



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: March 11, 2024
File: RZ 20-921503

Re: Application by Billard Architecture Inc. for Rezoning at 8180, 8200, 8220, 8240, 8260, 8280 and 8300 Leslie Road from the "Single Detached (RS1/E)" Zone to the "Light Industrial, Office and Limited Commercial (ZI21) - Aberdeen Village (City Centre)" Zone and the "School & Institutional Use (SI)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10514 to create the "Light Industrial, Office and Limited Commercial (ZI21) – Aberdeen Village (City Centre)" zone, and to rezone 8180, 8200, 8220, 8240, 8260, 8280 and 8300 Leslie Road from the "Single Detached (RS1/E)" zone to the "Light Industrial, Office and Limited Commercial (ZI21) – Aberdeen Village (City Centre)" zone and the "School & Institutional Use" zone, be introduced and given first reading.

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

WC:sb
Att. 6

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Real Estate Services	<input checked="" type="checkbox"/>	
Community Social Development	<input checked="" type="checkbox"/>	
Arts, Culture, Heritage Services	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Recreation and Sport Services	<input checked="" type="checkbox"/>	
Sustainability and District Energy	<input checked="" type="checkbox"/>	

Staff Report

Origin

Billard Architecture Inc., on behalf of the owner 1174536 B.C. Ltd. (Edwin Tseng, Director), has applied to the City of Richmond for permission to rezone the site at 8180, 8200, 8220, 8240, 8260, 8280 and 8300 Leslie Road (Attachments 1 & 2) from the "Residential Single Detached (RS1/E)" zone to the "Light Industrial, Office and Limited Commercial (ZI21) - Aberdeen Village (City Centre)" zone and the "School & Institutional Use (SI)" zone to permit the development of a mid-rise development with limited commercial, limited office and light industrial uses and a new City park.

Key components of the proposal as indicated in the Development Application Data Sheet and Conceptual Development Plans (Attachment 3 & 4) include:

- One six-storey non-residential industrial and limited commercial mixed-use strata-titled building. The developer intends to create strata lots for sale. The only restriction is that a maximum of one office strata lot is permitted per floor.
- A total floor area of approximately 8,090 m² (87,077 ft²) including approximately:
 - 552 m² (5,946 ft²) of ground-level commercial retail and restaurant space fronting onto the proposed linear park along Hazelbridge Way and wrapping around the corner to front onto Leslie Road.
 - 6,142 m² (66,114 ft²) of industrial space on all floor levels, including mezzanine space at the second-floor level of the ground floor industrial units.
 - 869 m² (9,353 ft²) of office space on the fourth and fifth-floor levels.
 - 215 m² (2,315 ft²) of indoor and outdoor amenity space on the third-floor level for the shared use of all units.
- Design and construction to meet Step 2 of the BC Energy Step Code, together with connection to a City DEU or provision of a low-carbon building energy system on-site (to be transferred to the City at no cost to the City).
- Voluntary developer contributions towards public art and community amenities, in compliance with City policy.
- Provision of a 10 m wide linear City Park along Hazelbridge Way, including a fee simple lot and design and construction (at no cost to the City).

This application includes the proposed sale and acquisition of the City-owned remnant lot at 8180 Leslie Road, adjacent to the developer-owned lots. Additional information on the land acquisition is contained in the Financial Impact section of this report.

Park, road and engineering improvements work will be secured through the City's standard Servicing Agreement process prior to final adoption of the rezoning bylaw (Attachment 6).

The work include design and construction of a new linear park along Hazelbridge Way, road widening and frontage improvements along Hazelbridge Way and Leslie Road, intersection improvements, new water main and storm sewer along Hazelbridge Way, upgraded water main and storm sewer along Leslie Road and servicing connections.

Findings of Fact

A Development Application Data Sheet (Attachment 3) providing details about the development proposal is attached.

Subject Site Existing Housing Profile

There are six existing tenanted houses on the seven properties, including five single-storey houses and one two-storey house. None of the houses include secondary suites. The developer has advised that all of the tenants have been made aware of their proposed redevelopment plans and tenants will be provided notice in keeping with *Residential Tenancy Act*.

Surrounding Development

To the North: Across Leslie Road, are a mix of existing one to two-storey houses on lands also zoned “Single Detached (RS1/E)” and also designated in the City Centre Area Plan (CCAP) “Industrial Reserve – Limited Commercial” intended for non-residential urban business park light industrial mixed-use development “General Urban T4 (25m)”.

To the South: Existing one and two-storey commercial developments fronting Alexandra Road on lands zoned “Auto-Oriented Commercial (CA)” and designated in the City Centre Area Plan (CCAP) “Industrial Reserve – Limited Commercial” intended for non-residential urban business park light industrial mixed-use development “General Urban T4 (25m)”.

To the East: An existing one-storey duplex, two vacant lots and a single-storey house between the subject site and Brown Road on lands also zoned “Single Detached (RS1/E)” and also designated in the City Centre Area Plan (CCAP) “Industrial Reserve – Limited Commercial” intended for non-residential urban business park light industrial mixed-use development “General Urban T4 (25m)”.

To the West: Across Hazelbridge Way, is an existing two-storey commercial development on lands zoned “Auto-Oriented Commercial (CA)” designated in the City Centre Area Plan (CCAP) for non-residential medium to high-density, mid to high-rise commercial development “Urban Centre T5 (25m)”.

Related Policies & Studies

Official Community Plan/City Centre Area Plan

The Official Community Plan (OCP) City of Richmond 2041 OCP Land Use Map designates the site “Mixed Employment” principally for industrial and stand-alone office development,

and in certain areas, a limited range of commercial uses. The proposal complies with the provisions of the OCP.

The OCP City Centre Area Plan Specific Land Use Map: Aberdeen Village (2031) (Attachment 2) designates the site “General Urban T4 (25m)” for non-residential light industrial and limited commercial use. Up to 50 per cent non-industrial uses are permitted. A limited range of commercial uses are permitted within 50 m of Hazelbridge Way (i.e., retail trade & services, restaurant, neighbourhood pub, institutional, recreation and studio). Office and commercial education uses are permitted and limited to the upper floors only. The proposal complies with the provisions of the OCP.

The OCP City Centre Area Plan Specific Land Use Map: Aberdeen Village (2031) and Base Level Parks & Open Space Map (2031) (Attachment 2) designates a “Linear Park (Future)” along the east side of Hazelbridge Way. The Linear Park is a key component of the City Centre Area Plan and a proposed neighbourhood green link as identified in the 2010 Richmond Trail Strategy.

The proposed Linear Park is intended to accommodate active transportation between existing and future City Centre parks with access to commercial activities and functions along the way. The proposed open space will also provide outdoor leisure opportunities for workers and customers in the non-residential Commercial Reserve and Industrial Reserve – “Limited Commercial” area. Pedestrian linkages support the open space system by:

- Creating safe and healthy corridors for pedestrians to move throughout the City Centre.
- Reducing the demand on the transportation system by offering alternatives to car use.
- Providing corridors for environmental purposes (e.g., storm water management, linkages between natural areas).

The proposal complies with the provisions of the OCP.

The OCP City Centre Area Plan also provides for additional density on sites designated “Industrial Reserve – Limited Commercial” to provide a benefit to industry and to facilitate public open space and other Area Plan objectives, subject to the floor area of non-industrial uses not exceeding that of industrial uses and the subdivision of any office floor area limited to one strata lot or air space parcel per storey of the building or per 1,858 m² (20,000 ft²) of office floor area. The proposal complies with the provisions of the OCP. Additional information is contained in the Industrial Reserve Additional Density and Community Amenity Contribution section of this report.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject site is located within ANSD “Area 1”, which prohibits new residential uses, child care facilities, hospitals and schools (kindergarten to grade 12). The application complies with these restrictions. Registration of a restrictive covenant on Title is required prior to final adoption of the rezoning bylaw ensuring owner awareness of potential aircraft noise impacts and City indemnification.

OCP Noise Mitigation Policy

OCP policy directs new commercial and industrial development to mitigate unwanted noise impacts on residential properties within 30 m (98.4 ft.). In order to ensure future industrial and commercial use owners and tenants understanding and compliance with the City's Noise Regulation Bylaw No. 8856, prior to adoption of the rezoning bylaw, registration of a legal agreement on Title is required indicating the requirement to mitigate unwanted noise and demonstrate that the building envelope and mechanical equipment are designed to avoid noise transmission into nearby residential areas that exceed noise levels allowed in the City's Noise Bylaw. This will be further reviewed as part of the required Development Permit application.

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 final adoption of the rezoning bylaw.

Public Consultation

A rezoning sign has been installed on the subject site. Staff have discussed the rezoning application with one of the owners of the adjacent property at 8320 Leslie Road to the east of the subject site, who expressed the following concerns regarding rezoning the property:

- Potential impacts to privacy – *There are no windows proposed on the east elevation of the proposed development and full screening details for parking areas will be reviewed through the required Development Permit application process. Perimeter fencing will be addressed at Development Permit stage and to buffer the existing residential use to the east, in consultation with the neighbour, the developer would provide solid privacy fencing and/or continuous hedging.*
- Potential impacts of increased noise – *The proposed light industrial, restaurant and commercial uses will be contained inside the building and full screening details for parking areas will be reviewed through the required Development Permit application process. The developer and future owners are required to comply with the City's Noise Regulation Bylaw.*
- Potential impacts of increased traffic – *A transportation study was prepared by a registered professional engineer and accepted by Transportation staff. The subject development will have a single driveway access located on Hazelbridge Way and loading bays are located onsite accessed from the internal drive aisle. No vehicle driveway or loading activities are proposed along Leslie Road.*

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 City's *Zoning Bylaw 8500*.

Analysis

Billard Architecture Inc. has applied to rezone the subject site to permit the development of a six-storey industrial and limited commercial mixed-use building fronting Leslie Road and a new linear City Park along Hazelbridge Way, including: six two-level industrial units, a retail unit and a restaurant unit on the ground level; up to ten industrial units, indoor and outdoor amenity space on the third-floor level; up to 11 industrial units and an office unit on the fourth-floor level; up to nine industrial units and an office unit on the fifth-floor level; and up to ten industrial units on the sixth-floor level (Attachments 4 & 6).

The development proposal is consistent with OCP and CCAP policies encouraging industrial development with limited office and commercial uses in the Aberdeen Village Industrial Reserve – Limited Commercial area, street network improvements (including improved pedestrian and bicycle connectivity), City park and public realm enhancements and funding contributions towards City Centre amenities and public art.

In order to ensure future owner/tenant understanding and ongoing compliance with the CCAP Industrial Reserve designation and proposed light industrial zoning, prior to adoption of the rezoning bylaw, registration of a legal agreement on Title is required identifying that the property is located in an industrial area and that use of the property must be consistent with the Zoning Bylaw and requiring that the owner provide an acknowledgement of the same in all purchase and sale agreements.

Development within the City Centre is subject to potential impacts due to other developments that may be approved within the City Centre (e.g., loss of views, shading, overlook and reduced privacy, noise and ambient light). In order to ensure future owner/tenant understanding of these potential impacts, registration of a legal agreement on Title is required prior to adoption of the rezoning bylaw and requires that the owner provide an acknowledgement of the same in all purchase and sale agreements.

Proposed Zoning

To facilitate the subject development and provide for voluntary developer contributions in compliance with OCP Policy (i.e., City park development, Industrial Reserve additional density), the developer has requested that the proposed development lot be rezoned to a new site-specific zone, “Light Industrial, Office and Limited Commercial (ZI21) – Aberdeen Village (City Centre)”, which includes:

- Maximum density: 1.71 FAR calculated against the combined area of the net site and the Park lot, including the provision to the City of a fee simple lot for Park purposes. This figure includes Industrial Reserve additional density related to the provision of additional floor area benefitting industry and other Area Plan objectives.
- Permitted land uses: general and manufacturing industrial uses. Additional land uses are permitted and restricted to no more than 50 per cent of the total floor area of the building. Office and commercial education uses are restricted to upper floors only to leave ground floor area available for heavier industrial uses.

Recreation, restaurant, retail, service and studio uses are restricted to within 50 m of Hazelbridge Way for pedestrian activation along that street.

- Maximum building height: 25 m (82 ft.).
- Maximum lot coverage and minimum setbacks in keeping with CCAP development guidelines.
- Site-specific loading vehicle requirements based on the site operation.

Industrial Reserve Additional Density and Community Amenity Contribution

The proposed ZI21 zone provides for 0.51 FAR of Industrial Reserve additional density providing a benefit to industry and to facilitate public open space and other Area Plan objectives.

In compliance with the CCAP, the developer proposes to provide a voluntary cash contribution for the City's construction of community amenity space elsewhere in the City Centre (based on five per cent of the non-industrial floor area and the equivalent-to-construction-value amenity contribution rate in effect at the time of rezoning bylaw adoption). Prior to rezoning bylaw adoption, the developer proposes to provide a voluntary cash contribution of \$913,160.65, based on the equivalent-to-construction-value rate of \$9,375.37/m² (\$871/ft²) and five per cent of the site's maximum permitted non-industrial uses (5% of 1,948 m² / 20,968 ft²).

In addition, any subdivision of office space provided within the development will be restricted to no more than one strata lot or air space parcel per storey in the building (e.g., single owner per storey of office space) and secured by registration of a legal agreement on Title prior to rezoning bylaw adoption.

Proposed Linear City Park

The proposed western Park lot along the west edge of the site will be the first section of the linear park envisioned in the City Centre Area Plan to extend along the east side of Hazelbridge Way from the Aberdeen Neighbourhood Park at Cambie Road to Alderbridge Way. The Park lot will be designed and constructed through the required Servicing Agreement application to provide outdoor leisure space and an active mobility corridor in the non-residential Aberdeen Village.

The required western Park lot is proposed to be rezoned to the "School & Institutional Use" zone for City Park purposes.

Community Planning

Prior to rezoning adoption, the developer proposes to voluntarily contribute \$29,721.15 towards future City planning studies, based on the site's maximum buildable floor area and applicable City-approved developer contribution rate, as required for City Centre rezoning applications.

Sustainability

The CCAP encourages the coordination of private and City development objectives with the aim of advancing opportunities to implement environmentally responsible buildings, services and related features. Locations undergoing significant change, such as the subject site, are well suited to this endeavour. Staff support the developer's proposal, which is consistent with City policy and includes the following features.

1. District Energy Utility (DEU): The subject site is located within the City Centre DEU service area. Prior to rezoning bylaw adoption, a standard DEU covenant will be registered on Title requiring the developer to:
 - a) Design and construct a low-carbon energy plant and transfer it to the City, all at the developer's cost, together with compatible building and mechanical systems, to facilitate the development's connection to a City District Energy Utility; or
 - b) If connection to the City Centre DEU is available, connect to the City Centre DEU for space and domestic hot water heating services, and design and construct a low carbon energy plant for cooling services only and transfer it to the City, all at the developer's cost.

At this time, it appears that the development will be required to connect to the City Centre DEU for heating and domestic hot water and will be required to construct a low-carbon energy cooling plant on-site and transfer ownership to the City.

2. BC Energy Step Code: The sustainability requirements set out in the applicable sections of Richmond's BC Energy Step Code for the proposed building containing office and commercial uses is step 3, or step 2 with the provision of a low carbon building energy system.

The project mechanical engineer has provided a letter confirming the project is being designed to achieve step 2 and the development is required to connect to a City District Energy Utility, or provide a low carbon building energy system on the site (and transfer ownership to the City). More information regarding the developments sustainability initiatives will be provided at Development Permit stage.

Transportation and Site Access

The CCAP requires various road, pedestrian and cycling network improvements on and around the subject site. Consistent with these objectives, the proposed development provides for a variety of transportation improvements and related features, all at the developer's sole cost, to be secured through legal agreements registered on Title prior to rezoning and the City's standard Servicing Agreement processes (secured with Letters of Credit). Development Cost Charge (DCC) credits will apply to road dedication to achieve ultimate Leslie Road cross-section identified on the City's DCC Program.

Staff support the developer's proposal, which is consistent with City policy and includes:

1. Off-site network enhancements, including the design and construction of:
 - a) Leslie Road widening across the frontage of the subject site, including approximately 2.64 m road dedication to achieve half of CCAP major street with cycling infrastructure cross-section requirements (with widening required through future development to the north). Required frontage improvements along Leslie Road include road widening to provide a left-turn lane, general traffic lane, separated bike lane, landscaped boulevard and sidewalk.
 - b) Hazelbridge Way widening across the frontage of the subject site, including approximately 1.75 m road dedication. Required frontage improvements are to be determined through the Servicing Agreement detail design review and may include road widening to provide two traffic lanes, landscaped boulevard and sidewalk.
 - c) Intersection improvements including audible pedestrian crossing equipment, illuminated street name signage, traffic signal equipment and infrastructure, street lighting upgrades, existing and new traffic pole upgrades and traffic cameras.
2. Driveway and cross-access requirements, including:
 - a) The number of site access driveways is limited to one to minimize potential pedestrian and cycling conflicts with vehicles and is located along Hazelbridge Way.
 - b) Separation of industrial commercial traffic from existing residential traffic. The neighbourhood is in transition from existing residential uses to light industrial limited commercial development envisioned in the CCAP. To minimize potential conflict with residential traffic, the subject site will provide cross-access to Hazelbridge Way for future development on the properties for the remainder of the block (e.g., 8320/8322, 8340, 8360 and 8380 Leslie Road) along the internal drive aisle along the subject site's south property line (secured with a legal agreement registered on Title).
3. Site-specific truck access and loading requirements, including:
 - a) Truck access restrictions for both medium and large size trucks (secured with a truck access legal agreement registered on Title). Medium truck access is limited to the ground level only and prohibited from upper floor levels as the building has not been designed to accommodate truck access to upper floor levels. Large truck access is prohibited, as the site has not been designed to accommodate large truck access and there is no provision of large truck loading spaces. A study was prepared by a registered professional engineer and accepted by the City with respect to truck loading needs for the proposed development.
 - b) Five medium truck loading spaces (i.e. no large truck loading), including one enhanced space to accommodate waste management operations and three van size parking spaces for small-scale industrial loading as supported by a study prepared by a registered professional engineer and secured with a shared loading legal agreement registered on Title.

4. Electric Vehicle (EV) charging infrastructure in accordance with the OCP, including providing conduit for future charging for five per cent of commercial (i.e. restaurant and retail uses) parking spaces and Level 2 charging energized outlets for an additional five per cent of commercial parking spaces (secured with a legal agreement registered on Title). If the Building Permit application is received after September 24, 2024, the Building Permit will be required to include Level 2 charging energized outlets for 35 per cent of parking spaces, and opportunity charging for an additional 10 per cent of parking spaces.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The report includes an assessment of 32 trees located on the development site, 10 trees located on City property and 14 trees located on neighbouring property. A tree management plan is included in Attachment 5 indicating proposed tree protection and removal.

Staff are supportive of the developer's proposal, which includes, among other things:

- Protection of all 14 trees located on the neighbouring properties to the east and south is required.
- Removal of the 10 existing City trees fronting the site due to required road network improvements and frontage works. Road widening and new bike lane, sidewalk and boulevard with grass and street trees are required along Leslie Road, and a new City Linear Park is required along Hazelbridge Way. In compensation for the removal, the voluntary contribution of \$15,750.00 to the City's tree compensation fund for tree planting elsewhere in the City.
- Removal of the 32 existing bylaw-size trees on the subject site, including two significant trees (Western Red cedar 0.94 m dbh tag #250 and 0.98 m dbh tag #260) and an overgrown Laurel hedge shrub (tag #232). The significant tree tagged #250 is recommended for removal due to poor structural health and it is also located within a drive aisle required along the south property line to provide access for future development of the neighbouring properties to the east. The significant tree tagged #260 is recommended for removal due to it being located within a hedgerow, and the needed clearance for retention of the hedgerow would reduce the building size by approximately 40 per cent.
- The remaining trees proposed for removal include four trees in good condition, 26 trees in poor to fair condition and one dead tree. A thorough investigation was undertaken to see if any of the trees in good to fair condition, especially those along the perimeter of the site could be retained.
Due to the need to accommodate required road network improvements, the building footprint and associated site preparation works, it was not possible to retain any of these trees.
- The application includes the requirement for 66 replacement trees (2:1 ratio and 3:1 ratio for the two significant trees), which will be secured through the required Development Permit application. The conceptual development plans (Attachment 4) indicate the planting of 11 replacement trees on-site at grade.

Staff will work with the applicant to identify any additional opportunities to plant trees on-site through the Development Permit application process. For trees that are not able to be accommodated on-site, a voluntary contribution of \$768.00 per tree would be required for each replacement tree. Existing tree removal may be sought after Public Hearing to allow for site preloading.

The developer is required to complete the following to ensure protection of the neighbouring trees:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a certified arborist for the supervision of all works conducted in close proximity to trees to be protected.
- Prior to commencing any works on-site, including demolition of any existing structure on the subject site, installation of tree protection fencing around all trees to be protected, which is to be installed in accordance with the City's Tree Protection Information Bulletin Tree-03 and maintained until construction and landscaping on-site is completed.

Public Art

In accordance with the City's Public Art Program, the developer proposes to provide a voluntary cash-in-lieu contribution in the amount of \$30,074.16 prior to adoption of the rezoning bylaw for the provision of Public Art in the City Centre, based on the site's maximum buildable floor area and applicable City-approved developer contribution rates.

In the event the developer contribution is not provided within one year of the rezoning bylaw receiving third reading, the value of the developer contribution shall be increased in accordance with the Council-approved rate in effect at the time the contribution is provided.

Built Form, Public Open Space and Architectural Character

The developer proposes to construct a medium-density, mixed light industrial, office and retail/restaurant development within a seven-minute walk, 500 m of the Aberdeen Canada Line Station and will provide a linear City park space amenity. The proposed development accommodates all City requirements with respect to transportation and public open space improvements, and the built form conforms to the CCAP's Development Permit Guidelines. More specifically, the development has successfully demonstrated a balance between City objectives for industrial uses and a high quality urban development.

Development Permit (DP) approval for the proposed development, to the satisfaction of the Director, Development, will be required prior to rezoning adoption.

At DP stage, among other things, design development is encouraged with respect to the following items:

1. Form and character features aimed at enhancing the development's urban character, including refinements to façade expression and articulation, providing streetscape interest, ensuring that the enclosed parking is not visible from the exterior,

retail street front/public realm activation, landscape enhancement, integration, accessibility for persons with disabilities and adjacency interfaces.

2. Rooftop mechanical (which may include a low-carbon energy plant for transfer to the City), including consideration of potential impacts (e.g., appearance, noise) on the quality and character of the architectural expression, noise and the skyline as experienced from surrounding public spaces and existing/future buildings.
3. Crime Prevention through Environmental Design (CPTED), including consideration of strategies and features that minimize opportunities for crime and promote a sense of security (e.g., reducing blind spots, providing for “eyes on the street”, clear sightlines, appropriate lighting, defensible space, maintenance measures).
4. Transportation requirements related to design development of the proposed preliminary functional road plan (Schedule 2 to Attachment 6), as determined to the satisfaction of the Director, Transportation, in coordination with the Servicing Agreement.
5. Parking, bicycle storage, loading, waste management and electric vehicle (EV) measures, including the detailed design of circulation, vehicle parking, bicycle storage, truck manoeuvring, loading facilities and the distribution of EV charging infrastructure (i.e., providing conduit for future charging for five per cent of commercial parking spaces, and Level 2 charging energized outlets for five per cent of commercial parking spaces).

Site Servicing and Frontage Improvements

Off-site City park, road and engineering improvements works will be secured through the City’s standard Servicing Agreement process prior to final adoption of the rezoning bylaw (Attachment 6). The works include design and construction of a new linear park along Hazelbridge Way, road widening and frontage improvements along Hazelbridge Way and Leslie Road, intersection improvements, new water main and storm sewer along Hazelbridge Way, upgraded water main and storm sewer along Leslie Road and servicing connections.

Financial Impact or Economic Impact

To facilitate the provision of road widening and the required linear City park along Hazelbridge Way, the applicant proposes to acquire the City-owned remnant lot at 8180 Leslie Road for inclusion in the applicant’s development site. As identified in the attached rezoning considerations (Attachment 6), the applicant is required to enter into a purchase and sales agreement with the City for the purchase of the lands, which is to be based on the business terms approved by Council. The primary business terms for the purchase and sales agreement will be brought forward to Council in a separate report from the Director, Real Estate Services.

As a result of the proposed development, Parks will take ownership of developer-contributed assets included but not limited to trees, planting and site furnishings. The anticipated operating budget impact (OBI) for the ongoing maintenance of these assets is \$10,972.00. The estimated OBI will be included in the Parks Five Year Capital Plan to commence in the year that the City assumes maintenance of the park.

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 for the ongoing maintenance of these assets is \$9,000.00.

Conclusion

Billard Architecture Inc., on behalf of the owner 1174536 B.C. Ltd., has applied to the City of Richmond for permission to rezone the site at 8180, 8200, 8220, 8240, 8260, 8280 and 8300 Leslie Road (Attachments 1 & 2) from the "Residential Single Detached (RS1/E)" zone to the "Light Industrial, Office and Limited Commercial (ZI21) - Aberdeen Village (City Centre)" zone and the "School & Institutional Use (SI)" zone to permit the development of a six-storey light industrial mid-rise development with limited commercial and limited office uses, a new linear City park, and various road network, utility and public realm improvements.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10514 be introduced and given first reading.



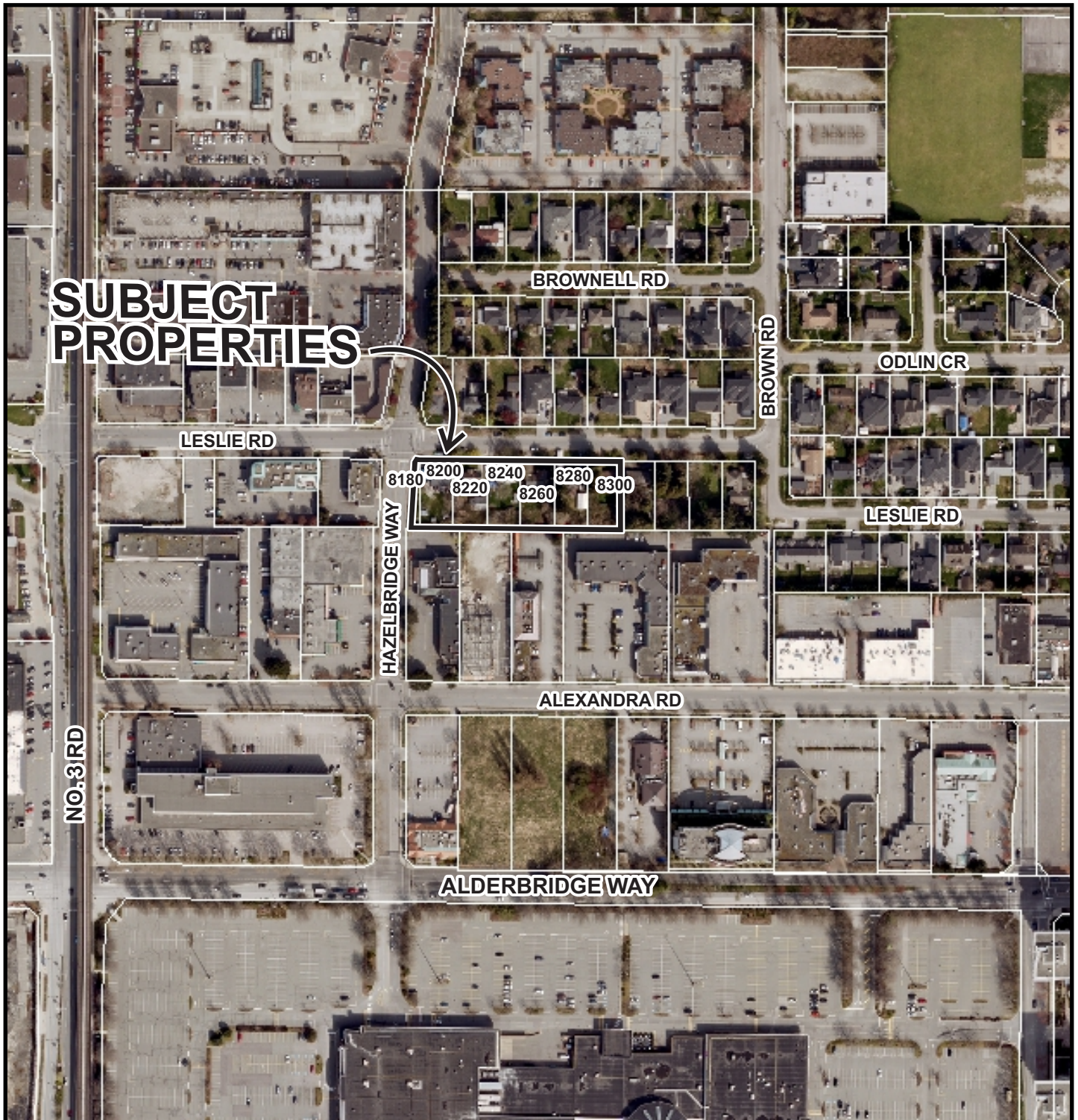
Sara Badyal,
Planner 3
(604-276-4282)

SB:he

- Att. 1: Location Map and Aerial Photo
 2: City Centre Aberdeen Village and Parks and Open Space Location Maps
 3: Development Application Data Sheet
 4: Conceptual Development Plans
 5: Tree Management Plan
 6: Rezoning Considerations



City of Richmond



RZ 20-921503

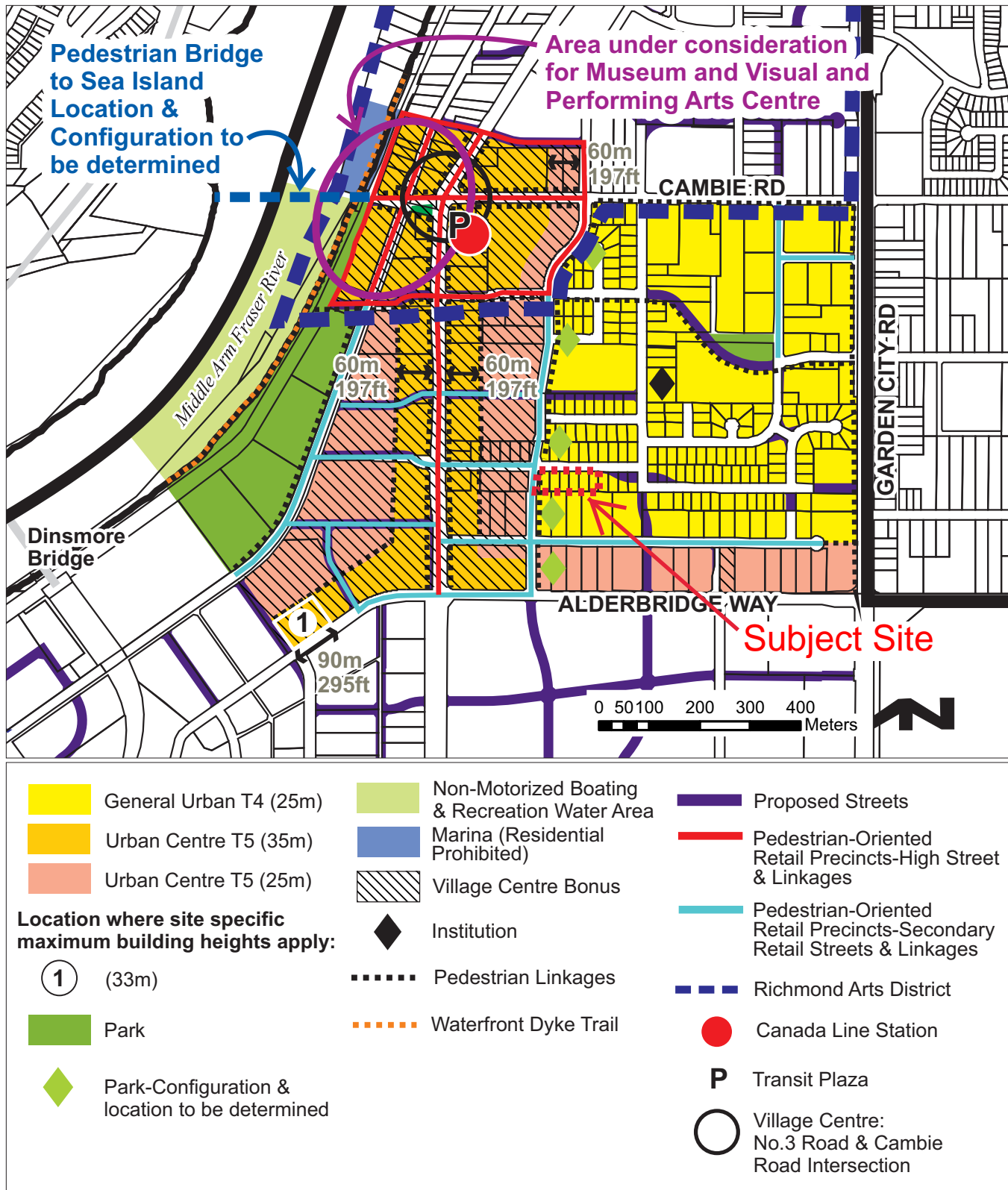
PLN - 18

Original Date: 02/01/20

Revision Date: 10/17/23

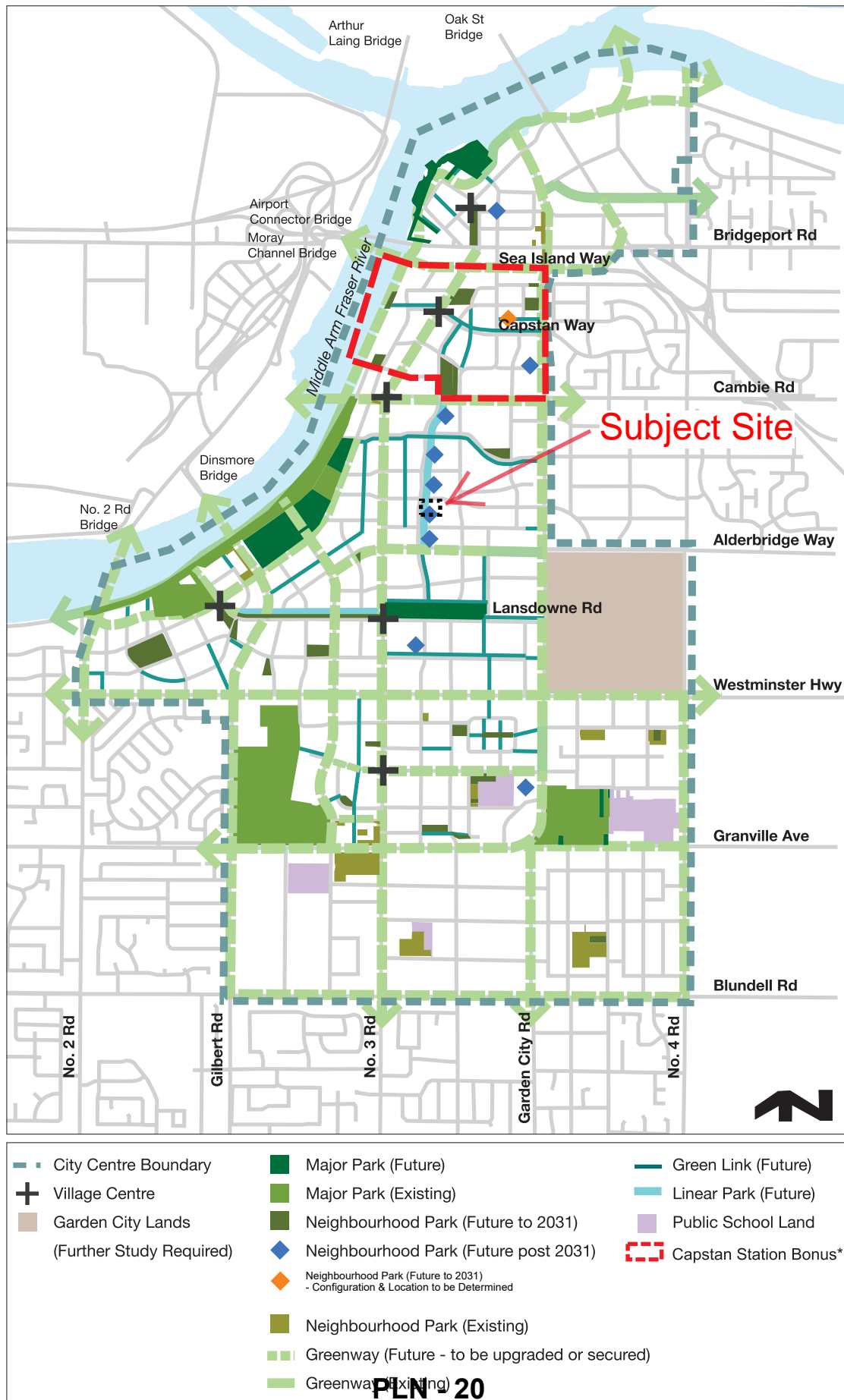
Note: Dimensions are in METRES

Specific Land Use Map: Aberdeen Village (2031)



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

CCAP Base Level Parks & Open Space Map (2031) Location Map




RZ 20-921503
Attachment 3

Address	8180, 8200, 8220, 8240, 8260, 8280 and 8300 Leslie Road		
Applicant	Billard Architecture Inc.		
Planning Area(s)	Aberdeen Village (City Centre)		
	Existing	Proposed	
Site Area	5,167.3 m ²	Road Approx. 418.1 m ² Park Lot Approx. 379.7 m ² Net site Approx. 4,369.5 m ² Approx. lot area for FAR 4,749.2 m ²	
Land Uses	Single Family Residential and vacant	Mixed-use	
OCP Designation	Mixed Employment	Complies	
CCAP Designation	General Urban T4 (25 m) Industrial Reserve: Limited Commercial	Complies	
Zoning	Residential Single Detached (RS1/E)	Light Industrial, Office and Limited Commercial (ZI21) – Aberdeen Village (City Centre)	
Number of Units	6	Industrial space (L1-L6) 6,142 m ² Office space (L4 & L5) 869 m ² Commercial space (L1) 552 m ²	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 1.71 (8,121.13 m ²)	1.71 (8,089.76 m ²)	None permitted
Lot Coverage	Building: Max. 90%	Building: Max. 90%	None
Setbacks	Public Road: Min. 3 m Public Open Space: Min. 1.5 m Rear Yard: Min. 0 m Interior Side Yard: Min. 3 m adjacent to existing residential	Public Road: Min. 3 m Public Open Space: Min 1.5 m Rear Yard: Min. 1 m Interior Side Yard: Min. 3 m	None
Building Height	Max. 25 m	Max. 25 m	None
Lot Size	Area: Min. 2,400 m ²	Area: Approx. 4,369 m ²	None
Parking Spaces	City Centre Zone 1 (spaces per 100 m ² GLA) Industrial: Min. 0.64 Office: Min. 2.55 Commercial: Min. 3.75 Total: 84 spaces	City Centre Zone 1 (spaces per 100 m ² GLA) Industrial: 0.72 Office: 3.11 Commercial: 4.43 Total: 95 spaces	None
Accessible Parking	Min. 2%	3%	None
Small Car Parking	Max. 50%	46%	None
Tandem Parking	Not permitted	None	None
Bicycle Spaces	(spaces per 100 m ² GLA greater than 100 m ²) Class 1: Min. 0.27 Class 2 (Industrial): Min. 0.27 Class 2 (Office & Commercial): Min. 0.4	(spaces per 100 m ² GLA greater than 100 m ²) Class 1: Min. 0.27 Class 2 (Industrial): Min. 0.27 Class 2 (Office & Commercial): Min. 0.4	None
Loading Spaces	4 medium spaces	5 medium spaces	None

CONSULTANTS:

ARCHITECTURAL:
BILLARD ARCHITECTURE INC.
#701 - 625 5th Avenue
NEW WESTMINSTER, BC, V3M 1X4
PHONE: (604) 615-0529
FAX: (604) 615-0529
EMAIL: rob@billardarchitecture.ca

LANDSCAPE:
RPL PROJECTS LTD.
916 Steeles Avenue
Unit 108
Surrey, BC V3T 2Z3
PHONE: (604) 335-5035
CONTACT: Lu Xu Registered Landscape Architect
EMAIL: lu@rplprojects.com

CIVIL ENGINEER:
WEDLER ENGINEERING
#202 - 10216 128th Street
Surrey, BC V3T 2Z3
PHONE: (604) 585-1919
FAX: (604) 585-1919
EMAIL: jayash@wedler.com

ENERGY MODELLING:
CADA CONSULTANTS
201 - 1840 Oxford Connector
PORT COQUITLAM, BC V3C 0A4
PHONE: (604) 210-0021
CONTACT: Carle V. Ambito, ASCT, LEED AP, TECA
EMAIL: carle.ambito@cadaconsultants.com

MECHANICAL:
CADA CONSULTANTS
201 - 1840 Oxford Connector
PORT COQUITLAM, BC V3C 0A4
PHONE: (604) 210-0021
CONTACT: Carle V. Ambito, ASCT, LEED AP, TECA
EMAIL: carle.ambito@cadaconsultants.com

ELECTRICAL:
CADA CONSULTANTS
201 - 1840 Oxford Connector
PORT COQUITLAM, BC V3C 0A4
PHONE: (604) 210-0021
CONTACT: Carle V. Ambito, ASCT, LEED AP, TECA
EMAIL: carle.ambito@cadaconsultants.com

TRAFFIC:
BSL ENGINEERING
#201-4506-200 Street
LANGLEY, BC V2Y 0M1
PHONE: (604) 881-8888
CONTACT: Boris Chan, P.Eng
EMAIL: boris@bslengineering.com

ARBORIST:
Woodridge Tree Consulting Arborists Ltd.
930-1569 62nd St., Suite 521
Surrey, BC V3R 5A6
PHONE: (778) 847-0669
CONTACT: Terry Thrale
EMAIL: terry@woodridgefree.com

SURVEY:
Bennett Land Surveying Ltd.
#201-275 Fall Avenue
NORTH VANCOUVER, BC V7P 3R5
PHONE: (604) 275-1111
CONTACT: John Franko, Partner
EMAIL: john@bennettsurveys.com

LIST OF DRAWINGS:

ARCHITECTURAL:

A0.00 COVER SHEET, LIST OF DRAWINGS, PROJECT SUMMARY, CONSULTANTS & RENDER
A0.10 PROJECT DATA
A0.11 FAR DATA
A0.12 FAR OVERLAYS - LEVEL 1 & 2
A0.13 FAR OVERLAYS - LEVEL 3 & 4
A0.14 FAR OVERLAYS - LEVEL 5 & 6
A0.15 FAR OVERLAYS - ROOF
A0.16 SITE CONTEXT PLAN
A0.17 SITE CONTEXT PLAN
A0.18 CONTEXT ELEVATIONS
A1.00 SITE PLAN

A2.10 LEVEL 1 - MEZZANINE
A2.20 LEVEL 2 - P1
A2.30 LEVEL 3 - P1
A2.40 LEVEL 4 - P2
A2.50 LEVEL 5 - P3
A2.60 LEVEL 6 - P4
A2.70 LEVEL 7 ROOF

A3.01 ELEVATIONS - NORTH & EAST
A3.02 ELEVATIONS - SOUTH & WEST
A4.01 SECTIONS - AA & BB
A4.02 SECTIONS - CC, DD, & EE

A5.01 PEDESTRIAN ACCESS PLANS - L1 & L2
A5.02 PEDESTRIAN ACCESS PLANS - L3 & L4
A5.03 PEDESTRIAN ACCESS PLANS - L5 & L5
A6.01 ADJACENT LOT - SITE PLAN & DATA
A6.02 ADJACENT LOT - L1 & L2
A6.03 ADJACENT LOT - L3 & L4

A7.10 STRATA PLANS - L1 & L2
A7.20 STRATA PLANS - L3 & L4
A7.30 STRATA PLANS - L5 & L6
A8.01 SHADOW STUDY
A10.01 WASTE MANAGEMENT PLAN

CIVIL:
01 OFFSITE KEY PLAN
02 OFFSITE GRADING
03 ROADWORKS - LESLIE
04 ROADWORKS - LESLIE
05 ROADWORKS - PAINT

LANDSCAPE:

L1.1 LANDSCAPE SITE PLAN

DEVELOPMENT DATA SUMMARY:

	PERMITTED	PROPOSED
TOTAL SITE AREA	-	4753.19 SM (51162.91 SF)
HEIGHT	25 M (82.02 FT)	23.73 M (77.85 FT)
FRONT SETBACK	3.0 M (9.84 FT)	3.43 M (11.25 FT)
BACK SETBACK	N/A	1.28 M (4.20 FT)
SIDE SETBACK (PARK LOT)	3.0 M (9.84 FT)	3.09 M (10.14 FT)
SIDE SETBACK (INTERIOR)	3.0 M (9.84 FT)	4.50 (14.76 FT)
PARKING SPACES	95 STALLS 2 LOADING 3 ACCESSIBLE	95 STALLS 4 LOADING 3 ACCESSIBLE
BICYCLE SPACES	23 LONG TERM 24 SHORT TERM	26 LONG TERM 26 SHORT TERM

LESLIE CENTRE

RICHMOND, B.C.



ALL RIGHTS RESERVED. PROPERTY OF THE ARCHITECTS. ALL INFORMATION CONTAINED HEREIN IS THE PROPERTY OF THE ARCHITECTS. NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT PERMISSION IN WRITING FROM THE ARCHITECTS.

THE CONSULTANTS AND ARCHITECTS HAVE ADVISED THE ARCHITECTS OF ANY DISCREPANCIES, OMISSIONS, OR INADEQUACIES IN THE INFORMATION PROVIDED TO THEM BY THE CLIENT, AND HAVE ADVISED THE ARCHITECTS OF ANY DISCREPANCIES, OMISSIONS, OR INADEQUACIES IN THE INFORMATION PROVIDED TO THEM BY THE CLIENT.

THE CONSULTANTS AND ARCHITECTS HAVE ADVISED THE ARCHITECTS OF ANY DISCREPANCIES, OMISSIONS, OR INADEQUACIES IN THE INFORMATION PROVIDED TO THEM BY THE CLIENT, AND HAVE ADVISED THE ARCHITECTS OF ANY DISCREPANCIES, OMISSIONS, OR INADEQUACIES IN THE INFORMATION PROVIDED TO THEM BY THE CLIENT.

6	2023.12.07	RESUBMIT FOR R2 - REV 3
5	2023.11.08	RESUBMIT FOR R2 - REV 4
4	2023.11.01	RESUBMIT FOR R2 - REV 3
3	2023.09.08	RESUBMIT FOR R2 - REV 2
2	25.03.2022	RESUBMIT FOR R2 - REV 1
1	23.12.2020	ISSUED FOR REZONING
NO.	DATE	REVISION
DESIGN CONSULTANT		



#701 - 625 Fifth Avenue
New Westminster, B.C. Canada,
V3M 1X4
(604) 615-0529
info@billardarchitecture.ca
www.billardarchitecture.ca

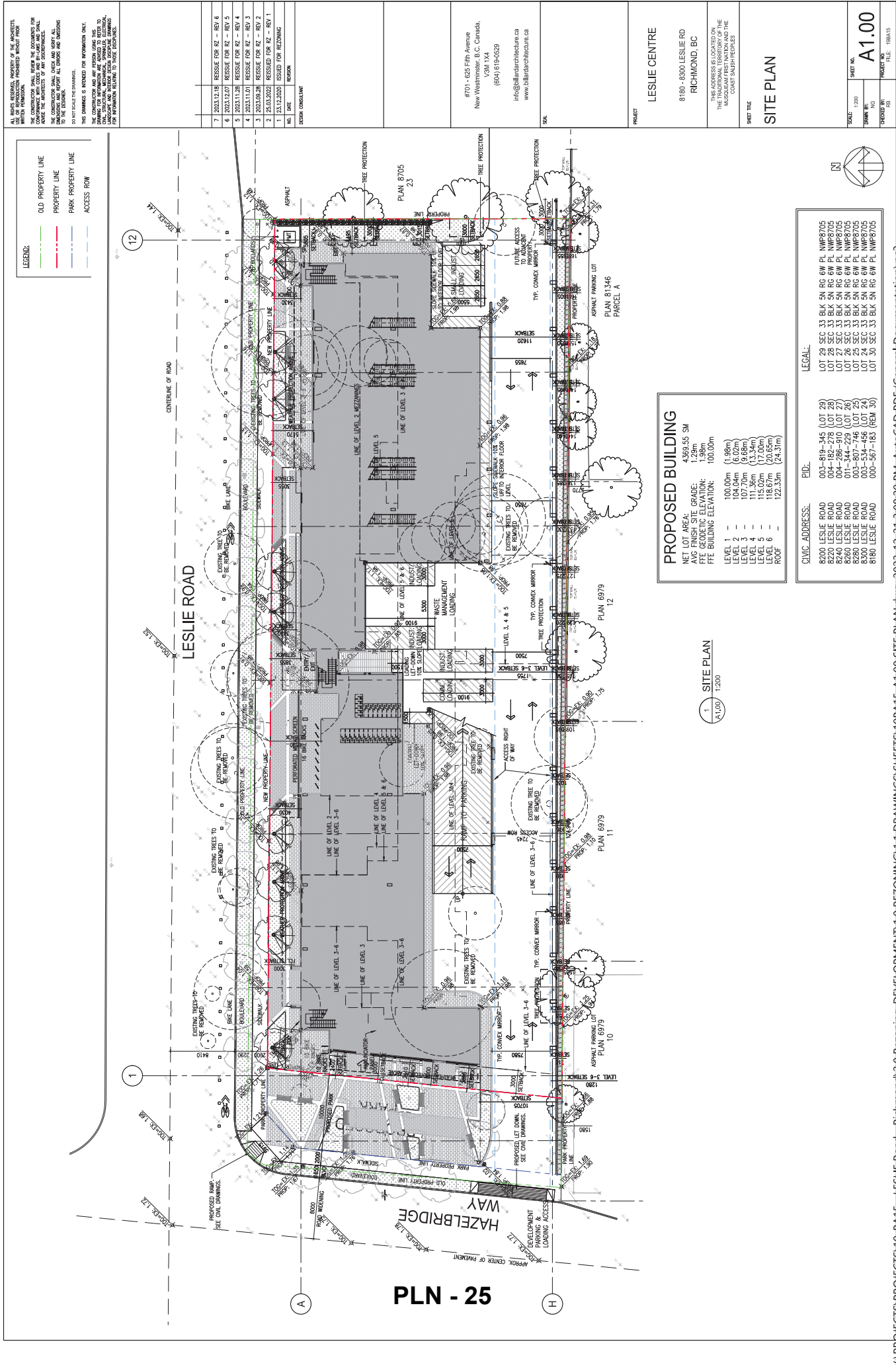
SCALE

PROJECT

LESLIE CENTRE

8150 - 8300 LESLIE RD
RICHMOND, BC

Attachment 4
Conceptual
Development Plans





SCALE: 1:200	SHEET NO.	A2.20
DRAWN BY: NG		
CHECKED BY: RB	PRODUCT NO:	FILE: 18BA15

Y:\PROJECTS\PROJECTS\19_BA15 - LESLIE Road - Richmond\2.0 Rezoning-DEVELOPMENT\1.0 REZONING\1.1 DRAWINGS\SHEETS\19BA15_A2.20 LEVEL 2 - MEZZ.dwg, 2023-12-18 5:34:22 PM, _AutoCAD PDF (General Documentation).pc3

LEGEND:

OLD PROPERTY LINE

PROPERTY LINE

PARK PROPERTY LINE

ACCESS ROW

LEGEND:

LIRU WAREHOUSE

RETAIL

RESTAURANT

SERVICE

OFFICE

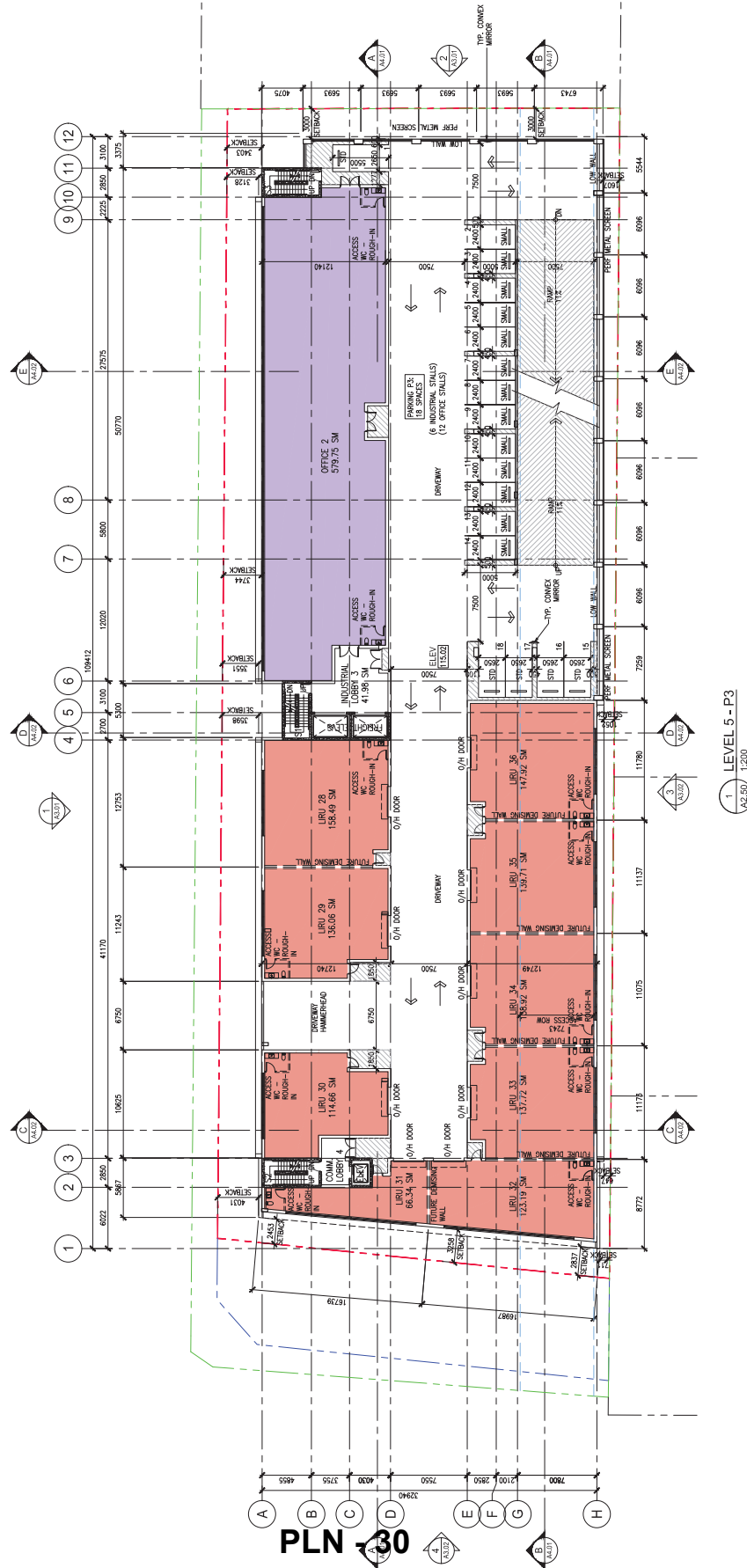
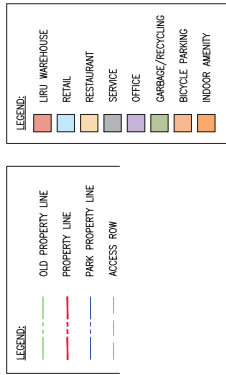
GARBAGE/RECYCLING

BICYCLE PARKING

INDOOR AMENITY

1 LEVEL 3 - P1
A2.30/ 1:200

Y:\PROJECTS\PROJECTS\19-BA15 - LESLIE Road - Richmond\2.0 Rezoning-DEVELOPMENT\1.0 REZONING\1.1 DRAWINGS\SHEETS\19BA15-A2.30-LEVEL 3 - P1.dwg, 2023-12-18 5:35:19 PM, _AutoCAD PDF (General Documentation).pc3



NO.	DATE	REGION
1	23.11.2020	ISSUED FOR REZONING
2	25.03.2021	RESUBMITTED FOR RZ - REV 1
3	20.09.2026	RESUBMITTED FOR RZ - REV 2
4	20.11.2021	RESUBMITTED FOR RZ - REV 3
5	20.11.2021	RESUBMITTED FOR RZ - REV 4
6	20.11.2021	RESUBMITTED FOR RZ - REV 5
7	20.11.2021	RESUBMITTED FOR RZ - REV 6

BA
Billard Architecture

#701 - 625 Fifth Avenue
New Westminster, B.C. Canada,
V3M 1X4
(604) 619-0529

info@billardarchitecture.ca
www.billardarchitecture.ca

1000

PROJECT
LESLIE CENTRE
8180 - 8300 LESLIE RD

THIS ADDRESS IS LOCATED ON
THE TRADITIONAL TERRITORY OF THE
MUSQUEAM FIRST NATION AND THE
COAST SALISH PEOPLES

SHEET TITLE
LEVEL 5 P3

SCALE:	1:200	SHEET NO.	A2.50
DRAWN BY:	NG		
CHECKED BY:		PROJECT NO.	

LEGEND:

OLD PROPERTY LINE

PROPERTY LINE

PARK PROPERTY LINE

ACCESS ROW

LEGEND:

LIRU WAREHOUSE

RETAIL

RESTAURANT

SERVICE

OFFICE

GARBAGE/RECYCLING

BICYCLE PARKING

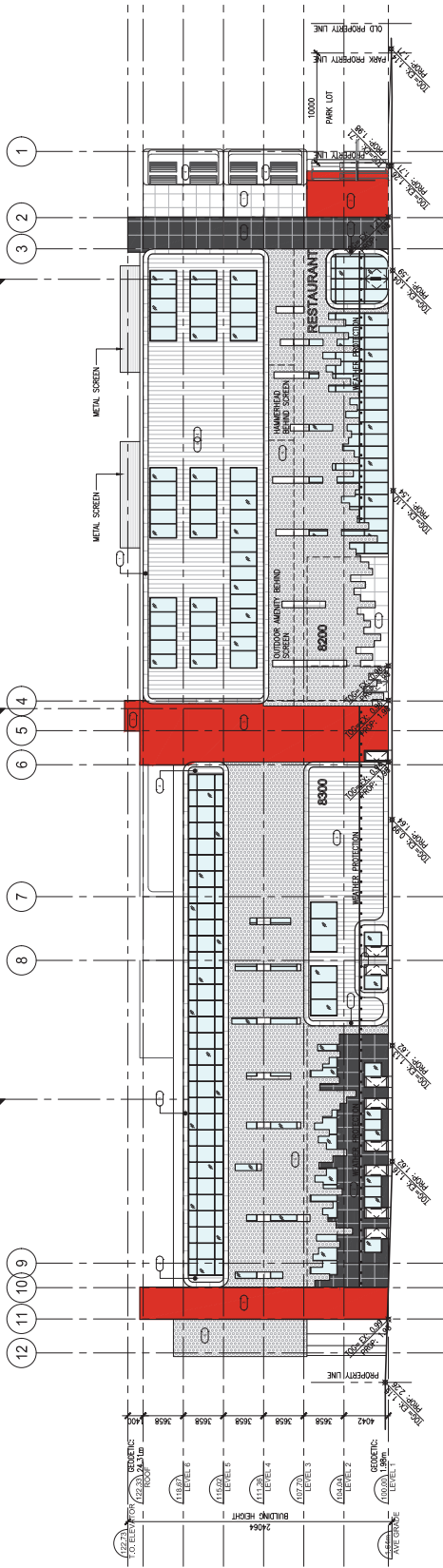
INDOOR AMENITY

1 LEVEL 6 - P4
A2.60 1:200

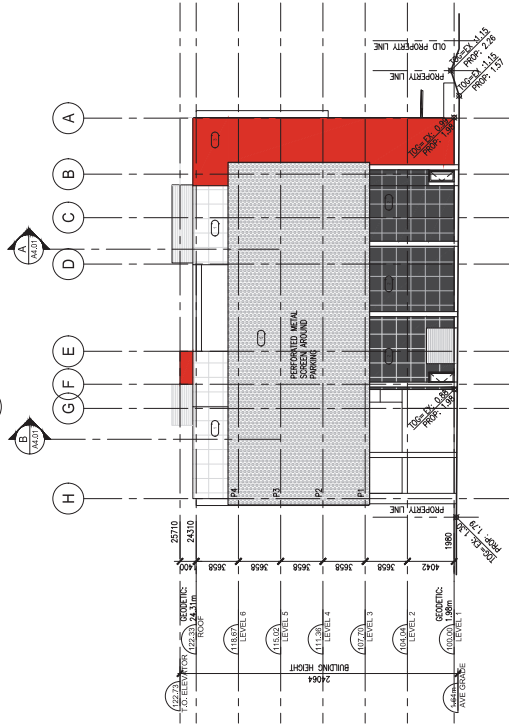
Y:\PROJECTS\PROJECTS\19-BA15 - LESLIE Road - Richmond\2.0 Rezoning-DEVELOPMENT\1.0 REZONING\1.1 DRAWINGS\SHEETS\19BA15-A2.60-LEVEL 6 - P4.dwg, 2023-12-18 10:53:27 PM, _AutoCAD PDF (General Documentation).pc3

- EXTERIOR FINISHES:
- ☐ METAL COMPOSITE PANEL - WHITE
 - ☐ METAL COMPOSITE PANEL - BLACK
 - ☐ METAL COMPOSITE PANEL - RED
 - ☐ CORRUGATED METAL
 - ☐ PERFORATED METAL
 - ☐ HORIZONTAL CEDAR
 - ☐ GLASS

NOTES: ALL DRAWINGS ARE THE PROPERTY OF BILLARD ARCHITECTURE. NO PART OF THIS DOCUMENT IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF BILLARD ARCHITECTURE. THE CLIENT AND ARCHITECT HAVE AGREED TO HOLD EACH OTHER HARMLESS FROM AND AGAINST ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES, INCLUDING REASONABLE ATTORNEY'S FEES, ARISING OUT OF OR FROM THE USE OF THIS DOCUMENT. THE CLIENT AND ARCHITECT HAVE AGREED TO HOLD EACH OTHER HARMLESS FROM AND AGAINST ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES, INCLUDING REASONABLE ATTORNEY'S FEES, ARISING OUT OF OR FROM THE USE OF THIS DOCUMENT. THE CLIENT AND ARCHITECT HAVE AGREED TO HOLD EACH OTHER HARMLESS FROM AND AGAINST ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES, INCLUDING REASONABLE ATTORNEY'S FEES, ARISING OUT OF OR FROM THE USE OF THIS DOCUMENT.



1 NORTH ELEVATION
A3.01/ 1:200



2 EAST ELEVATION
A3.01/ 1:200



#701 - 625 Fifth Avenue
New Westminster, B.C. Canada,
V3M 1X4
(604) 619-0529
info@billardarchitecture.ca
www.billardarchitecture.ca

SCALE

PROJECT

LESLIE CENTRE
8180 - 8300 LESLIE RD
RICHMOND, BC

THE ADDRESS IS LOCATED ON
THE NEW WESTMINSTER MAP AND THE
COAST SALISH PEOPLES

SHEET TITLE

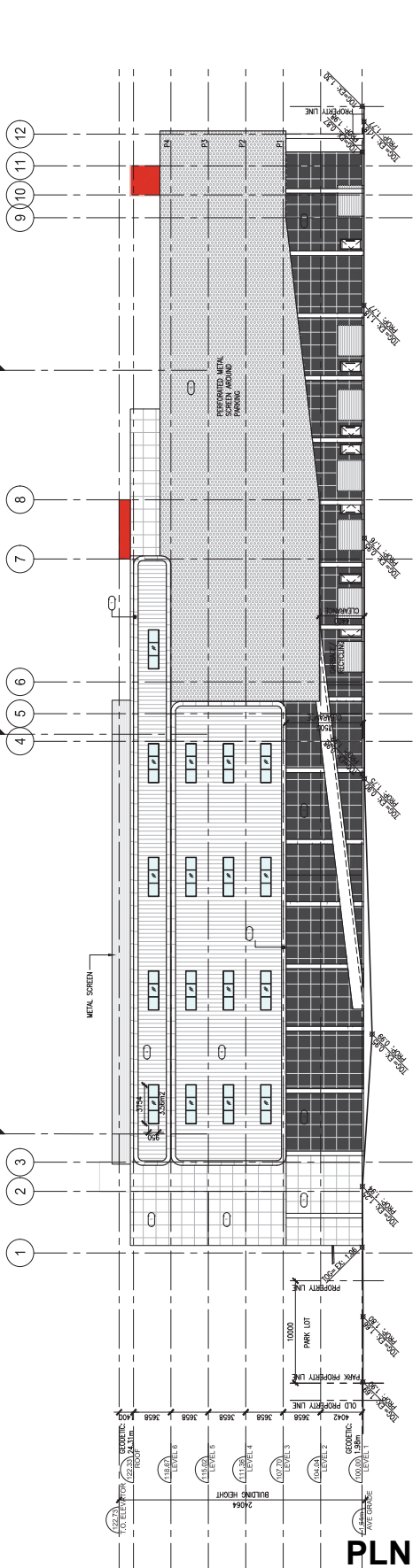
BUILDING
ELEVATIONS
NORTH & EAST

A3.01/ 1:200

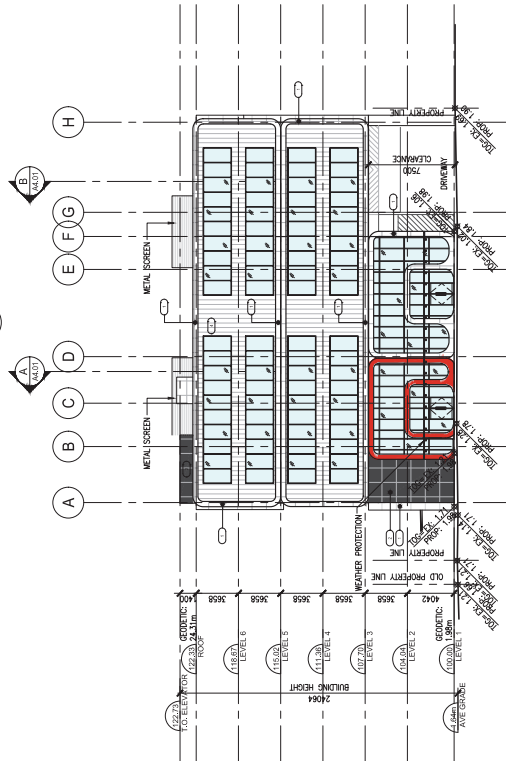
SHEET NO.
A3.01
PROJECT NO.
100415

- EXTERIOR FINISHES:
- ☐ METAL COMPOSITE PANEL - WHITE
 - ☐ METAL COMPOSITE PANEL - BLACK
 - ☐ METAL COMPOSITE PANEL - RED
 - ☐ CORRUGATED METAL
 - ☐ PERFORATED METAL
 - ☐ HORIZONTAL CEDAR
 - ☐ GLASS

THIS DRAWING IS THE PROPERTY OF THE ARCHITECT. ALL RIGHTS ARE RESERVED. NO PART OF THIS DRAWING MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT. THE ARCHITECT ASSUMES NO LIABILITY FOR THE CONSTRUCTION OF THE PROJECT OR FOR THE ACCURACY OF THE INFORMATION PROVIDED HEREON. THE ARCHITECT'S RESPONSIBILITY IS LIMITED TO THE DESIGN OF THE BUILDING AND THE PREPARATION OF THE DRAWINGS. THE ARCHITECT DOES NOT PROVIDE ANY SERVICES OR OPINIONS REGARDING THE DESIGN OR CONSTRUCTION OF THE PROJECT OR THE ACCURACY OF THE INFORMATION PROVIDED HEREON. THE ARCHITECT'S RESPONSIBILITY IS LIMITED TO THE DESIGN OF THE BUILDING AND THE PREPARATION OF THE DRAWINGS.



3 SOUTH ELEVATION
A3.02 1:200



4 WEST ELEVATION
A3.02 1:200



#701 - 625 Fifth Avenue
New Westminster, B.C. Canada,
V3M 1X4
(604) 619-0529
info@billardarchitecture.ca
www.billardarchitecture.ca

DATE

PROJECT
LESLIE CENTRE
8180 - 8300 LESLIE RD
RICHMOND, BC

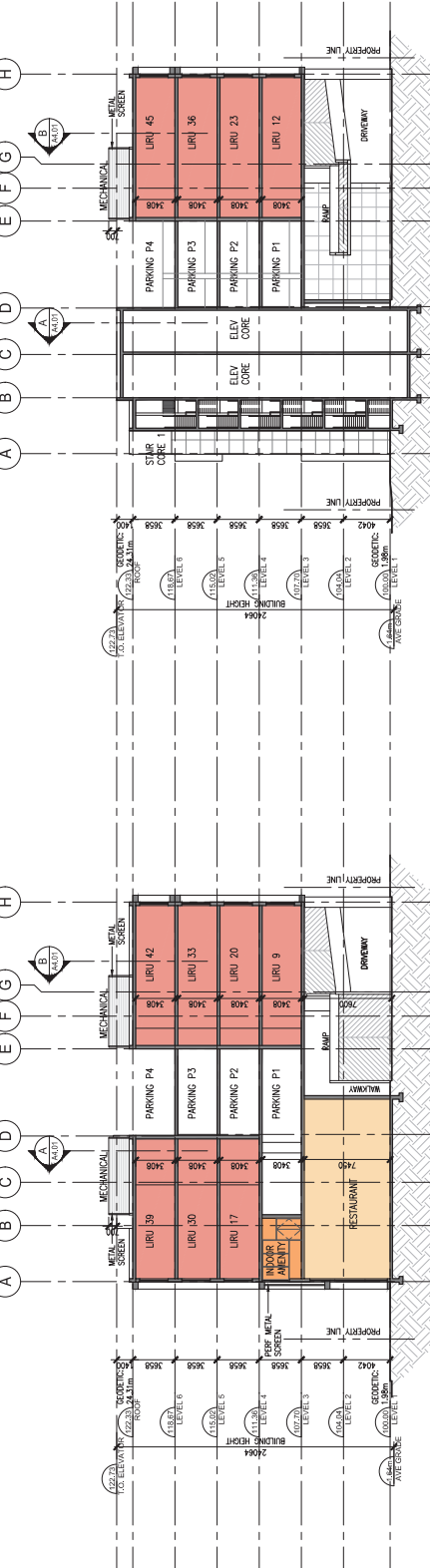
THE ADDRESS IS LOCATED ON
THE NEW WESTMINSTER MAP AND THE
MUSQUAM FIRST NATION AND THE
COAST SALISH PEOPLES

SHEET TITLE
BUILDING
ELEVATIONS
SOUTH & WEST

SCALE: 1:200
DRAWN: NG
CHECKED: BR
PROJECT NO: A3.02
PROJECT NAME: LESLIE CENTRE

- LEGEND:
- WAREHOUSE
 - RETAIL
 - RESTAURANT
 - SERVICE
 - OFFICE
 - GARAGE/RECYCLING
 - BICYCLE PARKING
 - INDOOR AMENITY

THIS DRAWING IS THE PROPERTY OF THE ARCHITECT AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT. THE ARCHITECT'S OFFICE SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT. THE ARCHITECT'S OFFICE SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT. THE ARCHITECT'S OFFICE SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT.



PLN - 36



#701 - 625 Fifth Avenue
New Westminster, B.C. Canada,
V3M 1X4
(604) 619-5529
info@billardarchitecture.ca
www.billardarchitecture.ca

SCALE

PROJECT

LESIE CENTRE
8160 - 8300 LESLIE RD
RICHMOND, BC

THE ADDRESS IS LOCATED ON
THE ADJACENT MAPS AND THE
ARCHITECT'S OFFICE SHALL BE
RESPONSIBLE FOR THE DESIGN
AND CONSTRUCTION OF THE
PROJECT.

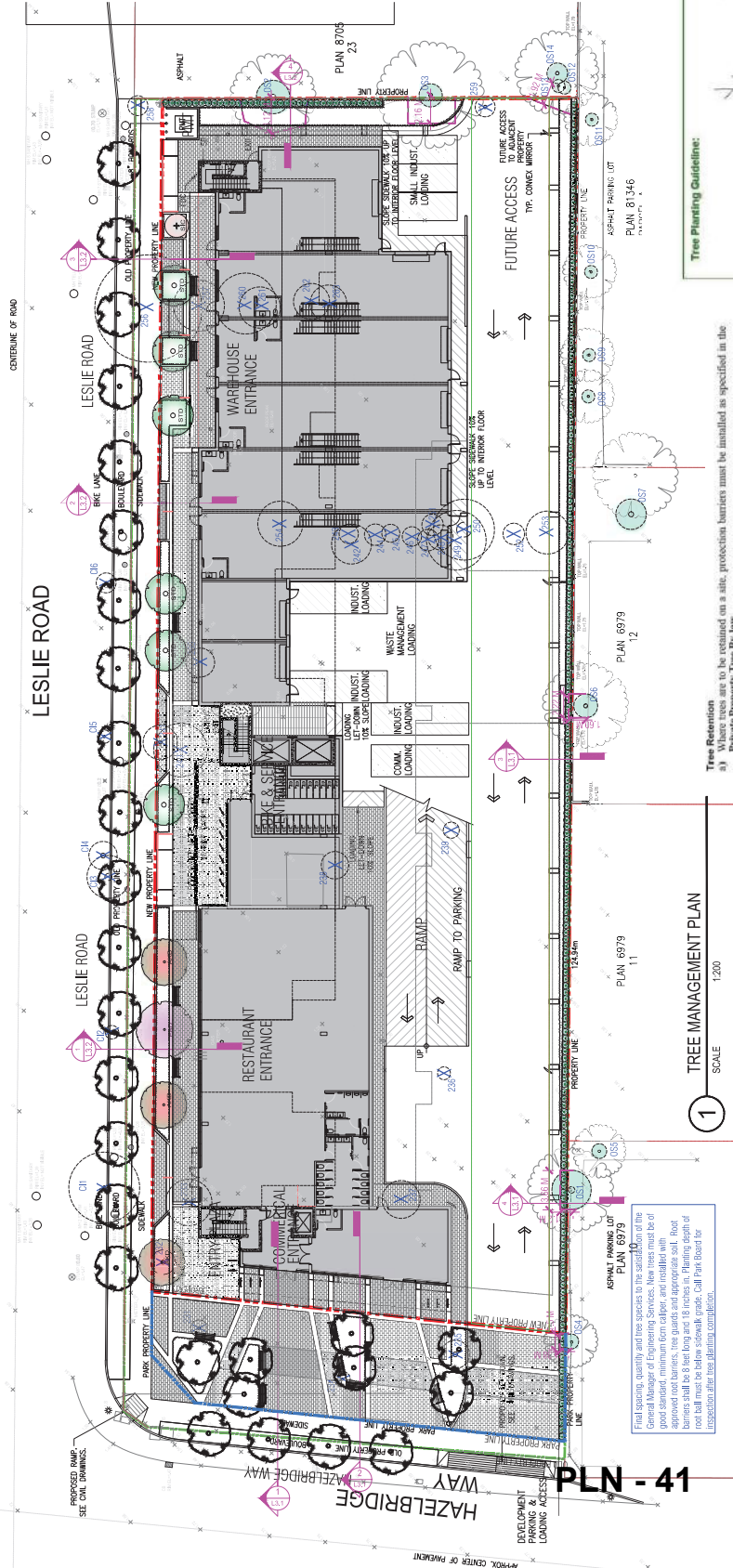
SHEET TITLE

BUILDING
SECTIONS
CC, DD & EE

EE BUILDING SECTION
A4.02 1:200

Y:\PROJECTS\PROJECTS\19_BA15 - LESLIE Road - Richmond\2.0 Rezoning-DEVELOPMENT\1.1 DRAWINGS\SHEETS\19BA15_A4.02 BUILDING SECTION -CC, DD & EE.dwg, 2023-12-08 1:11:21 PM,
_AutoCAD PDF (General Documentation).pc3

SCALE 1:200
DRAWING NO. A4.02
PROJECT NO. 19BA15



1
TREE MANAGEMENT PLAN
SCALE 1:200

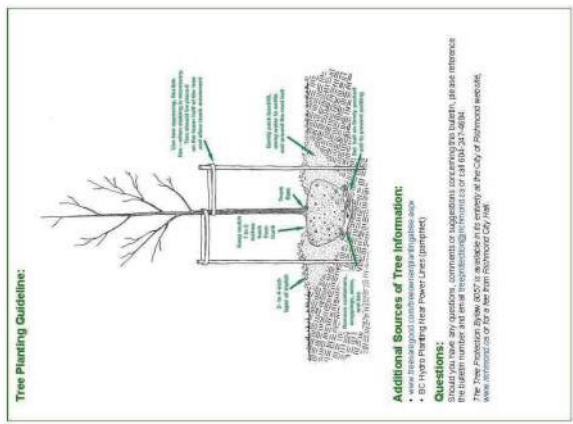
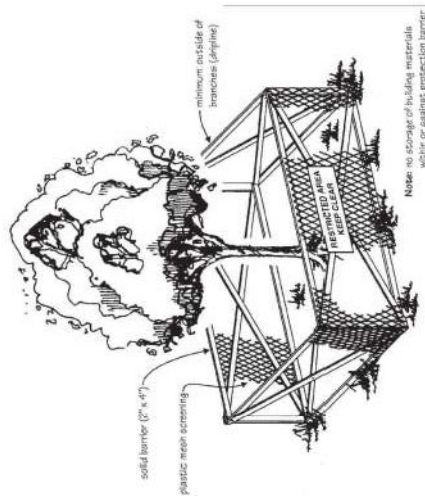
Tree Retention
Private Property Tree By-Law

- Where trees are to be retained on a site, protection barriers must be installed as specified in the Private Property Tree By-Law.
- Any required excavation work to install the protection barriers to accommodate underground services, must be completed prior to the start of the construction process. I.e. they must be completed prior to the start of the construction process.
- Trees inside the protection zone should be cared for throughout the construction process. I.e. they must be watered sufficiently, particularly if a portion of the tree's root system has been disturbed by excavation.
- Any required pruning, where necessary, must be done in accordance with Sections 4.4 and 4.5. Only the Park Board is authorized to prune trees on City property.

- NOTES:**
- ALL PLANT MATERIAL SHALL MEET OR EXCEED STANDARDS REQUIRED BY ICMA OR BCISA GUIDELINES.
 - TOPSOIL SUPPLIED SHALL BE FROM A REPUTABLE SOURCE. A FULL ANALYSIS OF THE TOPSOIL WILL BE REQUIRED AT THE CONTRACTOR'S EXPENSE. SUBMIT TO LANDSCAPE CONSULTANT FOR APPROVAL.
 - ALL EXISTING TREES SHALL BE IDENTIFIED AND PROTECTED. ANY TREES TO BE REMOVED SHALL BE REMOVED IMMEDIATELY AT THE LANDSCAPE CONTRACTOR'S EXPENSE.
 - TOPSOIL DEPTHS FOR PLANTING AS FOLLOWS:
 - GRASED AREAS 150MM (6")
 - SHRUBS 450MM (18")
 - SMALL TREES 750MM (30")
 - TREE PITS 1000MM (40") WITH 300MM (12") (BELOW ROOT BALL)

GROUND LEVEL TREE LIST:

KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	COND.
ON SITE TREES					
AGD	3	ACER PALMATA 'TELEGRAPH'	RED JAPANESE MAPLE	2.5M HT.	B.B. 1.5M TRUNK, MULTI STEM
STD	6	STEWARTIA PLEIOCAMILLA	JAPANESE STEWARTIA	120 CM CAL.	B.B.
SC	1	PRUNUS PICEA 'LITTLE TWIST'	DAPPLED WILLOWS	1.5M HT. STD. B&B	
TBD			STREET TREES		TO BE DETERMINED



Additional Sources of Tree Information:

- The City of Richmond's Tree Inventory Database
- The City of Richmond's Tree Inventory Database

Questions:

Should you have any questions, comments or suggestions concerning this plan, please contact the author at the following phone number or email address: (604) 271-4681. The Tree Protection Bylaw (2021) is available in the City of Richmond's website.

SOFTSCAPE LEGEND

SYMBOL	DESCRIPTION	DETAIL KEY
(Symbol)	EXISTING TREE TO BE RETAINED	
(Symbol)	EXISTING TREE TO BE REMOVED	
(Symbol)	PROPOSED NEW ON SITE TREES	
(Symbol)	NEW STREET TREES, TBD	



GENERAL NOTES:

- ALL LANDSCAPE MATERIAL AND CONSTRUCTION SHALL MEET OR EXCEED THE LATEST EDITION OF THE CANADIAN STANDARD FOR LANDSCAPE STANDARD.
- CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE CANADIAN STANDARD FOR LANDSCAPE STANDARD.
- ANY DISCREPANCIES IN THE DRAWINGS OR ANY DISCREPANCIES IN THE FIELD SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR.
- ALL HARD & SOFT LANDSCAPE SURFACES SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITION OF THE CANADIAN STANDARD FOR LANDSCAPE STANDARD.

PROJECT NUMBER	LP04
DRAWN BY	LX
CHECKED BY	LX
DATE CHECKED	

RPL PROJECTS
www.rplprojects.com
604-338-5035

MIXED-USE
8200-8300 LESLIE RD
RICHMOND, BC

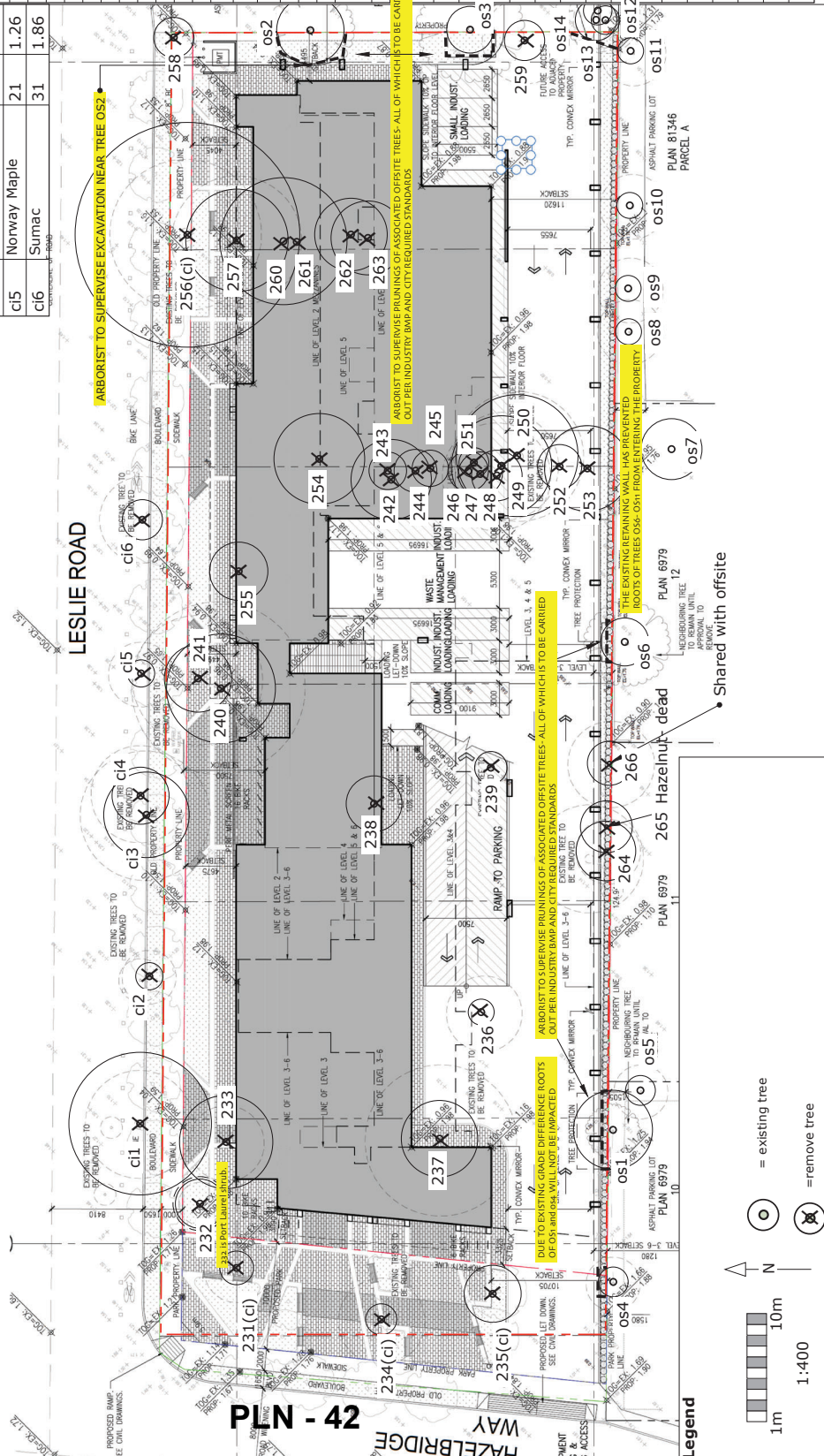
TREE MANAGEMENT PLAN

L1.2

**TREE MANAGEMENT PLAN: 8200-8300 LESLIE ROAD,
RICHMOND**
March 5, 2024



Tree Inventory				Summary			
Tag	Species	DBH (cm)	TPZ (m)	Tag	Species	DBH (cm)	TPZ (m)
os10	Honey Locust	20	1.2	231(c)	Scots Pine	26	1.56
os11	Honey Locust	20	1.2	232	Port Laurel	38	2.28
os12	Hemlock	22	1.32	233	B. Cypress	72	4.32
os13	W. Red Cedar	20	1.2	233(c)	Hawthorn	24	1.44
os14	W. Red Cedar	32	1.92	234(c)	Cherry	44	2.64
ci1	Boulevard Cypress	110	6.60	235(c)	Hawthorn	20	1.20
ci2	Willow	21	1.26	236	Birch	59	3.54
ci3	English Oak	66	3.96	237	Norway Maple	43	2.58
ci4	Hawthorn	44	2.64	238	Pear	25	1.50
ci5	Norway Maple	21	1.26	240	Cherry	84	5.04
ci6	Sumac	31	1.86	241	Cherry	52	3.12
				242	Norway Spruce	62	3.72
				243	West. Red Cedar	29	1.74
				244	West. Red Cedar	33	1.98
				245	West. Red Cedar	28	1.68
				246	Douglas Fir	31	1.86
				247	Cherry	34	2.04
				248	Horse Chestnut	39	2.34
				249	Douglas Fir	76	4.56
				250	West. Red Cedar	94	5.64
				251	Cherry	23	1.38
				252	West. Red Cedar	34	2.04
				253	West. Red Cedar	66	3.96
				254	Douglas Fir	70	4.20
				255	Smaragd Cedar	45	2.70
				256(c)	West. Red Cedar	175	10.5
				257	West. Red Cedar	79	4.74
				258	Holly	31	1.86
				259	Vine Maple	31	1.86
				260	West. Red Cedar	98	5.88
				261	West. Red Cedar	64	3.84
				262	West. Red Cedar	56	3.36
				263	West. Red Cedar	57	3.42
				264	Horsechestnut	44	2.64
				265	Hazelnut	40	2.4
				266	Box Elder	34	2.04
				os1	Norway Maple	61	3.66
				os2	West. Red Cedar	52	3.12
				os3	Norway Maple	36	2.16
				os4	Cherry	23	1.38
				os5	Hemlock	23	1.38
				os6	Linden	37	2.22
				os7	Black Pine	47	2.82
				os8	Honey Locust	20	1.2
				os9	Honey Locust	20	1.2





Address: 8180, 8200, 8220, 8240, 8260, 8280 and 8300 Leslie Road

File No.: RZ 20-921503

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10514, the developer is required to complete the following:

1. (Public Hearing Notification Fee) 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.
2. (Community Planning) City acceptance of the developer's voluntary contribution in the amount of \$29,721.15 (i.e. \$0.34/ft² of buildable area) to future City community planning studies, as set out in the City Centre Area Plan.
3. (Industrial Reserve Additional Density Community Amenity Contribution) City's acceptance of the developer's voluntary contribution of \$913,160.65 as indicated in the table below, which funds shall be applied to the construction of City Centre child care and/or other use(s) that provide a community amenity, as provided for under the development's site-specific ZI21 zone, to the satisfaction of the City.

In the event that the contribution is not provided within one-year of the application receiving third reading of Council (Public Hearing), the Construction-Value Amenity Transfer Contribution Rate 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.

Use	Maximum Permitted Non-industrial Floor Area Under the ZI21 Zone	Community Amenity Space Area (5% of non-industrial floor area)	Construction-Value Amenity Transfer Contribution Rate	Minimum Voluntary Developer Cash Contribution
TOTAL	1,948 m² (20,968.10 ft²)	97.40m² (1,048.40 ft²)	\$9,375.37/m² (\$871/ft²)	\$913,160.65

4. (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 non-residential uses and the maximum buildable floor area permitted under the subject site's proposed zoning, as indicated in the table below.

Use	Rate	Maximum Permitted Floor Area (after exemptions)	Minimum Voluntary Cash Contribution
Commercial/Office	\$5.60/m ² (\$0.52/ft ²)	1,947.61 m ² (20,963.90 ft ²)	\$ 10,901.23
Industrial	\$3.12/m ² (\$0.29/ft ²)	6,142.15 m ² (66,113.55 ft ²)	\$ 19,172.93
Total	Varies	8,089.76 m ² (87,077.45 ft ²)	\$ 30,074.16

- 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.
5. (Tree Compensation) City acceptance of the developer's offer to voluntarily contribute \$15,750.00 in compensation for the removal of 10 existing City trees to the City's Tree Compensation Fund for the planting of replacement trees within the City.
6. (Tree Replacement) Incorporation of 66 replacement trees in the required Development Permit landscape plan in compensation for the removal of 32 existing trees (including 2 large trees) from the subject site. Should not all required replacement trees fit in the development, City acceptance of the developer's offer to voluntarily contribute \$768 for each required replacement tree to the City's Tree Compensation Fund for the planting of replacement trees within the City (for any replacement trees that are not able to be accommodated on-site).
7. (Tree Protection Fencing) 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.

8. (Arborist Contract) Submission of a contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be protected. 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.
9. (8180 Leslie Road Purchase and Acquisition) The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the City-owned remnant fee simple lot located at 8180 Leslie Road, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Director, Real Estate Services. All costs associated with the purchase and sales agreement shall be borne by the developer. Following purchase of lands, consolidation, road dedication, subdivision and land transfer required as noted below.
10. (Consolidation, Dedication, Subdivision and Land Transfer) Registration of a Subdivision Plan for the subject site and land ownership transfer for park purposes, to the satisfaction of the City. Prior to the registration of the Subdivision Plan, the following conditions shall be satisfied:
 - a. (Consolidation) Consolidation of all of the lots. Note that this will require the demolition of the existing structures.
 - b. (Road) Dedication for road and related purposes, as indicated generally on the Preliminary Subdivision Plan (Schedule 1) and Preliminary Road Functional Plan (Schedule 2). Final extents to be determined through legal surveys as part of the required Servicing Agreement application design review process, to the satisfaction of the Director, Transportation. Road dedication areas include:
 - i) Hazelbridge Way: approximately 1.75 m wide land dedication along the entire west property line to accommodate road elements to the back of the proposed sidewalk along the development and park frontage.
 - ii) Leslie Road: approximately 2.64 m wide land dedication along the entire north property line to accommodate road elements to the back of the proposed sidewalk along the development and park frontage.
Note: Road dedication to achieve ultimate Leslie Road cross-section is eligible for DCC credits.
 - iii) Corner Cut: minimum 4 m x 4 m land dedication at the Hazelbridge Way/Leslie Road intersection (measured from the new property lines).
 - c. (Subdivision) The creation of the following lots, as per the Preliminary Subdivision Plan (Schedule 1). Note that this will require the demolition of the existing structures. Final extents and amounts subject to final road dedication amounts:
 - i) One lot for development purposes of approximately 4,369.5 m² (47,033 ft²) in area.
 - ii) One lot for park purposes of approximately 10 m width and approximately 379.7 m² (4,087 ft²) in area.
 - d. (Land Transfer - Lot for Park Purposes) Transfer of the 10 m wide and approximately 379.7 m² (4,087 ft²) in area lot to the City as a fee simple lot for park and related purposes. The primary business terms of the required land transfer, including any environmental conditions, shall be to the satisfaction of the Director, Real Estate Services, the City Solicitor, and the Director, Parks Services. All costs associated with the land transfer shall be borne by the developer. The lands to be transferred are generally indicated on the Preliminary Subdivision Plan (Schedule 1).
11. (Office Subdivision Restriction) Registration of a legal agreement on Title, limiting subdivision (including stratification and/or air space parcels) of the office space to no more than one strata lot or air space parcel per storey in the Building (single owner per storey of office space), which legal title to any one strata lot or air space parcel must be held by one single owner.
12. (Flood Plain Covenant) Registration of a flood indemnity covenant on title (Area A).
13. (Aircraft Noise Covenant) Registration of an aircraft noise indemnity covenant on title.
14. (City Centre 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 agreement to all initial purchasers and require written acknowledgement of the same by all initial purchasers of units within the development in all purchase and sale agreements, and erect signage in the initial sales centre advising purchasers of the potential for these impacts/development impositions.

15. (Proximity to Residential Use) Registration of a legal agreement on title for industrial development within 30 m of any residential use indicating that they are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and noise generated from rooftop HVAC units will comply with the City's Noise Bylaw.
16. (Truck Access Restrictions) Registration of a legal agreement on title, restricting truck access by:
 - a. prohibiting large-sized truck (WB-17 or larger) access to the site as large truck manoeuvring and large-size loading space are not accommodated in the on-site design; and
 - b. prohibiting medium-sized truck (SU-9 or larger) access via ramp or otherwise to any upper floor level of the development as medium-sized truck manoeuvring is not accommodated in the building design beyond the ground level.
17. (Cross-Access Agreement) Registration of a cross-access easement, statutory right-of-way, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle along the entire south property line in favour of future development to the east of the subject site (e.g. 8320/8322, 8340, 8360 and 8380 Leslie Road), including the installation of way-finding and other appropriate signage on the subject property, and requiring a covenant that the owner provide written notification of this agreement to all initial purchasers and require a written acknowledgement of the same by all initial purchasers of units within the development in all purchase and sale agreements, and erect signage in the initial sales centre advising purchasers of the potential for these impacts/development impositions.
18. (Electric Vehicles – EV) Charging Infrastructure for Vehicles: Registration of legal agreement(s) on the subject site requiring that the developer/owner provides, installs, and maintains electrical vehicle (EV) charging infrastructure within the building for the use of the building's occupants to the satisfaction of the City through an approved Development Permit*. More specifically, the minimum permitted rates for EV charging infrastructure shall be as indicated in the following table or as per the Official Community Plan or Zoning Bylaw rates in effect at the time of Building Permit* approval, whichever is greatest.

User/Use	Minimum Permitted Rates
Industrial	(as per Zoning Bylaw)
Office	(as per Zoning Bylaw)
Commercial (e.g. restaurant, retail)	Conduit for 1 per 5% of parking spaces, and Energized outlet for 1 per 5% of parking spaces (as per OCP)

(1) "Vehicle Parking" "Energized Outlet" shall mean all the wiring, electrical equipment, and related infrastructure necessary to provide Level 2 charging (as per SAE International's J1772 standard) or higher to an electric vehicle.

19. (Industrial Reserve Restriction) Registration of a legal agreement on title identifying that the property is located in an industrial area and that use of the property must be consistent with the Zoning Bylaw, and requiring that the owner provide written notification of this agreement to all initial purchasers and require written acknowledgement of the same by all initial purchasers of units within the development in all purchase and sale agreements, and erect signage in the initial sales centre advising purchasers of these impacts/development impositions.
20. (District Energy Utility) 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; and
 - iv) the owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building and the operation of the central energy plant, if any, by the City and/or the City's DEU service provider, Lulu Island Energy Company.
- c. If a DEU is not available for connection, no final building inspection permitting occupancy of a building will be granted until:
- i) the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - ii) the owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation ;
 - iii) the owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building; and
 - 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.
21. (Development Permit) The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
22. (Servicing Agreement) Enter into a Servicing Agreement* for the design and construction of frontage and road network improvements, new park, new infrastructure, infrastructure upgrades, and servicing connections. A Letter of Credit or cash security for the value of the Service 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. Transportation Works: The developer is responsible for the design and construction of the following frontage improvements and the transition of these improvements to the existing condition outside of the development site frontage to the satisfaction of the City. Note that while the list below provides a general description of the minimum frontage work requirement, the exact details and scope of the frontage works shall be confirmed through the Servicing Agreement design review process to the satisfaction of the City.
- a) Along the Leslie Road (north edge of site) frontage, road widening, westbound left-turn lane, eastbound general traffic lane, separated bike lane, landscaped boulevard and sidewalk:
 - i) Construct from north to south, measured from existing centreline to new property line:
 - a. 3.0 m wide westbound left-turn lane
 - b. 3.3 m wide eastbound traffic lane
 - c. 0.3 m wide curb or alternative treatments between traffic lane and bike lane
 - d. 1.81 m wide bike lane
 - e. 2.29 m wide boulevard with grass and street trees (Note: Single row street tree planting centred on 0.75 m offset from sidewalk edge)
 - f. 2.0 m wide sidewalk
 - ii) All existing driveways along the development Leslie Road frontages are to be closed permanently and removed and replaced with frontage works noted above.
 - b) Along the Hazelbridge Way (west edge of site) frontage:
 - i) Construct from west to east, measured from existing centreline to new park property line:
 - a. 3.7 m wide northbound traffic lane
 - b. 4.3 m wide northbound curb lane
 - c. 0.15 m wide barrier curb

- d. 1.5 m wide boulevard
- e. 2.0 m wide sidewalk
- ii) Site vehicular access is to be provided via a single driveway at the site's Hazelbridge Way frontage and is to be constructed to meet the City standards (refer to Engineering Design Specifications R-9-DS).
- c) Traffic Signal Upgrades at Hazelbridge Way/Leslie Road intersection:
 - i) Provide the following:
 - a. New traffic cabinet located within dedicated SRW on development.
 - b. New UPS cabinet located within dedicated SRW on development.
 - c. New E/W left arrows. Complete with new signal displays.
 - d. New LED street light luminaires on all poles. Lighting calculation to be completed by developer for City review.
 - e. New LED street name signs.
 - f. New APS (audible pedestrian buttons) on all poles.
 - g. New BC Hydro service connection.
 - h. New Traffic cameras.
 - i. New traffic pole on SE corner complete with new traffic signal and pedestrian signal displays.
 - j. All other poles that are not on development frontage to be re-painted Black.
 - k. Complete traffic signal drawing package as per traffic signal drafting standards.
 - d) Traffic communications:
 - i) Provide the following:
 - a. New 1 x 78mm (3") traffic communications conduit on south side of Leslie Road along the development frontage.
- B. Parks Works: At the Developer's cost, the Developer is required to construct the 10.0 m wide linear City park to the satisfaction of the Director, Parks Services. Design and construction of the park improvements may include, but not be limited to, the following features:
 - a) Site furnishings, including lighting and seating elements (see also street lighting section below).
 - b) Hardscape surface treatments, including use of paving materials and patterns to unify the public realm and enhance accessibility.
 - c) Landscape treatment for ecological function and aesthetics, including stormwater management measures and tree, shrub and groundcover planting.
- C. Water Works:
 - a) Using the Existing Scenario Model with the upgrades identified below, there will be 278 L/s of water available at a 20 psi residual at the Leslie Road frontage, and 249 L/s of water available at a 20 psi residual at the Hazelbridge Way frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
 - b) At Developer's cost, the Developer is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for on-site fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - ii) Install approximately 150 m of new 200 mm diameter water main along Leslie Road, from the existing 200 mm diameter water main west of the Hazelbridge Way intersection to the east property line of the development site.
 - iii) Remove, or fill and abandon, the existing 150 mm diameter water main on Leslie Road to the extent of the proposed water main upgrade.
 - iv) Install approximately 50 m of new 200 mm diameter water main along Hazelbridge Way, from the proposed water main on Leslie Road to the south property line of the development site. At the dead-end of the water main, provide a hydrant and blow-off assembly.

- v) Install a new water connection off of the proposed main on Hazelbridge Way, complete with meter and meter box.
 - vi) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
 - vii) 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.
- c) At Developer's cost, the City will:
- i) Re-connect all existing water connections to the proposed main. The connections shall be renewed from the property line to the proposed main.
 - ii) Cap all existing water connections to the development site and remove meters.
 - iii) Complete all tie-ins for the proposed works to existing City infrastructure.

D. Storm Sewer Works:

- a) At Developer's cost, the Developer is required to:
- i) Install approximately 130 m of new storm sewer on Leslie Road. Connect the proposed storm sewer to the existing storm sewers on the north and south sides of Leslie Road, at both the east and west tie-ins. The new storm sewer shall be located within the roadway (i.e. not behind the curb).
 - ii) Remove, or fill and abandon, the existing storm sewer on the north side of Leslie Road to the extent of the proposed storm sewer upgrade.
 - iii) Remove the existing storm sewer on the south side of Leslie Road to the extent of the proposed storm sewer upgrade.
 - iv) Install approximately 50 m of new storm sewer on Hazelbridge Way, from the new storm sewer on Leslie Road to the south property line of the development site.
 - v) Perform a capacity analysis to size the proposed storm sewers. The capacity analysis shall be included in the servicing agreement drawing set.
 - vi) Install a new storm connection to serve the development site, complete with inspection chamber.
 - vii) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
- b) At Developer's cost, the City will:
- i) Reconnect all existing storm connections & leads to the proposed main.
 - ii) Cap all existing storm connections to the development site and remove inspection chambers.
 - iii) Complete all tie-ins for the proposed works to existing City infrastructure.

E. Sanitary Sewer Works:

- a) At Developer's cost, the City will:
- i) Install a new sanitary connection to serve the development site, complete with inspection chamber.
 - ii) Cap all existing sanitary connections to the development site and remove inspection chambers.

F. Street Lighting:

- a) At Developer's cost, the Developer is required to provide street lighting along the development's frontages according to the following:
- i) Leslie Road (South side of street)
 - a. Pole colour: Black
 - b. Roadway lighting @ back of curb: Type 3 Decorative Luminaire Pole (LED) – (Reference Drawing L12.6) INCLUDING 1 street luminaire, but EXCLUDING banner arms, flower basket holders, duplex receptacles, and irrigation
 - c. Pedestrian lighting: Not applicable (i.e. no stand-alone pedestrian poles)
 - ii) Hazelbridge Way (East side of street)

- a. Pole colour: Grey
- b. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, 1 duplex receptacle & banner arms, but EXCLUDING any pedestrian luminaires, flower basket holders, or irrigation.
- c. Pedestrian lighting: Stand-alone pedestrian poles within the 10 m wide City Park, Type 8 (LED) INCLUDING 1 pedestrian luminaire and 1 duplex receptacle, but EXCLUDING banner arms, flower basket holders, and irrigation.

iii) Traffic Signals at Hazelbridge Way and Leslie Road

- a. Pole colour: Grey
- b. Style: To match Type 7

iv) Street Tree Receptacles – Hazelbridge Way only

G. General Items:

a) At Developer's cost, the Developer is required to:

- i) Coordinate with BC Hydro, Telus and other private communication service providers:
 - a. To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - b. Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - c. To underground overhead service lines.
- ii) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the development's site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:

BC Hydro PMT – 4.0 x 5.0 m

BC Hydro LPT – 3.5 x 3.5 m

Street light kiosk – 1.5 x 1.5 m

Traffic signal kiosk – 2.0 x 1.5 m

Traffic signal UPS – 1.0 x 1.0 m

Shaw cable kiosk – 1.0 x 1.0 m

Telus FDH cabinet – 1.1 x 1.0 m

- iii) Complete other frontage improvements as per Transportation requirements.
- iv) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
- v) Provide a video inspection report of the existing storm and sanitary mains along the property frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.

- vi) 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.
- vii) 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.
- viii) Submit a proposed strategy at the building permit stage for managing excavation de-watering. Note that the City's preference is to manage groundwater on-site 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 enter into a de-watering agreement with the City wherein the developer will be required to treat the groundwater before discharging it to the City's storm sewer system.
- ix) 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.
- x) 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:
 - a. Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
 - b. Pipe sizes, material and slopes.
 - c. Location of manholes and fire hydrants.
 - d. Road grades, high points and low points.
 - e. Alignment of ultimate and interim curbs.
 - f. Proposed street lights design.
- xi) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

1. (Rezoning and Development Permit) Incorporation of measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
2. (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.
3. (Latecomer Agreement) If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
4. (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:

PLN - 50

Initial: _____

- * 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 copy on file]

Signed

Date

Schedule 1: Preliminary Subdivision Plan

Schedule 2: Preliminary Road Functional Plan

PROPOSED SUBDIVISION PLAN OF LOTS 24 TO 29 AND LOT 30 EXCEPT PARCEL "A" (BYLAW PLAN 64284),
ALL OF SECTION 33 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 8705

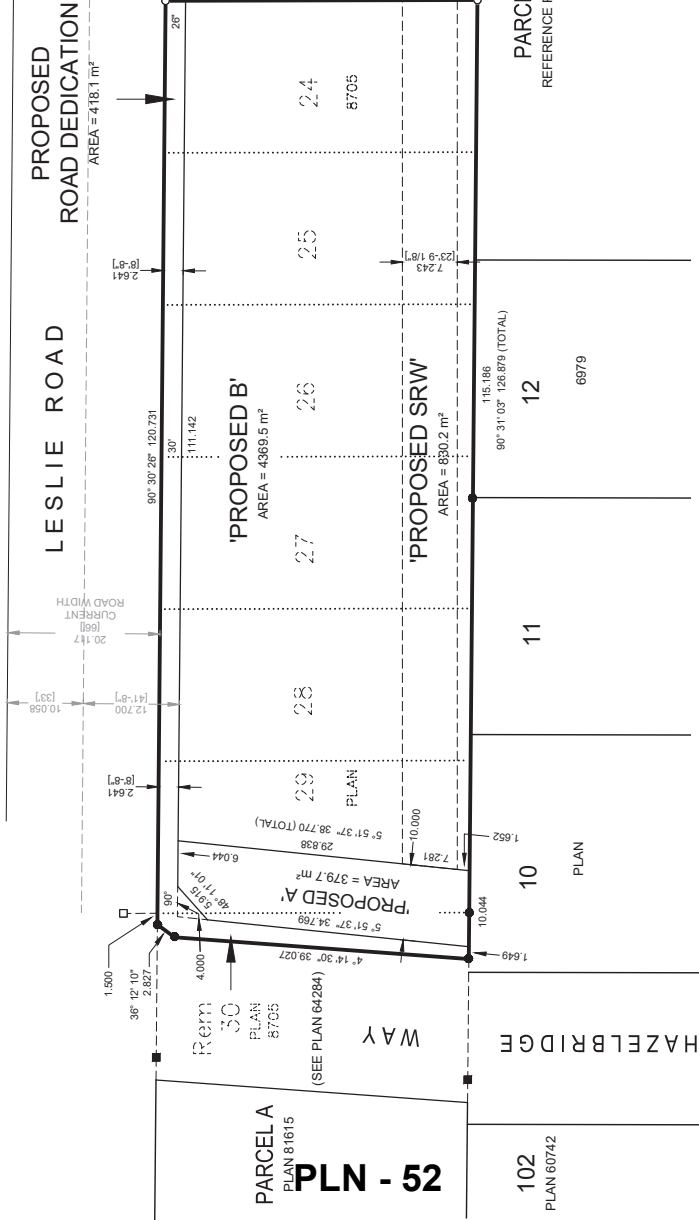
CITY OF RICHMOND
BCGS 92G.015



ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF.
THE INTENDED PLOT SIZE OF THIS PLAN IS 50mm IN
WIDTH BY 432mm IN HEIGHT WHEN PLOTTED AT
A SCALE OF 1:500

DATUM: NAD83 (CSRS) 4.0.0.BC.1 GVRD, UTM ZONE 10.			
MONUMENT	NORTHING	EASTING	COMBINED POSITIONAL ACCURACY
88H4812	5447283.825	490464.691	0.02
77H4970	5447798.048	490464.757	0.01

NOTE: FOR MAPPING PURPOSES ONLY.



LEGEND

- INTEGRATED SURVEY AREA No. 18,
CITY OF RICHMOND,
NAD83 (CSRS) 4.0.0.BC.1 GVRD.
- DENOTES STANDARD IRON POST FOUND
 - DENOTES STANDARD IRON POST PLACED
 - DENOTES LEAD PLUG FOUND
 - DENOTES LEAD PLUG PLACED
 - DENOTES GEODETIC CONTROL MONUMENT
 - DENOTES UNSUITABLE FOR POSTING
 - US - DENOTES BLOCK
 - Bk - DENOTES BLOCK
- NOTE:
THIS PLAN SHOWS ONE OR MORE WITNESS POSTS
WHICH ARE NOT SET ON THE TRUE CORNERS.

bennett

LAND SURVEYING LTD.
SUITE 200, 275 FELL AVENUE
NORTH VANCOUVER BC
V7P 3B5
TEL 604-860-4869
www.bennettsurveying.com
FB 880 P 98-137 (MARG)

Schedule 1
Preliminary
Subdivision Plan

THIS PLAN LIES WITHIN THE
METRO VANCOUVER REGIONAL DISTRICT
OF RICHMOND, BC
THIS PLAN LIES WITHIN THE JURISDICTION
OF THE METRO VANCOUVER REGIONAL DISTRICT
OF RICHMOND, BC
THE FIELD SURVEY REPRESENTED BY
THIS PLAN WAS COMPLETED ON THE
DAY OF
JANUARY, 2023. BLS #693

THIS PLAN SHOWS HORIZONTAL GROUND-LEVEL DISTANCES
UNLESS OTHERWISE SPECIFIED TO COMPUTE GRID DISTANCES.
MULTIPLY GROUND-LEVEL DISTANCES BY THE AVERAGE COMBINED
FACTOR OF 0.9998038 WHICH HAS BEEN DERIVED FROM GEODETIC
CONTROL MONUMENTS 77H4970 AND 88H4812.

GRID BEARINGS ARE DERIVED FROM OBSERVATIONS BETWEEN
GEODETIC CONTROL MONUMENTS 77H4970 AND 88H4812.
THE UTM COORDINATES AND ESTIMATED HORIZONTAL POSITIONAL
ACCURACY ACHIEVED ARE DERIVED FROM THE MASCOT PUBLISHED
COORDINATES AND STANDARD DEVIATIONS FOR GEODETIC CONTROL
MONUMENTS 77H4970 AND 88H4812.

City of Rich

TITLE: MIXED USE DEVELOPMENT
8200-8300 LESLIE
OFFSITE KEYPLAN
SITE SERVICING

DESIGN	SR	DWG. No: KC-
DRAWN	SB	
CHECKED		
ENGINEER	SR	
		SCALE 1:250
		SEC. No:
		DATE
		BY

[illegible][illegible]

NO.	DATE	DESCRIPTION
1	10/1/01	PER CITY COMMENTS
2	10/1/01	PER TRANSPORTATION COMMENTS
3	10/1/01	ARCHITECTURAL SITE PLAN
4	10/1/01	PER TRANSPORTATION COMMENTS
5	10/1/01	PER TRANSPORTATION COMMENTS
6	10/1/01	FOR REVIEW
REVISIONS		

	DATE	#Y	CH.
	02/23/12/06	S8	LJ
	02/23/11/01	S8	LJ
	02/23/10/04	S8	LJ
	02/23/09/21	S8	LJ
	02/22/11/09	S8	LJ
	02/20/12/08	A4	LJ
		BY	OH.

E WEDLER GROUP

- Abbotsford
- Chilliwack
- Courtenay
- Surrey

H G F E D C B A W

WEDLER
ENGINEERS

BK _____
 BENCHMARK NUMBER: _____
 AND HAZELBRIDGE WAY _____
 D BOOK N° _____
 ORDER / PROJECT N° _____
 COUNT N° _____

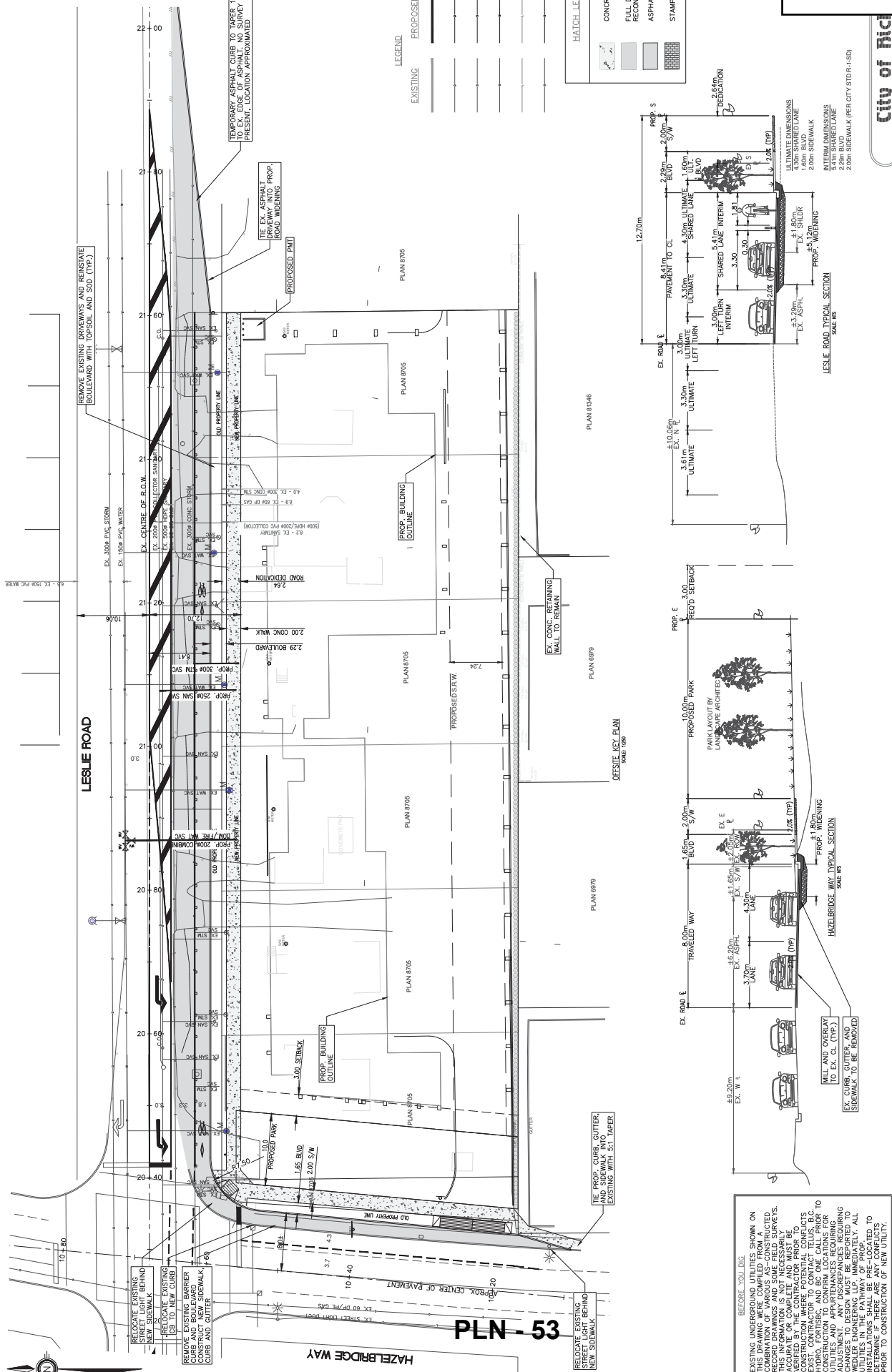
BENCH
TO GEODETIC DATUM AND REFER TO HIGH
202 = ELEV. 1,566
NW CORNER OF LESLIE R

ALL ELEVATIONS TO BE RICHMOND LOCATED	ELEVATION —	CITY WORK ON CONTRACTOR WORK
---	-------------	---------------------------------

B.C. GAS SERVICES

THE DEVELOPER OF
LOCATION OF GAS
RELOCATION IN ONE
PLANS. A LIST OF

NOTE - B.C. GAS
OF ANY



EXISTING UNDERGROUND UTILITIES SHOWN ON RECORD DRAWINGS AND FIELD CONSTRUCTION COMPARISON OF VARIOUS AS-BUILT RECORD DRAWINGS AND SOME FIELD SURVEYS. THIS INFORMATION IS NOT NECESSARILY ACCURATE OR COMPLETE AND MUST BE USED BY THE CONTRACTOR WHERE POTENTIAL CONFLICTS EXIST. CONTRACTOR TO CONTACT TELLS, B.C. HYDRO, FORTISBC, AND BC ONE CALL PRIOR TO CONSTRUCTION. ANY DISCREPANCIES REQUIRING ADJUSTMENT, ANY DISCREPANCIES REQUIRING CHANGES TO DESIGN MUST BE REPORTED TO THE DESIGN ENGINEER IMMEDIATELY. ALL INSTALLATIONS SHALL BE PRE-LOCATED TO DETERMINE IF THERE ARE ANY UTILITIES PRIOR TO CONSTRUCTION OF NEW UTILITY.



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10514 (RZ 20-921503)
8180, 8200, 8220, 8240, 8260, 8280 and 8300 Leslie Road**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following into Section 23 (Site Specific Industrial Zones), in numerical order:

“23.21 Light Industrial, Office and Limited Commercial (ZI21) - Aberdeen Village (City Centre)

23.21.1 Purpose

The **zone** accommodates mid-rise industrial development within **City Centre**, plus a limited amount of **office use**, a limited amount of **commercial use** and compatible **secondary uses**. Additional **density** is provided to achieve, among other things, **City** objectives in respect to industrial **use**.

23.21.2 Permitted Uses

- industrial, general
- industrial, manufacturing

23.21.3 Secondary Uses

- education, commercial
- manufacturing, custom indoor
- office
- recreation, indoor
- restaurant
- retail, general
- service, business support
- service, financial
- service, household repair
- studio

23.21.4 Permitted Density

1. The maximum **floor area ratio** is 1.2.

2. Notwithstanding Section 23.21.4.1, the reference to “1.2” is increased by a maximum additional **density floor area ratio** of “0.51”, provided that:
 - a) the **lot** is located within an **Industrial Reserve – “Limited Commercial”** area designated by the City Centre Area Plan;
 - b) the **owner** uses a portion of the additional **density floor area ratio** together equalling no more than 1,948 m² for **secondary uses** in the **zone**, provided that the combined **floor area** of all **secondary uses** on the **site** shall not exceed 50% of the **floor area** provided on the **site**.
 - c) if, at the time **Council** adopts a zoning amendment bylaw to create the **zone** and/or to include the **lot** in the **zone**, the **owner** pays a sum to the **City** calculated as 5% of the **floor area ratio**, excluding industrial **use floor area**, (i) multiplied by the equivalent to construction value” rate of \$9,375.37 /sq. m. if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, multiplied by the “equivalent to construction value” of \$9,375.37 /sq. m. adjusted by the cumulative applicable annual changes to the Statistics Canada “Non-residential Building Construction Price Index” for Vancouver, where such change is positive.
3. For the purposes of this **zone**, the permitted **density** is based on gross **site** area before the required fee simple transfer to the **City** of not less than 379.7 m² of land within the **site** transferred to the **City** as a fee simple **lot** for **park** and related purposes.
4. For the purposes of this **zone**, garbage and recycling facilities and bicycle storage are not included in the calculation of maximum **floor area ratio**.

23.21.5 Permitted Lot Coverage

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

23.21.6 Yards & Setbacks

1. The minimum **setback** from a public **road** is 3.0 m.
2. The minimum **setback** from publicly-accessible outdoor space is 1.5 m.
3. The minimum **interior side yard** and **rear yard** is 0.0 m, except that it shall be 3.0 m abutting existing **residential use**.

23.21.7 Permitted Heights

1. The maximum **building height** is 25 m.
2. The maximum **height** for **accessory buildings** is 5.0 m.
3. The maximum **height** for **accessory structures** is 12.0 m.

23.21.8 Subdivision Provisions

1. The minimum **lot area** is 2,400 m².

23.21.9 Landscaping & Screening

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

23.21.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the provisions of Section 7.0, EXCEPT that:
 - a) large size **loading spaces** shall not be required.

23.21.11 Other Regulations

1. **Office** and **education, commercial uses** shall not be located on the ground floor of a **building** (excluding **building** entrance lobbies).
2. The following **uses** shall be located not more than 50 m from a **property line** abutting Hazelbridge Way:
 - a) **manufacturing, custom indoor**
 - b) **recreation, indoor**
 - c) **restaurant**
 - d) **retail, general**
 - e) **service, business support**
 - f) **service, financial**
 - g) **service, household repair**
 - h) **studio**
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it:

2.1 SCHOOL & INSTITUTIONAL USE (SI)

That area shown cross-hatched and indicated as “A” on “Schedule A attached to and forming part of Bylaw No. 10514”

2.2 LIGHT INDUSTRIAL, OFFICE AND LIMITED COMMERCIAL (ZI21) – ABERDEEN VILLAGE (CITY CENTRE)

That area shown cross-hatched and indicated as “B” on “Schedule A attached to and forming part of Bylaw No. 10514”

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10514”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____	<div style="border: 1px solid black; padding: 2px;"> <p style="font-size: small; margin: 0;">CITY OF RICHMOND</p> <hr/> <p style="font-size: small; margin: 0;">APPROVED by</p> <p style="font-size: large; margin: 0;">SB</p> <hr/> <p style="font-size: small; margin: 0;">APPROVED by Director or Solicitor</p>  </div>

MAYOR

CORPORATE OFFICER

Schedule A attached to and forming part of Bylaw No. 10514

