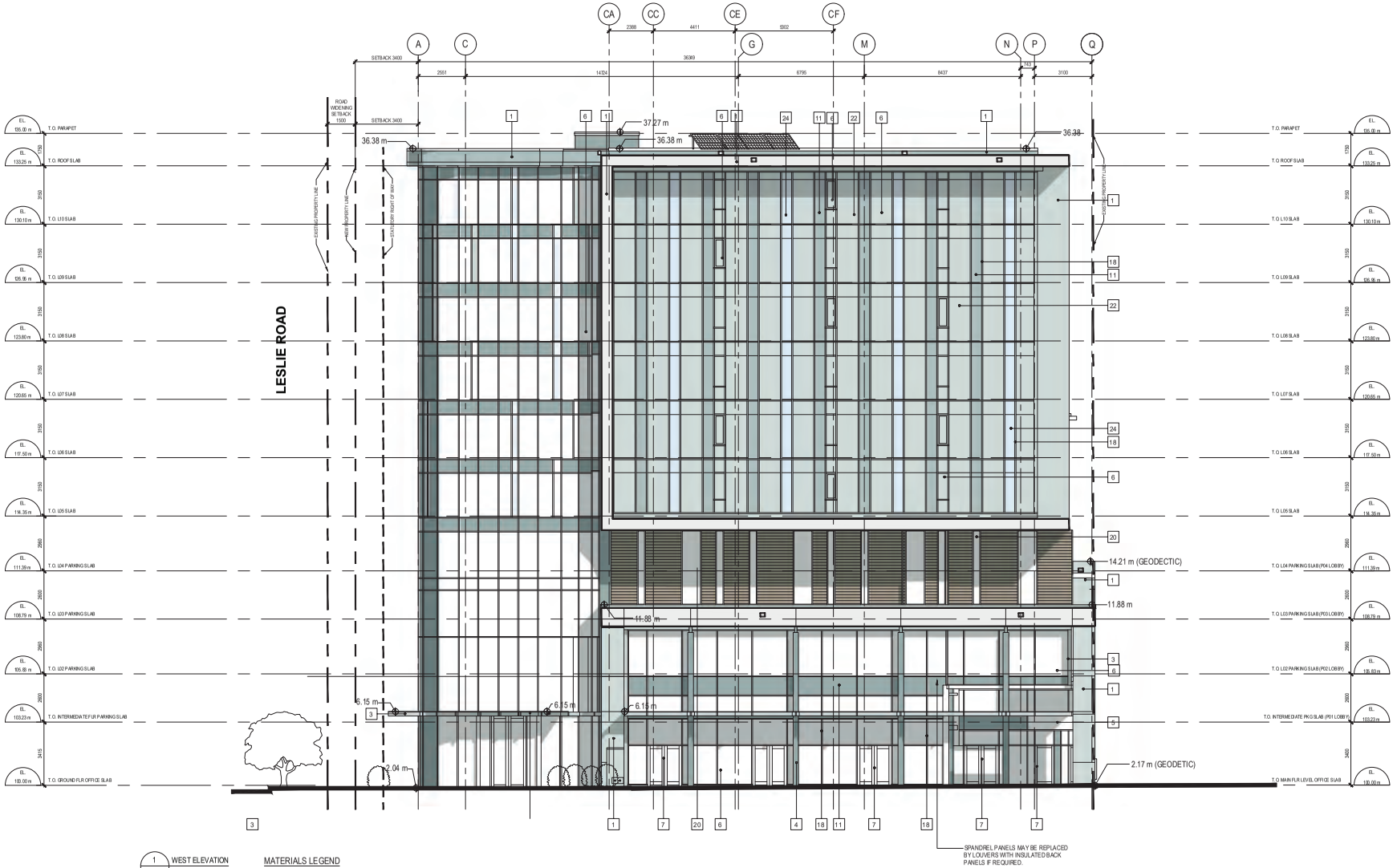
PROJECT
SOUTH
ELEVATION

TITLE

PROJECT NUMBER	ISSUE NO.
202405	03
CADD FILE	

DRAWING NUMBER
DP-30-01-03

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1 WEST ELEVATION
SCALE 1:100

MATERIALS LEGEND

1. SEALED SMOOTH FINISH CONCRETE - LIGHT GRAY
3. GLASS CANOPY ON CLEAR ANODIZED ALUMINIUM FRAME
4. STEEL COLUMN C/W BLACK ALUMINIUM CLADDING
5. STOREFRONT VISION GLAZING - WHITE GLASS PANEL; VIRACON VLT - 88%
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19. PRE-FINISHED ALUMINIUM "PICTURE WINDOW" FRAME - BLACK
20. OPAQUE FROSTED WINDOW - VIRACON, VLT - 88%
21. PRE - FINISHED ALUMINUM RAILING W/ CLEAR GLASS - BLACK
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25. SEALED PAINTED CONCRETE - DARK GRAY
26. ALUMINIUM THROUGH WALL SCUPPER
27. SPANDREL GLASS - WHITE COTTON
28. SEALED PAINTED CONCRETE - WHITE

NO CHANGE TO EXTERIOR FROM DP PANEL PACKAGE DATED JAN 29, 2020

0 1.5 3.0 4.5 6.0 METRES

NO.	DESCRIPTION	DATE	CHK
	REVISIONS		
03	ISSUE FOR REZONING AMENDMENT	2025-01-21	
02	ISSUE FOR REZONING AMENDMENT	2024-09-23	
01	ISSUE FOR DEVELOPMENT PERMIT	2024-09-26	

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	P.A.	AM		1:100
				DRAWING DATE
				2024/09/19

4700 NO. 3 ROAD
RICHMOND, BC

PROJECT
WEST
ELEVATION

TITLE

PROJECT NUMBER 202405
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ISSUE NO. 03

DRAWING NUMBER
DP-30-01-04

P:\202405 4700 No3 Rd\01 Dwgs\Current\202405 DP-24-09-19 Elevation_3 OPTION 4.dwg (richard lee 7/25/2025 1:16 PM)

City of Richmond

Report to Committee

To:	Planning Committee	**Date:**	March 16, 2022
From:	Wayne Craig Director, Development	**File:**	RZ 14-672055

Re: **Request to Revise Rezoning Considerations for the 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**

Staff Recommendation

That the request to revise the rezoning considerations associated with 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, to remove the rezoning consideration limiting the subdivision of office space, be denied.

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

WC/SB:js
Att. 3

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Policy Planning	☑	

Staff Report

Origin

Bene (No. 3) Road Development Ltd. has requested a revision to the rezoning considerations associated with the rezoning of 4700 No. 3 Road from the "Auto-oriented Commercial (CA)" zone to a new site-specific zone, "High Rise Office Commercial (ZC44) – Aberdeen Village". The rezoning is to facilitate development of a 10-storey commercial and office mixed use building on a property in the Aberdeen Village of the City Centre Area Plan (CCAP). The rezoning included the provision of additional density in exchange for ensuring the development would provide large floorplate leasable office space. The rezoning considerations include registration of a legal agreement limiting subdivision (including stratification and/or air space parcels) of the office floor area within the proposed building to not more than one strata lot or one air space parcel per storey.

The applicant is requesting the rezoning consideration limiting subdivision be removed to allow office floor area to be subdivided. If this restriction is removed, the applicant would be permitted to subdivide the office space into distinct legal lots of any area (strata lot or air space parcel) without any City input. Effectively, the applicant is requesting the ability to keep the additional density granted without having to fulfill the primary condition (i.e. creation of large floorplate leasable office space) that was secured in exchange for the increase in density.

Findings of Fact

Background

On December 11, 2017, Council granted First Reading to Official Community Plan (OCP) Bylaw 7100, Amendment Bylaw 9215, and Richmond Zoning Bylaw 8500, Amendment Bylaw 9216 associated with the subject rezoning application. The purpose of the OCP and Zoning Amendment Bylaw is to increase the Village Centre Bonus (VCB) permitted density bonus allowed on the subject site to facilitate the creation of large floorplate leasable office space. The bylaws were granted Second and Third Reading at the Public Hearing on January 22, 2018. The original Report to Council, dated November 20, 2017, is provided (Attachment AA – Attachment A).

The applicant was required to enter into a legal agreement prohibiting any form of subdivision (including stratification and/or air space parcels) of office space within the proposed building as a consideration of rezoning in exchange for the additional density granted through the VCB increase. Maintaining the office floor area as a single real estate entity was secured to facilitate large floorplate leasable office space in close proximity to transit and amenities. Leasable office space is well-suited to the needs of both large and small businesses as the space is easily adjusted to suit tenant needs and is thus attractive to firms looking to minimize capital investment and accommodate future growth. Firms in key City economic sectors such as Information Technology, Clean Tech and Digital Creatives are examples of industries that seek leasable office space in close proximity to transit. Providing large floorplate leasable office space in the City Centre can help to ensure a diversified and resilient local economy by facilitating the attraction, retention and expansion of a wide range of businesses with varying space needs.

On June 17, 2019, Council adopted OCP Bylaw 7100, Amendment Bylaw 10034, which amended the VCB provisions in the City Centre Area Plan. This policy requires that subdivision of office use within the VCB area be limited to one strata lot or one air space parcel per storey or a minimum floor area of 1,858 m^2 (20,000 ft^2) where the VCB is increased beyond the 1.0 floor area ratio (FAR) allowed or when the VCB is added to a site that does not currently have this designation. This restriction is applied on sites that benefit from the provision of additional density as a way of encouraging the creation of large floorplate leasable office space close to transit and city centre amenities.

In light of adoption of the above referenced OCP Bylaw (Bylaw 10034), the applicant requested that the original rezoning consideration be amended to be consistent with the newly adopted OCP Policy. On July 22, 2019, Council approved the revision of the rezoning consideration from prohibiting any form of subdivision (stratification and/or air space parcels) of office space within the proposed building to limiting the subdivision of the office space to no more than one strata lot or one air space parcel per storey. The Report to Council regarding the revision request, dated June 24, 2019, is provided (Attachment AA).

The Development Permit application (DP 16-754766) associated with the rezoning application was endorsed by Development Permit Panel on January 29, 2020.

The applicant is now requesting a further revision to the rezoning considerations to allow any form of subdivision of the proposed office space within the proposed building (Attachment BB). No modifications are proposed to the development design as a result of the request.

Recently, on January 24, 2022, Council reaffirmed the existing OCP Policy limiting the subdivision of office space in situations where additional density is provided as part of the consideration of the report titled “Referral Response: Review of Office Stratification Regulations” and dated December 18, 2021. The Report indicated that within the City Centre, office space in close proximity to the Canada Line provides attractive and viable opportunities for leased office space. Council endorsed the staff recommendations that no further restrictions on the stratification and airspace subdivision of office space be considered at this time and that staff continue to monitor the effectiveness of the existing incentive based Office Stratification Policy and report back in two years. The applicant’s request is in direct contradiction to the incentive based policy for achieving leasable office space in exchange for additional density.

Related Policies & Studies

Official Community Plan/City Centre Area Plan

The CCAP includes an incentive based density bonus approach to encourage the creation of large floorplate leasable office space close to transit and city centre amenities by limiting subdivision of all office use to one strata lot or one air space parcel per storey or a minimum floor area of 1,858 m^2 (20,000 ft^2) where the VCB is increased beyond 1.0 FAR or when the VCB is added to a site that does not currently have this designation.

The request to remove office space subdivision limitations while maintaining the additional density granted through the rezoning application is inconsistent with the CCAP as the proposed development involves increasing the VCB from 1.0 FAR to 1.5 FAR.

Should the applicant wish to pursue the development without the limitations on subdivision of the office space they should remove the additional density permitted by the additional 0.5 FAR density bonus (1,041 m^2 [11,205 ft^2]) to comply with the requirements of the CCAP.

Analysis

As noted in the original Staff Report (Attachment AA – Attachment A), the CCAP amendment and rezoning propose a total density of 3.5 FAR, including a VCB of 1.5 FAR limited to office floor area only. The development proposal includes total floor area of approximately 7,285 m^2 (78,416 ft^2) comprised of commercial space on the bottom two floors and 5,897.4 m^2 (63,478.5 ft^2) office space on the top six floors. The upper floor plate sizes are approximately 799 m^2 (8,600 ft^2) on the 5th floor, and 1,002 m^2 (10,791 ft^2) on the 6th to 10th floors.

Applicant Requested Change

The applicant submitted a letter, dated August 18, 2021 (Attachment BB) requesting the removal of the rezoning consideration limiting subdivision of office space (item #7 of the rezoning considerations).

The applicant advises that in the midst of the Covid-19 pandemic, they have not been able to secure sales for the current floor size office units and construction costs have further increased.

The applicant also advises that in response to market demand for smaller office units, the rezoning consideration change is requested to provide smaller office units and conceptual draft strata subdivision sketches (Attachment CC) have been provided. The proposed office space is located on the 5th to 10th floor levels and the applicant proposes to create office space strata lots with approximate sizes of between 58.1 m^2 (625 ft^2) and 173.6 m^2 (1,869 ft^2).

Next Steps

In response to the applicant request, staff provide the following three options for Council consideration:

1. That the applicant's request to amend the rezoning considerations be denied (recommended). This option is consistent with the OCP incentive based policy to secure large floorplate leasable office space close to rapid transit and city centre amenities when additional density is granted. The applicant would be required to satisfy the rezoning considerations prior to final adoption of the rezoning bylaw.

2. Remove the additional 0.5 FAR density bonus from the project. Without the provision of bonus density, there is no policy basis to limit subdivision of the office floor area. This option is consistent with the CCAP. The proposed zoning and OCP bylaws, rezoning considerations and proposed Development Permit would need to be amended accordingly. A new Public Hearing would be required on the revised rezoning bylaw and the Development Permit would need to be revised and represented to the Development Permit Panel for their consideration.

3. Amend the rezoning considerations to remove the limitation on the subdivision of office space while maintaining the currently proposed density. This option is not recommended as it is inconsistent with the CCAP. Proceeding in this fashion will undermine the current incentive based office stratification policy and likely generate similar requests from other developments that are proceeding in accordance with the policy. There are currently two other rezoning applications in the City Centre (RZ 18-807640 and RZ 18-821103) that could seek similar amendments to their rezoning considerations should the applicant's request be approved. In order to proceed in accordance with this option, Council must provide direction to staff direction to amend the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9216 by removing the rezoning consideration limiting subdivision of office space within the building (item #7 of the rezoning considerations). An additional Public Hearing would not be required, as this option would not change land use or density. The applicant would be required to satisfy the revised rezoning considerations prior to final adoption of the rezoning bylaw.

Conclusion

Bene (No. 3) Road Development Ltd. has requested to revise the rezoning considerations associated with the application to rezone the property at 4700 No. 3 Road from the "Auto-oriented Commercial (CA)" zone to a new site-specific zone, "High Rise Office Commercial (ZC44) – Aberdeen Village", in order to remove limitations on the subdivision (including stratification and/or air space parcels) of office floor area, and proceed with the development of a high-density, mixed commercial and office use building in City Centre's Aberdeen Village.

Council granted Second and Third Reading to the Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, associated with the subject application, at the Public Hearing on January 22, 2018.

The rezoning consideration revision requested by the applicant is not consistent with OCP Policy, which requires that subdivision of office use within the VCB area be limited to one strata lot or one air space parcel per storey or a minimum floor area of 1,858 m^2 (20,000 ft^2) where the VCB is increased beyond the 1.0 FAR allowed or when the VCB is added to a site that does not currently have this designation. On this basis, it is recommended that the applicant request to amend rezoning considerations be denied.

Sara Badyal

Sara Badyal
Planner 3
(604-276-4282)

SB:js

Attachments:

Attachment AA:	Report to Council dated June 24, 2019 (including Original Staff Report, dated November 20, 2017, Location Map, Aerial Photo)
Attachment BB:	Letter from Applicant dated August 18, 2021
Attachment CC:	Draft Strata Subdivision Sketches dated January 10, 2022

City of Richmond

Report to Committee

To:	Planning Committee	**Date:**	June 24, 2019
From:	Wayne Craig Director, Development	**File:**	RZ 14-672055
Re:	**Revised Rezoning Considerations for the 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**		

Staff Recommendation

That the rezoning considerations associated with 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 revised to change the rezoning consideration from prohibiting subdivision (including stratification and/or air space parcels) of office space within the proposed building to limiting the subdivision of office space to no more than one strata lot or one air space parcel per storey.

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

WC:sb
Att. 2

REPORT CONCURRENCE
CONCURRENCE OF GENERAL MANAGER

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Staff Report

Origin

Bene (No. 3) Road Development Ltd. has requested to revise the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, for the rezoning of 4700 No. 3 Road from "Auto-oriented Commercial (CA)" to a new site-specific zone, "High Rise Office Commercial (ZC44) – Aberdeen Village". The rezoning is to facilitate development of a 10-storey commercial and office mixed use building on a property in the City Centre's Aberdeen Village. The rezoning considerations include a restriction prohibiting subdivision (including stratification and/or air space parcels) of office floor area (single owner for office space). The applicant is requesting the rezoning consideration be revised to allow office floor area to be subdivided to no more than one strata lot or one air space parcel per storey.

On December 11, 2017, Council granted first reading to Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, to rezone the subject property to permit the development of a high-density, mixed commercial and office use building. Amendment Bylaw 9216 was subsequently granted Second and Third Reading at the Public Hearing on January 22, 2018. The original Report to Council, dated November 20, 2017, is provided (Attachment B). The Development Permit application (DP 16-754766) associated with the rezoning application is currently being reviewed by staff.

As a consideration of rezoning, the applicant was required to enter into a legal agreement prohibiting subdivision (including stratification and/or air space parcels) of the office space. However, the City Centre Area Plan was subsequently recently revised on June 17, 2019, allowing limited subdivision of office use within the higher density Village Centre Bonus area and construction costs have increased, resulting in the applicant requesting revised rezoning considerations to allow limited subdivision of the proposed office space. No modifications are proposed to the development design as a result of the request.

The applicant has requested that Council revise the original rezoning considerations prior to the rezoning application proceeding to final adoption. Due to the proposed changes being minor and not impacting land use or density, the revised proposal does not require a new Public Hearing.

Findings of Fact

Please refer to the original Staff Report dated November 20, 2017 (Attachment A) for detailed information regarding the rezoning application.

Analysis

Original Proposal

As noted in the original Staff Report (Attachment A), the City Centre Area Plan (CCAP) amendment and rezoning include a total density of 3.5 floor area ratio (FAR), including a Village Centre Bonus of 1.5 FAR limited to office floor area only. The development proposal includes total floor area of approximately 7,285.4 m^2 (78,415.5 ft^2) comprised of approximately 1,387.7 m^2 (14,937 ft^2) or 0.67 FAR of commercial space and 5,897.4 m^2 (63,478.5 ft^2) or 2.83 FAR of office space. The office space is proposed over six storeys on the 5th to 10th floors, with floor plate sizes of approximately 799 m^2 (8,600 ft^2) on the 5th floor, and 1,002 m^2 (10,791 ft^2) on the 6th to 10th floors.

The original rezoning considerations included the requirement to enter into a legal agreement prohibiting subdivision of the office floor area (including stratification and/or air space parcels).

Proposed Changes

Subsequent to the Public Hearing for the subject rezoning application, the City Centre Area Plan was amended. On June 17, 2019, Council adopted Official Community Plan Bylaw 7100, Amendment Bylaw 10034, which amended the "Village Centre Bonus" definition, requiring that subdivision of all office use within the Village Centre Bonus (VCB) area be limited to one strata lot or one air space parcel per storey or a minimum floor area of 1,858 m^2 (20,000 ft^2) where the VCB exceeds 1.0 FAR.

As the City Centre Area Plan has recently changed, and construction costs have increased significantly, the applicant has requested the rezoning considerations be amended to allow for limited subdivision of the proposed office floor area to one strata lot or one air space parcel per storey (Attachment B). A red-lined version of the proposed revised rezoning considerations is provided in Attachment C, which revises the office floor area subdivision prohibition requirement (item #7 of the rezoning considerations) to allow limited office floor area subdivision to no more than one strata lot or one air space parcel per storey, consistent with the City Centre Area Plan.

In order to move forward with the development, the applicant has requested to revise the rezoning considerations. An additional Public Hearing is not required, as the revised proposal does not impact land use or density and is relatively minor. No additional conditions from the previous rezoning considerations are proposed to change, other than that identified in this Report and the revised rezoning considerations provided in Attachment C.

Next Steps

Should Council wish to proceed with the revised rezoning considerations, the applicant would be required to satisfy the revised rezoning considerations prior to final adoption of the Rezoning Bylaw.

The Development Permit application (DP 16-754766) associated with the rezoning application is currently being reviewed by staff. A Staff Report will be forwarded to the Development Permit Panel in the future and public notification, consistent with City procedures, will be provided through the Development Permit process to notify surrounding residents of the Development Permit application.

Conclusion

Bene (No. 3) Road Development Ltd. has requested to revise the rezoning considerations associated with the application to rezone the property at 4700 No. 3 Road from "Auto-oriented Commercial (CA)" to a new site-specific zone, "High Rise Office Commercial (ZC44) – Aberdeen Village", in order to allow limited subdivision (including stratification and/or air space parcels) of office floor area, and proceed with the development of a high-density, mixed commercial and office use building in City Centre's Aberdeen Village.

Council granted Second and Third Reading to the Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, associated with the subject application, at the Public Hearing on January 22, 2018.

The revised rezoning considerations are consistent with recent amendments to the City Centre Area Plan to allow limited subdivision of all office use within the Village Centre Bonus (VCB) area.

On this basis, it is recommended the rezoning considerations be amended.

Sara Badyal

Sara Badyal, M. Arch, MCIP, RPP
Planner 2
(604-276-4282)

SB:blg

Attachment A: Original Report to Council dated November 20, 2017
Attachment B: Letter from Applicant dated July 3, 2019
Attachment C: Red-lined Version of the Revised Rezoning Considerations

Attachment A
To staff report dated June 24, 2019

City of Richmond

Report to Committee

Planning and Development Division

To:	Planning Committee	**Date:**	November 20, 2017
From:	Wayne Craig Director, Development	**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**		

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	☑	
Engineering	☑	
Policy Planning	☑	
Transportation	☑	

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^2 (78,415.5 ft^2) comprised of approximately:
  - 1,387.7 m^2 (14,937 ft^2) of commercial space.
  - 5,897.4 m^2 (63,478.5 ft^2) 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 m^2 calculated using the proposed floor area [1.0 x 0.05 x 2,082 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 m^2 calculated using the proposed floor area [0.05 x 0.1 x 2,082 m^2]).

Community Services staff have reviewed the property location, and limited amount of community amenity floor area that would be generated (208 m^2 or 2,241.6 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 ft^2 x $650 /$ft^2$]). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier ($650 /$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 ft^2 x $0.25 /$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 ft^2 x $0.44 /$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

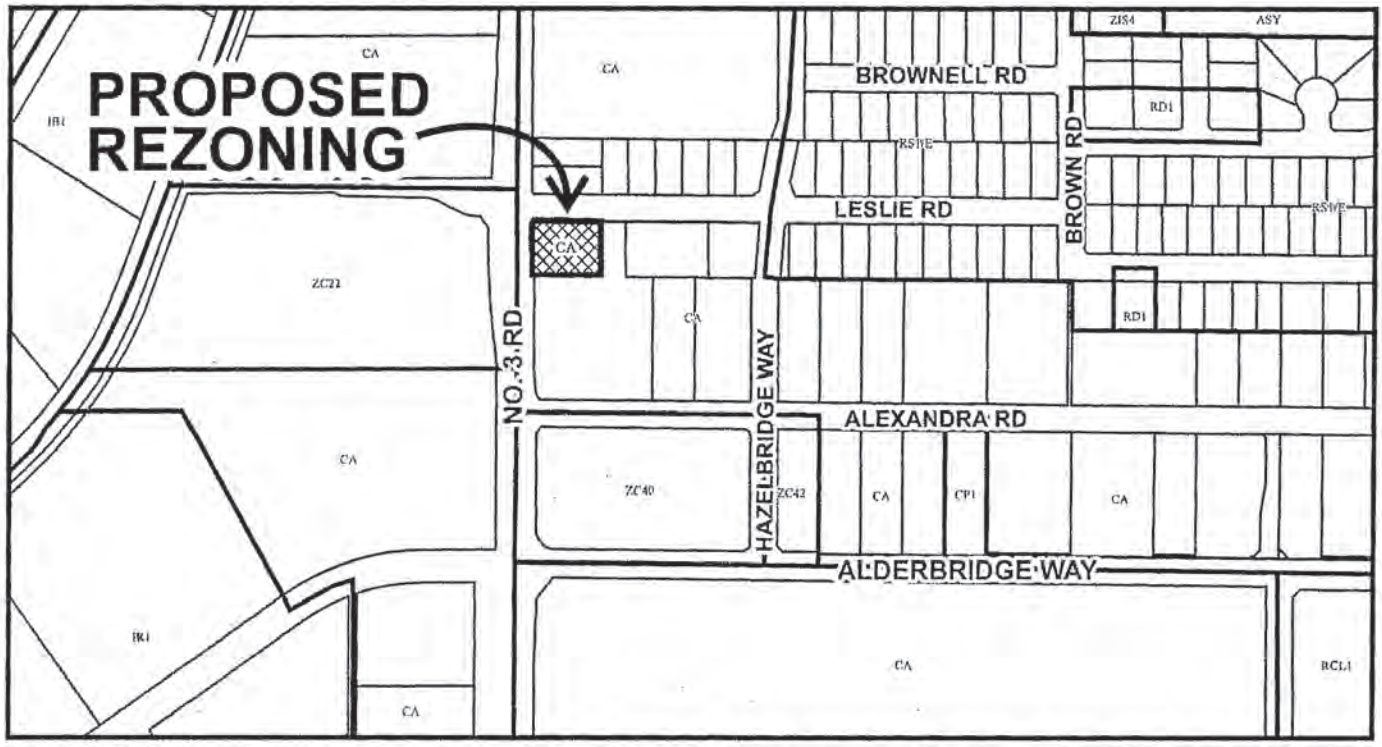
Sara Badyal
Planner 2
(604-276-4282)

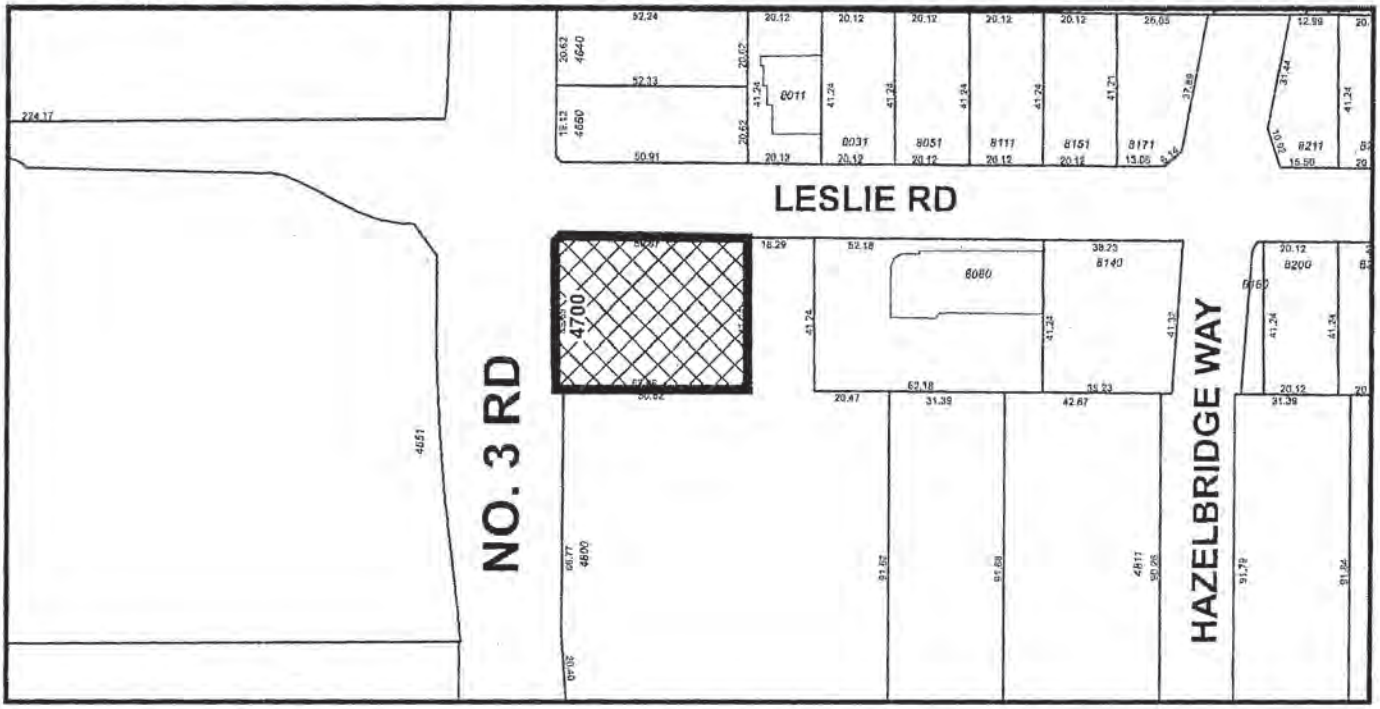
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Attachments:

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





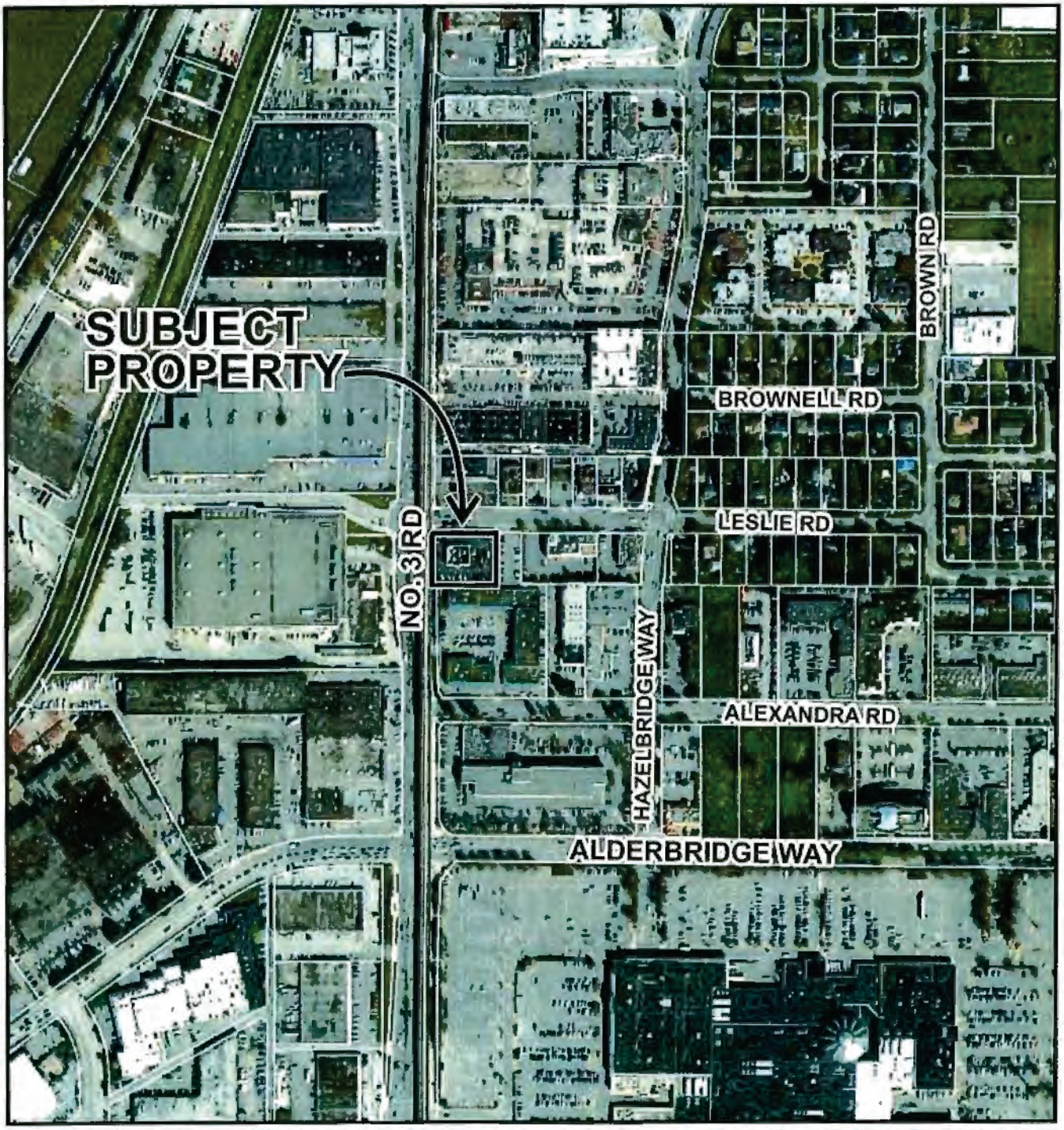
RZ 14-672055

Original Date: 09/15/14

Revision Date: 11/20/17

Note: Dimensions are in METRES

City of Richmond



N	RZ 14-672055	Original Date: 09/17/14 Revision Date: Note: Dimensions are in METRES

City of Richmond

Development Application (RZ) Data Summary

RZ 14-672055	
Address:	4700 No. 3 Road
Applicant:	Bene (No. 3) Road Development Ltd.
Planning Area(s):	City Centre Area Plan – Aberdeen Village – Urban Centre T5 (35m) – VCB Overlay – DPG Sub-Area A.4
Other Areas(s):	Aircraft Noise Sensitive Use Area 1A – Flood Construction Level Area A

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

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

Wydanco
DEVELOPMENT CORP.

July 3, 2019

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

Attn: Ms. Sara Badyal

Re: 4700 No.3 Road Strata Proposal Rationale Request

Dear Sara,

We request that the Mayor and City Councillors to revise the rezoning considerations for our project at 4700 No. 3 Road to allow the proposed six floors of office space to be subdivided by floor into six floor-size office spaces.

The City of Richmond and its region have been growing tremendously over the past decade. Such growth also led to a rapid increase in construction costs. According to the budget received from Graham construction, the construction cost for the proposed building has increased by 40% from 2014 proforma estimates, which represents a $9M cost increase. The current estimate of the construction cost has yet to include off-site work.

Cost added by Translink required a $1.2M letter of credit, which has been provided to Translink. That is for the costs for service agreements and monitoring during the preload and construction stages, which may take 36 months to complete.

Per our rezoning requirement, Developer is required to obtain approval from the Engineering Department before preload. The City's engineers ensured the sewage pipes and storm sewer would not have an impact on the future pump station and the neighbors, which has been approved. However, the cost of these works has incurred up-to-date, before preload, an additional of $750,000.00 (no DCC recoverable).

The new pump station that city required inside the future building is underway. Our architect and the pump station consultants has worked studiously to provide additional space required for the generator in order to have the generator located separately from the pump station.

Due to the fact that we are facing dramatic changes in the market, we would like to emphasize that it is extremely difficult, if not infeasible, to market an office building under one strata title without the flexibility of subdividing the office space into several strata lots.

Both CBRE and Colliers commercial realtors advise that Richmond is traditionally an office market where tenants want to inspect completed buildings before executing leases and both recommend that the proposed building be subdivided on a floor by floor basis.

Suite 650 4400 Hazelbridge Way V6X 3R8 T 604 295 7320 F 604 295 7362

When we submitted the rezoning application in 2014, the owner of the property had the building very close be being able to be fully leased. However, the length of time required in the application process resulted in those prospective tenants making other arrangements. Although no pre-construction office leases have been secured, we have received interest from purchasers for office space. There are currently two Richmond companies who would like to purchase a floor each in the building to own their own office space.

The City Centre Area Plan has recently changed, restricting subdivision of office space in higher density village centre bonus area. In compliance with the revised City Centre Area Plan, this recent change provides an opportunity for the proposed office space in this project to be subdivided on a floor by floor basis into six floor-size office spaces.

Based on the challenges we anticipate and are facing, we sincerely and gratefully hope that the city will allow the rezoning considerations to be amended to allow the office space to be subdivided into six separate floor sized strata lots.

Yours Sincerely,

Danny Leung

City of Richmond

Rezoning Considerations

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

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 m² (1,227 ft²) 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~~ limiting subdivision (including stratification and/or air space parcels) of the office space to no more than one strata lot or one air space parcel per storey (single owner ~~for~~ per storey of 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).

Initial: _____

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.

Initial: _____

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 /ft2) 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.

Initial: _____

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.

Initial: _____

- 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 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.

Initial: _____

- 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.

Initial: _____

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.

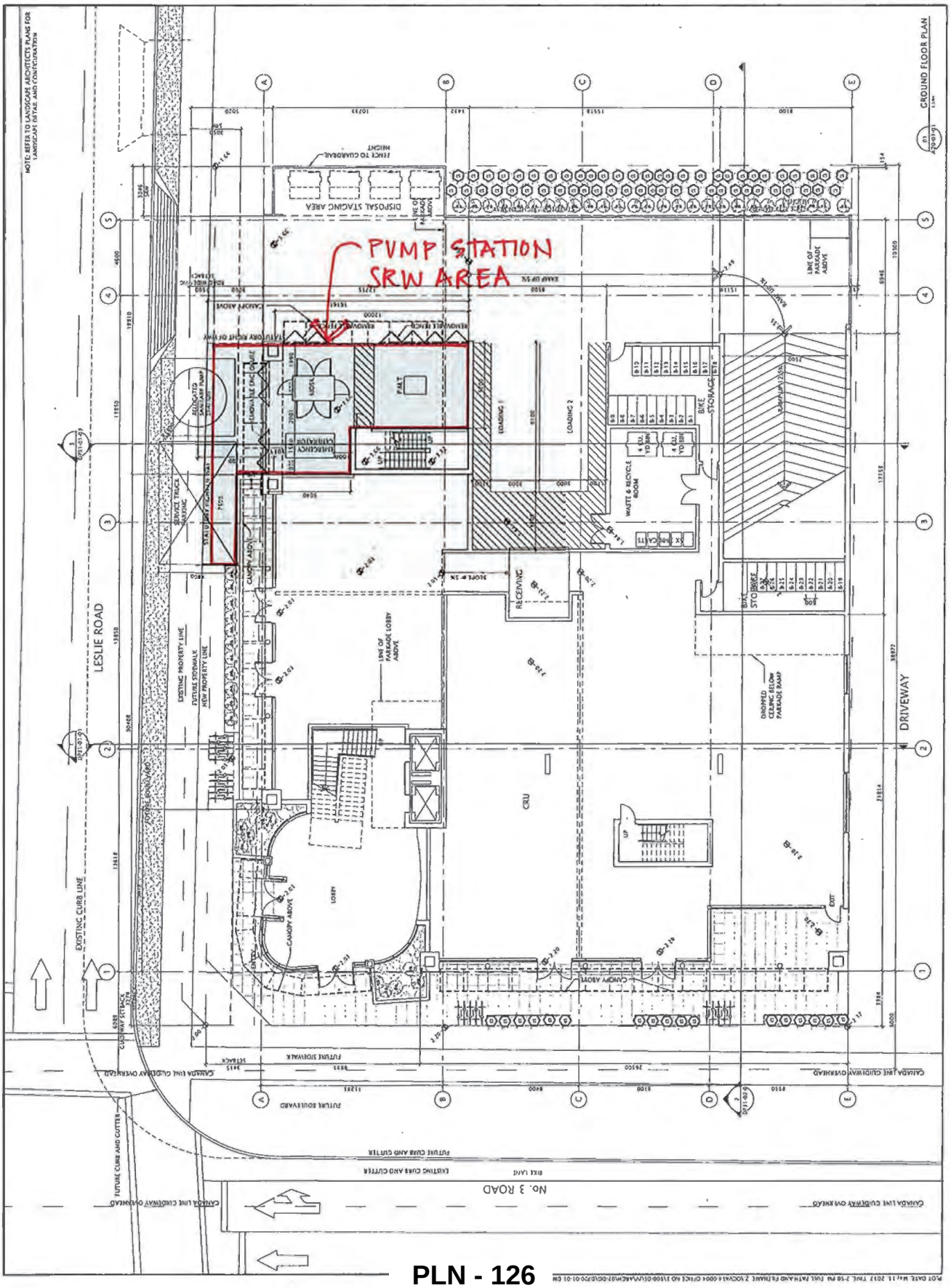
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, 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.

[Signed original on file]

Signed Date

Appendix A


PUMP STATION
SRW AREA
LESLIE ROAD
No. 3 ROAD
DRIVEWAY
GROUND FLOOR PLAN

Attachment BB

Wydanco
DEVELOPMENT CORP.

August 18, 2021

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

Attn: Ms. Sara Badyal

Re: 4700 No.3 Road Removal of the RZC#7

Dear Sara,

We request that the Mayor and City Councillors to revisit the rezoning consideration for our project at 4700 No.3 Road to remove the rezoning consideration item #7.

The COVID-19 pandemic has revealed an economic divide among Canadians when it comes to working from home.

Due to the fact that we are facing dramatic changes in the market, we would like to emphasize that it is extremely difficult, in not infeasible, to market an office building under one strata title per floor.

My client, the property owner, wishes to proceed with a request to maintain the proposed density at 3.5 FAR but remove the RZ consideration legal agreement restricting office subdivision (RZC#7). We understand this does not comply with the current office stratification policy for the department to recommended.

We have anticipated more difficulty after the COVID-19, in the fall of 2019. Today the construction cost/ labour/ material/ shipping, there has been 5% increase from our last budget, which is an additional $4.5 million CDN Dollars.

My client has also spent over $1.3 million CDN Dollars on marketing and rental display space costs for the showroom since the Fall of 2019. The COVID-19 has made them shut down the sales centre, which is all the funding they spent is non-recoverable.

I have also enclosed several surveys from news article for your reference on the office market today.

If you would like to discuss or have any questions or concerns, please feel free to contact me on my cellular phone at 604-813-2828.

Regards,

Danny Leung

Enclosed.

Many Canadians want to keep working from home after pandemic: poll

BY JOHN ACKERMANN
Posted Dec 11, 2020 1:11 pm PST

Last Updated Dec 11, 2020 at 1:12 pm PST



(iStock Photo)

SUMMARY

- Most Canadians working from home don't want to come back to the office, even after pandemic passes
- But British Columbians lead the country in missing their co-workers

VANCOUVER (NEWS 1130) – Working from home is easier than we thought, according to a new Research Co. survey. It finds the vast majority of Canadians would prefer not to return to the office, even after COVID-19 passes.

"This definitely has great connotations for whatever is going to be happening with the future of the office," explains Mario Canseco, president of Research Co. "When you have four out of five people saying, 'I want to continue to do this' even on a part-time basis from home, because we have seen over the past few months that is possible to work and not be at your specific office."

"Even if you miss specific aspects of office life, and we do see people who say that they miss the camaraderie of the workplace, talking to people, there's even some who say they miss their commute, but you still have four out of five who say, 'I would like to work from home as much possible once the pandemic is over.'"

Two-thirds of those surveyed admit to missing their colleagues, a proportion that is much higher here in B.C.

RELATED: Many Canadians embrace work-from-home lifestyle, want to see more flexibility going forward

"It has the largest proportion of people who say that they miss going to the office because of their workmates. We have 86 per cent of those who are working in British Columbia who say that they miss their co-workers, the highest number in the country by far."

The poll also found those aged 55-plus preferred working from home compared to their younger colleagues, who admitted to being prone to distractions around the house.

CORONAVIRUS|COVID-19|PANDEMIC|POLL|RESEARCH CO.|WORK FROM HOME

Many British Columbians want to keep working from home post-COVID-19, poll finds

BY TARNJIT PARMAR AND DENISE WONG
Posted Mar 23, 2021 3:26 pm PDT

Last Updated Mar 23, 2021 at 9:12 pm PDT

VANCOUVER (NEWS 1130) – Do you prefer working from home during this pandemic? It appears many British Columbians want the change to be permanent even when life gets back to normal.

Mario Canseco with Research Co. says a recent poll suggests people aren't in a rush to get back into the office.

"There was an expectation that people would be clamoring to be going back to the office and, essentially, have the same life we had back in 2019. The numbers haven't really supported that. Thirty-three per cent of British Columbians who have worked from home believe they will be able to keep doing this once or twice a week when the pandemic ends," he said.

Another 18 per cent of those asked in the poll expect they will be able to work from home three or four times a week, while 20 per cent believe they can do it five days a week.

The poll suggests many British Columbians expect fewer in-person meetings (47 per cent) or less business travel (44 per cent) even after the pandemic is behind us. It also finds half of those who are currently employed think their companies will continue to hold virtual staff meetings.

Canseco says many people are even considering finding another job, if they have to start going back into the office.

"The biggest difference that we have here is the willingness from younger British Columbians to switch jobs if they are not able to work from home. We have 66 per cent of

them who say that they would be likely to switch to a different job that can be performed from home," he said.

However, most employers haven't informed employees of plans around a return to work, or whether a continuation of working from home is an option.

The results of this poll are based on an online study conducted on March 8 and March 9, 2021 among 700 adults who work in B.C. Research Co. says the data has been statistically weighted according to Canadian census figures for age, gender and region. The margin of error is +/- 3.7 percentage points, 19 times out of 20.

Working from home reveals economic divide among Canadians

BY AMANDA WAWRYK AND HANA MAE NASSAR
Posted Apr 13, 2021 2:44 pm PDT

Last Updated Apr 13, 2021 at 2:45 pm PDT

VANCOUVER (NEWS 1130) – The COVID-19 pandemic has revealed an economic divide among Canadians when it comes to working from home.

Office workers and professionals can work remotely, while more economically vulnerable employees often show up in person at work. That, in turn, makes them more vulnerable to the coronavirus and to financial stress, according to a new survey from the Environics Institute.

"The inequalities that were there before the pandemic are now reproduced as inequalities in terms of ability to protect yourself from the virus," explained Andrew Parkin, Environics Institute executive director.

He adds some people worry working from home will negatively impact their career. That is especially true for young workers (56 per cent), immigrants (44 per cent), racialized workers (46 per cent), and Indigenous workers (60 per cent).
"They're finding it hard to juggle, finding it hard to have time for themselves. They worry that they can't be good at their job and a good parent at the same time," Parkin said.

The survey found two out of five people were concerned about juggling their work-life responsibilities while working remotely, with respondents saying they "are constantly working with no time for themselves or their families."

While many have found challenges with working from home, Environics found more than three out of five people surveyed find it to be easier than they expected.

"Finding it actually less stressful than going into the office," Parkin said. "They say they like it better than where they used to work and they want to continue, at least a couple of days a week, after the pandemic is over."

Pandemic enabled small- and medium-sized businesses to work remotely: survey

BY SALMAAN FAROOQUI, THE CANADIAN PRESS
Posted Jun 15, 2021 3:00 am PDT

Last Updated Jun 15, 2021 at 3:03 am PDT

At Jeremy Shaki's tech education company, his workforce of around 75 people weren't always so keen on remote work.

But as the pandemic stretches on, and Lighthouse Labs invested more into the necessary infrastructure and employee programs to make remote work more enjoyable, perceptions have changed.

"As September to November of last year progressed, we started asking people 'do you want to come back to work or not?" said Shaki, co-founder and CEO of Lighthouse Labs.

"And as we're seeing in surveys, most people wanted remote with the ability to sometimes come in."

Shaki said his business's investments in remote infrastructure and furniture allowances to improve employee workspaces were part of what made workers more comfortable at home.

In the end, it works great for the company too, Shaki said. Now he can increase his workforce without having to increase his office space and its associated costs.

A new survey from the Business Development Bank of Canada (BDC) found 74 per cent of small- and medium-sized business owners say they plan to offer employees the ability to work remotely post-pandemic.

It also found that 55 per cent of employees would prefer to continue working remotely as much as they have during the pandemic or more.

Pierre Cléroux, chief economist at BDC, said it may seem like smaller companies would prefer a tight-knit and in-person office environment, but many of those organizations found remote work beneficial.

"They were kind of forced to do it but they realized that it's working, and there's a lot of benefits for both themselves and their employees," he said.

"Especially in large cities where people spend a lot of time commuting, the owners realized the flexibility of remote work is actually a great benefit."

The fact that employers were forced to set up remote work during the pandemic is important, Cléroux said, because it meant they made investments in IT infrastructure and security measures.

That means small- and medium-sized businesses, which would have an even harder time making those investments because of limited capital, now have the capability to have a remote workforce.

The result is that businesses in most sectors of the economy that were surveyed plan to implement remote work post-pandemic.

There were only some sectors, such as manufacturing, where a minority of businesses considered remote work.

Tech is one sector where almost 90 per cent of businesses said they're going to give the opportunity for employees to work from home.

Shaki said while he believes remote work will be the way forward, he thinks companies like his own have a long road ahead to figure out the best balance for them.

Whether companies prefer their employees to be on-site or work remotely will often be a part of each workplace's culture. The same way he says some tech companies have Ping-Pong tables in common areas, while others are less social.

"As things come back somewhat to normal ... I think there's a lot that we're going to have to solve that everyone is willing to work with right now because it's a necessity," said Shaki.

This report by The Canadian Press was first published June 15, 2021.

Salmaan Farooqui, The Canadian Press

PROPOSED STRATA PLAN OF LOT A SECTION 33 BLOCK 5 NORTH RANGE 6 WEST NWD PLAN EPP96961

STRATA PLAN EPS _____

Attachment CC

BCGS 92G.015

PID: TO BE DETERMINED

CITY OF RICHMOND

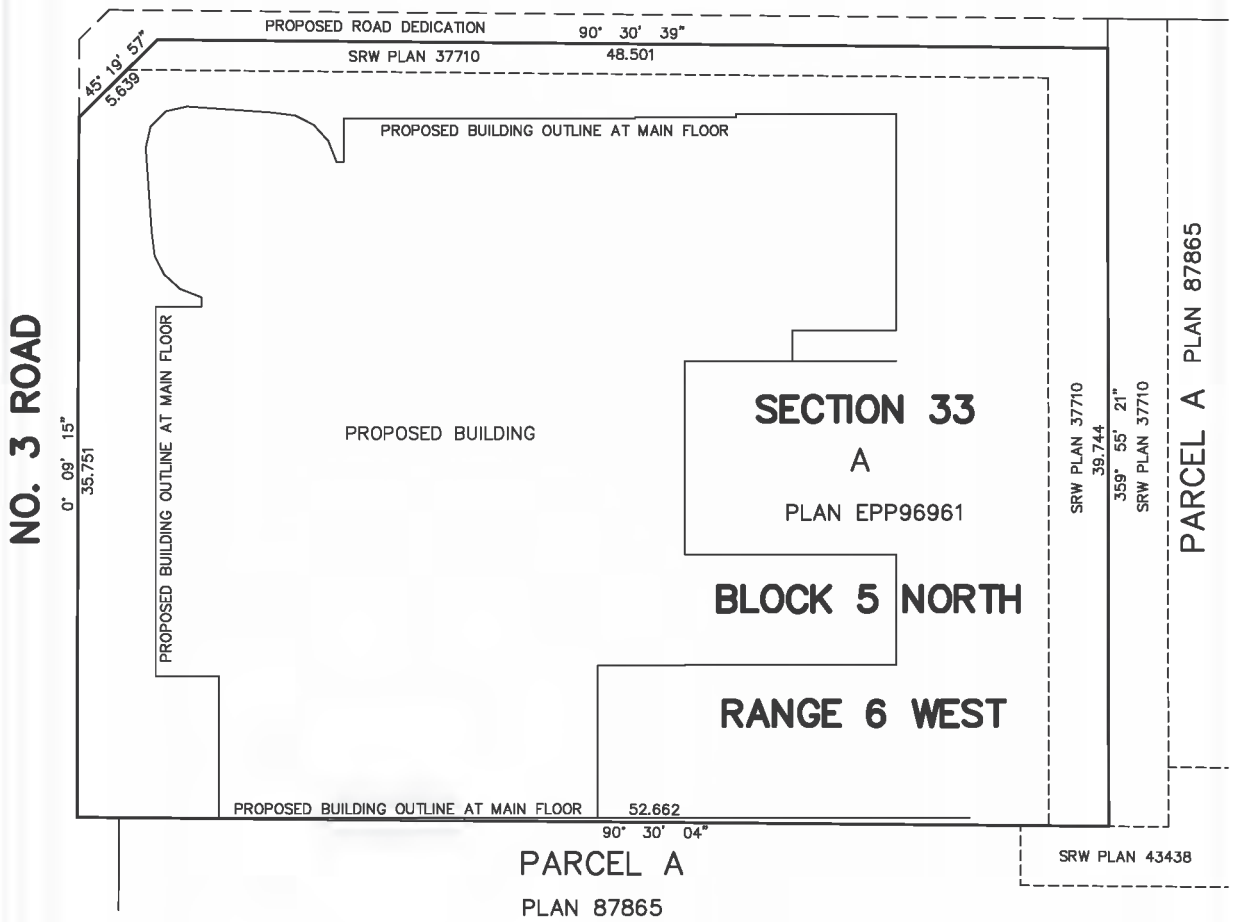
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5 0 5 10 15

GRID BEARINGS AND LOT DIMENSIONS ARE DERIVED FROM PLAN EPP96961.

THE INTENDED PLOT SIZE OF THIS PLAN IS 280mm IN WIDTH BY 432mm IN HEIGHT (B-SIZE) WHEN PLOTTED AT THE SCALE INDICATED.

DRAFT



NAME OF DEVELOPMENT:

LANDMARK

CIVIC ADDRESS:

#4700 NO. 3 ROAD
RICHMOND, B.C.

© COPYRIGHT

MATSON PECK & TOPLISS
SURVEYORS & ENGINEERS
#320 – 11120 HORSESHOE WAY
RICHMOND, B.C., V7A 5H7
PH: 604-270-9331
FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

LEGEND:

ALL DIMENSIONS ARE IN METRES.

S.L.	INDICATES STRATA LOT
C.P.	INDICATES COMMON PROPERTY
L.C.P.	INDICATES LIMITED COMMON PROPERTY
PT.	INDICATES PART
m^2	INDICATES SQUARE METRES
COMM.	INDICATES COMMUNICATIONS ROOM
ELEC.	INDICATES ELECTRICAL ROOM
ELEV.	INDICATES ELEVATOR
MECH.	INDICATES MECHANICAL
VEST.	INDICATES VESTIBULE
M	INDICATES MECHANICAL SHAFT – C.P.

NOTES:

AREA CALCULATIONS ARE APPROXIMATE AND PRELIMINARY ONLY AND ARE BASED ON ARCHITECTURAL DRAWINGS, DATED AUGUST 30, 2019, AND SUBSEQUENT SKETCHES RECEIVED ON JANUARY 6, 2022.

BALCONIES AND ROOF DECKS ARE LIMITED COMMON PROPERTY FOR THE USE OF THE STRATA LOTS INDICATED.

FINAL NUMERICAL VALUES IN THE STRATA PLAN WILL BE BASED ON AS CONSTRUCTED DIMENSIONS.

PURSUANT TO SECTION 68 OF THE STRATA PROPERTY ACT, STRATA LOT BOUNDARIES ARE TAKEN TO:

(1) THE OUTSIDE FACE OF EXTERIOR WALLS OR GLASS LINE, WHERE APPLICABLE.

(2) THE CENTRELINE OF WALLS BETWEEN ADJACENT STRATA LOTS.

(3) THE COMMON PROPERTY SIDE OF WALLS BETWEEN STRATA LOTS AND COMMON PROPERTY.

(4) THE STRATA LOT SIDE OF LARGE CONCRETE CORE WALLS.

R-22-17551

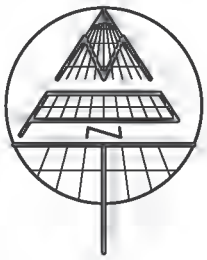
JANUARY 10, 2022

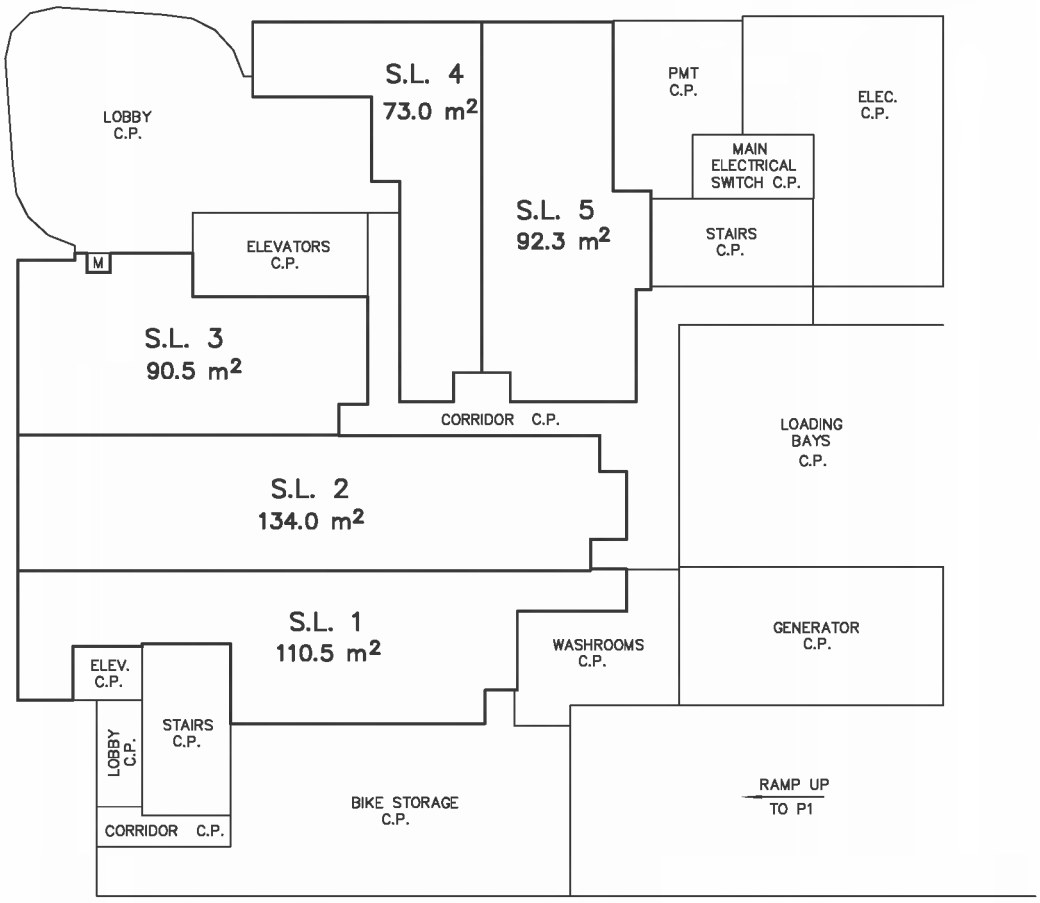
MAIN FLOOR

SCALE 1:200

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STRATA PLAN EPS _____





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SURVEYORS & ENGINEERS
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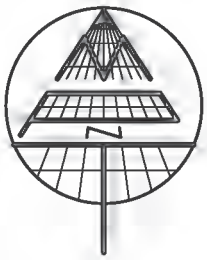
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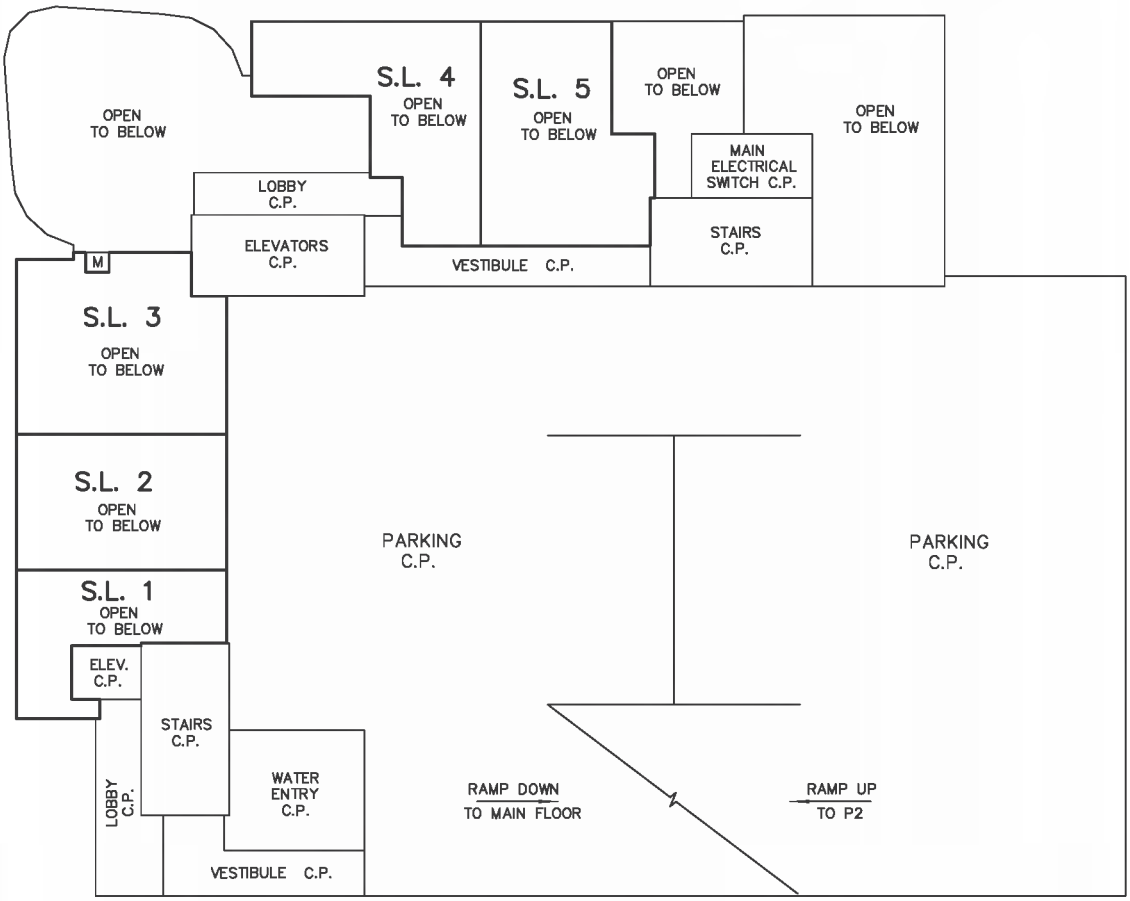
P1 INTERMEDIATE PARKADE

SCALE 1:200

5 0 5 10

STRATA PLAN EPS _____





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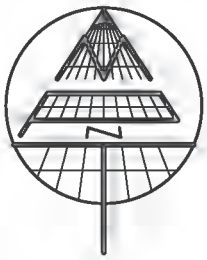
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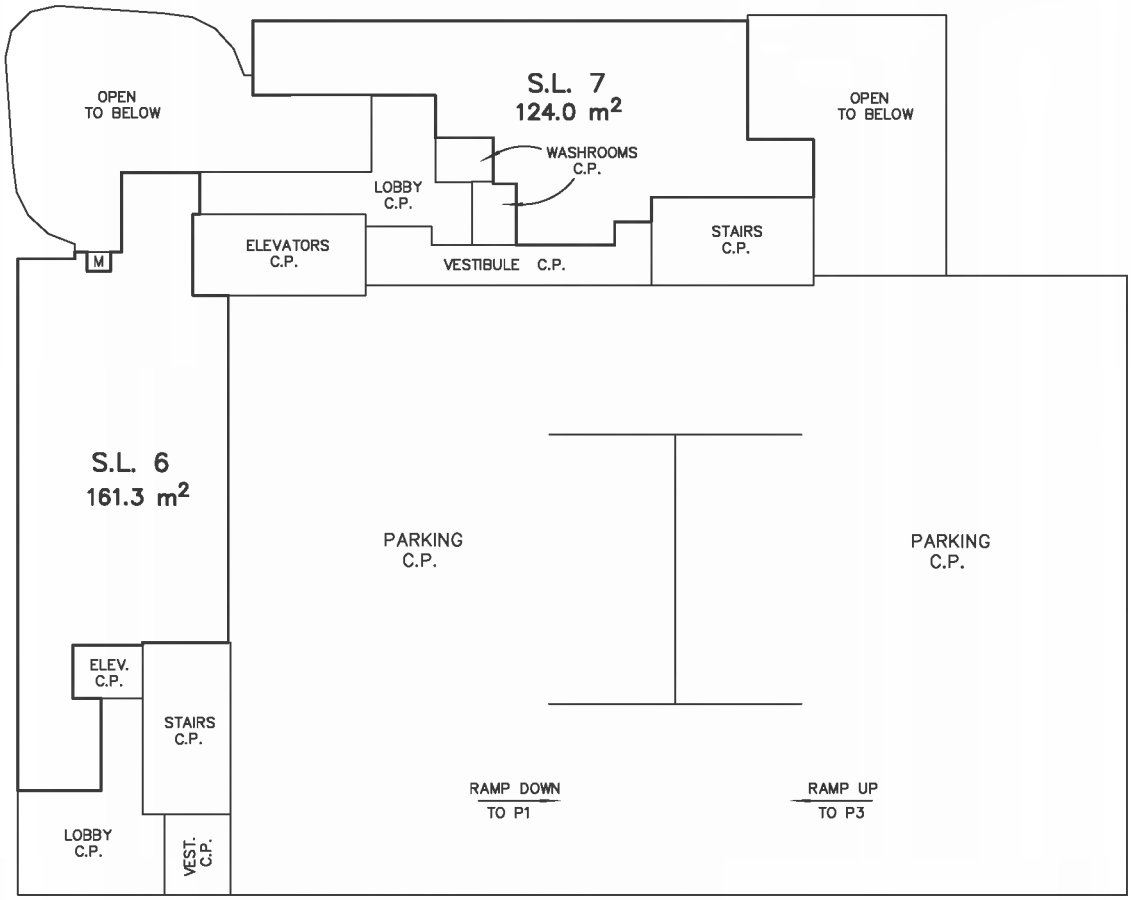
P2 SECOND FLOOR

SCALE 1:200

5 0 5 10

STRATA PLAN EPS _____





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FAX: 604–270–4137

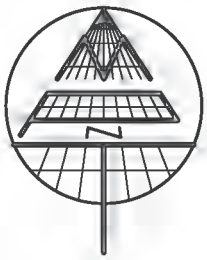
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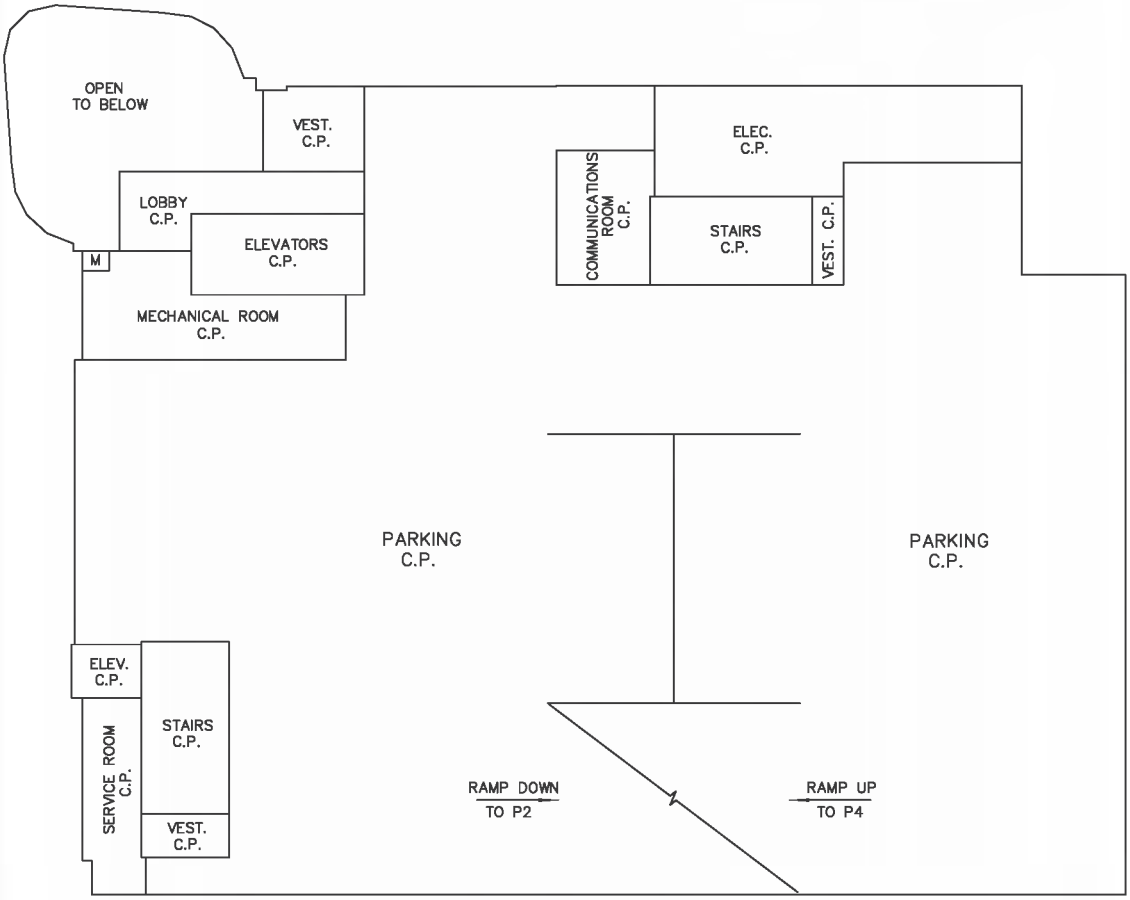
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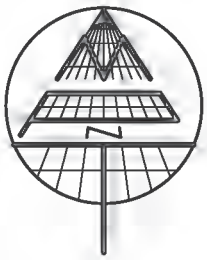
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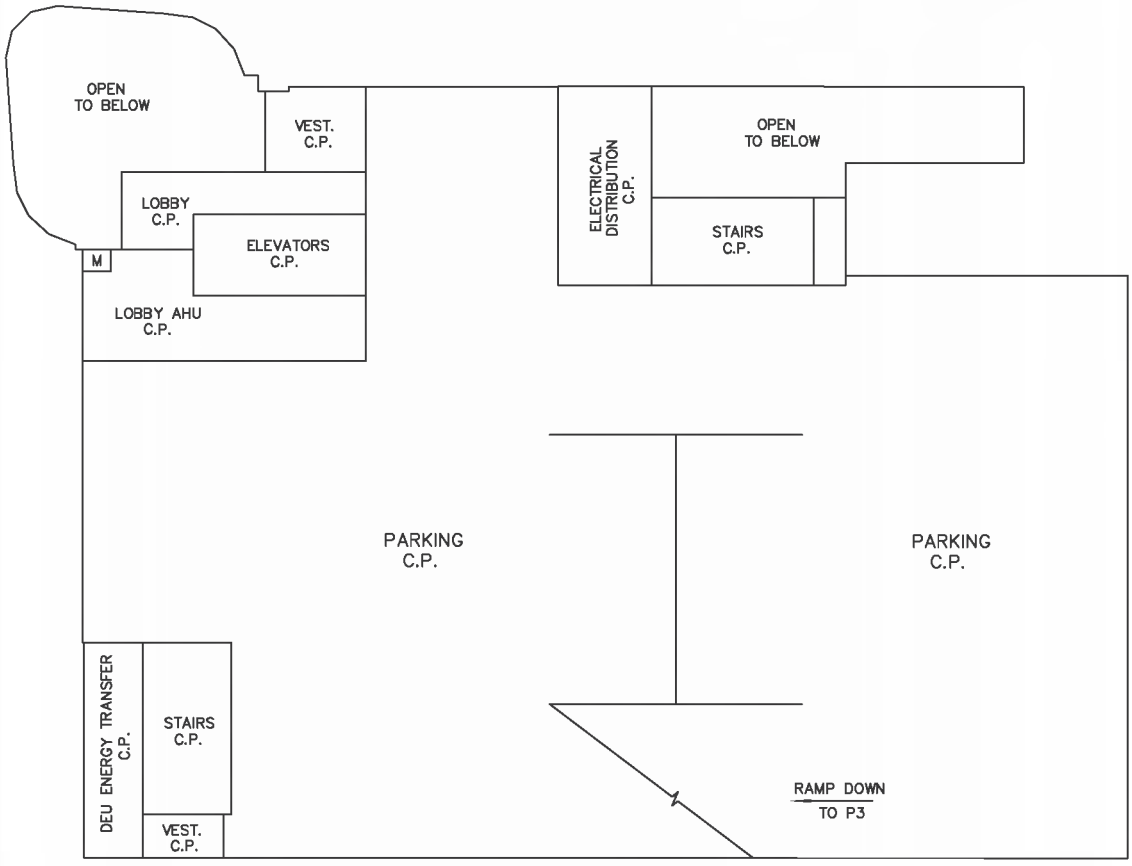
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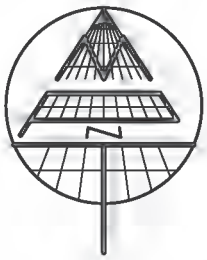
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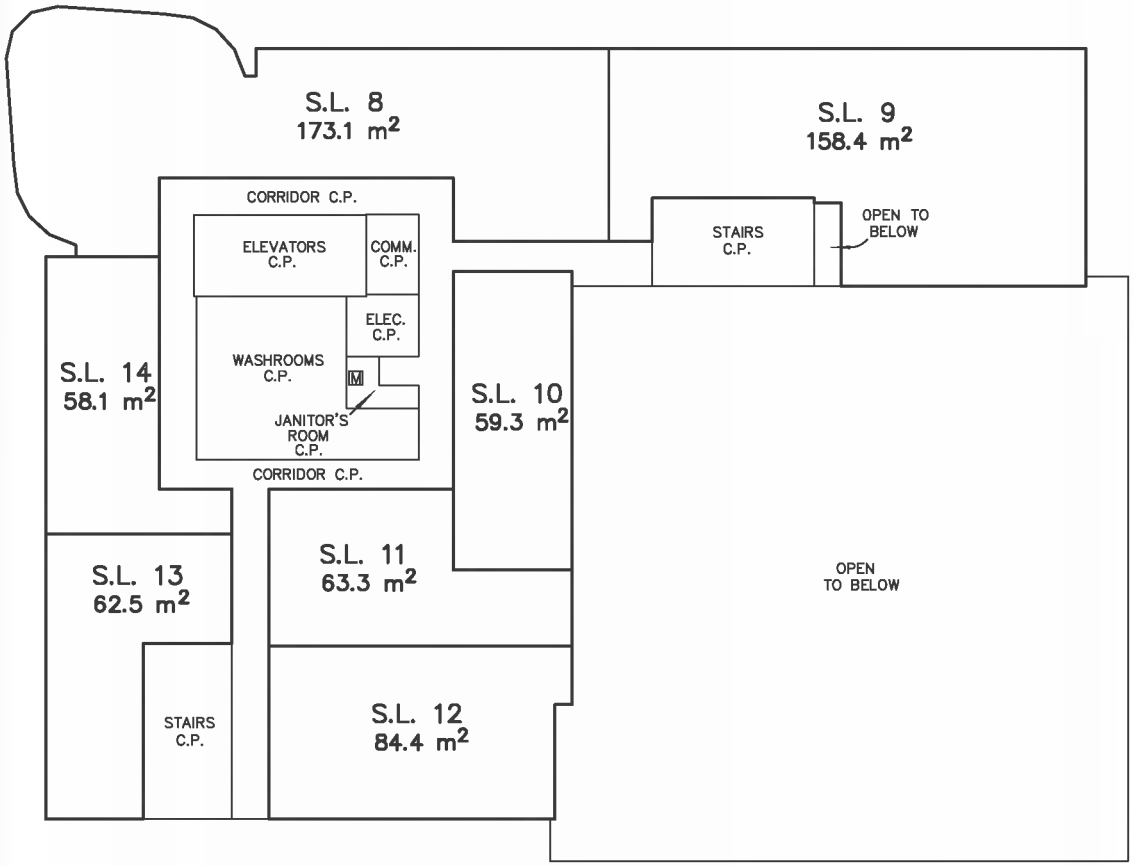
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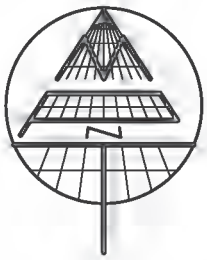
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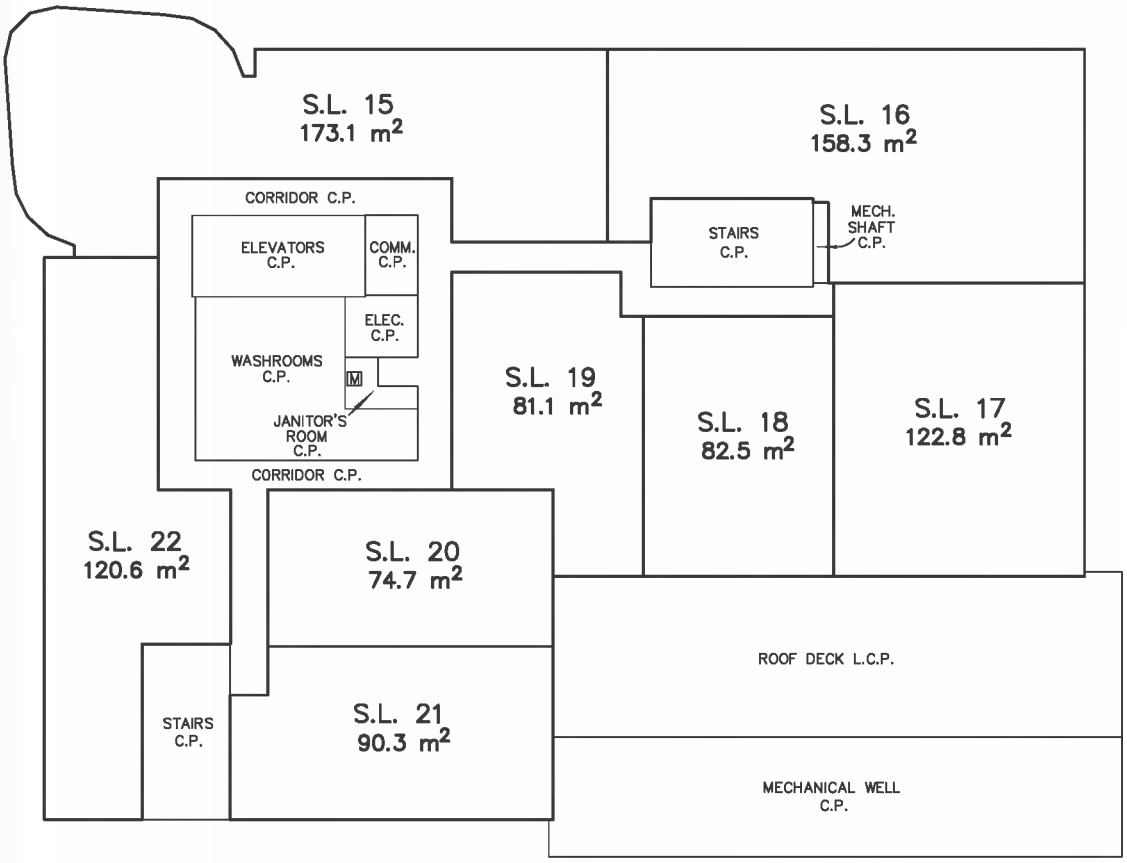
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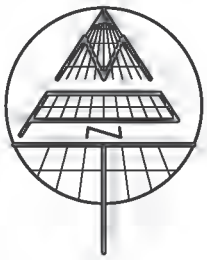
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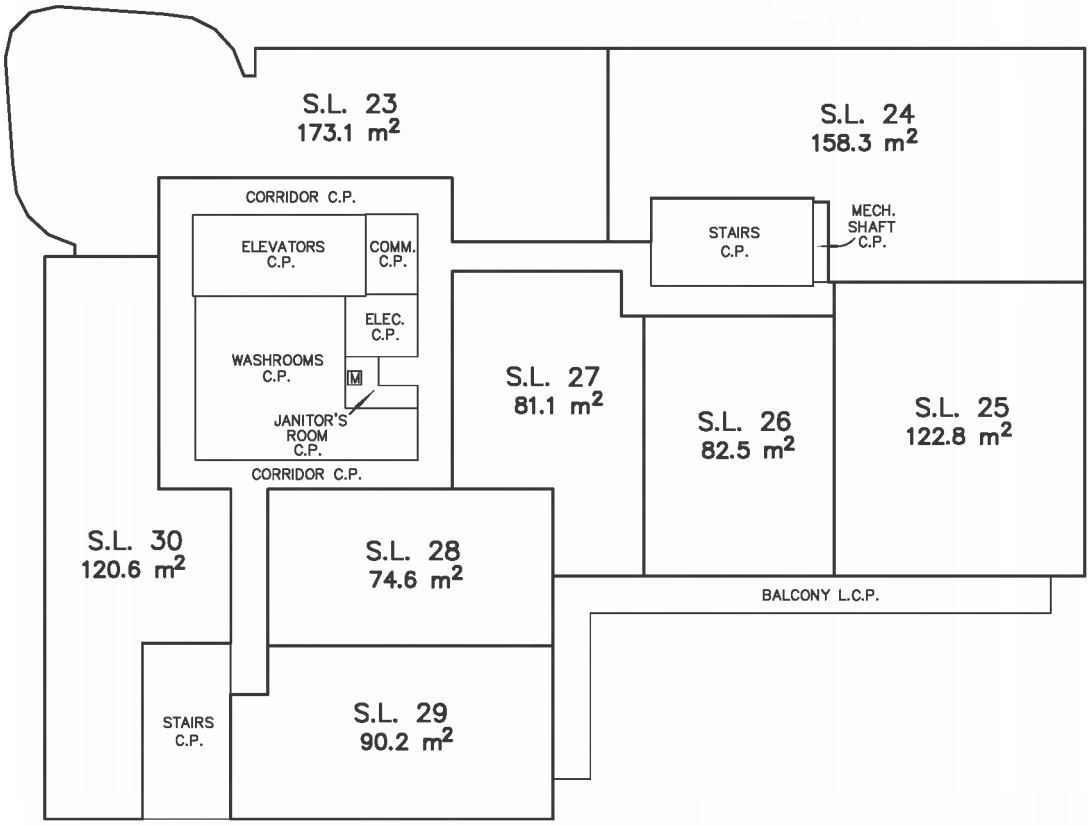
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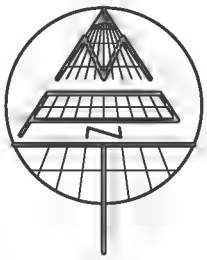
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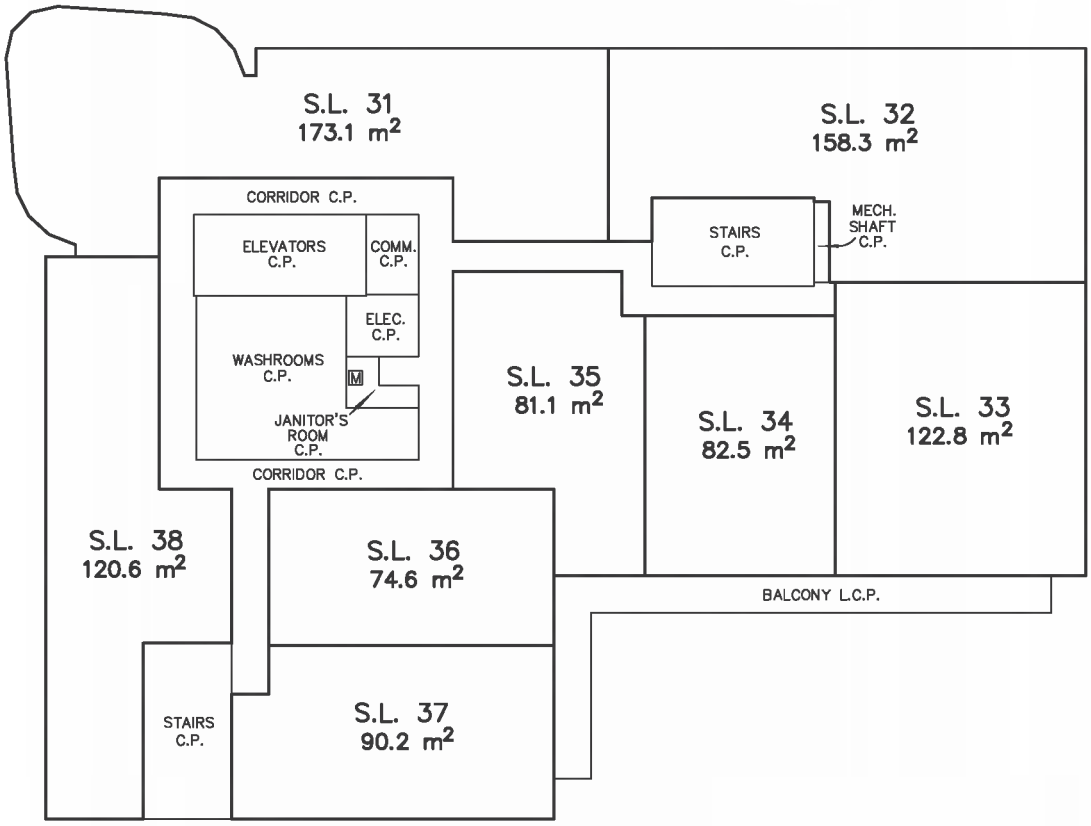
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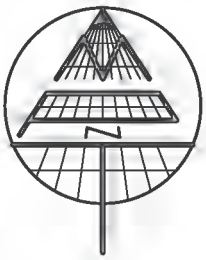
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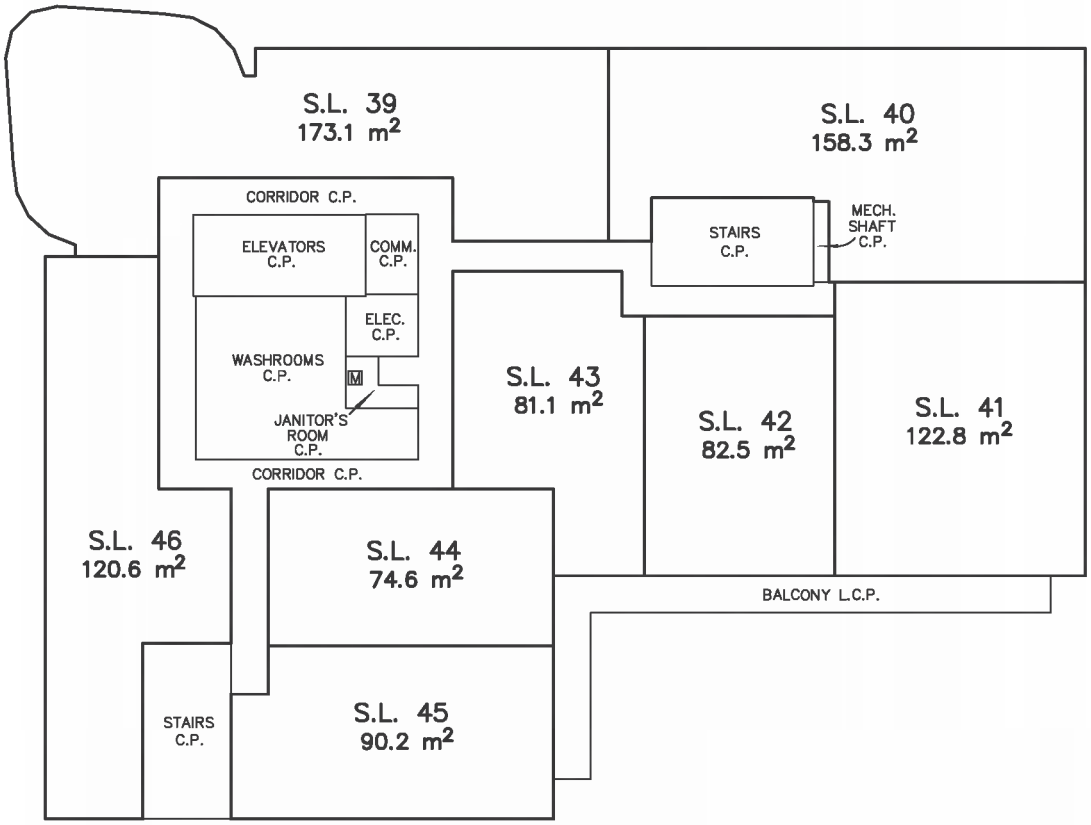
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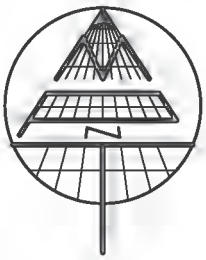
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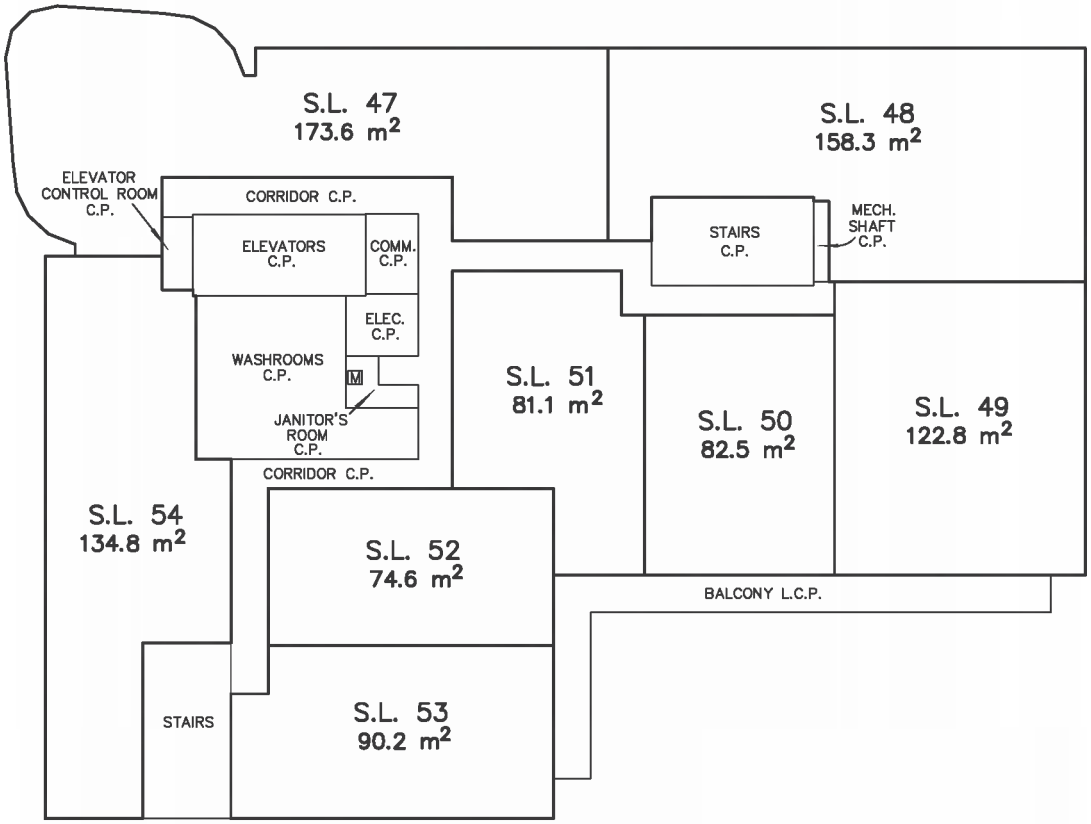
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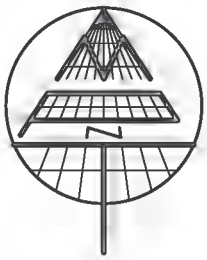
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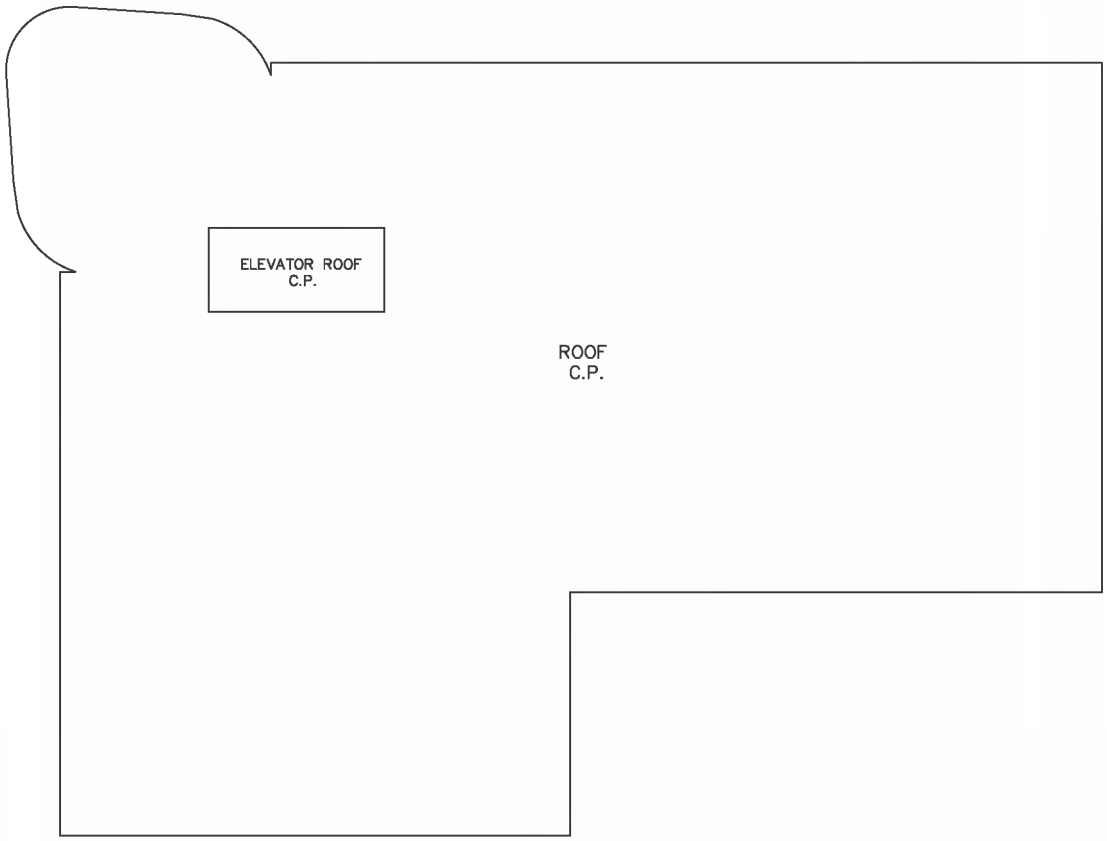
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City of Richmond

Memorandum

Planning and Development Division
Development Applications

To: Planning Committee **Date:** April 14, 2022

From: Wayne Craig
Director, Development **File:** RZ 14-672055

Re: **Request to Revise Rezoning Considerations for the 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**

The purpose of this memo is to provide additional information for the above referenced rezoning application, which was considered at the Planning Committee meeting held on April 5, 2022 and deferred to the Planning Committee meeting of April 20, 2022. This memo includes additional information regarding large floorplate leasable office space and a revised proposal from the applicant.

Office Space Policy Context

At the previous Planning Committee meeting, there was discussion about the need for large floorplate office space, the rationale for providing such space and anticipated demands for office space in the City Centre. Large floorplate leasable office space is desirable to support a diversified economy. When looking at the readily available office space in the City Centre there is a lack of large floorplate leasable office space. To encourage the provision of leasable office space, the current incentive based policy was added to the City Centre Area Plan.

The goals of the City's Resilient Economy Strategy are to retain and attract economic generating businesses, ensure a diversified economy, and maintain a higher proportion of regional employment as compared to regional population.

Ensuring the appropriate type of employment space available is needed to continue capturing a share of regional employment and business growth. The Strategy identified the opportunity for Richmond to increase its appeal as a regional office center by providing Class A office space in the City Centre near transit-oriented, amenity rich locations that are in demand by businesses and their employees.

The following research contributed to the recommendation in the Strategy to enable the development of additional office space in the City Centre:

- Existing office space inventory in Richmond does not match current market demand. There is significant demand for transit-oriented Class A office space in the region. However, most Class A office vacancy in Richmond is in business parks and stand-alone office complexes located outside the City Centre and away from rapid transit.

- The tenant mix in the Richmond City Centre transit-oriented offices is mainly composed of small firms and business units. There are very few large corporate or institutional office tenants in the Richmond City Centre.
- Large floorplate leasable office spaces is desirable to accommodate the needs of larger firms who need to accommodate a larger number of employees and future growth potential.
- Larger firms typically export products and services to a broader market and create additional spin-off economic benefits in the community, including generating additional demand for businesses support services. These type of economic generators also typically involve skilled labour jobs that pay higher wages which are recirculated in the community.

Office Space Market Data and Trends

While the varying impacts of COVID-19 on office space demand continues to cause uncertainty in the market, recent reports have shown signs of continued strong demand. In their Q4 2021 Vancouver Office Report, commercial real estate brokerage firm Cushman & Wakefield advised that market analysis continues to show significant interest in available space in downtown Vancouver with approximately 60% of that coming from tech-related companies. They note that most suburban markets remained in high demand and that Richmond City Centre has a tight supply of leasable Class A office space that is expected to become further constrained with limited leasable space under construction. Through further conversation with Cushman & Wakefield representatives, the following information was provided to staff specific to the Richmond office market context:

- Much of the office units in the City's commercial core are smaller sized office units. There are very few larger employers situated in the core.
- The structural impacts of work-from-home trends will be offset by factors such as economic growth, office-using job growth, and other factors, which means demand for offices will continue to grow over the 10-year forecast horizon.
- Canada's office sector is expected to fully recover in 2024 (i.e., when vacancy and rents begin to resemble pre-crisis levels) although there is expected to be some local market fluctuations (some markets will recover sooner, some later).
- From 2022-2030, net office demand is expected to grow by 5 million square meters (53.9 million square feet) in Canada, despite a 14.5% drag due to the impact of work from home. The work from home impact essentially means that, on average, each job created will not yield the same level of demand as it did pre-pandemic, but it will still yield a healthy amount of demand for space.

Revised Proposal

The staff report dated March 16, 2022 reviewed the applicant's request to remove the rezoning consideration limiting subdivision of the office space which was secured in exchange for additional office density. The applicant was requesting the ability to allow any form of subdivision of the proposed office space within the proposed building. Effectively, the applicant was requesting the ability to keep the additional density granted without having to fulfill the primary condition (i.e., creation of large floorplate leasable office space) that was secured in exchange for the increase in density.

In response to discussion at the Planning Committee meeting held on April 5, 2022, the applicant submitted the attached revised proposal letter (Attachment 1) and draft strata plan sketches (Attachment 2) for consideration. The revised proposal includes the following:

- The top two floors approximately 1,060 m^2 (approximately 11,440 ft^2) each of the building will be retained as leasable office space.
- The 5th floor approximately 690 m^2 (approximately 7,440 ft^2) will be restricted to a maximum of two strata lots and minimum strata lot size of 334.5 m^2 (3,600 ft^2).
- The remaining three floors approximately 900 m^2 (approximately 9,660 ft^2) each will be restricted to a maximum of 12 strata lots per floor and minimum strata lot size 60.4 m^2 (650 ft^2).
- The provision of a voluntary cash contribution in the amount of $80,000.00 to the City's Affordable Housing Reserve to off-set re-design cost savings.

In the revised proposal, the applicant continues to request the ability to keep the additional density granted in exchange for providing two floors of large floorplate leasable office space and allowing a range of strata lot sizes (e.g., 60.4 m^2 to 334.5 m^2, or 650 ft^2 to 3,600 ft^2) on the other four floors of office space and a community amenity contribution to offset the costs the applicant would incur if they were to redesign the building to remove the additional density bonus.

The applicant's revised proposal continues to be contrary to Council's incentive based policy for achieving leasable office space in exchange for additional density therefore, staff still recommend that the applicant request to revise rezoning considerations be denied.

Next Steps

Should Council wish to proceed in accordance with the applicant's revised proposal, Council must provide direction to staff direction to amend the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9216 by:

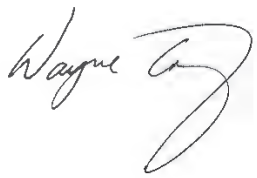
- Revising the rezoning consideration limiting subdivision of office space within the building (item #7 of the rezoning considerations) to the following: Registration of a legal agreement on title, limiting subdivision (including stratification and/or air space parcels) of the office space:
    - For the 9th and 10th floors, the top two floors of the building, no more than one strata lot or air space parcel per storey (single owner for per storey of office space).
    - For the 6th, 7th and 8th floors, no more than 12 strata lots or air space parcels per storey, and minimum 60.4 m^2 (650 ft^2) strata lot size.
    - For the 5th floor, no more than two strata lots or air space parcels per storey, and minimum 334.5 m^2 (3,600 ft^2) strata lot size.

- Adding a new rezoning consideration: City acceptance of the developer's voluntary contribution in the amount of $80,000.00 to the City's Affordable Housing Reserve.

An additional Public Hearing would not be required, as there is no proposed change to land use or density. The applicant would be required to satisfy the revised rezoning considerations prior to final adoption of the rezoning bylaw.

Conclusion

The rezoning consideration revision requested by the applicant is not consistent with OCP Policy. On this basis, it is recommended that the applicant request to amend rezoning considerations be denied.



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

WC/SB:blg

Attachments:
Attachment 1: Letter from Applicant dated April 12, 2022
Attachment 2: Draft Strata Subdivision Sketches dated April 13, 2022

City of Richmond

Memorandum

Planning and Development Division
Development Applications

To:	Planning Committee	**Date:**	May 12, 2022
From:	Wayne Craig Director, Development	**File:**	RZ 14-672055

Re: Request to Revise Rezoning Considerations for the 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

The purpose of this memo is to provide additional information for the above referenced rezoning application regarding the value of the additional 0.5 FAR density bonus included in the project and to present a revised proposal from the applicant. Additional information regarding office vacancy in the City Centre is also provided in Attachment 1.

Valuation of Additional Density Bonus and Subdivision

In response to Planning Committee discussion on April 20, 2022, staff were directed to determine the value generated through the provision of the additional 0.5 FAR density bonus. To assess this, staff with the assistance of a professional land appraiser, looked at:

1. The value generated by the additional density; and
2. The value generated by allowing the office space to be subdivided through stratification into multiple strata lots.

Real Estate Services researched a number of other properties within the City Centre Area Plan (CCAP) with similar land use designations and residential restrictions. In general terms, the buildable price per square foot has seen an upwards trend over the past year although it is worth noting that construction costs have also increased significantly over the same time period.

The City engaged Real Estate Evaluators Johnson, Ross & Cheng Ltd. to review the current value of the proposed office development. They advise that office development in the northern City Centre area is currently valued in the range of $85 to $130 per buildable square foot and for the purposes of determining a potential community amenity contribution, the mid point of this range could be considered. Using the mid-point value of $107.50 per buildable square foot, the additional 0.5 FAR density bonus is approximated to provide the project with the added value of $1,204,324.

With regards to additional value generated by allowing a developer to further subdivide floors through stratification into multiple strata lots, while this would typically lead to a higher sales price per square foot, this also comes with increased construction costs to demise and service each strata lot unit individually versus one large floor plate. It is therefore challenging to quantify a value without having the detail required to conduct a comprehensive financial study which includes all

parameters including construction costs to then determine some sort of meaningful net value information. Smaller sized strata lot units are more likely to sell more quickly, which allows the developer to recover their investment in a shorter time frame. Given the above, staff have not been able to quantify the specific value of allowing a portion of the office space to be subdivided into smaller strata lots.

At the time of writing the original rezoning staff report, staff recognized that the additional 0.5 FAR density bonus would generate additional value for the developer. In order to ensure that the City received a proportionate share of the value generated while still providing the developer with an incentive for providing large floor plate leasable office space, the rezoning considerations include the requirement for the applicant to provide a community amenity contribution to the City's City Centre Facility Development Fund. The contribution associated with the additional 0.5 FAR density bonus was established at $728,196.47. When the rezoning considerations were amended in January 2018, the contribution rate was adjusted to account for annual inflationary increases. The currently required contribution is $847,279.32.

The applicant has agreed to provide a voluntary contribution in the amount of $357,044.61 towards Affordable Housing, which together with the currently required contribution amount of $847,279.32, represents the approximate value the additional 0.5 FAR density bonus is anticipated to generate.

Revised Proposal

In response to discussion at the Planning Committee meeting held on April 20, 2022, the applicant increased the proposed community amenity contribution and submitted attached revised proposal letter (Attachment 1) for consideration. The revised proposal includes the following:

- The top two floors which includes approximately 1,060 m^2 (approximately 11,440 ft^2) for each floor of the building will be retained as leasable office space, as previously proposed.
- The 5th floor which includes approximately 690 m^2 (approximately 7,440 ft^2) of floor area will be restricted to a maximum of two strata lots with a minimum strata lot size of 334.5 m^2 (3,600 ft^2), as previously proposed.
- The remaining three floors which includes approximately 900 m^2 (approximately 9,660 ft^2) for each floor of the building will be restricted to a maximum of 12 strata lots per floor with a minimum strata lot size of 60.4 m^2 (650 ft^2), as previously proposed.
- The provision of a voluntary cash contribution in the amount of $357,044.61 to the City's Affordable Housing Reserve.

In the revised proposal, the applicant continues to request the ability to keep the additional density granted in exchange for providing two floors of large floorplate leasable office space and allowing a range of strata lot sizes (e.g., 60.4 m^2 to 334.5 m^2, or 650 ft^2 to 3,600 ft^2) on the other four floors of office space and offers an increased community amenity contribution to offset the value of the additional 0.5 FAR density bonus.

The applicant's revised proposal continues to be contrary to Council's incentive based policy for achieving leasable office space in exchange for additional density therefore, staff still recommend that the applicant request to revise rezoning considerations be denied.

Next Steps

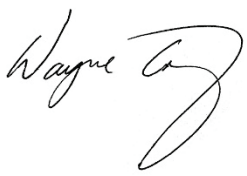
Should Council wish to proceed in accordance with the applicant's revised proposal, Council must provide direction to staff to amend the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9216 by:

- Revising the rezoning consideration limiting subdivision of office space within the building (item #7 of the rezoning considerations) to the following: Registration of a legal agreement on title, limiting subdivision (including stratification and/or air space parcels) of the office space:
  - For the 9th and 10th floors, the top two floors of the building, no more than one strata lot or air space parcel per storey (single owner per storey of office space).
  - For the 6th, 7th and 8th floors, no more than 12 strata lots or air space parcels per storey, and a minimum 60.4 m^2 (650 ft^2) strata lot size.
  - For the 5th floor, no more than two strata lots or air space parcels per storey, and a minimum 334.5 m^2 (3,600 ft^2) strata lot size.
- Adding a new rezoning consideration: City acceptance of the developer's voluntary contribution in the amount of $357,044.61 to the City's Affordable Housing Reserve.

An additional Public Hearing would not be required, as there is no proposed change to land use or density. The applicant would be required to satisfy the revised rezoning considerations prior to final adoption of the rezoning bylaw.

Conclusion

The rezoning consideration revision requested by the applicant is not consistent with OCP Policy. On this basis, it is recommended that the applicant request to amend rezoning considerations be denied.



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

WC/SB:sb

Attachments:
Attachment 1: Office Space Market Data and Trends
Attachment 2: Letter from Applicant dated May 10, 2022

City of Richmond

Development Application Data Sheet

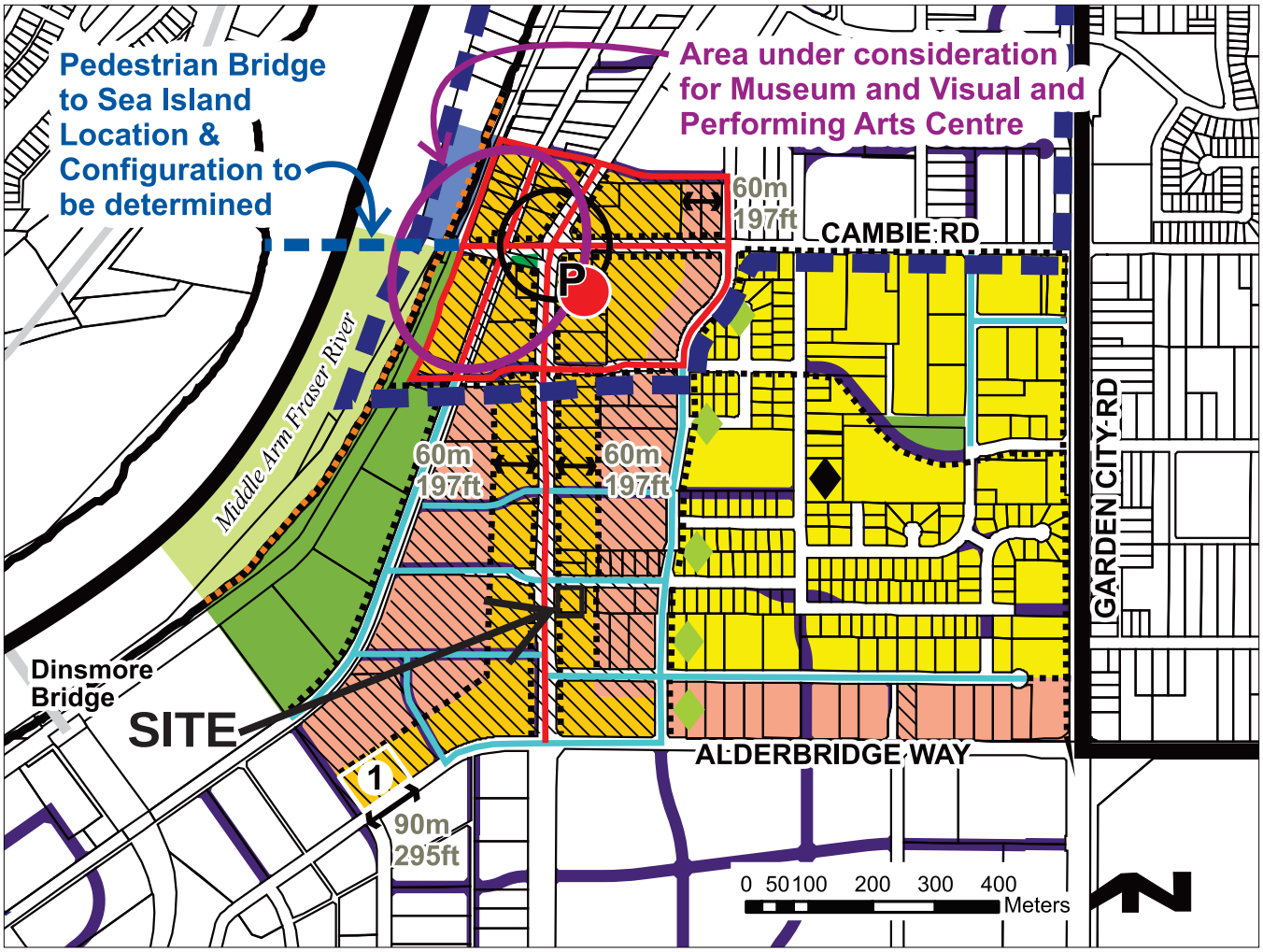
Development Applications Department

RZ 14-672055		Attachment EEE
Address	4700 No. 3 Road	
Applicant	Bene (No. 3) Road Development Ltd.	
Planning Area(s)	Aberdeen Village (City Centre)	
	Existing	**Proposed**
OCP Designation	Commercial	Complies
Area Plan Designation	Urban Centre T5 (35m)	Complies
Zoning	Auto-Oriented Commercial (CA)	High Rise Office Commercial (ZC44) – Aberdeen Village
Site Area (before and after road dedication)	2,134.31 m^2 (22,973.54 ft^2)	1,997.10 m^2 (21,496.61 ft^2)
Net Development Site Area (for floor area calculation)	N/A	2,081.6 m^2 (22,409.39 ft^2)
Land Uses	Vacant	Hotel, Office and Retail Mixed Use

	Requirement	**Proposed**	**Variance**
Floor Area Ratio (FAR)	Max. 3.5, including Min. 0.7 Office	3.5, including 0.71 Office	None permitted
Floor Area	Max. 7,286.65 m² (78,432.85 ft²)	7,286.65 m² (78,432.85 ft²)	None permitted
Floor Area - Hotel	Max. 5,829.32 m² (62,746.28 ft²)	5,204.75 m² (56,023.46 ft²)	None
Floor Area – Office	Min. 1,457.33 m² (15,686.57 ft²)	1,477.94 m² (15,908.41 ft²)	None
Floor Area – Retail	Max. 1,242.10 m² (13,369.85 ft²)	603.96 m² (6,500.97 ft²)	None
Lot Coverage – Building	Max. 90%	74%	None
Lot Size	Min. 1,900 m² (20,451 ft²)	1,997.10 m² (21,496.61 ft²)	None
Setback - Canada Line Guideway	Min. 6 m (20 ft.)	6 m (20 ft.)	None
Setback – Leslie Road	Min. 3 m (10 ft.)	3 m (10 ft.)	None
Building Height	Max. 35 m (114.83 ft.)	35 m (114.83 ft.)	None
Parking Spaces: Retail Office Hotel Total	With TDMs 12 32 32 76	With TDMs 12 32 32 76	None
Parking Spaces – Accessible	Min. 2%	4%	None
Parking Spaces – Tandem	Max. 16 (Hotel Car Rental/Valet)	16 (Hotel Car Rental/Valet)	None
Bicycle Storage: Class 1 Class 2	Min. 19 Min. 21	21 23	None
Loading Spaces	2 Medium	2 Medium	None

Specific Land Use Map: Aberdeen Village (2031)

Bylaw 10020
2019/05/21



Bylaw 10020
2019/05/21
Maximum building height may be subject to established Airport Zoning Regulations in certain areas.

OCP Consultation Summary

Staff have reviewed the proposed Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9215, with respect to the *Local Government Act* and the City's OCP Consultation Policy No. 5043 requirements and determined that this report does not require referral to external stakeholders. The table below clarifies this recommendation as it relates to the proposed OCP amendment.

Stakeholder	Referral Comment (No Referral necessary)
Agricultural Land Commission (ALC)	No referral is necessary as the Agricultural Land Reserve is not affected.
Richmond School District No. 38	No referral is necessary. There are no residential uses proposed.
The Board of Metro Vancouver	No referral is necessary as the Regional District is not affected.
The Councils of adjacent Municipalities	No referral is necessary as adjacent municipalities are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral is necessary as First Nations are not affected.
TransLink	No referral is necessary as no transportation road network changes are proposed that would impact TransLink. Staff have consulted Translink given the proximity of the development site to the Skytrain Canada Line. The applicant will continue to work with Translink to ensure protection of adjacent transit infrastructure during any future construction on site.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral is necessary as no port authorities are affected.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral is necessary as the proposed amendments do not affect Transport Canada's maximum permitted building height or the OCP Aircraft Noise Sensitive Development Policy.
Vancouver Coastal Health Authority	No referral is necessary as the Health Authority is not affected.
Community Groups and Neighbours	No referral necessary, but the public will have an opportunity to comment on the proposed development at a Public Hearing.
All relevant Federal and Provincial Government Agencies	No referral is necessary because Federal and Provincial Government Agencies are not affected.

Wydanco
DEVELOPMENT CORP.

Dear Mayor and Councillors,

I am writing regarding the same property and development proposal that I previously addressed with Mayor and Council on April 12, 2022.

Since that time, economic and market conditions have changed considerably. We would therefore respectfully request Council's consideration of a revised use for the project, while maintaining the same building form, design and density as the Development Permit approval.

The proposed revision is straightforward:

1. The approved building form, design and overall density would remain unchanged.
2. The principal change would be the use of the building to a 165-room hotel.
3. Approximately 20% of the development would remain office use, with the balance used for the retail and hotel.
4. The intention is to work within the form and design already reviewed and approved, rather than redesigning the project or seeking additional density.

Given the significant change in economic conditions since the original approval, we respectfully ask Mayor and Council to consider whether this change of use can be accommodated without requiring the project to repeat the entire approval process.

This would allow an already-approved development concept to respond to today's economic circumstances while maintaining the City's previously approved building form, design and density.

We believe this is a practical approach that can help move the project forward without unnecessarily repeating work that has already been completed and reviewed.

Your kind consideration of the above would be greatly appreciated.

Yours sincerely,

Danny Leung
Wydanco Consultants Ltd.

Suite 690, 4400 Hazelbridge Way, Richmond, B C Canada V6X 3R8 T. 604 295 2320 F. 604 238 3383

City of Richmond

Rezoning Considerations

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

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. **(OCP Amendment Bylaw)** Final Adoption of OCP Amendment Bylaw 9215.
2. **(Fees - Notices)** Payment of all fees in full for the cost associated with the Public Hearing Notices, consistent with the City's Consolidated Fees Bylaw No 8636, as amended.
3. **(Road dedication)** The provision of the following road dedication. Note: this may require an overlay of the proposed functional plan with the dedication plan to confirm that the required improvements can be accommodated within the dedication area:
   a) 1.5 m along the entire Leslie Road frontage.
   b) 2.134 m along the entire No. 3 Road frontage.
   c) 4 m x 4 m corner cut measured from the new property lines.
4. **(Flood Indemnity Covenant)** Registration of a flood indemnity covenant on Title (Area A).
5. **(Aircraft Noise Indemnity)** 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. **(City Centre Future Development Impacts)** Registration of a legal agreement on Title stipulating that the 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. **(Hotel Use and Length of Stay)** Registration on title of a restrictive covenant and/or alternative legal agreement on title to the subject development site, to the satisfaction of the City, to require that:
   a) In compliance with the Zoning Bylaw and City Centre Area Plan, hotel shall mean a commercial development providing guest rooms for temporary sleeping accommodation (i.e. not as a dwelling or other residential use);
   b) Guest room shall mean a habitable room wherein accommodation is offered for rent, or rented, to persons on a temporary basis and that does not contain cooking or food preparation facilities, but may include a microwave, coffee maker, tea kettle (or other similar small domestic appliances, as are customary in similar quality hotel properties, used primarily for heating pre-prepared food), a compact refrigerator with a maximum capacity of 0.14 m^3 (5 ft^3), and a single bowl bar-size sink installed within a counter space having a maximum width of 1.5 m (5 ft.) and a maximum depth of 0.6 m (2 ft.);
   c) Hotel guest length of stay shall be limited to a maximum of six months per year; and
   d) Subdivision of individual hotel guest rooms or suites by way of stratification or air space parcel shall be prohibited.
8. **(Office Use)** Registration of a legal agreement on Title, limiting subdivision (including stratification and/or air space parcels) of the office space:
   a) For the 2nd floor, no more than five strata lots or air space parcels, and a minimum 64 m^2 (689 ft^2) size;
   b) For the 4th floor, no more than one strata lot or air space parcel; and,
   c) For the 5th floor, no more than eight strata lots or air space parcels, and a minimum 60.4 m^2 (650 ft^2) size.
9. **(Affordable Housing Reserve Contribution)** City acceptance of the developer's voluntary contribution in the amount of $445,568.37 to the City's Affordable Housing Reserve. Should the contribution not be provided within one year of the application receiving third reading, the value 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.

10. **(Tandem Parking)** 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 hotel valet parking use or hotel car rental use only, and conversion of tandem parking area into habitable space is prohibited (e.g., storage use).
11. **(Shared Parking)** 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.
12. (**Hotel Car Rental Program**) Registration of a No Occupancy covenant, prohibiting occupancy of the hotel until a legal agreement has been registered on Title to secure a car rental program for hotel guests with a minimum operation duration of 3 years to the satisfaction of the Director, Transportation. Any changes to the program must be approved by the City and may be subject to alternative Transportation Demand Measures or a contribution to the City's Transportation Demand Management Reserve Fund at the City's discretion. In the event that no operator can be secured to operate the program to the satisfaction of the City, alternative Transportation Demand Measures or a contribution to the City's Transportation Demand Management Reserve Fund can be made in lieu of the program at the City's discretion.
13. (**Hotel Airport Shuttle Program**) Registration of a legal agreement on Title, ensuring that a hotel airport shuttle program is provided for hotel guests and be in operation for a minimum of 3 years to the satisfaction of the Director, Transportation. Any changes to the program is to be approved by the City and subject to alternative Transportation Demand Measures or a contribution to the City's Transportation Demand Management Reserve Fund at the City's discretion.
14. (**Transit Pass Subsidy Program**) Registration of a legal agreement on title to ensure the execution and completion of a transit pass program, including the following method of administration and terms:
    a) Provide monthly subsidy of $40 per month to TransLink Compass monthly transit passes for all eligible employees of the program. The approximate value of this is $187,200.
    b) Letter of Credit provided to the City for 100% of the transit pass program value.
    c) Administration by TransLink or management company.
    d) The Transit Pass Subsidy Program is to run for three years.
    e) Should not all transit passes be utilized by the end of the third year, the remaining funds equivalent to the value of the unsubscribed transit passes are to be transferred to the City of Richmond for alternate transportation initiatives at the City's discretion.
15. **(EV Charging)** Four parking spaces (excluding tandem parking spaces) shall be provided with two level-2 electric vehicle (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.
16. **(Shared Loading)** 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.
17. **(Bicycle Storage)** 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).
18. **(Translink)** 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

Initial: _____

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.

19. **(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 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 provide any combination of heating, cooling, and/or domestic hot water heating to the building(s), as directed by the City's service provider (LIEC), to be constructed and installed on the site, with the capability to connect to and be serviced by a 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) 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;

iii) the Owner has paid the City the ETS and Service Connection Installation Fee (as defined in the City Centre District Energy Utility Bylaw No. 9895), as estimated by the City and/or the Service Provider for the purposes of facilitating such connection to the DEU; and

iv) 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.

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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:

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

iii) the building is connected to a low carbon energy plant supplied and installed by the owner, at the owner's sole cost, to provide any combination of heating, cooling and/or domestic hot water heating to the building(s), as directed by the City's service provider, 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;

iv) 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;

v) 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

vi) 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;

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).

20. **(CCAP Community Planning)** City acceptance of the developer's voluntary contribution to future City community planning studies (as set out in the City Centre Area Plan) and as indicated in the table below.

Site Area for Density Purposes	Maximum FAR	Maximum Permitted Floor Area	CCAP Community Planning Rate	Minimum Voluntary Developer Contribution
2,081.90 m^2 (22,409.39 ft^2)	3.5 FAR	7,286.65 m^2 (78,432.84 ft^2)	$0.36 /sq. ft.	$28,235.83

21. **(Leisure Facilities Reserve Fund Contribution)** City acceptance of the developer's voluntary contribution in the amount of $2,160,264.72 to Richmond's Leisure Facilities Reserve Fund – City Centre Facility Development Sub-Fund, in lieu of constructing community amenity space on-site, as determined based on a Construction Value Amenity Transfer Contribution Rate of $964/$ft^2$ and an amount of amenity transferred off-site based on 5% of the additional non-residential 1.0 FAR buildable floor area and 10% of the additional non-residential 0.5 FAR buildable floor area permitted on the subject site under the proposed ZC44 zone, as indicated in the table below.

If the contribution is not provided within one year of third reading of the zoning amendment bylaw, the Construction Value Amenity Transfer Contribution Rate multiplier shall be increased annually thereafter based on the Statistics Canada "Non-residential Building Construction Price Index" yearly quarter to quarter change for Vancouver, where the change is positive.

Additional Non-residential Floor Area		VCB Community Amenity Space Area	Construction Value Amenity Transfer Contribution Rate	Minimum Voluntary Developer Contribution
1.0 FAR	2,081.90 m^2 (22,409.39 ft^2)	5%	$964.00 /sq. ft.	$2,160,264.72
0.5 FAR	1,040.95 m^2 (11,204.69 ft^2)	10%		
Total 1.5 FAR	3,122.85 m^2 (33,614.08 ft^2)	208.19 m^2 (2,240.94 ft^2)		

Initial: _____

22. **(Public Art Cash Contribution)** City acceptance of the developer's offer to make a voluntary cash contribution towards the City's Public Art Fund, the terms of which shall include the following:

    a) The value of the developer's voluntary public art contribution shall be based on the Council-approved rates for residential and non-residential uses and the maximum buildable floor area permitted under the subject site's proposed zoning, excluding floor area associated with affordable housing and market rental, as indicated in the table below.

Building Type	Rate	Maximum Permitted Floor Area (after exemptions)	Minimum Voluntary Cash Contribution
Commercial, Office	$0.57 /sq. ft.	7,286.65 m^2 (78,432.84 ft^2)	$44,706.72

    b) In the event that the contribution is not provided within one year of the application receiving third reading of Council (i.e. Public Hearing), the contribution rate (as indicated in the table in item a) above) shall be increased annually thereafter based on the Statistics Canada Consumer Prince Index (All Items) - Vancouver yearly quarter-to-quarter change, where the change is positive.

23. **(Pedestrian and Cycling Enhancement Contribution)** City acceptance of the developer's offer to voluntarily contribute $50,000 towards the City's Transportation Demand Management Reserve Fund for the provision of future off-site pedestrian and cycling enhancements as a Transportation Demand Management (TDM) measure.

24. (**City Tree Compensation**) City acceptance of the developer's offer to voluntarily contribute $3,840.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City in compensation for the removal of three City trees along the Leslie Road frontage.

25. **(City Tree Protection)** City tree protection measures as follows:

    a) Enter into a tree survival security agreement and submission of a tree survival security to the City in the amount of $25,000.00 for the protection and retention of five City trees along the No. 3 Road frontage.

    b) 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 5 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.

    c) Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities occurring on-site.

26. **(Servicing Agreement)** Enter into a Servicing Agreement* for the design and construction of road and infrastructure works. A Surety Bond, Letter of Credit or cash security for the value of the Servicing Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to the following:

    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):

    - From existing north curb, 3.3 m westbound lane, 3.0 m westbound left turn lane, 5.5 m eastbound lane.
    - New 0.15 m wide curb and gutter.
    - New 1.5 m wide boulevard planted with grass and street trees.
    - New 1.8 m wide bike lane.
    - New 0.2 m wide buffer.
    - New 2.0 m wide concrete sidewalk.

    ii. No. 3 Road frontage improvements:

    - Sidewalk widening to new property line extending No. 3 Road boulevard works and incorporating tree retention features as needed to the satisfaction of the Director, Transportation.
    - Remove existing driveway letdown.
    - Raise the existing section of semi-elevated bike lane to sidewalk level along the site's frontage.

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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. At the Developer's cost, 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.
- Coordinate and confirm the location of the hydrants with the Richmond Fire Department.
- Install a new water service connection complete with water meter to be located on-site in a right of way. Dimensions of the right of way, location of the service connection and meters shall be finalized during the SA design process.
- Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized via the servicing agreement process.

ii. At the 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. At the Developer's cost, the Developer is required to:

- Install a minimum 600 mm storm sewer as per City Engineering specifications or size via a capacity analysis under the OCP condition, whichever is larger, within Leslie 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 west shall be to the existing box culvert via a new manhole and tie-in to the east shall be to the existing storm sewer via two manholes and a transition pipe at 45 degrees.
- Provide 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 storm sewer along the Leslie Road frontage.

ii. At the Developer's cost, the City is to:

- 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.
- 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).

Initial: _____

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.
- The City accepted the Developer's $2.7 million cost estimate for the pump station replacement in 2020. The progress payment schedule as provided to the Developer on April 8, 2020 shall be as follows:
  - 80% of design costs paid at SA approval.
  - 80% of construction costs and remaining 20% of design costs paid at construction completion.
  - Remaining 20% of construction costs paid when the City takes over the works at the end of the maintenance period.
  - The developer is required to submit three invoices to the City, one at each of the stages listed above.

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 14.08 m long measured from the new north property line and 8.1 m wide, less a 5.81 m by 2.68 m notch 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 m x 2.5 m service truck with 1.3 m stabilizers. The right-of-way dimensions are subject to BC Hydro review and approval prior to rezoning adoption. 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 m 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 m 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 a minimum 3.0 m wide x 14.05 m long right-of-way along the onsite driveway for access to the pump station kiosk and PMT.
- 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 m 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.
- Remove the existing sanitary service connection and install a new sanitary service connection, complete with inspection chamber.

v. At the 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 At the Developer's cost, 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.

Initial: _____

- 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

- Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.
- Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- Submit a proposed strategy at the building permit stage for managing excavation de-watering. Note that the City's preference is to manage groundwater onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the Developer will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of groundwater, the Developer will be required to apply for a non-stormwater discharge permit with the City wherein the developer will be required to treat the groundwater before discharging it to the City's storm sewer system.
- Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
- Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream. The developer's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
  - Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
  - Pipe sizes, material and slopes.
  - Location of manholes and fire hydrants.
  - Road grades, high points and low points.
  - Alignment of ultimate and interim curbs.
  - Proposed street lights design.
- Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other

Initial: _____

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:

1. **(Special Features)** Incorporation of special features in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
2. **(Translink)** 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.
3. **(Canopy Encroachment)** Entering into an Encroachment Agreement* for the projection of the canopy beyond the property lines at No. 3 Road (approximately 0.42 m) and the corner cut (approximately 0.3 m).
4. **(Construction Parking and Traffic Management Plan)** 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.
5. **(Latecomer Agreement)** If applicable, payment of Latecomer Agreement charges, plus applicable interest associated with eligible latecomer works.
6. **(Construction Hoarding)** 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.

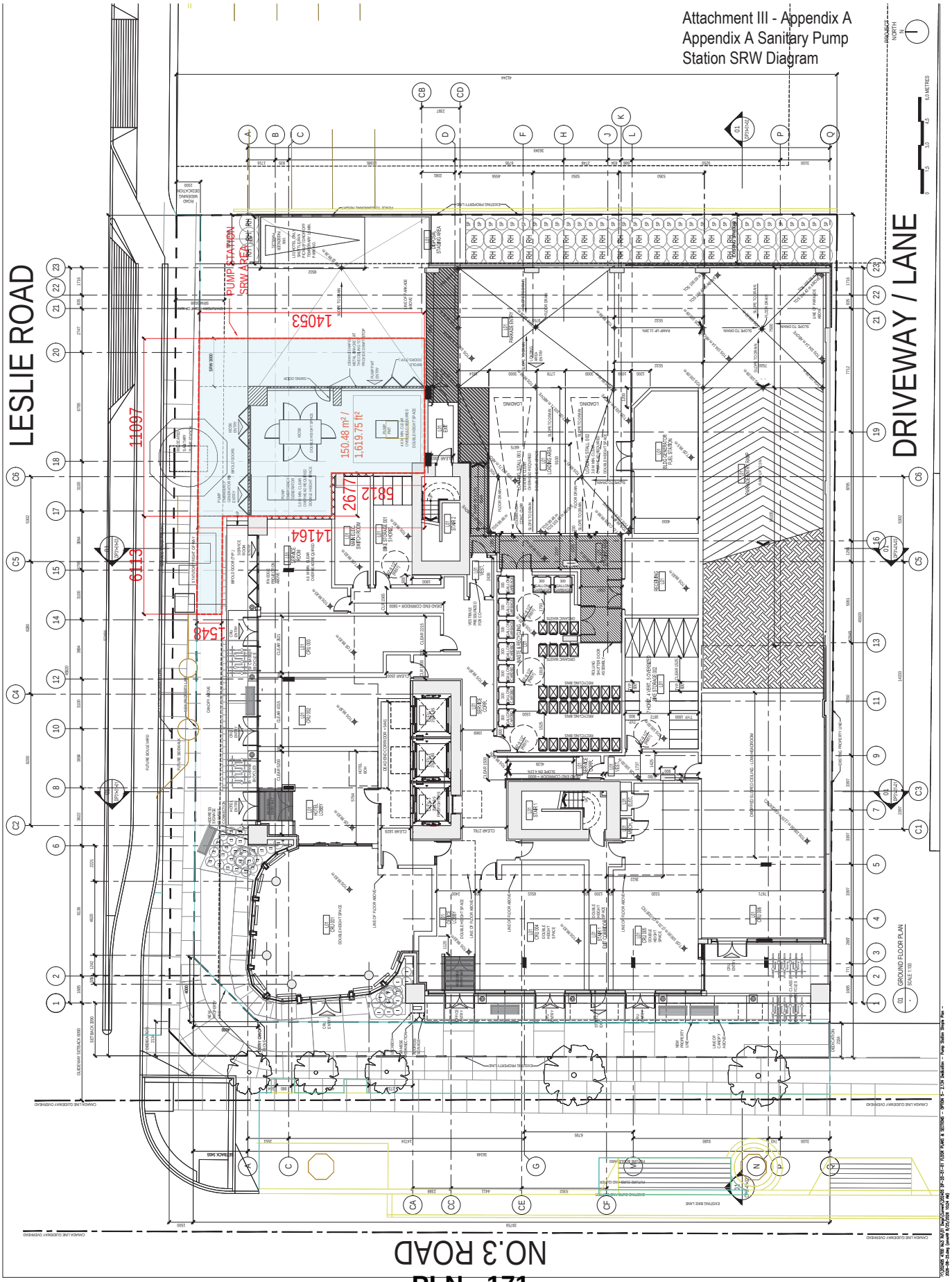
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
- All agreements to be registered in the Land Title Office shall have priority over 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.
- If the development will be constructed in phases and stratified, a Phased Strata Subdivision Application is required. Each phase of a phased strata plan should be treated as a separate parcel, each phase to comply with the Richmond Zoning Bylaw 8500 in terms of minimum lot area, building setback and parking requirements. Please arrange to have the City's Approving Officer review the proposed phased boundaries in the early DP stages. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.
- If the development intends to create one or more air space parcels, an Air Space Parcel Subdivision Application is required. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial Wildlife Act and Federal Migratory Birds Convention Act, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

[signed copy on file]

_____ _____

Signed Date

Attachment III - Appendix A
Appendix A Sanitary Pump Station SRW Diagram



City of Richmond

Bylaw 9215

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), 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-15 of the CCAP, is amended by:

   a) Inserting the following text in alphabetical order:

      "c) southeast corner of Leslie Road and No. 3 Road, within 45 m of Leslie Road and 55 m of No. 3 Road: 1.5 for the provision of non-residential uses, provided that at least 0.7 be limited to office use only."

   and renumbering the current subsection "c)" in the same column 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	

CITY OF RICHMOND
APPROVED by
JH
APPROVED by Manager or Solicitor

MAYOR

CORPORATE OFFICER

City of Richmond

Bylaw 9216

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**.

22.44.2 Permitted Uses

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

22.44.3 Secondary Uses

- **vehicle sale/rental**

22.44.4 Permitted Density

1. For the purposes of this **zone**, if the owner dedicates not less than 137 m^2 of the gross **site** as **road**, the calculation of the **floor area ratio** shall be based on a net development **site** area of 2,081.9 m^2.

2. The maximum **floor area ratio** of the **site** is 3.5, provided that at least 0.7 is for **office use** only.

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 measured from the drip line of the Canada Line;

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.

22.44.7 Permitted Heights

1. The maximum **height** for **principal buildings** is 35.0 m.

2. The maximum **height** for **accessory buildings** and **accessory structures** is 5.0 m.

22.44.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** is 1,900 m^2.

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 16 **parking spaces** for a maximum of 165 **hotel guest** sleeping rooms.

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 **hotel** valet parking **use** or **vehicle sale/rental use** only is permitted. Any pair of **parking spaces** in a **tandem arrangement** under this Section must be assigned to the same tenant/unit.

4. Notwithstanding Section 22.44.10.1, for the purposes of this **zone**, two medium **loading spaces** shall be provided.

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, hotel, minor health service, office, and financial service**.

2. For the purposes of this **zone**, **vehicle sale/rental use** is limited to an indoor area to a maximum of 300 m^2, including a maximum of 16 **parking spaces**.

3. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"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	

CITY OF RICHMOND
APPROVED by SB
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER