



**To:** Planning Committee

**Date:** January 6, 2025

**From:** Joshua Reis  
Director, Development

**File:** RZ 22-023633

**Re:** **Application by Fougere Architecture Inc. for Rezoning at 8620, 8640, 8660 Spires Road, and the Surplus Portion of the Spires Road Road Allowance from “Single Detached (RS1/E)” Zone to “Low to Mid Rise Rental Apartment (ZLR49) – Spires Road (Brighthouse Village of City Centre)” Zone**

**Staff Recommendation**

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10635 to create the “Low to Mid Rise Rental Apartment (ZLR49) – Spires Road (Brighthouse Village of City Centre)” zone, and to rezone 8620, 8640, 8660 Spires Road, and the surplus portion of the Spires Road road allowance from “Single Detached (RS1/E)” to “Low to Mid Rise Rental Apartment (ZLR49) – Spires Road (Brighthouse Village of City Centre)”, be introduced and given first, second and third reading.

Joshua Reis, MCIP, RPP, AICP  
Director, Development  
(604-247-4625)

JR:el  
Att. 8

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Real Estate Services	<input checked="" type="checkbox"/>	
Housing Office	<input checked="" type="checkbox"/>	
Sustainability and District Energy	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

## Staff Report

### Origin

Fougere Architecture Inc., on the behalf of Lansdowne Manor Ltd. (Incorporation number: BC1270582; Director: Ravjot Singh Bains), has applied to the City of Richmond for permission to rezone 8620, 8640, 8660 Spires Road, and the surplus portion of the Spires Road road allowance (Attachment 1) from "Single Detached (RS1/E)" to a new "Low to Mid Rise Rental Apartment (ZLR49) – Spires Road (Brighthouse Village of City Centre)" site specific zone in order to permit the development of a 100 per cent rental residential apartment building, containing 90 units.

### Project Description

A preliminary site plan, building elevations and landscape plan are contained in Attachment 2. The key components of the proposal include:

- One six-storey apartment building with 90 rental units including 68 market rental units and 22 affordable housing rental units.
- A proposed density of 2.83 FAR comprising approximately 4,564 m<sup>2</sup> (49,126 ft<sup>2</sup>) of purpose-built market rental housing and approximately 1,801 m<sup>2</sup> (19,383 ft<sup>2</sup>) of purpose-built affordable rental housing.
- All purpose-built rental units will be secured in perpetuity with rental tenure zoning and housing agreements registered on Title. The units in each tenure type will be maintained under a single ownership.

The site will contain an Energy Generation Plant with capability to connect to and be serviced by the District Energy Utility, as directed by the City or City's Service Provider, Lulu Island Energy Company. Road and Engineering improvement works required with respect to the subject development will be secured through the City's standard Servicing Agreement (SA) process prior to rezoning adoption. The works include the design and construction of frontage road works (such as ditch infill, road widening, City Centre standard new concrete sidewalk and landscaped boulevard), fire hydrant relocation, upgrades to watermain, storm sewer and sanitary sewer, as well as service connections.

### Findings of Fact

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

### Subject Site Existing Housing Profile

The site currently contains three single-family homes (with no secondary suites); these houses will be demolished prior to the proposed development. The applicant has advised that all of the houses on-site are currently tenanted, and the tenants are aware of the development application and that the rules of the *Residential Tenancy Act* will be followed.

The applicant advised that they would offer all existing tenants an option to move back to the new rental building into the affordable housing as a priority over other new applicants (subject to qualification), and as a secondary option to have a priority over the market rental units should they not qualify for the affordable units.

### **Surrounding Development**

The Spires Road Neighbourhood is in transition from a predominately single-family neighbourhood towards a higher-density neighbourhood through the development of townhouse complexes and apartment buildings.

To the North: Across Spires Road, two single-family homes on lots zoned “Single Detached (RS1/E)” and a recently completed 22-unit high-density townhouse development (RZ 17-790301 & DP 19-875398) on a lot zoned “Parking Structure Townhouses (RTP4)”.

To the South: Existing two to three-storey townhouse developments front on Cook Road, on lots zoned “Low Density Townhouses (RTL1)” and “High Density Townhouses (RTH3)”.

To the East/West: Existing single-family homes on lots zoned “Single Detached (RS1/E)”.

All properties adjacent to the subject site are designated for multiple-family residential developments under the City Centre Area Plan.

### **Related Policies & Studies**

#### Official Community Plan/City Centre Area Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject development site is “Neighbourhood Residential”.

The subject development site is located within the Spires Road Area of the Brighthouse Village under the City Centre Area Plan (CCAP), Schedule 2.10 of the OCP Bylaw No. 7100 (Attachment 4). CCAP specifies a minimum density of 2.0 FAR, and up to 3.0 FAR, for developments within the Spires Road Area, comprising a mix of market strata units, market rental units and affordable housing units. The subject development site is also located within “Sub-Area B.2: Mixed Use – Mid-Rise Residential & Limited Commercial” under the CCAP, which is intended for medium-density, mid-rise (4-8 storeys) housing incorporating a significant amount of shared, useable open space in the form of rooftop courtyards (on top of parking, etc.).

The preliminary design of the proposal featuring a six-storey, 100 per cent rental apartment building with affordable housing components generally complies with the applicable CCAP objectives and guidelines in terms of land use, density, and overall neighbourhood character. Further consideration of the Development Permit Guidelines and form and character will take place at the Development Permit (DP) stage of the process.

The subject development site is surrounded by properties with development potential subject to the CCAP.

Registration of a legal agreement on Title is required before final adoption of the rezoning bylaw, stipulating that the residential development is subject to potential impacts due to other developments that may be approved within the City Centre and requiring this information be provided through signage in the sales centre and through the disclosure statement to all initial purchasers.

### OCP & Rental Housing Policies

The proposal is consistent with the intent of the Market Rental Housing Policy in that 100 per cent of the units are proposed to be rental units secured through residential rental tenure zoning and registration of housing agreements on Title. The total density proposed for this project is 2.83 FAR, which includes:

- 2.0 FAR base density for residential as per the Spires Road Rental Tenure Policy including 0.4 FAR of affordable housing.
- Additional 0.73 FAR for residential permitted under the Spires Road Rental Tenure Policy including 50 per cent of the additional density (or 0.365 FAR) of affordable housing.
- Additional 0.1 FAR for indoor amenity space.

In summary, a total of 1.965 FAR of market rental housing and 0.765 FAR of affordable rental housing are proposed. The market rental housing component is eligible for exemption from affordable housing, public art and community planning contributions.

### OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject development site is located within Area 4 (Aircraft Noise Notification Area) on the OCP Aircraft Noise Sensitive Development Map. While all aircraft noise-sensitive land uses (including residential uses) maybe considered, registration of an Aircraft Noise Sensitive Use Covenant on Title to address aircraft noise mitigation and public awareness is required prior to final adoption of the rezoning bylaw. At the DP stage, submission of an acoustic report, prepared by a qualified professional, is required to address indoor sound level mitigation criteria as set out in the OCP and identify how noise mitigation measures will be incorporated into the building design.

### 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 property. Staff have received correspondence from the owners and residents of the adjacent townhouse development to the south at 8771 Cook Road expressing concern with the potential impacts on an existing row of mature cedar trees along the common property line as well as information regarding the OCP/CCAP as it relates to development in the Spires Road area.



In accordance with the zoning requirements, the proposed building is to be set back 3.0 m from the common property line (i.e., south property line of the subject site). The applicant confirmed that all bylaw sized trees located on the neighbouring properties, along the common property line, will be protected by tree protection fencing; all other vegetation located along the property line within the adjacent sites will be protected by the existing fence located within the adjacent properties.

A new 1.8 m tall fence will be installed along the property line, on the subject site, as part of this development. A preliminary landscape plan can be found in Attachment 2, and a Tree Management Plan can be found in Attachment 5. Refinement of the landscape plan will be further reviewed at DP stage. A copy of the correspondence with responses from staff can be found in Attachment 6.

The Province has granted Royal Assent to Bill 44, Housing Statues (Residential Development) Amendment Act, 2023. Bill 44 prohibits a Local Government from holding a Public Hearing on a residential rezoning bylaw that is consistent with the OCP. The proposed rezoning meets the conditions established in Bill 44 and is consistent with the OCP/CCAP. Accordingly, City Council may not hold a Public Hearing on the proposed rezoning.

## **Analysis**

### Existing Legal Encumbrances

There is an existing 3.0 m wide utility right-of-way along the existing south property line of the subject development site for an existing sanitary sewer line. The applicant is aware that no building or structure is permitted to be constructed within this area.

### Road Closure

A new narrower 16.0 m wide road cross-section for the Spires Road Neighbourhood has been established for the area to better support the development envisioned for this area in the City Centre Area Plan. This new road cross-section has already been applied to five high-density townhouse development projects along Spires Road since 2019.

Based on the new road cross-section and the preliminary functional road design reviewed and accepted by Engineering and Transportation Departments, 2.05 m of the existing Spires Road road allowance adjacent to the frontage of the subject development site has been identified for road closure (Attachment 7). The area, which is approx. 127 m<sup>2</sup> (1,367 ft<sup>2</sup>), is surplus to Engineering and Transportation needs.

Prior to rezoning bylaw adoption, the applicant is required to enter into a purchase and sale 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 of the purchase and sale agreement will be brought forward to Council with the road closure bylaw, in a separate report from the Director, Real Estate Services.

**Built Form and Architectural Character**

The proposed development includes a six-storey building with wood-frame construction on top of a concrete parkade at grade. The parkade would be screened by the proposed lobby, indoor amenity space and four ground-oriented units along the site’s Spires Road frontage.

The building massing above the parking podium has an inverted U shape. The top two storeys are tapered providing larger setback to the side property lines.

A south-facing central amenity space is proposed on top of the podium adjacent to the second-floor indoor amenity (multipurpose) room. An additional outdoor amenity space is proposed on the rooftop to expand the amenity, including children’s play areas.

**Housing Type and Tenure**

The proposal is to develop a six-storey residential building containing 68 market rental units and 22 affordable housing rental units, on a site that would be approximately 2,334m<sup>2</sup> (25,123 ft<sup>2</sup>) in area after consolidation with the road surplus lot. Conceptual development plans proposed by the applicant are included in Attachment 2.

The table below summarizes the unit types within the affordable housing and market rental components of the development.

<b>Unit Type</b>	<b>Affordable Housing</b>	<b>Market Rental</b>	<b>Total</b>	<b>BUH<sup>(1)</sup></b>
Studio	2 units (9%)	5 units (7%)	7 units (8%)	7 units (8%)
1-Bedroom	2 units (9%)	44 units (65%)	46 units (51%)	44 units (49%)
2- Bedroom	5 units (23%)	19 units (19%)	24 units (27%)	22 units (24.5%)
3-Bedroom	13 units (59%)	0 units (0%)	13 units (14%)	13 units (14.5%)
<b>Total</b>	<b>22 units</b>	<b>68 Units</b>	<b>90 Units</b>	<b>86 units (96%)</b>

(1) BUH means those units that are designed and constructed to satisfy the Zoning Bylaw’s Basic Universal Housing standards.

***Dwelling Unit Mix***

The OCP encourages multiple residential development to provide at least 40 per cent of units with two or more bedrooms that are suitable for families with children. Staff support the developer’s proposed unit mix, which includes 41 per cent family friendly units.

In order to promote the development of more family-friendly housing options in Richmond, the Affordable Housing Strategy requires at least 20 per cent of affordable housing units to be provided with two or more bedrooms, and encourages that percentage to be increased to 60 per cent. The proposed development exceeds this target, with 82 per cent of affordable housing units having two or more bedrooms.

***Accessibility***

The OCP seeks to meet the needs of the city’s aging population and people facing mobility challenges by encouraging the development of accessible housing that can be approached, entered, used, and occupied by persons with physical or sensory disabilities.

Staff support the applicant’s proposal, which is consistent with City Policy and includes:

- Barrier-free lobbies, common areas, and amenity spaces.
- Aging-in-place features in all units (e.g., blocking for grab bars, lever handles, etc.).
- Provision of Basic Universal Housing (BUH) units (i.e., 96 per cent or 86 of 90 units), including 82 per cent of affordable housing units (i.e., 18 units) and 100 per cent of Market Rental units.

*Market Rental Housing*

The developer proposes to design and construct 68 market rental units, to a turnkey level of finish, at the developer’s sole cost, comprising approximately 4,564 m<sup>2</sup> (49,126 ft<sup>2</sup>) of habitable space. Unit sizes range from 46 m<sup>2</sup> (494 ft<sup>2</sup>) to 70 m<sup>2</sup> (750 ft<sup>2</sup>). The developer intends to manage these units, which will be rented at prevailing market rent charge rates and no restriction on tenant incomes.

*Affordable Housing*

The developer proposes to design and construct 22 affordable housing units, to a turnkey level of finish, at the developer’s sole cost, comprising approximately 1,801 m<sup>2</sup> (19,383 ft<sup>2</sup>) of habitable space.

Unit Type	Min. Affordable Housing Unit Sizes and Targeted Unit Mix <sup>(1)</sup>		Project Targets <sup>(2)</sup>	
	Min. Unit Size	Targeted Unit Mix	Unit Mix	BUH <sup>(3)</sup>
Studio	37 m <sup>2</sup> (400 ft <sup>2</sup> )	10%	9% (2 units)	9% (2 units)
1-Bedroom	50 m <sup>2</sup> (535 ft <sup>2</sup> )	30%	9% (2 units)	0% (0 units)
2-Bedroom	69 m <sup>2</sup> (741 ft <sup>2</sup> )	30%	23% (5 units)	14% (3 units)
3-Bedroom	91 m <sup>2</sup> (980 ft <sup>2</sup> )	30%	59% (13 units)	59% (13 units)
<b>Total</b>	<b>N/A</b>	<b>N/A</b>	<b>100% (22 units)</b>	<b>82% (18 units)</b>

- (1) On November 12, 2024, City Council approved updates to the maximum affordable housing rent rates and income thresholds to support the continued delivery and long-term maintenance of affordable housing.
  - Maximum rent rates applicable at the time of any new affordable housing unit tenancy are set at 10% below the most current CMHC average market rent for the City of Richmond specific to the unit type. Following affordable housing unit tenancy, annual rent adjustments for existing tenants are limited to the maximum rent increase permitted under the Residential Tenancy Act.
  - The gross (before-tax) income of a household is used to define eligibility for an affordable housing unit. Income thresholds are set at the point at which annual maximum rents, defined using the CMHC average market rents described above, equal 30% of the gross household income.
- (2) The number of units and unit mix will be confirmed to the satisfaction of the City through the DP process, provided that affordable housing units on site having a combined floor area of at least 1,785.51 m<sup>2</sup> (0.765 FAR of the permitted density).
- (3) BUH means those units that are designed and constructed to satisfy the Zoning Bylaw’s Basic Universal Housing standards. (The Zoning Bylaw permits a floor area exemption of 1.86 m<sup>2</sup>/20 ft<sup>2</sup> per BUH unit.)

*General Housing Requirements*

Prior to final adoption of the rezoning bylaw, separate housing agreements and covenants are required to be registered on Title for the market rental units and the affordable housing units.

The legal agreements will provide that:

- Affordable housing units are required to achieve occupancy prior to any other buildings or uses in the proposed development.
- Residential use is restricted to residential rental tenure.
- The units in each tenure type be maintained under a single ownership.
- Developers/owners may not impose restrictions on the age of tenants within any residential units.
- Occupants of the units in each tenure type enjoy full and unlimited access and use of all on-site indoor and outdoor amenity spaces at no additional cost.
- The terms of the Housing Agreement shall apply in perpetuity.

### Proposed Zoning Amendment

A new site-specific zoned entitled “Low to Mid Rise Rental Apartment (ZLR49) – Spires Road (Brighthouse Village of City Centre)” is proposed to accommodate the proposed development under Zoning Amendment Bylaw 10635. The ZLR49 zone reflects various aspects of the development proposal to accommodate setbacks that are consistent with the City’s design guidelines for residential buildings, low to mid rise building height with rooftop access structures, mechanical equipment and screening.

Specifically, the proposed ZLR49 zone provides for:

- A total maximum density of 2.83 Floor Area Ratio (FAR), subject to:
  - a minimum of 0.765 FAR permitted for affordable housing dwelling units on-site (with a combined floor area of at least 1,785.51 m<sup>2</sup>), secured through registration of a housing rental agreement on Title prior to final adoption of the rezoning bylaw;
  - a maximum of 1.965 FAR permitted for market rental dwelling unit on-site (with a combined floor area no more than 4,586.31 m<sup>2</sup>), secured through registration of a housing rental agreement on Title prior to final adoption of the rezoning bylaw; and
  - a maximum of 0.1 FAR be used exclusively to accommodate indoor amenity space.
- Minimum 3.0 m setbacks to all property lines to match the setback requirements of the recent developments within the neighbourhood
- Additional side yard setbacks above the fourth floor to reduce building mass, create a transition in height and maximize views.
- A maximum principal building height of 27.0 m to accommodate the proposed six-storey building.

### Transportation and Site Access

Vehicle access to the development will be from a new entry driveway off Spires Road, providing access to the parking structure proposed on-site. One medium-sized loading space (required) and one small-sized loading space (as part of the TDM package) are proposed on-site.

The CCAP envisions a future laneway along the south property line between Cook Gate and Garden City Road. This laneway is proposed to be provided as development proceeds within the area. Consistent with the CCAP the developer is required to provide a 3.0 m wide Public Rights of Passage Right-of-Way (PROP ROW) along the entire south property line. The future back lane between Cook Gate and Garden City will be dedicated and constructed by future redevelopments along Cook Road. In the interim, the developer is required to design and build a new 1.5 m wide clear pathway with lighting along the entire south property line of the subject site.

It is noted that a number of bylaw sized trees on site and on neighbouring properties are located along and within the required 3.0 m PROP ROW; detailed pathway design and alignment will be developed at the DP and SA stages to minimize impacts to the protected trees.

A SA will be required for this development to design and construct frontage upgrades along the site frontages (including ditch infill), road widening, City Centre standard new concrete sidewalk and landscaped boulevard, and public walkways on-site.

### *Off-Street Parking*

Bill 47, the Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023, limits the ability of local governments to require minimum off-street parking (except for accessible parking spaces) for residential uses in transit-oriented areas (TOAs). This development is within a TOA as defined in the City of Richmond's Transit-Oriented Areas Designation – Bylaw No. 10560, adopted on June 24, 2024; the following standards apply:

- A minimum number of 0.02 accessible parking spaces per dwelling unit is required;
- All on-site vehicle and bicycle parking spaces shall comply with the location, design, operation and other specifications and requirements set out in the Zoning Bylaw (23 residential parking spaces and 174 bicycle parking spaces are being proposed); and
- Mandatory Transportation Demand Management measures are required as per section 7.9A of City of Richmond Zoning Bylaw No. 8500, including:
  - Provision of a minimum of one 2-zone transit pass per dwelling unit for one year, or an equivalent contribution to the Transportation Demand Management Reserve Fund;
  - Provision of one car-share parking stall, to be secured through legal agreements on Title prior to final adoption of the rezoning bylaw;
  - Provision of one Class 1 bicycle parking space per bedroom, with a minimum of one Class 1 bicycle parking space per dwelling unit;
  - Provision of one bicycle maintenance facility for every 40 Class 1 bicycle parking spaces provided, each of which shall be provided through the DP in a designated and secure area within the building with sufficient workspace and bicycle maintenance equipment, to the satisfaction of the Director, Transportation;
  - Provision of one small-sized loading space (in addition to the required medium-sized loading space), to be secured through legal agreements on Title prior to final adoption of the rezoning bylaw; and

- Provision of 10 per cent of all voluntarily provided parking stalls, including a minimum of one required accessible stall as un-assigned, short-term visitor parking.

Staff will work with the applicant to ensure these facilities will be provided at the DP stage. Prior to final adoption, a restrictive covenant is required to be registered on Title to secure the abovementioned TDM measures and ensure that the bicycle parking areas within the parking structure will be maintained for shared common use and for the sole purpose of bicycle storage.

### 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 assesses 45 bylaw-sized trees and two significant trees on the subject site, as well as three trees and one row of hedges on neighbouring properties.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- A row of 11 Western Red cedar trees located at the southeast corner of the site (Tag# 807-817) are in good condition and should be retained. Staff worked with the developer to ensure the proposal was revised to ensure retention and protection of these trees on site. A \$100,000 survival security is required (i.e., \$5000/tree for trees smaller than 30 cm DBH in size (two trees), and \$10,000/tree for trees greater than 30 cm DBH (nine trees)).
- Two Western Red cedar trees located at the southwest corner of the site (Tag# 103 & 827), within the existing utility ROW and future PROP SRW, are in fair to good condition. A \$10,000 survival security is required.
- One Western Red cedar tree located on-site, specifically tag# 836 (46cm cal), is in good condition. This tree is located within the building envelope and the minimum tree protection zone would be 3.0 m out from the base of the tree. In order to retain and protect this tree on site, a minimum of four parking spaces and two units per floor (i.e., 10 units in total) would need to be removed from the proposal. Therefore, this tree is not a good candidate for retention and should be replaced.
- 31 bylaw sized trees (Tag# 102, 680, 709-713, 715-717, 719, 726-735, 744-747, 869-870, 898, 926-927, 941) and two significant trees (Tag# 693 & 714 – multiple stemmed cedar) located on site are in poor to fair condition, and in conflict with proposed frontage improvements and development. These trees are not good candidate for retention and should be replaced.
- Three cedar trees (Tag# 942, 896 & 897) and one hedgerow (Tag#101) located on adjacent neighbouring properties are identified to be retained and protected. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.



### *Tree Replacement*

The applicant wishes to remove 32 bylaw-sized trees on-site; the 2:1 replacement ratio would require 64 replacement trees. In addition, the applicant wishes to remove two significant trees on-site, the 3:1 replacement ratio would require an additional six replacement trees. Therefore, the total number of replacement trees required for the proposed removal of 34 trees on-site is 70.

According to the Preliminary Landscape Plan provided by the applicant (Attachment 2), the applicant proposes to plant 23 new trees on-site. Staff will work with the applicant to explore the opportunity to include additional replacement trees on-site at the Development Permit stage. The size and species of replacement trees will also be reviewed in detail through Development Permit and overall landscape design.

The developer will be required to provide \$768.00 to the City's Tree Compensation Fund for each and any number of trees short of the required 70 replacement trees included within the Development Permit landscape plans.

### *Tree Protection*

The applicant has committed to retain and protect 13 trees on-site, as well as three trees and a hedgerow on the neighbouring properties. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 5). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- 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 within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to final adoption of the rezoning bylaw, submission to the City of a Tree Survival Security in the amount of \$110,000.00 to ensure that the thirteen on-site trees (specifically tag# Tag# 103, 807-817, 827) identified for retention, will be protected. No Tree Survival Security will be returned until the post-construction assessment report, confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site and remain in place until construction and landscaping on-site is completed.



### Amenity Space

The conceptual development plans include approximately 131 m<sup>2</sup> (1,410 ft<sup>2</sup>) of indoor amenity, which exceeds the minimum requirement of 100 m<sup>2</sup> in the OCP. The proposed indoor amenity includes a fitness room, a multi-purpose space room and a guest suite. Prior to final adoption, a restrictive covenant is required to be registered on Title to ensure the guest suite is available for shared common use for temporary sleeping accommodation and not as a dwelling or other residential use.

A total of approximately 784 m<sup>2</sup> (8,439 ft<sup>2</sup>) of outdoor amenity spaces is proposed, including approximately 278 m<sup>2</sup> (2,991 ft<sup>2</sup>) of children's play area, which would meet the minimum requirements in the OCP. The proposed outdoor amenity spaces include a central courtyard on the second/podium level as well as an outdoor lounge area and two children's play areas on the roof deck. Staff will work with the applicant at the DP stage to ensure the configurations and designs of the outdoor amenity spaces meet the DP Guidelines in the OCP.

### Design Review and Future Development Permit Considerations

A DP processed to a satisfactory level is a requirement of zoning approval. Through the DP, the following issues are to be further examined:

- Compliance with DP Guidelines for multiple family projects in the 2041 Official Community Plan and the City Centre Area Plan, as well as all applicable zoning requirements.
- Refinement of the proposal to address all outstanding issues including but not limited to comments related to loading and site access, fire access, parking, waste management and district energy connections, etc.
- Review of site circulation including required fire exits and maintenance access, as well as pedestrian circulation surrounding the proposed development to provide more permeable urban fabric in the neighbourhood.
- Refinement of the site layout and site grading to ensure the protection and long-term health of retained trees, which may include the provision of working space setback between the root protection zone and the proposed building/pathway foundation.
- Refinement of the proposed building form and character to create a desirable and interesting streetscape along Spires Road. Design development is required to highlight the main entrance to the building, reduce massing of the parkade entrance, provide architectural features at building corners, establish landmarks at strategic locations and screen all mechanical equipment from public view.
- Refinement of landscape design, including the size and configuration of the outdoor amenity spaces, as well as the choice and location of various play equipment, to create a safe and vibrant environment for children's play and social interaction.
- Review of the sustainability strategy for the development proposal.

Additional issues may be identified as part of the Development Permit application review process.

### Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into the City's standard Service Agreement to design and construct frontage works along the site frontage (including ditch infill), road widening, City Centre standard new concrete sidewalk and landscaped boulevard, new fire hydrants, upgrades to the storm sewer, sanitary sewer and watermains along the frontage of the site, service connections, as well as potential upgrade of the Cook Road and Cook Gate intersection (or a proportional share thereof), if warranted, through future review and as determined to the satisfaction of the City (see Attachment 8 for details). All works are at the client's sole cost (i.e., no credits apply).

The developer is also required to pay Development Cost Charges (DCC's) (City & Metro Vancouver), TransLink DCC's, School Site Acquisition Charge and Address Assignment Fee.

### Sustainability and Renewable Energy

#### *District Energy*

The subject site is located within the City Centre District Energy Utility (CCDEU) service area. The development's mechanical system will be designed to contain an Energy Generation Plant with capability to connect to and be serviced by a District Energy Utility (DEU), providing heating, cooling, and domestic hot water heating, unless otherwise directed by the City or City's Service Provider, Lulu Island Energy Company (LIEC).

In accordance with the DEU rezoning consideration, registration of a legal agreement on Title to secure the owner's commitment to connect to DEU and granting the SRW(s) necessary for supplying the DEU services to the building(s), is required prior to final adoption of the rezoning bylaw.

#### *BC Energy and Zero Carbon Step Codes*

Consistent with Provincial Energy Step Code and Zero Carbon Step Code requirements, the project architect has confirmed that the applicable Energy Step Code performance targets are being followed through the development design phase. Under Richmond's Building Regulation Bylaw 7230 (Amendment Bylaw No. 10467), this development would also be expected to achieve a minimum of Step 3 with EL-2. Further details on how the proposal will meet this commitment will be reviewed as part of the DP and Building Permit (BP) application review processes.

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

The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

## Conclusion

The proposed 90-unit rental apartment development is consistent with the applicable provisions of the City Centre Area Plan (CCAP). Further review of the project design is required to ensure a high-quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included in Attachment 8; which has been agreed to by the applicant (signed concurrence on file). On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10635 be introduced and given first, second and third reading.



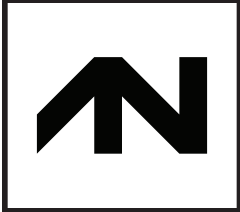
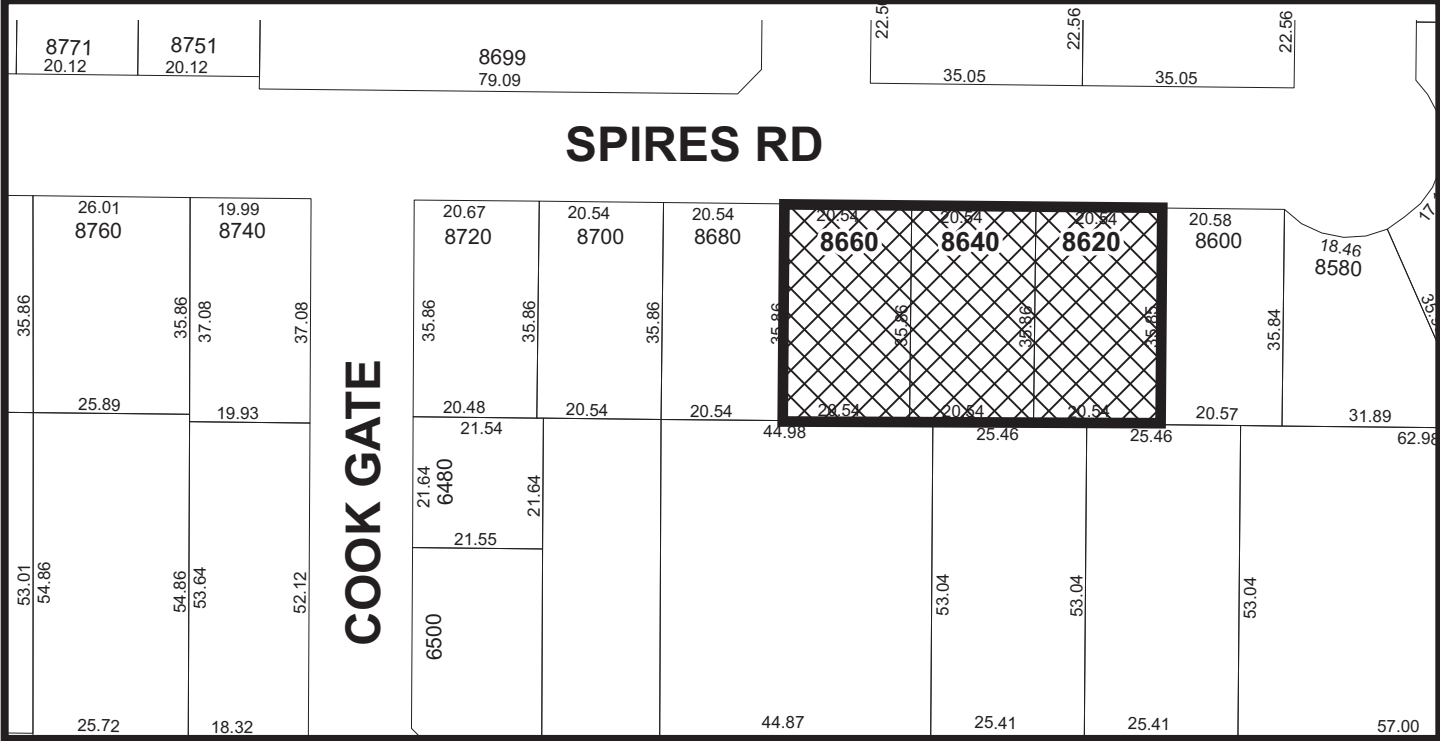
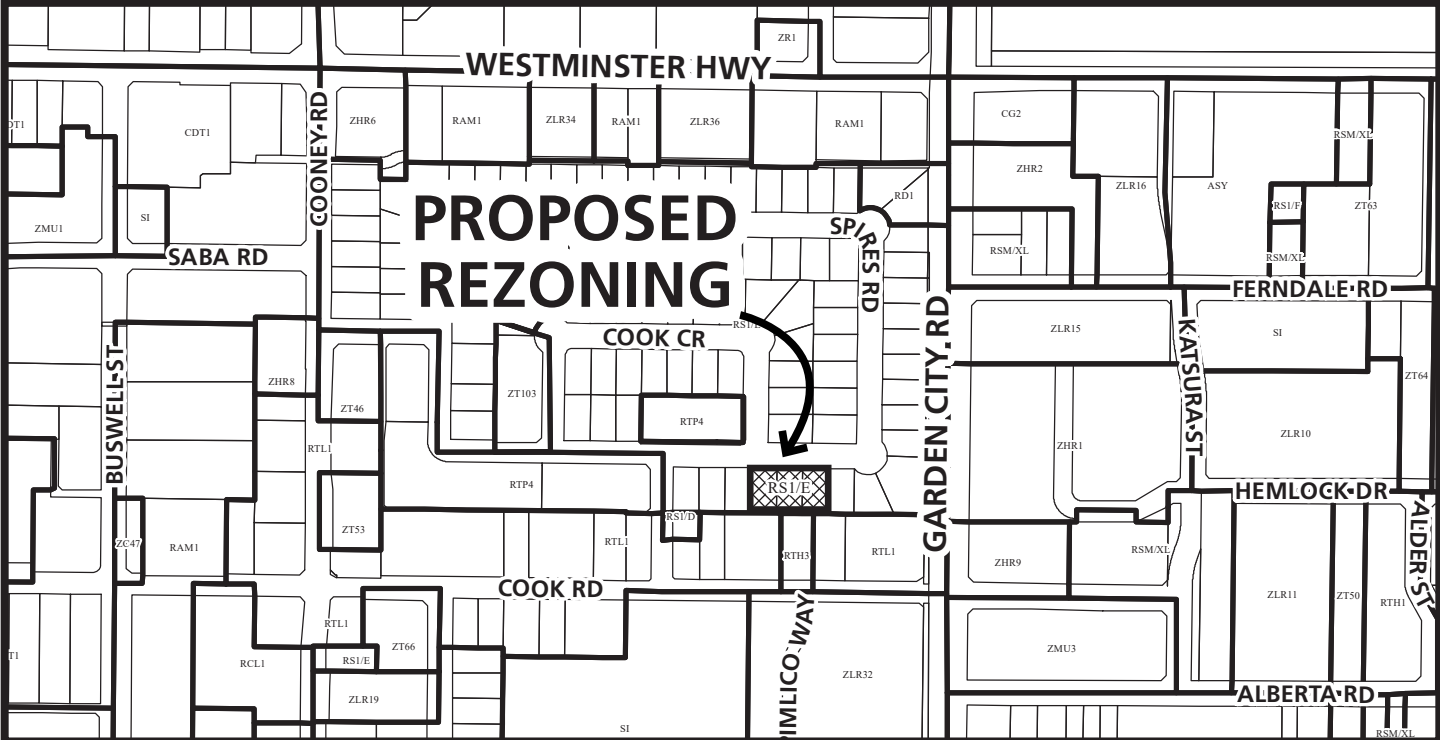
Edwin Lee  
Planner 2  
(604-276-4121)

EL:js

- Att. 1: Location Map  
2: Conceptual Development Plans  
3: Development Application Data Sheet  
4: Specific Land Use Map: Brighthouse Village (2031)  
5: Tree Management Plan  
6: Correspondence Received and Responses from Staff  
7: Proposed Road Closure Plan  
8: Rezoning Considerations



# City of Richmond



## RZ 22-023633

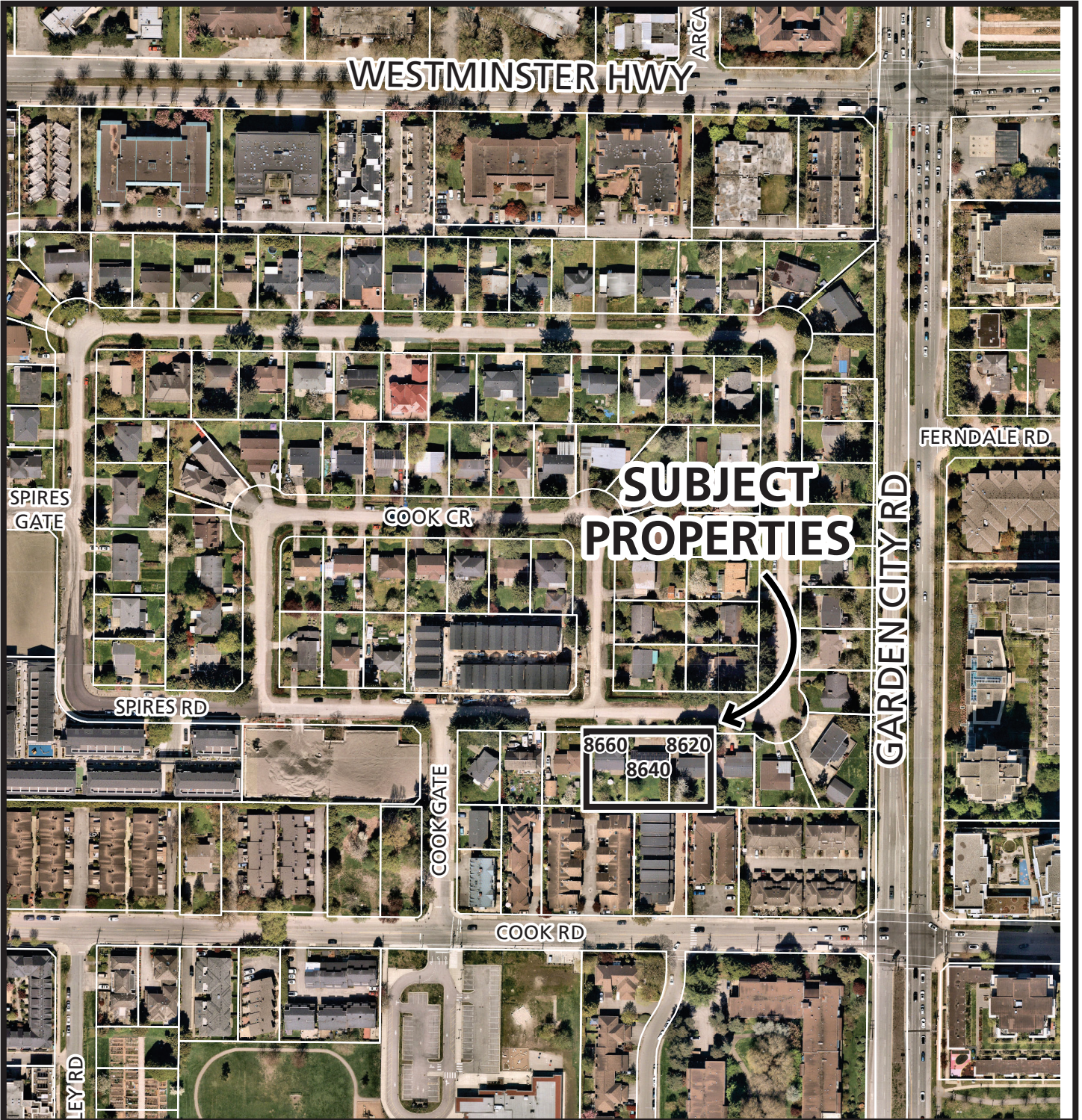
PLN - 22

Original Date: 11/04/22  
 Revision Date: 12/23/24  
 Note: Dimensions are in METRES





# City of Richmond



**RZ 22-023633**

**PLN - 23**

Original Date: 11/04/22

Revision Date: 12/23/24

Note: Dimensions are in METRES





TABLE OF CONTENTS

- 01 CONTEXT PLAN
- 02 STREETSCAPE
- 03 STREETSCAPE
- 04 SITE PLAN
- 05 FIRE ACCESS PLAN
- 06 PARKING PLAN
- 07 COVERAGE OVERLAY
- 08 FLOOR PLAN - LEVEL 1
- 09 FLOOR PLAN - LEVEL 2
- 10 FLOOR PLAN - LEVEL 3
- 11 FLOOR PLAN - LEVEL 4
- 12 FLOOR PLAN - LEVEL 5
- 13 FLOOR PLAN - LEVEL 6
- 14 ROOF PLAN
- 15 SITE SECTIONS
- 16 FAR OVERLAY
- 17 FAR OVERLAY (LEMIR)
- 18 OPEN SPACE OVERLAY
- 19 UNIT PLANS
- 20 UNIT PLANS
- 21 UNIT PLANS
- 22 UNIT PLANS
- 23 UNIT PLANS
- 24 UNIT PLANS
- 25 WASTE MANAGEMENT
- 26a SHADOW STUDY
- 26b SHADOW STUDY
- 27 VIEW

**RESIDENTIAL DEVELOPMENT AT SPIRES ROAD FOR BAINS PROPERTIES BY FOUGERE ARCHITECTURE INC.**

PROJECT TEAM

<p><b>CLIENT</b></p> <p>BAINS PROPERTIES INC. 110 - 6086 Buss Baker Way Richmond, BC V7B 1B4</p> <p>Contact: Ray Bains rb@bainsproperties.ca</p>	<p><b>ARCHITECT</b></p> <p>FOUGERE ARCHITECTURE INC. 202 - 2425 Quebec Street Vancouver, BC V5T 4L6</p> <p>Contact: Wayne Fougere wayne@fougerearchitecture.ca</p>	<p><b>CIVIL</b></p> <p>TERRA NORIS CONSULTING INC. #203 - 15585 24th Avenue Surrey, BC, V4A 2J4</p> <p>Contact: Jimmy Lee jlee@terranois.com</p>	<p><b>TRANSPORTATION</b></p> <p>ISL ENGINEERING 3999 Hemling Dr. #701 Burnaby, BC V5C 6P9</p> <p>Contact: Borg Chan bchan@islegineering.com</p>	<p><b>LANDSCAPE ARCHITECT</b></p> <p>PMG LANDSCAPE ARCHITECTS C100 4185 Still Creek Dr. Burnaby BC V5C 6G9</p> <p>Contact: Yiwen Nuan yiwen@pmglandscape.com</p>	<p><b>ARBORIST</b></p> <p>QBC TREE CONSULTING AND SERVICES LTD. 207-7471 Blundell Rd Richmond, BC V6T 1J6</p> <p>Contact: Matthew Wong qbcctree@gmail.com</p>	<p><b>GEOTECHNICAL ENGINEER</b></p> <p>GEOPACIFIC CONSULTANTS LTD. 1779 West 75th Avenue Vancouver, BC V6P 8P2</p> <p>Contact: Roberto Avendano avendano@geopacific.ca</p>	<p><b>SURVEYOR</b></p> <p>J.C. TAM &amp; ASSOCIATES #115 - 8833 Odlin Crescent Richmond, B.C. V6X 3Z7</p> <p>Contact: Johnson Tam office@jctam.com</p>	<p><b>ENVELOPE AND ENERGY</b></p> <p>AQUA-COAST ENGINEERING LTD. 201-5155 Ladner Trunk Rd Delta, BC V4K 1W4</p> <p>Contact: Aaron Macdellan amadellan@aquacoast.ca</p>
--	--	--	---	--	---	--	--	--



**STREETSCAPE - NORTH**

**SUBJECT SITE**  
8620, 8640, 8660 SPIRES ROAD

**PLN - 25**



**CONTEXTUAL ELEVATION - WEST**

**SUBJECT SITE**  
8620, 8640, 8660 SPIRES ROAD



**STREETSCAPE**

SCALE 1/16" = 1'-0"  
0 5' 10' 20'

THIS DOCUMENT HAS BEEN ELECTRONICALLY CERTIFIED WITH DIGITAL CERTIFICATE AND SIGNATURE BY REGISTERED ARCHITECT AND THE ARCHITECT HAS REVIEWED THE DIGITAL CERTIFICATE AND SIGNATURE. THIS DOCUMENT IS TRANSMITTED TO YOU IN PRINTED VERSION ONLY. ANY PRINTED VERSION OF THIS DOCUMENT IS NOT VALID UNLESS IT IS ORIGINAL WITH SIGNATURE OF THE ORIGINAL PROFESSIONAL SEAL AND DIGITAL CERTIFICATE. ORIGINAL SEAL AND DIGITAL CERTIFICATE CERTIFIED ELECTRONIC FILE SENT TO YOU.



**8620, 8640, 8660  
SPIRES ROAD**

RZ72-079633  
OCTOBER 30, 2024

**FOUGERE**  
architecture inc.  
FOUGERE ARCHITECTURE INC.  
200 - 2425 Oakdale Street  
Weymouth, NS B9T 4L5  
fougerearchitecture.ca





PLN - 26

SUBJECT SITE  
8620, 8640, 8660 SPIRES ROAD

CONTEXTUAL ELEVATION - SOUTH



STREETSCAPE

SCALE 1/16" = 1'-0"  
0 5' 10' 20'

THIS DOCUMENT HAS BEEN ELECTRONICALLY  
CERTIFIED WITH DIGITAL CERTIFICATE AND  
SIGNATURE. THE ORIGINAL AND ALL  
THE AMENDMENTS, THE AUTHENTICATIVE  
TRANSMITTED TO YOU. ANY PRINTED VERSION  
ORIGINALLY SUPPLIED BY THE ORIGINAL  
PROFESSIONAL SEAL AND DIGITAL CERTIFICATE  
CERTIFIED ELECTRONIC FILE SENT TO YOU.



8620, 8640, 8660  
SPIRES ROAD

RZ72-079633  
OCTOBER 30, 2024

**FOUGERE**  
architecture inc.  
FOUGERE ARCHITECTURE INC.  
200 - 2425 Oakdale Street  
Newport, NC 28570  
604.673.2207  
fougerearchitecture.ca



SUBJECT SITE  
8620, 8640, 8660 SPIRES ROAD

SPIRES ROAD

CONTEXTUAL ELEVATION - EAST

6.00' SW

**SITE DATA**

SITE AREA	25,123 sf (0.54 ACRES) 0.23 HECTARES
UNIT COUNT	90
DENSITY	167 LPA
ZONE	RESIDENTIAL MEDIUM DENSITY
NET FLOOR AREA	167,115 sf
LOT COVERAGE AREA	16,715 sf
COVERAGE %	66%
MAXIMUM BUILDING HEIGHT	87'-8" (26.72 m)
SETBACK	3.05 m
MINIMUM FRONT YARD (Spires Road)	3.12 m
MINIMUM REAR YARD (Spires Road)	3.00 m
MINIMUM INTERIOR SIDE YARD (East)	3.00 m
MINIMUM INTERIOR SIDE YARD (West)	3.01 m

**UNIT MIX**

UNIT TYPE	MARKET RENTAL HOMES	AFFORDABLE HOMES	TOTAL HOMES
STUDIO	5	2	7
1 BEDROOM	44	2	46
2 BEDROOM	19	5	24
3 BEDROOM	0	13	13
TOTAL	68	22	90

**AVERAGE FINISHED GRADE CALCULATION**

FINISHED GRADES @ PL	1.11 m
	0.97 m
	0.77 m
	0.63 m
FINISHED GRADES @ BLDG	1.13 m
	1.03 m
	0.90 m
	0.90 m
AVERAGE FINISHED GRADE	0.99 m

**FLOOD CONSTRUCTION LEVEL**

HIGHEST ELEVATION OF THE CROWN OF SPIRES ROAD	0.98 m +
	0.50 m
	1.28 m

**LEGEND**

	TREES RETAINED
	TREES REMOVED
	RIGHT OF WAY



**SITE PLAN**

SCALE 3/32" = 1'-0"

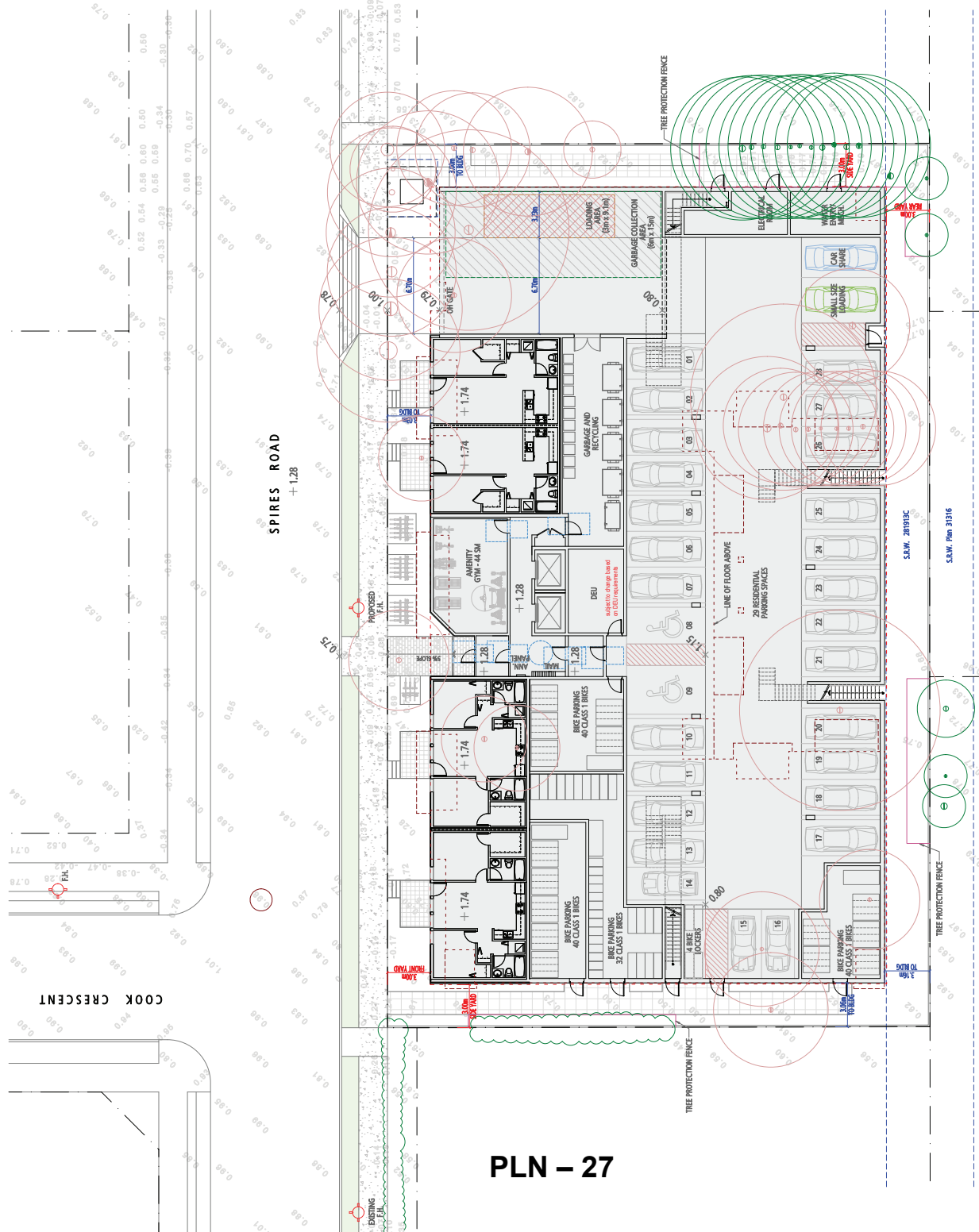


THIS DOCUMENT HAS BEEN PREPARED BY REGISTERED ARCHITECTS AND ENGINEERS WHO ARE LICENSED IN THE STATE OF MARYLAND. THE ARCHITECT AND ENGINEER HAVE REVIEWED THE ORIGINAL DRAWINGS AND HAVE FOUND THEM TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE PROFESSIONAL SEAL AND DIGITAL CERTIFICATE. ORIGINAL WITH SHIPMENT BY THE ORIGINAL ARCHITECT AND ENGINEER. CERTIFICATE NUMBER: 197-615. REGISTERED ARCHITECT • VIRGINIA COLLEGE OF ARCHITECTURE



**8620, 8640, 8660 SPIRES ROAD**

RZ 22-023633  
OCTOBER 30, 2024



**PLN - 27**

COOK CRESCENT

SPIRES ROAD

PLN - 28

**PARKING SUMMARY**

UNIT COUNT	REQUIRED PER CAR (TOA)	ACCESSIBLE			TOTAL
		SMALL	REGULAR	VAN	
RESIDENTIAL	90	2	23	3	1
CAR SHARE		1			1
<b>TOTAL</b>		<b>24</b>	<b>3</b>	<b>1</b>	<b>29</b>

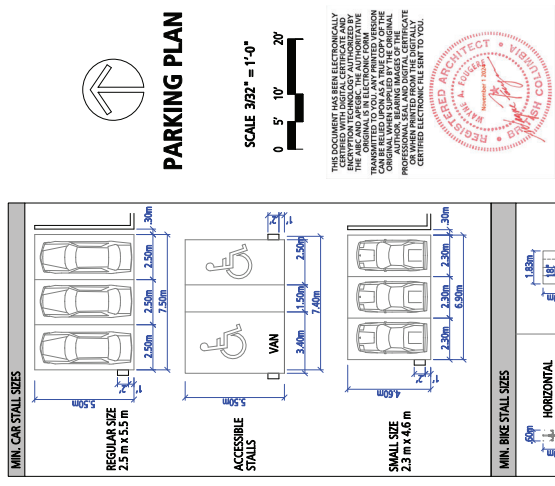
Note: All resident parking spaces will be provided with Level 2 EV charging outlets. Based on a total of 25 residential parking stalls, we are providing all 25 stalls with Level 2 EV charging.

**BIKE PARKING**

UNIT COUNT	RATIO	REQUIRED		PROVIDED		TOTAL
		HORIZONTAL	VERTICAL	HORIZONTAL	VERTICAL	
CLASS 1	7 Spikes per unit	46	7	140	22	156
	16 - 18Spikes per unit	24	2	48	39	
	24 - 28Spikes per unit	13	3			
CLASS 2	0.2			18		18
<b>TOTAL</b>						<b>174</b>

**LOADING AREA**

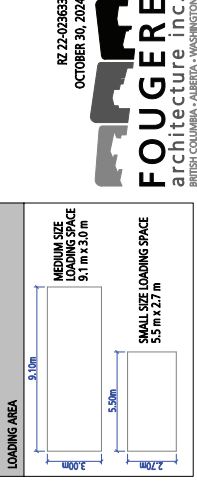
HOME TYPE	REQUIRED	PROVIDED
90 HOMES	1	1
SMALL SIZE	1	1
MEDIUM SIZE	1	1
LARGE SIZE	N/A	N/A



**MIN. BIKE STALL SIZES**

Orientation	Dimensions
HORIZONTAL	1.8 m x 0.6 m
VERTICAL	1.0 m x 0.6 m

**2 TIER STACKABLE BIKE STORAGE (GROUP OF 8 BIKES)**



THIS DOCUMENT HAS BEEN ELECTRONICALLY SIGNED AND CERTIFIED WITH DIGITAL CERTIFICATE AND THE PUBLIC KEY INFRASTRUCTURE (PKI) OF THE ARCHITECT AND ENGINEER. ANY PRINTED VERSION TRANSMITTED TO YOU IS AN UNCONTROLLED ORIGINAL. ANY PRINTED VERSION TRANSMITTED TO YOU IS AN UNCONTROLLED ORIGINAL. ANY PRINTED VERSION TRANSMITTED TO YOU IS AN UNCONTROLLED ORIGINAL. ANY PRINTED VERSION TRANSMITTED TO YOU IS AN UNCONTROLLED ORIGINAL. ANY PRINTED VERSION TRANSMITTED TO YOU IS AN UNCONTROLLED ORIGINAL.

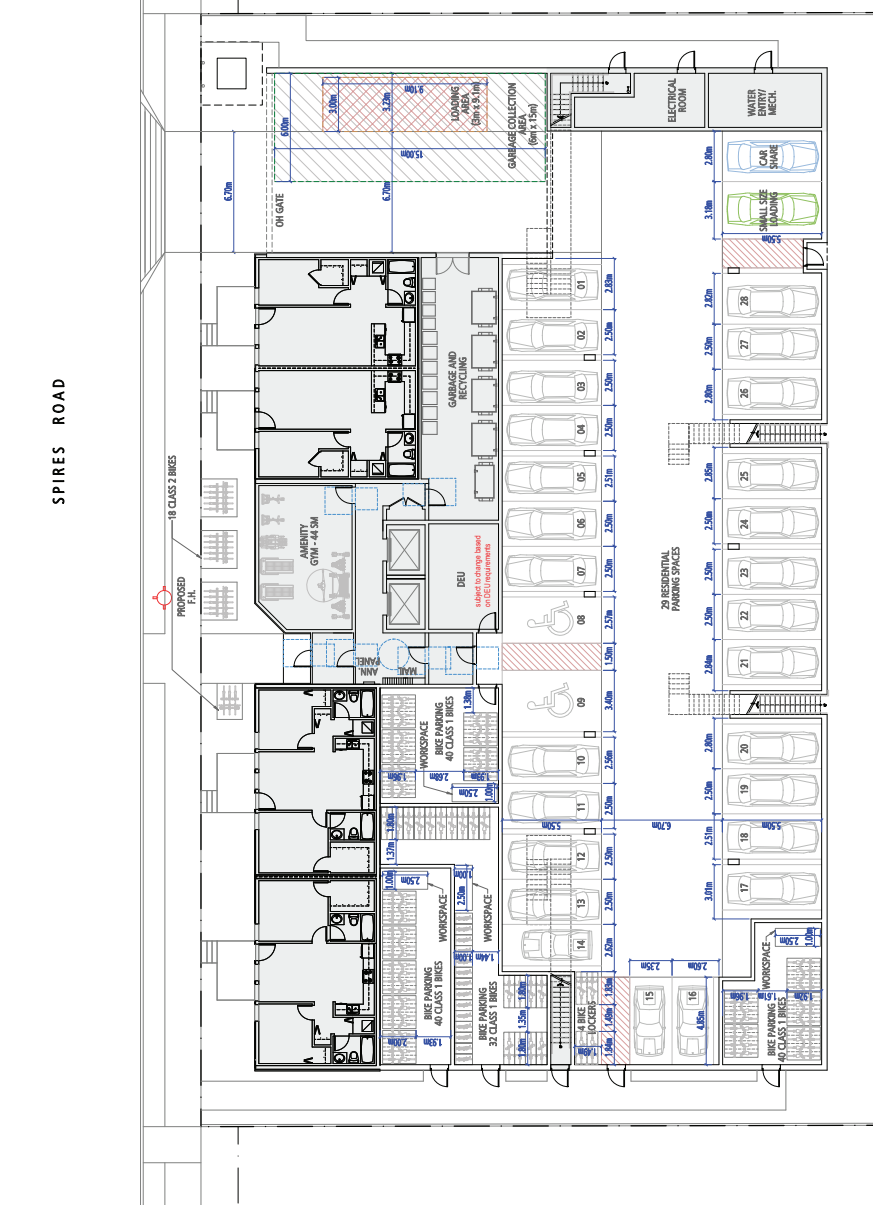
**8620, 8640, 8660 SPIRES ROAD**

RZ 22-023633  
OCTOBER 30, 2024

**FOUGERE architecture inc.**

200 - 2425 Oakdale Street  
Newport, NC 28560

FOUGERE ARCHITECTURE INC. 06



EXISTING F.H.

PROPOSED F.H.

LEGEND

- STUDIO
- 1 BEDROOM
- 2 BEDROOM
- 3 BEDROOM
- LEMI/AH UNITS
- INDOOR AMENITY



FLOOR PLAN LEVEL-1

SCALE 1/8" = 1'-0"



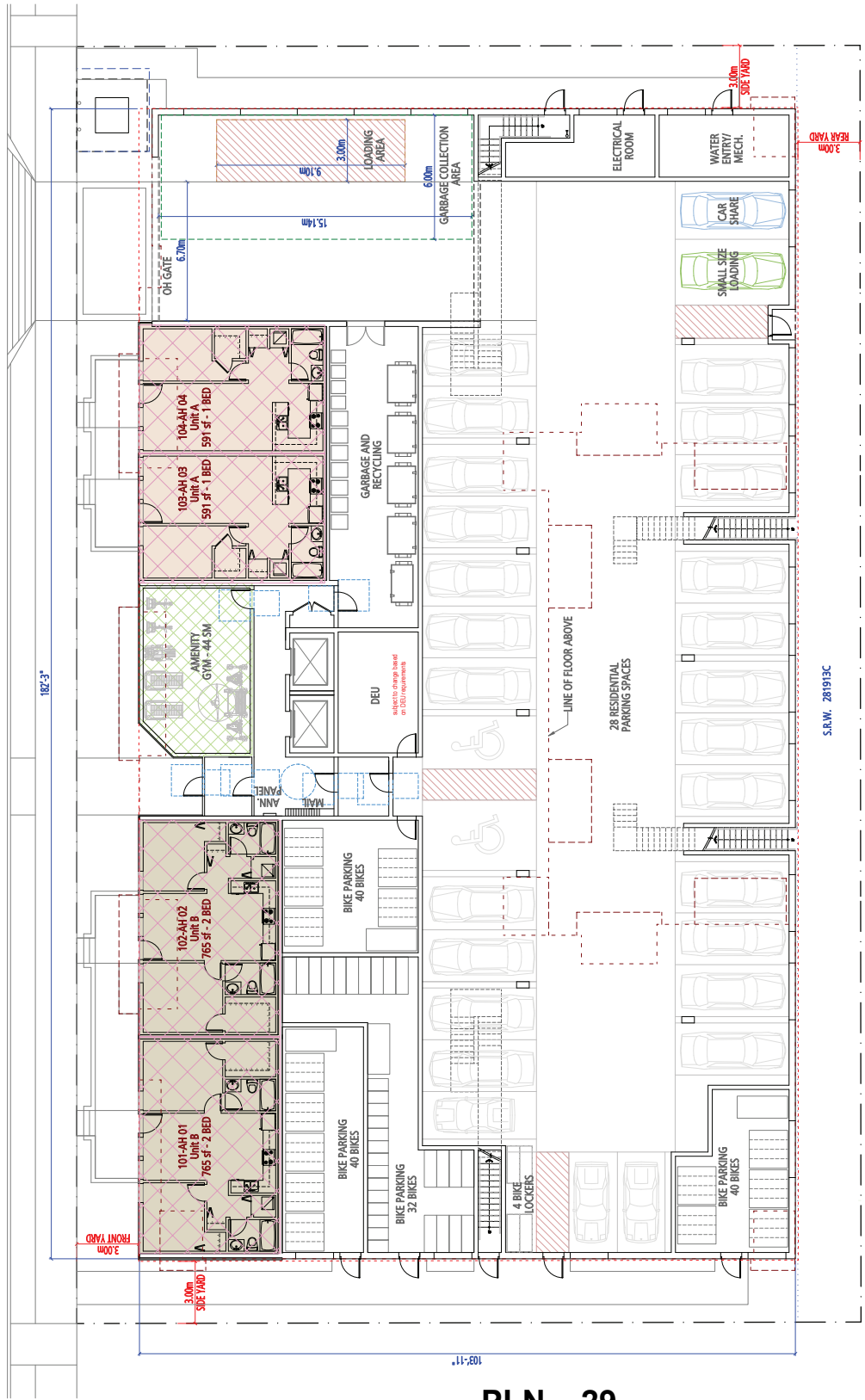
THIS DOCUMENT HAS BEEN ELECTRONICALLY CERTIFIED WITH DIGITAL CERTIFICATE AND THE ARCHITECT'S SEAL. THE AUTHENTICATIVE TRANSMITTED TO YOU. ANY PRINTED VERSION ORIGINAL WITH SIGNED BY THE ORIGINAL PROFESSIONAL SEAL AND DIGITAL CERTIFICATE CERTIFIED ELECTRONIC FILE SENT TO YOU.



8620, 8640, 8660  
SPIRES ROAD

RZ72-029633  
OCTOBER 30, 2024

**FOUGERE**  
architecture inc.  
200 - 2425 Oakdale Street  
Newcastle, BC V1T 4L5  
fougerearchitecture.ca



PLN - 29



LEGEND

- STUDIO
- 1 BEDROOM
- 2 BEDROOM
- 3 BEDROOM
- LEM/BAH UNITS
- INDOOR AMENITY



FLOOR PLAN  
LEVEL-2

SCALE 1/8" = 1'-0"



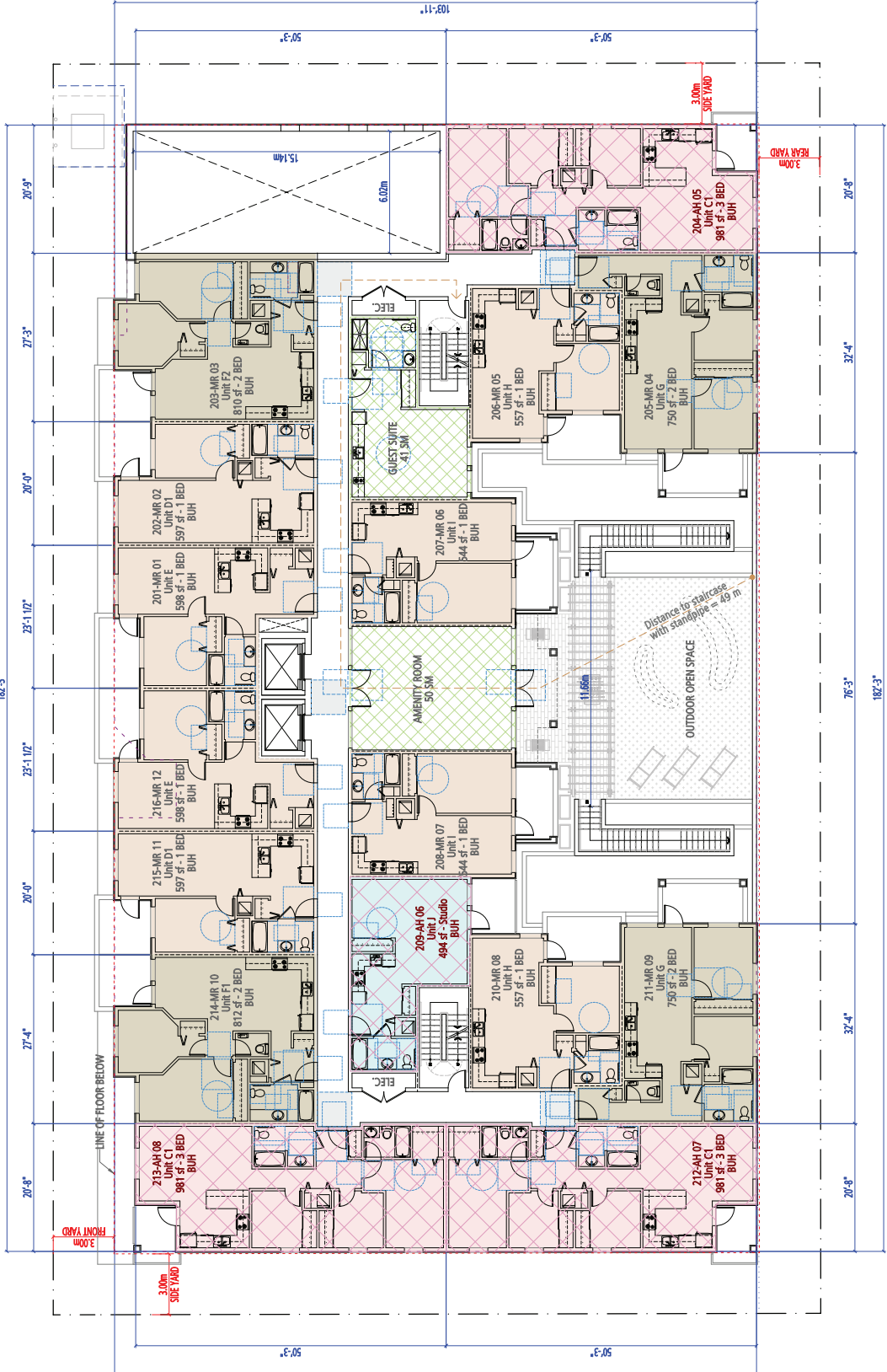
THIS DOCUMENT HAS BEEN ELECTRONICALLY  
CERTIFIED WITH DIGITAL CERTIFICATE AND  
THE AEC AND A/P/SEAL. THE AUTHENTICATIVE  
TRANSMITTED TO YOU. ANY PRINTED VERSION  
ORIGINAL WITH SIGNED BY THE ORIGINAL  
PROFESSIONAL SEAL AND DIGITAL CERTIFICATE  
CERTIFIED ELECTRONIC FILE SENT TO YOU.



8620, 8640, 8660  
SPIRES ROAD

RZ 22-023633  
OCTOBER 30, 2024

**FOUGERE**  
architecture inc.  
200 - 2425 Oakdale Street  
Newport, NC 28562  
610.673.2207  
fougerearchitecture.ca



PLN - 30

LEGEND

- STUDIO
- 1 BEDROOM
- 2 BEDROOM
- 3 BEDROOM
- LEM/IAH UNITS
- INDOOR AMENITY



FLOOR PLAN  
LEVEL-3

SCALE 1/8" = 1'-0"



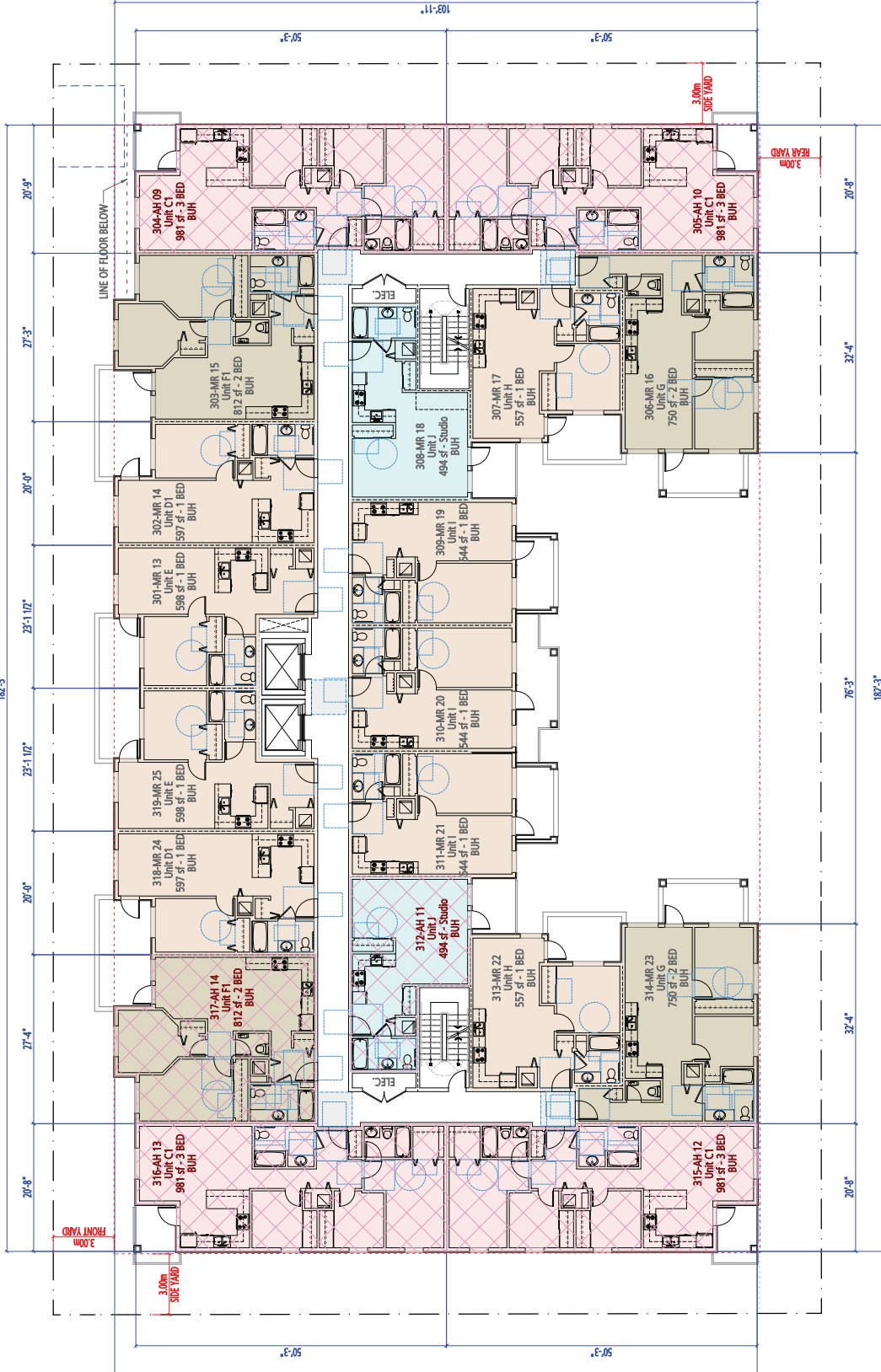
THIS DOCUMENT HAS BEEN PREPARED BY REGISTERED ARCHITECT AND ENGINEER. THE ARCHITECT AND ENGINEER HAS REVIEWED THE ORIGINAL WORK SUBMITTED BY THE ORIGINAL PROFESSIONAL SEAL AND DIGITAL CERTIFICATE. THE ORIGINAL WORK SUBMITTED BY THE ORIGINAL PROFESSIONAL SEAL AND DIGITAL CERTIFICATE IS THE ORIGINAL WORK SUBMITTED TO YOU. ANY REVISIONS TO THIS DOCUMENT WILL BE MADE TO THE ORIGINAL WORK SUBMITTED TO YOU.



8620, 8640, 8660  
SPIRES ROAD

RZ72-029633  
OCTOBER-30, 2024

**FOUGERE**  
architecture inc.  
200-2425 Oakdale Street  
Newport, RI 02840  
604.693.2207  
fougerearchitecture.ca



PLN - 31

LEGEND

- STUDIO
- 1 BEDROOM
- 2 BEDROOM
- 3 BEDROOM
- LEM/IAH UNITS
- INDOOR AMENITY



FLOOR PLAN  
LEVEL-4

SCALE 1/8" = 1'-0"



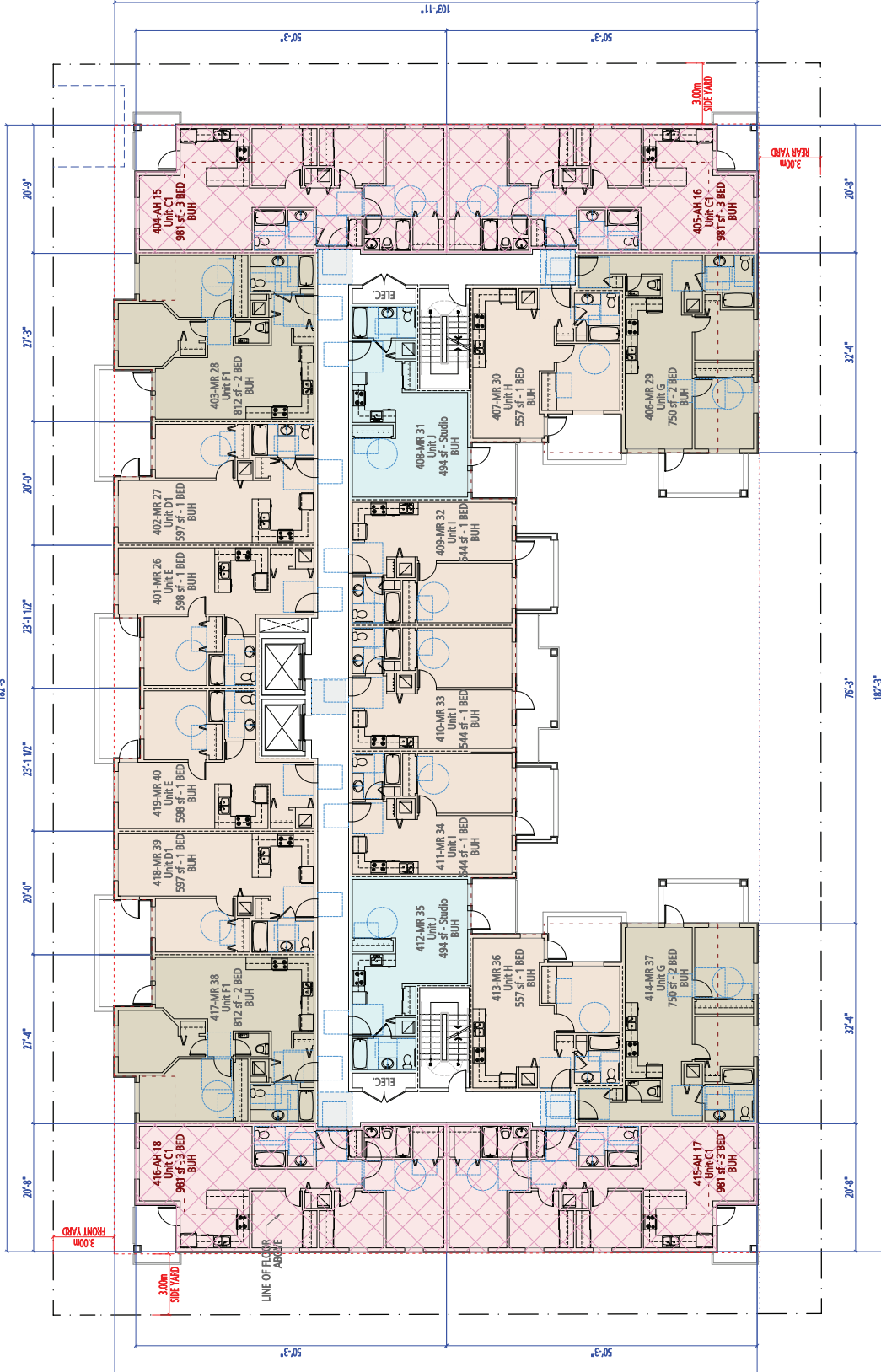
THIS DOCUMENT HAS BEEN ELECTRONICALLY CERTIFIED WITH DIGITAL CERTIFICATE AND THE ARCHITECT'S SEAL. THE AUTHENTICATIVE TRANSMITTAL TO YOU IS ANY PRINTED VERSION ORIGINAL WORK SHIPPED BY THE ORIGINAL PROFESSIONAL SEAL AND DIGITAL CERTIFICATE. CERTIFIED ELECTRONIC FILE SENT TO YOU.



8620, 8640, 8660  
SPIRES ROAD

RZ72-029633  
OCTOBER-30, 2024

**FOUGERE**  
architecture inc.  
1000 W. BERRY ST. SUITE 100  
200-2425 Oakdale Street  
Newport, NC 28570  
664.673.2207  
FougereArchitecture.ca



PLN - 32



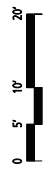
LEGEND

- STUDIO
- 1 BEDROOM
- 2 BEDROOM
- 3 BEDROOM
- LEM/BAH UNITS
- INDOOR AMENITY



# FLOOR PLAN LEVEL-5

SCALE 1/8" = 1'-0"



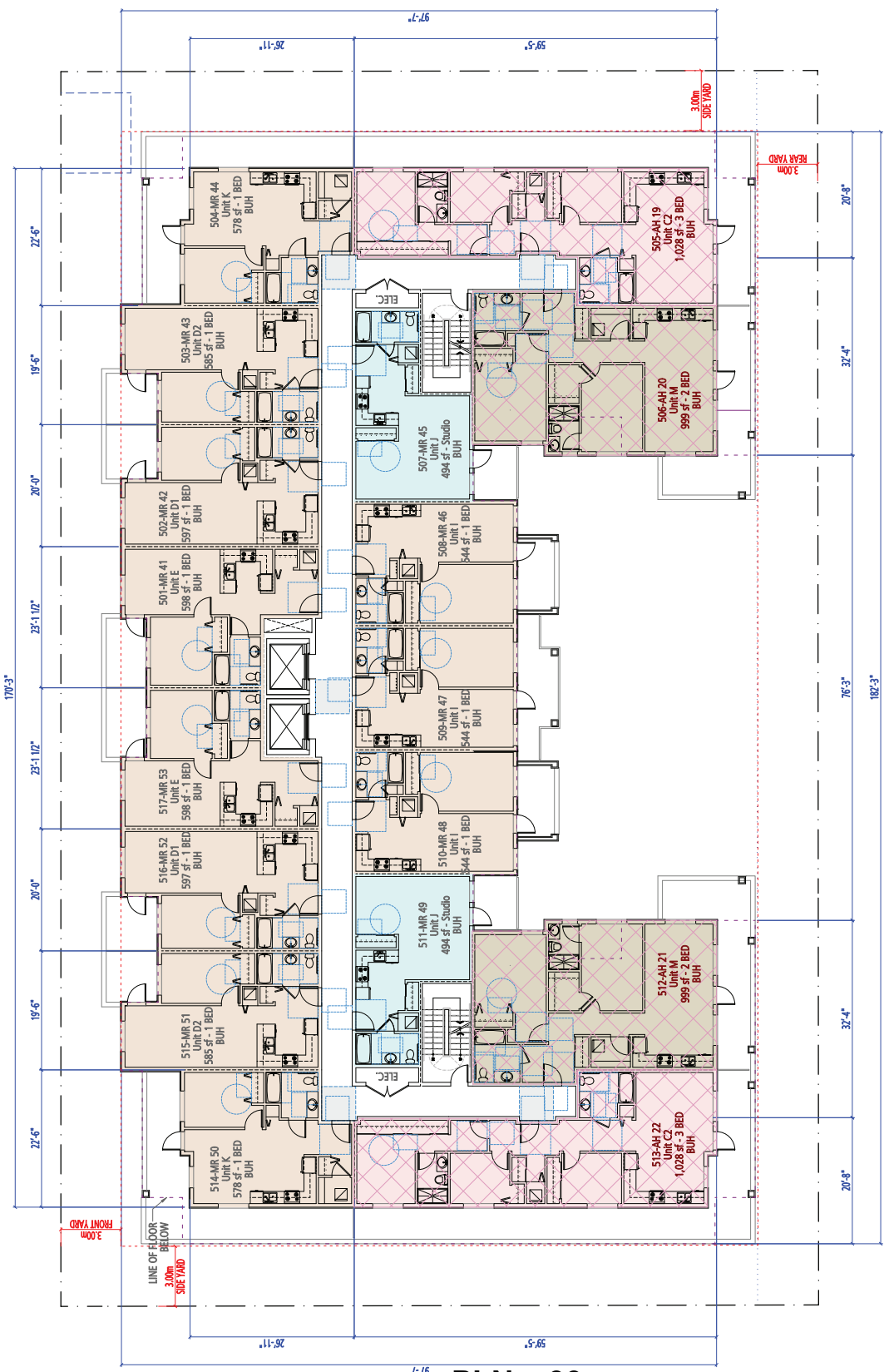
THIS DOCUMENT HAS BEEN PREPARED BY REGISTERED ARCHITECTS AND ENGINEERS. THE ARCHITECT HAS REVIEWED THE DRAWINGS AND APPROVES THE INFORMATION TRANSMITTED TO YOU. ANY PRINTED VERSION OF THIS DOCUMENT IS UNLESS OTHERWISE INDICATED, THE ORIGINAL. ANY CHANGES TO THE ORIGINAL SHALL BE MADE BY THE ORIGINAL REGISTERED ARCHITECT AND ENGINEER. ANY CHANGES TO THE ORIGINAL SHALL BE MADE BY THE ORIGINAL REGISTERED ARCHITECT AND ENGINEER. ANY CHANGES TO THE ORIGINAL SHALL BE MADE BY THE ORIGINAL REGISTERED ARCHITECT AND ENGINEER.



**8620, 8640, 8660 SPIRES ROAD**

RZ72-073633  
OCTOBER-30, 2024

**FOUGERE**  
architecture inc.  
200-2425 Oakdale Street  
Newport, RI 02841  
604.673.2207  
fougerearchitecture.com



## PLN - 33

LEGEND

- STUDIO
- 1 BEDROOM
- 2 BEDROOM
- 3 BEDROOM
- LEM/IAH UNITS
- INDOOR AMENITY



FLOOR PLAN  
LEVEL-6

SCALE 1/8" = 1'-0"



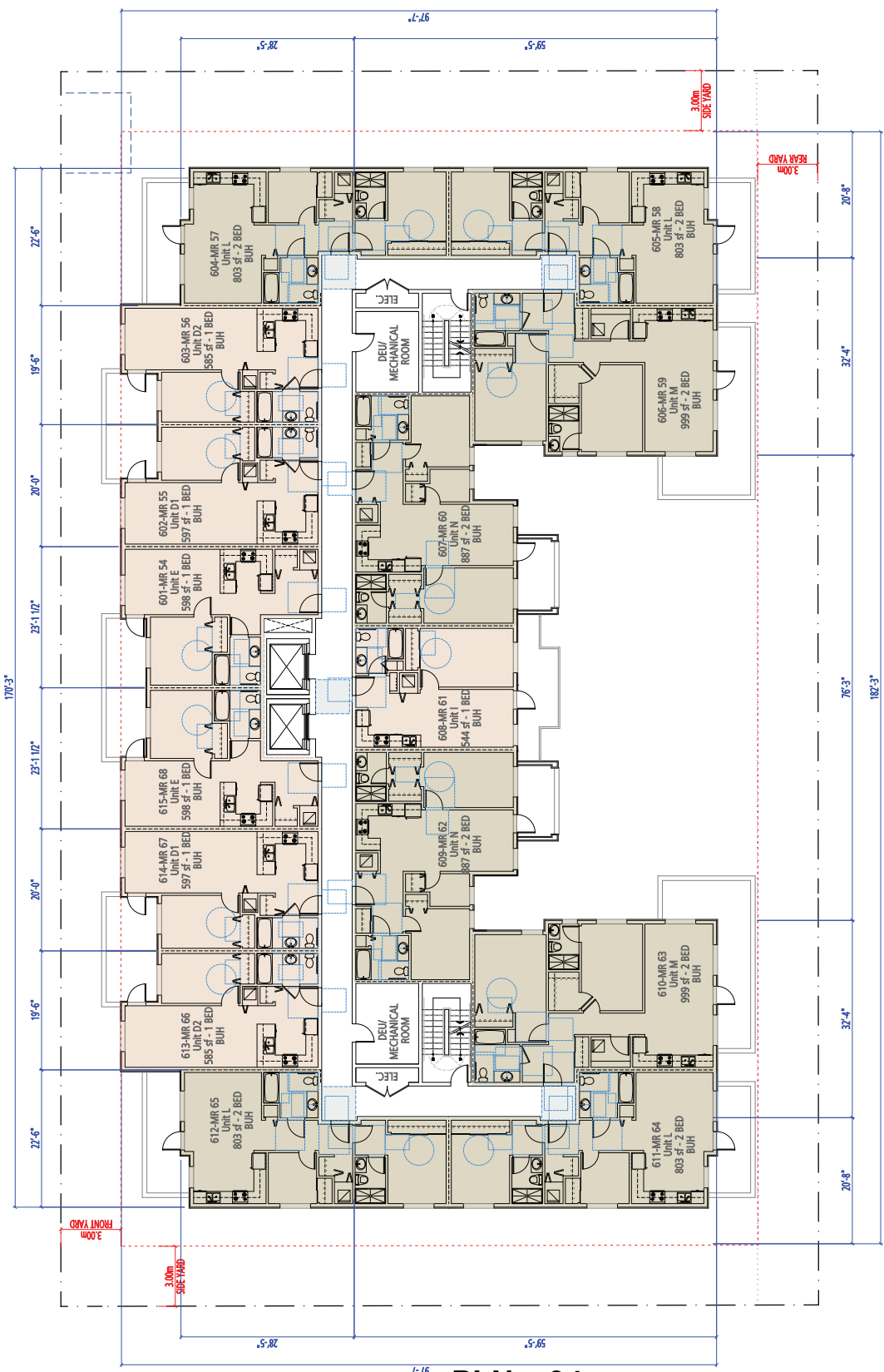
THIS DOCUMENT HAS BEEN ELECTRONICALLY CERTIFIED WITH DIGITAL CERTIFICATE AND THE ARCHITECT'S SIGNATURE. THE ORIGINAL HAS BEEN TRANSMITTED TO YOU BY ANY PRINTED VERSION ORIGINAL WITH SIGNED BY THE ORIGINAL PROFESSIONAL SEAL AND DIGITAL CERTIFICATE CERTIFIED ELECTRONIC FILE SENT TO YOU.



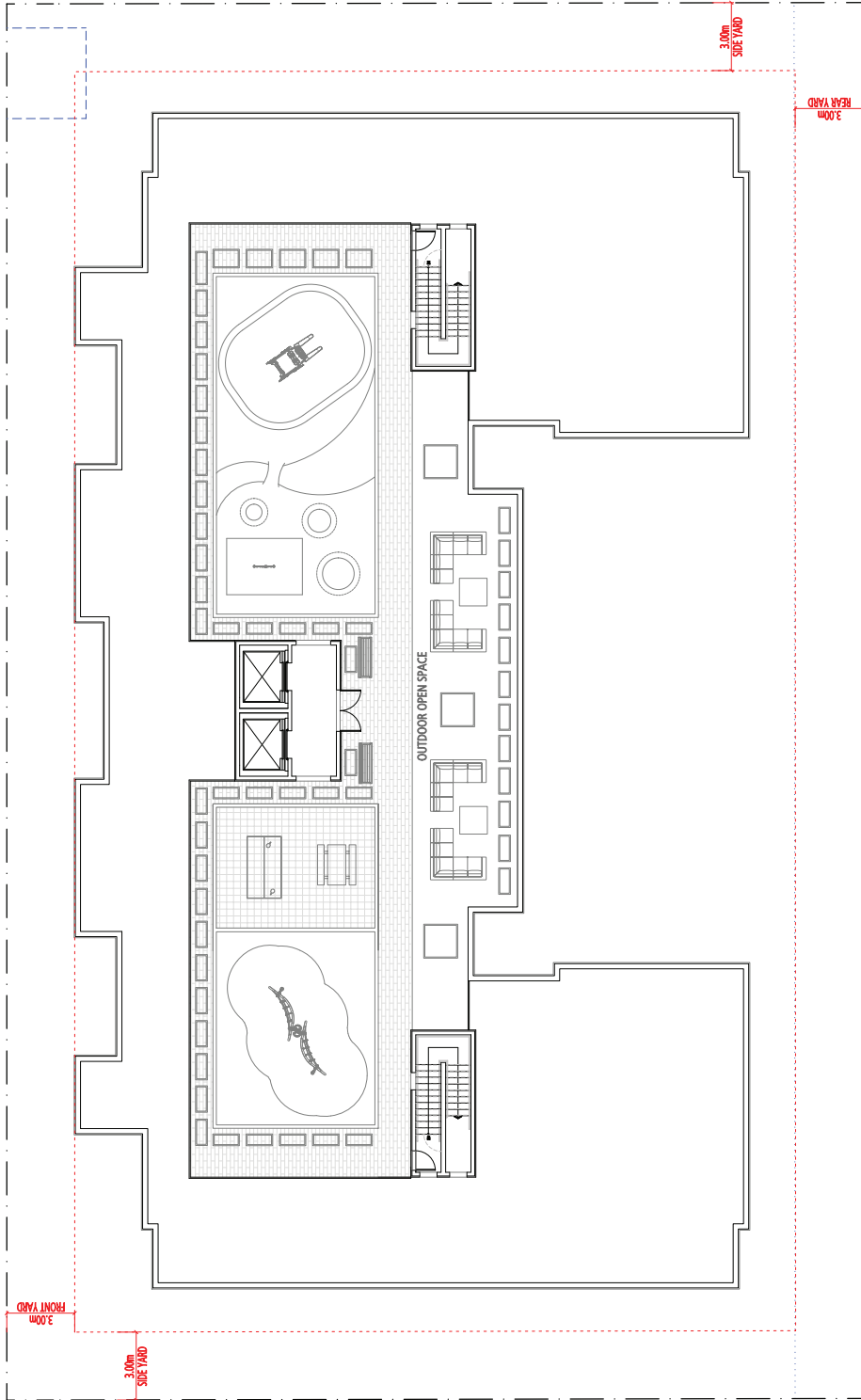
8620, 8640, 8660  
SPIRES ROAD

RZ72-023633  
OCTOBER-30, 2024

**FOUGERE**  
architecture inc.  
200 - 2425 Oakdale Street  
Newport, NC 28581  
610.673.2207  
fougerearchitect.com



PLN - 34



PLN - 35



ROOF PLAN

SCALE 1/8" = 1'-0"



THIS DOCUMENT HAS BEEN ELECTRONICALLY CERTIFIED WITH DIGITAL CERTIFICATE AND SIGNATURE BY THE ARCHITECT. THE ARCHITECT'S PUBLIC AND PROFESSIONAL LIABILITY INSURANCE POLICY DOES NOT COVER ANY REPRODUCED OR TRANSMITTED TO YOU ANY PRINTED VERSION OF THIS DOCUMENT. YOU MUST VERIFY THE ORIGINAL WITH SIGNATURE OF THE ORIGINAL PROFESSIONAL SEAL AND DIGITAL CERTIFICATE. PROFESSIONAL SEAL AND DIGITAL CERTIFICATE CERTIFIED ELECTRONIC FILE SENT TO YOU.



8620, 8640, 8660  
SPIRES ROAD

RZ72-079633  
OCTOBER-30, 2024

**FOUGERE**  
architecture inc.  
200-2425 Oakdale Street  
Newport, RI 02840  
604.873.2207  
fougerearchitecture.ca



**SITE SECTIONS**

SCALE 1/16" = 1'-0"

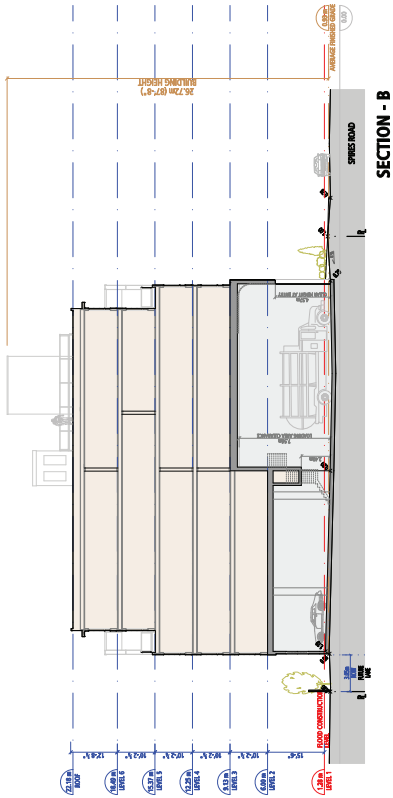


THIS DOCUMENT HAS BEEN ELECTRONICALLY  
CERTIFIED WITH DIGITAL CERTIFICATE AND  
THE ARCHITECT'S SEAL. THE AUTHENTICATIVE  
KEY IS LOCATED AT THE BOTTOM OF THIS PAGE.  
TRANSMITTED TO YOU IN ANY PRINTED VERSION  
OR ELECTRONIC FILE. THIS DOCUMENT IS THE  
ORIGINAL WORK SHIPPED BY THE ORIGINAL  
PROFESSIONAL SEAL AND DIGITAL CERTIFICATE  
REGISTERED ARCHITECT AND DIGITAL CERTIFICATE  
REGISTERED ARCHITECT. THE ORIGINAL  
CERTIFIED ELECTRONIC FILE SENT TO YOU.

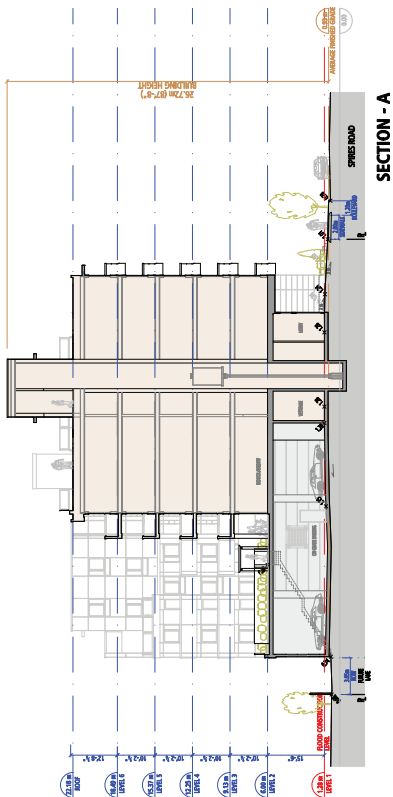


**8620, 8640, 8660  
SPIRES ROAD**

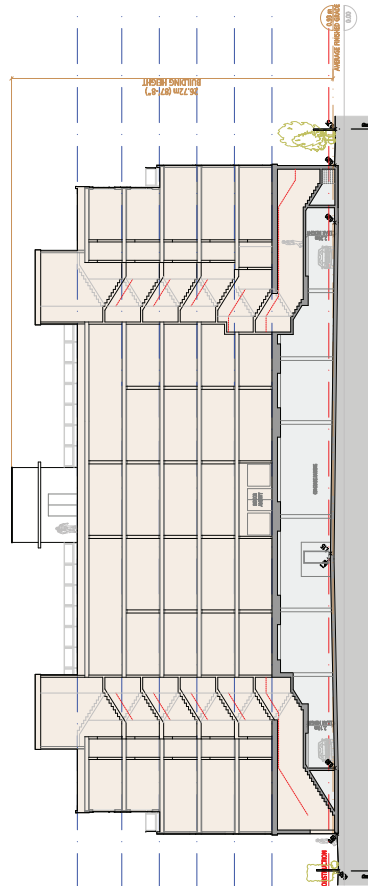
R772-079633  
OCTOBER 30, 2024



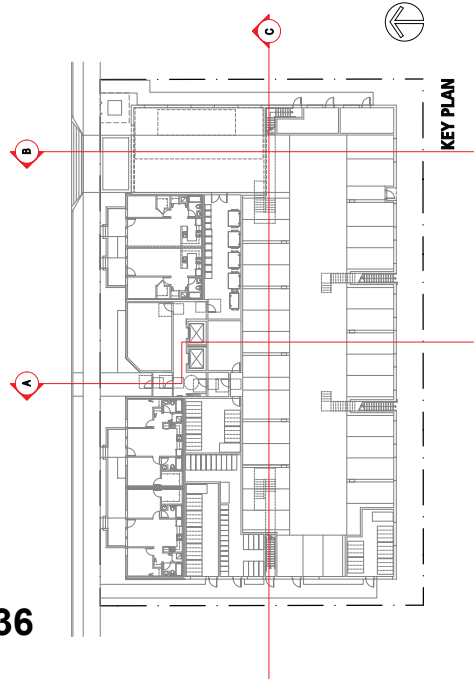
**SECTION - B**



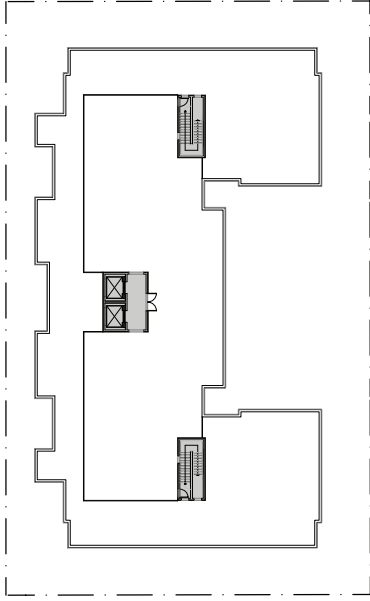
**SECTION - A**



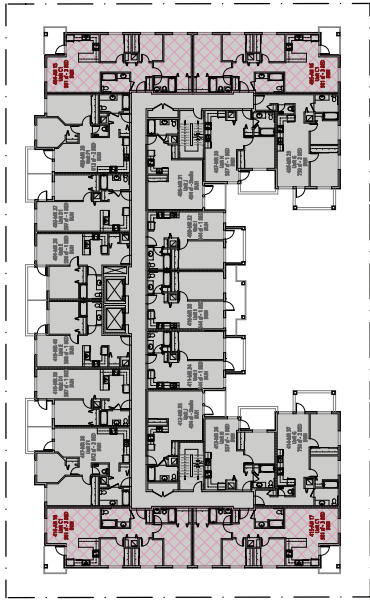
**SECTION - C**



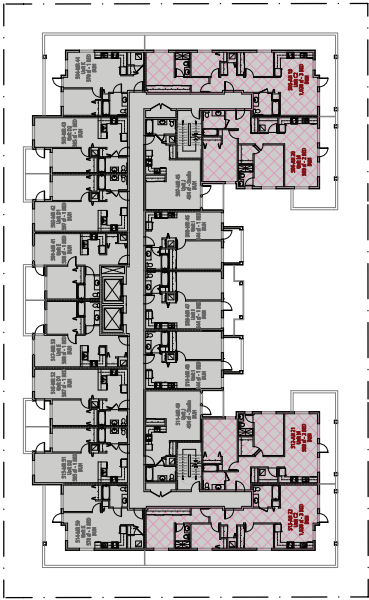
**KEY PLAN**



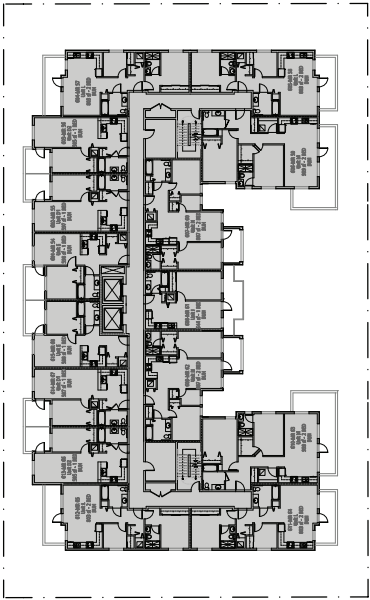
ROOF LEVEL



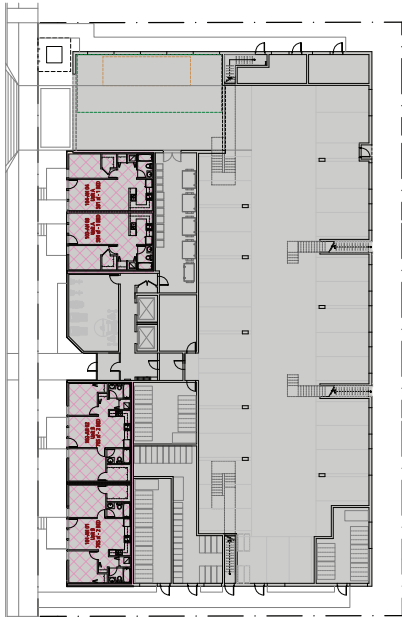
LEVEL - 4



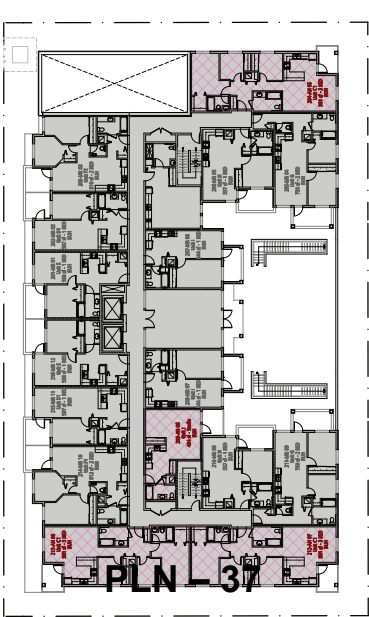
LEVEL - 5



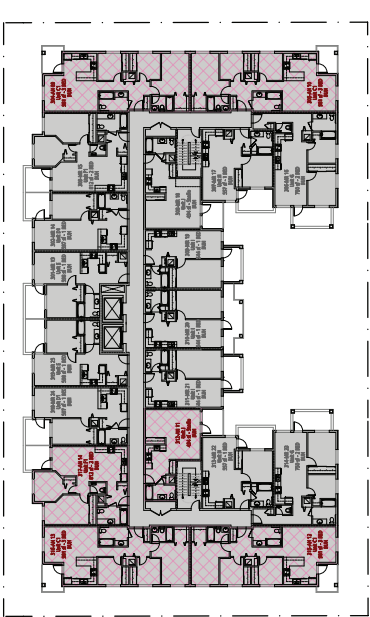
LEVEL - 6



LEVEL - 1



LEVEL - 2



LEVEL - 3

FAR DISTRIBUTION FOR AFFORDABLE HOMES (LEHR)

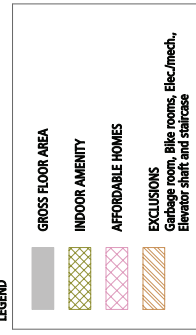
MARKET RENTAL HOMES (MR)	AFFORDABLE HOMES (LEHR)	TOTAL
BASE FAR	0.400	2,000
ADDITIONAL FAR	0.363	0.726
TOTAL FAR	1.963	2,726

MINIMUM LEHR AREA TO BE PROVIDED (FOR 0.763 FAR)	19,181 sf
HABITABLE LEHR AREA PROVIDED	19,363 sf (FAR 0.77)
TOTAL MR AREA PROVIDED	49,126 sf (FAR 1.96)

AFFORDABLE HOMES (LEHR) AREA SUMMARY

LEVEL 1	2,731 sf
LEVEL 2	3,438 sf
LEVEL 3	5,232 sf
LEVEL 4	3,926 sf
LEVEL 5	4,056 sf
LEVEL 6	0 sf
ROOF LEVEL	0 sf
TOTAL	19,383 sf



FAR OVERLAY (LEMR)



THIS DOCUMENT HAS BEEN ELECTRONICALLY CERTIFIED WITH DIGITAL CERTIFICATE AND THE AREA AND PERIOD, THE AUTHENTICATIVE TRANSMITTAL TO YOU. ANY PRINTED VERSION OF THIS DOCUMENT MAY BE DIFFERENT FROM THE ORIGINAL WORKS SUPPLIED BY THE ORIGINAL PROFESSIONAL SEAL AND DIGITAL CERTIFICATE. CERTIFIED ELECTRONIC FILE SENT TO YOU.



8620, 8640, 8660 SPIRES ROAD

RZ 72-073633  
OCTOBER 30, 2024

**FOUGERE**  
architecture inc.  
200 - 2425 Oakdale Street  
Newport News, VA 23607  
804.693.2207  
fougerearchitects.com

# SHADOW STUDY

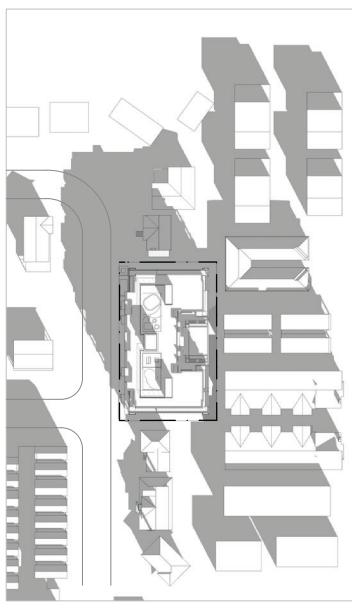
THIS DOCUMENT HAS BEEN ELECTRONICALLY CERTIFIED WITH DIGITAL CERTIFICATE AND THE ARCHITECT'S PRACTICE. THE AUTHENTICITY IS GUARANTEED BY THE ARCHITECT. ANY TRANSMISSION TO YOU BY ANY PRINTED VERSION IS UNAUTHORIZED. YOU MUST VERIFY THE ORIGINAL WITH SIGNED BY THE ORIGINAL PROFESSIONAL SEAL AND DIGITAL CERTIFICATE. ANY TRANSMISSION TO YOU BY ANY PRINTED VERSION IS UNAUTHORIZED. YOU MUST VERIFY THE ORIGINAL WITH SIGNED BY THE ORIGINAL PROFESSIONAL SEAL AND DIGITAL CERTIFICATE. ANY TRANSMISSION TO YOU BY ANY PRINTED VERSION IS UNAUTHORIZED. YOU MUST VERIFY THE ORIGINAL WITH SIGNED BY THE ORIGINAL PROFESSIONAL SEAL AND DIGITAL CERTIFICATE.



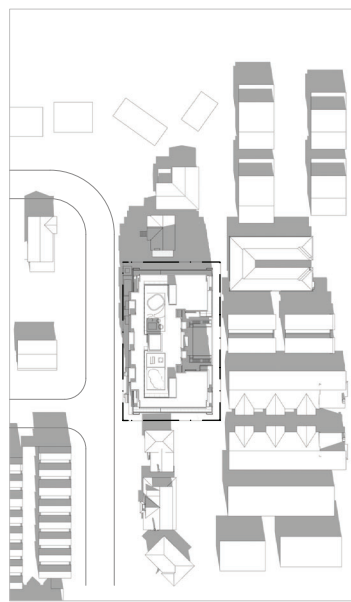
8620, 8640, 8660  
SPIRES ROAD

RZ72-003633  
OCTOBER 30, 2024

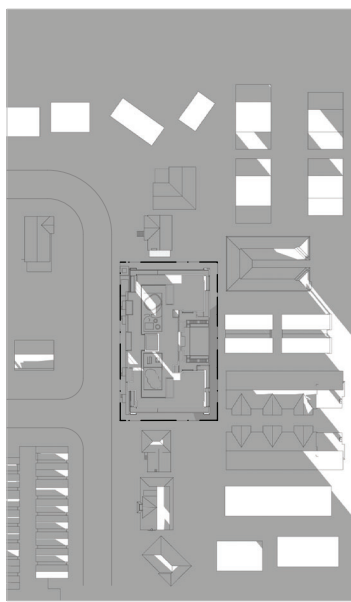
**FOUGERE**  
architecture inc.  
1000 W. MARKET STREET, SUITE 200  
200 - 2425 Oakdale Street  
Newport, NC 28570  
864.693.2207  
fougerearchitecture.com



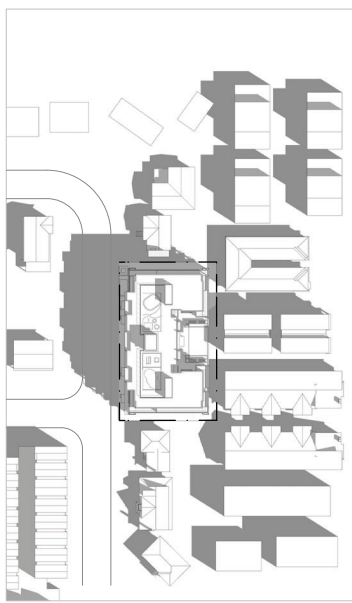
MARCH 21ST - 4 pm



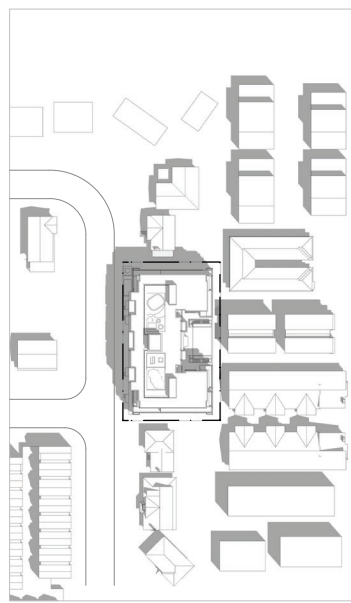
JUNE 21ST - 4 pm



DECEMBER 21ST - 4 pm



MARCH 21ST - 2 pm



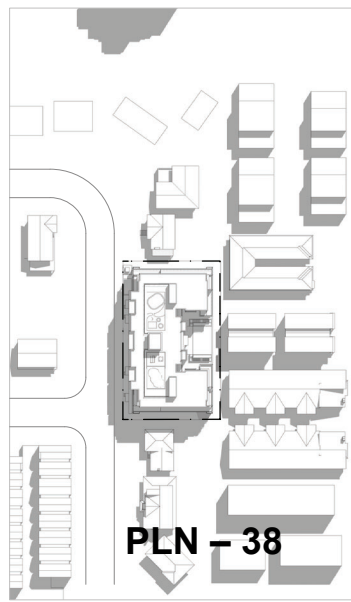
JUNE 21ST - 2 pm



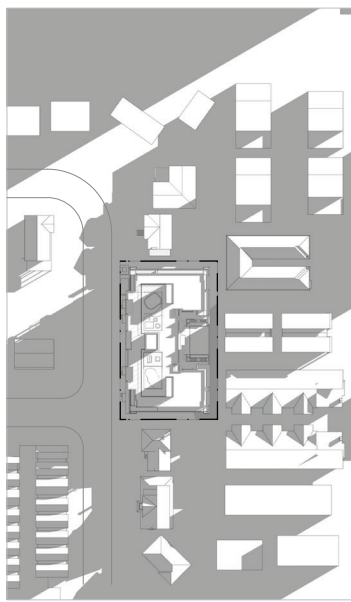
DECEMBER 21ST - 2 pm



MARCH 21ST - 10 am

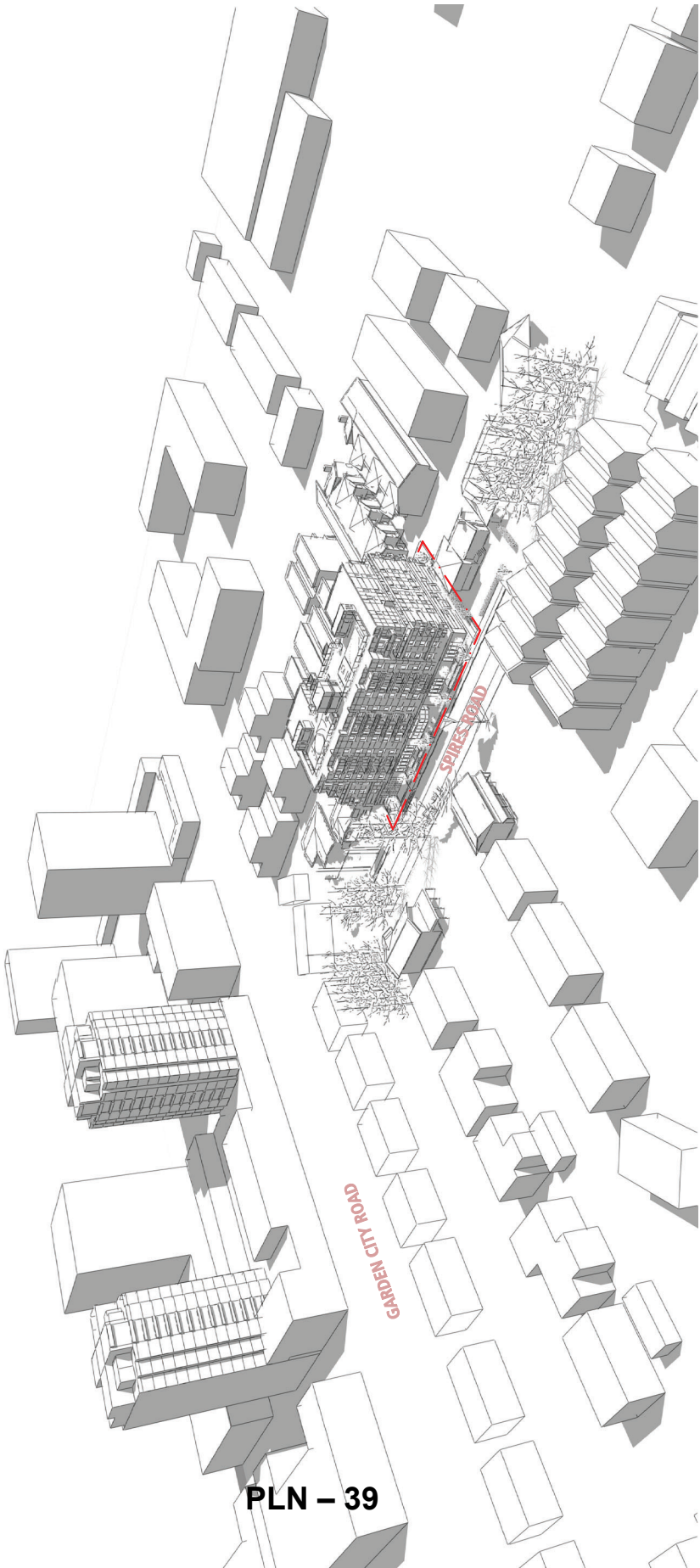


JUNE 21ST - 10 am



DECEMBER 21ST - 10 am





THIS DOCUMENT HAS BEEN ELECTRONICALLY CERTIFIED WITH DIGITAL CERTIFICATE AND SIGNATURE. THE ORIGINAL AND ANY OTHER TRANSMITTED TO YOU ANY PRINTED VERSION ORIGINAL WITH SIGNED BY THE ORIGINAL PROFESSIONAL SEAL AND DIGITAL CERTIFICATE CERTIFIED ELECTRONIC FILE SENT TO YOU.



8620, 8640, 8660  
SPIRES ROAD

PLN - 39

RZ72-073633  
OCTOBER-30, 2024

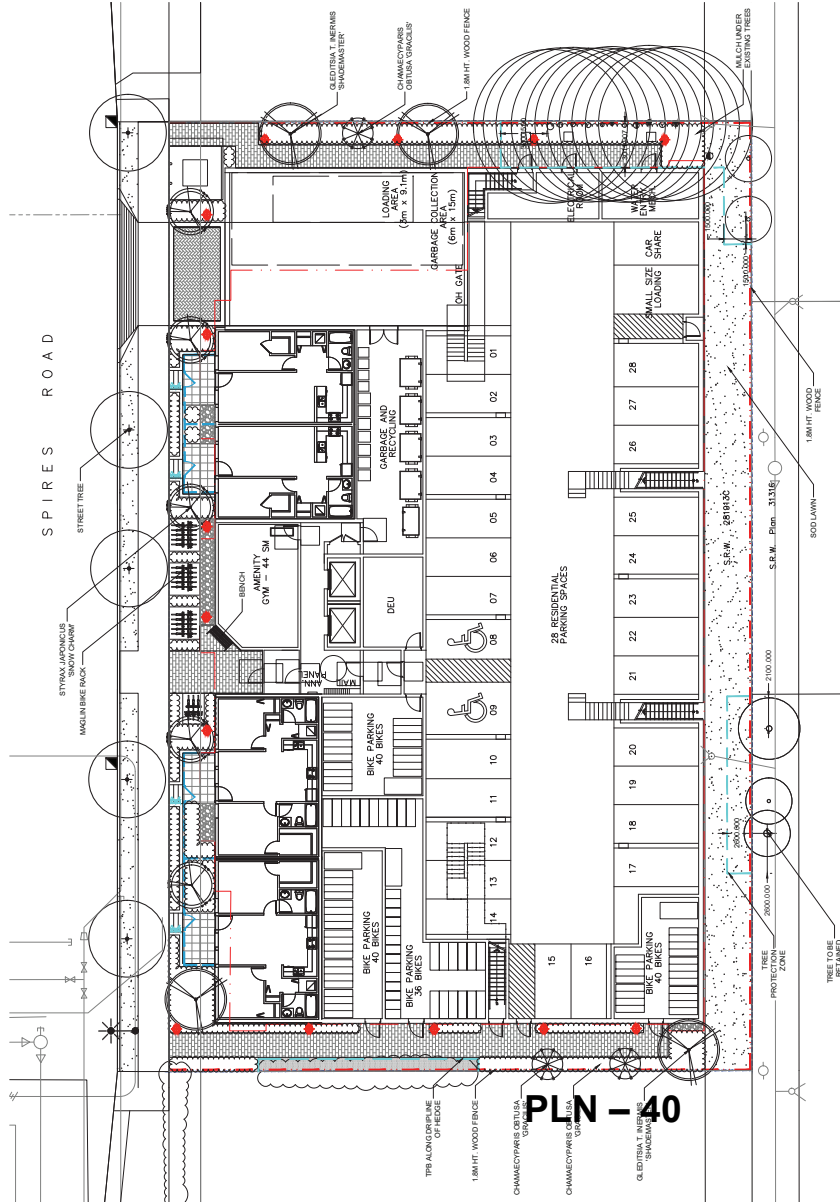
**FOUGERE**  
architecture inc.  
200 - 2425 Oakdale Street  
Newport, RI 02840  
FOUGERE ARCHITECTURE INC.  
604.673.2207  
fougerearchitecture.ca



Copyright reserved. This drawing and design is the property of PMG Landscape Architects and may not be reproduced or used for other projects without their permission.



SEAL:



FENCE LEGEND

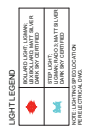
1.5M HT ALUMINUM FENCE
1.8M HT WOOD FENCE

MATERIAL LEGEND

REGULAR WEIGHT CONCRETE SLAB, NATURAL COLOR
GRAVEL TRIP
REGULAR WEIGHT ZONE BOUNDARY MATERIAL, NATURAL COLOR
CONCRETE
REGULAR WEIGHT CONCRETE COLOR, TERRAZZO BOUNDARY PATERN

PLANT SCHEDULE

ITEM	QTY	BOTANICAL NAME	COMMON NAME
1		SHADBLASTER HONEY LOUIS	SHADBLASTER HONEY LOUIS
2		STYRIAN ANEMONE	STYRIAN ANEMONE
3		STYRIAN ANEMONE	STYRIAN ANEMONE
4		STYRIAN ANEMONE	STYRIAN ANEMONE



DRAWING TITLE: **LANDSCAPE PLAN**

DATE: 24 MAY 06 DRAWING NUMBER: **L1**

SCALE: 1:150

DRAWN: RJ

DESIGN: RJ

CHECK: YR

PMG PROJECT NUMBER: 23063.382.2P







**RZ 22-023633**

**Attachment 3**

Address: 8620, 8640, 8660 Spires Road, and the surplus portion of the Spires Road road allowance

Applicant: Fougere Architecture Inc.

Planning Area(s): City Centre

	Existing	Proposed
<b>Owner:</b>	Lansdowne Manor Ltd.	No Change
<b>Site Size (m<sup>2</sup>):</b>	2,334m <sup>2</sup> (25,123 ft <sup>2</sup> )	2,334m <sup>2</sup> (25,123 ft <sup>2</sup> )
<b>Land Uses:</b>	Single-Family Residential	Multiple-Family Residential
<b>OCP Designation:</b>	Neighbourhood Residential	No Change
<b>Area Plan Designation:</b>	Specific Land Use – Brighthouse Village: General Urban T5 Sub-Area B.2: Mixed Use – Mid-Rise Residential & Limited Commercial	No Change
<b>702 Policy Designation:</b>	N/A	No Change
<b>Zoning:</b>	Single Detached (RS1/E)	Low to Mid Rise Rental Apartment (ZLR49) – Spires Road (Brighthouse Village of City Centre)
<b>Number of Units:</b>	3	90
<b>Other Designations:</b>	N/A	No Change

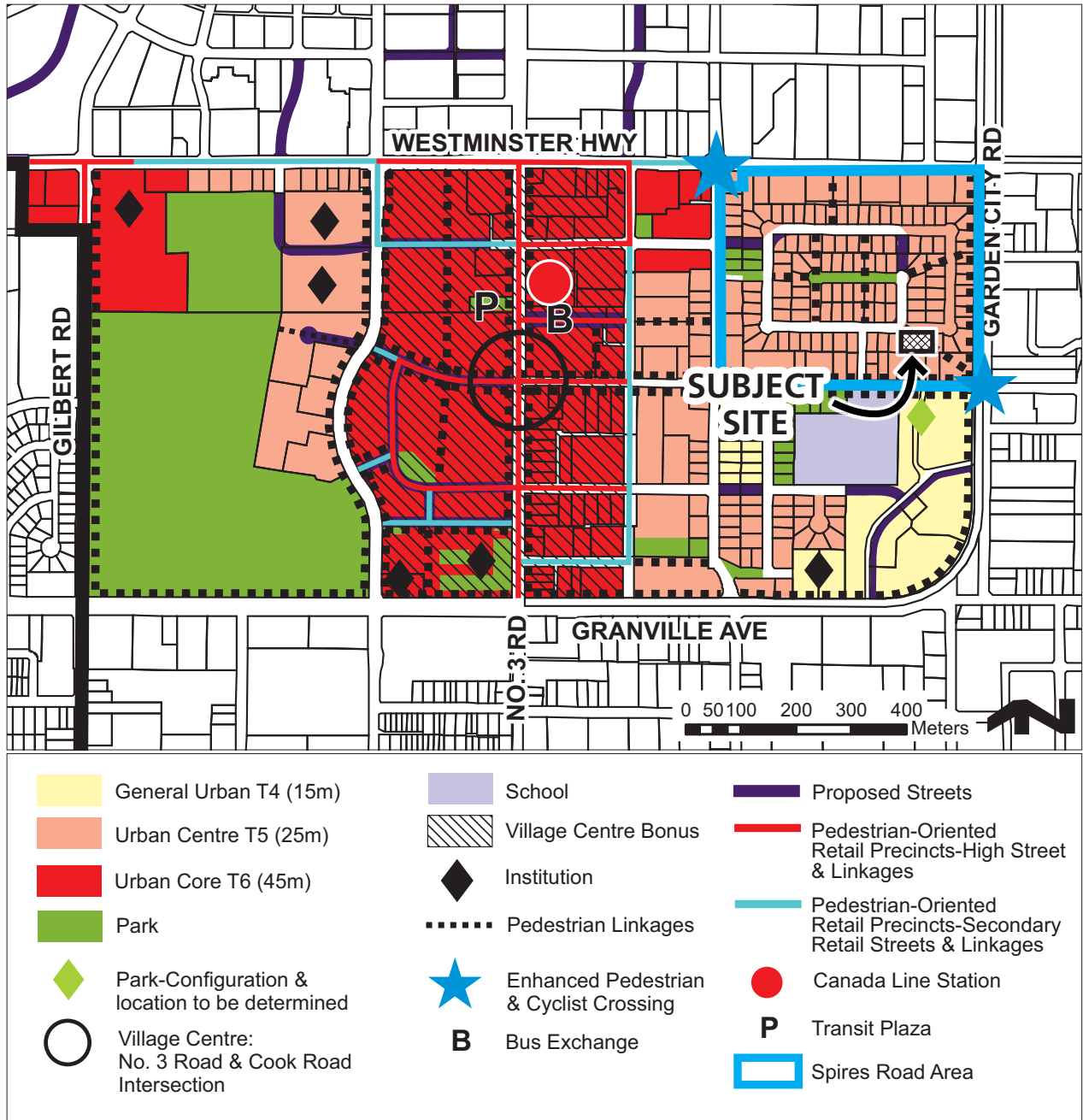
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 2.83	Max. 1.965 Market Rental Max. 0.765 Affordable Housing Max. 0.1 Indoor Amenity	none permitted
Lot Coverage – Building:	Max. 66%	66% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 80%	80% Max.	none
Lot Coverage – Landscaping:	Min. 20%	20% Min.	none
Setback – Front Yard/ Spires Road (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Interior Side Yard (m):	Min. 4.8 m & 3.0 m min. for portion of building less than 16 m in height	4.8 m / 3.0 m for portion of building less than 16 m in height	none
Setback – Rear/South (m):	Min. 3.0 m	3.0 m Min.	none
Height (m):	Max. 27.0 m (6 storeys)	27.0 m Max.	none

<b>On Future Subdivided Lots</b>	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Development Site Area:	Min. 2,334 m <sup>2</sup>	2,334 m <sup>2</sup>	none
Off-street Parking Spaces – Regular (R):	n/a	23 spaces	none
Off-street Parking Spaces – Visitor (V):	n/a	3 spaces (TDM)	
Accessible Parking Spaces:	Min. 0.02 spaces per unit (90 x 0.02 = 2 spaces)	2 spaces	none
Loading Spaces:	1 medium	1 medium + 1 small (TDM)	none
Bicycle Parking Spaces (Class 1):	Min 90 x 1.25 = 113 Oversized spaces: 113 x 0.05 = 6	1/bedroom = 140 spaces (TDM) Oversized spaces: Min. 6	none
Bicycle Parking Spaces (Class 2):	Min. 0.2 spaces per unit (90 x 0.2 = 18 spaces)	18 spaces	none
Amenity Space – Indoor:	Min. 100 m <sup>2</sup> or Cash-in-lieu	131 m <sup>2</sup>	none

Other: n/a

Specific Land Use Map: Brighthouse Village (2031)

Bylaw 9892  
2020/07/13



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



**Part B - Tree Management Drawing (1 of 2)**

**Tree Protection Barrier**

**X Tree To Be Removed**

**Project Address:**  
 8620, 8640 & 8660 Spires Road  
 Richmond BC

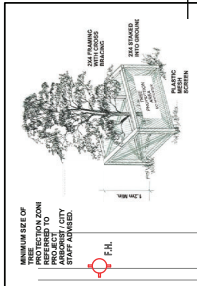
**Reference Number:**  
 VAN20250-1  
 VAN20250-2  
 VAN20250-3

**Date of Issue:**  
 September 25, 2022  
 July 18, 2023  
 May 19, 2024  
 October 16, 2024

**QBC Tree Consulting and Services Ltd.**

**Project Arborist:**  
 Matthew Wong  
 (778) 833-0348  
 QBCtree@gmail.com

**Project Arborist:**  
 Tel: (778) 833-0348  
 Email: QBCtree@gmail.com

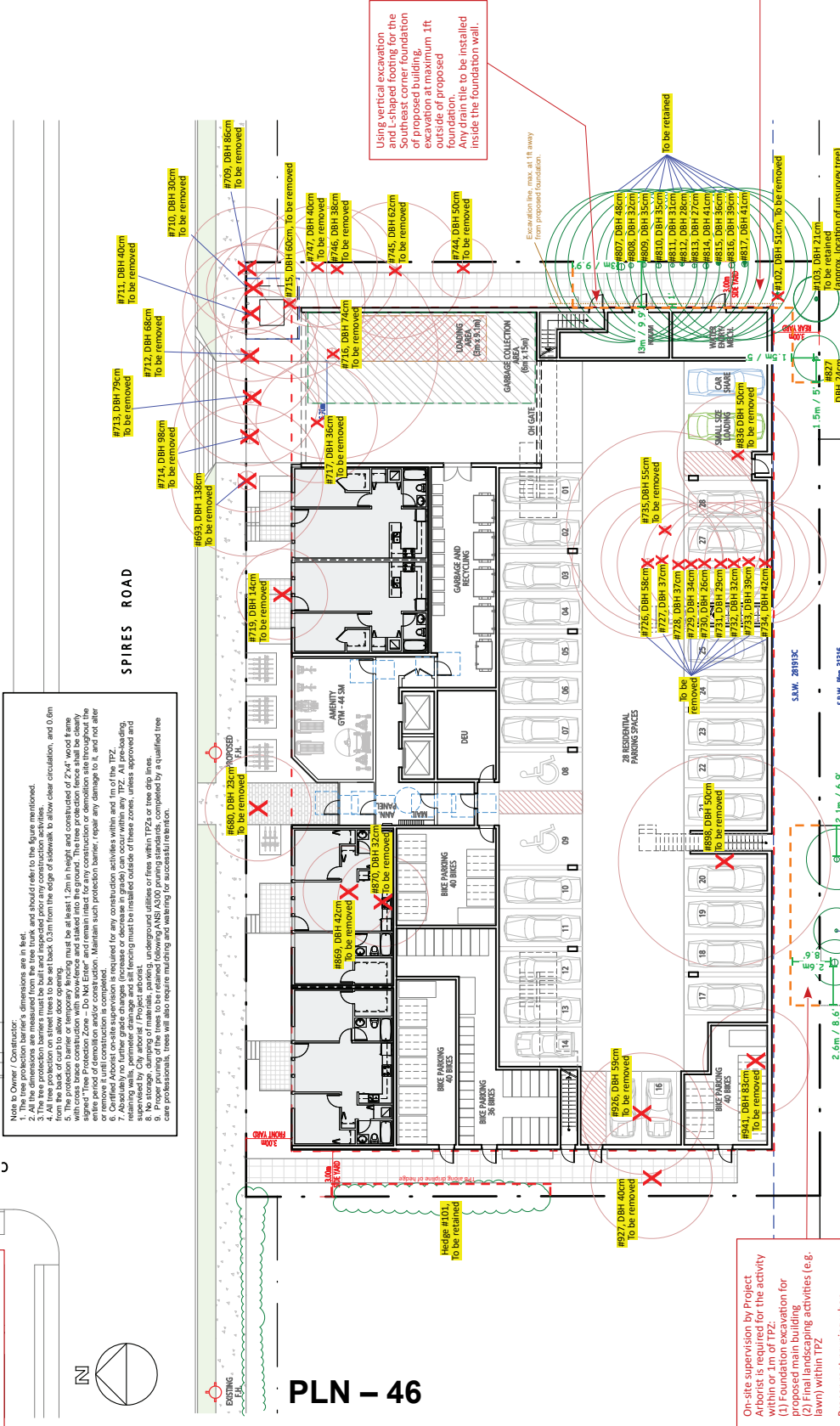


**Project Arborist onsite supervision is required for all work/access within and in 1m of tree protection zone.**

**It is the builder/homeowner responsibility to ensure that the development does not adversely affect any neighboring plantings.**

- Note to Owner / Constructor:**
- The tree protection barrier's dimensions are in feet.
  - All tree dimensions are measured from the tree trunk and should refer to the figure provided.
  - As the tree trunk diameter increases, the TPZ diameter should increase proportionally.
  - A tree protection barrier should be set back 0.3m from the edge of sidewalk to allow clear circulation, and 0.6m from the back of curb to allow door opening.
  - The tree protection barrier must be at least 1.2m in height and constructed of 2"x4" wood frame with cross brace construction with snowfence and staked into the ground. The tree protection fence shall be clearly signed on three (3) sides with a minimum of 60cm high reflective orange plastic safety tape throughout the barrier.
  - When such protection barrier is installed, it shall be clearly marked with the tree's diameter, species, and TPZ diameter.
  - Obtain a final landscape plan from the contractor for any ornamental trees or shrubs to be installed within the TPZ. All pruning, retaining walls, perimeter drainage and all fencing must be installed outside of these zones, unless approved and signed off by the Project Arborist.
  - As a condition of this contract, the contractor is required to provide a final landscape plan to the Project Arborist.
  - No storage of materials, parking, underground utilities or trees within TPZs or tree drip lines.
  - Proper pruning of the trees to be retained following ANSI A300 pruning standards, completed by a qualified tree care professional; trees will also require mulching and watering for successful retention.

- On-site supervision by Project Arborist is required for the activity within or 1m of TPZ:**
- Crown pruning
  - Foundation excavation for proposed main building
  - Installation of proposed walkway
  - Replacement of fence
  - Final landscaping activities (e.g. lawn) within TPZ
- No heavy machine, Use low impact method for foundation (e.g. hand digging and/or AirSpade).
- Proper root pruning when necessary and perform by Project Arborist.
- Re-use the existing fence post holes as possible.
- The new fences will not employ any continuous footings and any required new footings will be use low impact method hand dig and as small foot print as possible.
- Proposed walkway must be installed at or near existing grade.
- Use permeable materials (e.g. paving stones, turfstone) for proposed walkway within the TPZ.
- Custom fence shape to cope with the tree trunk development.
- The proposed walkway must be installed at or near existing grade.
- Use permeable materials (e.g. paving stones, bricks) for proposed walkway within the TPZ.
- Crown pruning for building clearance by tree care professional and following ANSI A300 standard prior excavation. Pruning is recommended to be carried out in Winter or Spring.
- The proposed lawn that encroaches into the TPZ must be installed at or near existing grade. No more than 3" of additional good quality landscape soil (not construction fill) may be added into the TPZ.
- Ensuring that new planting in the Critical Root Zone is no greater than 1x Container (if any).



**Lee, Edwin**

---

**From:** Lee, Edwin  
**Sent:** June 18, 2024 10:41 AM  
**To:** 'Ted Guinn'  
**Cc:** Gerry Shen; Allen; Andrew Au  
**Subject:** Inquiry regarding 8620, 8640, 8660 Spires Rd - RZ 22-023633

Hi Ted,  
 Please see my responses below.  
 Please feel free to call me at 604-276-4121 to discuss if you need further clarifications.  
 Regards,  
 Edwin

---

**From:** Ted Guinn <tedguinn@gmail.com>  
**Sent:** June 16, 2024 12:31 PM  
**To:** Lee, Edwin <ELee@richmond.ca>  
**Cc:** Gerry Shen <gerry\_shen@yahoo.com>; Allen <Anoano55@gmail.com>; Andrew Au <andrewau@citybase.ca>  
**Subject:** 8620 - 8660 Spires Road

**City of Richmond Security Warning:** This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

Hello Mr. Lee,

I'm writing on behalf of the strata located at 8771 Cook Road, backing onto the subject property. I was hoping you could answer a few of our questions regarding the development plans being considered:

- 1) There is a row of mature cedar trees along the southern property line of the subject property, bordering our northern boundary. These trees are all that provide privacy for our back units' living areas and bedrooms. We don't see any mention of these trees in the arborist's report. Are you able to confirm that this row of mature trees will be retained with the new development?

Are you referring to the trees on the subject site or the cedar hedge on 8771 Cook, along the north property line? The developer should not remove any trees and hedges on the neighbouring sites unless permission is granted by the adjacent property owners. I can ask the applicant to show the vegetation on the neighbouring site and confirm how they are planning to protect them.

- 2) What is the developer's landscape plan and plans for the perimeter of the property once re-developed? Will they be installing fencing or planting any trees or shrubs?

No landscape plan has been submitted at this point; however, a preliminary landscape plan is required prior to this project being forwarded to Planning Committee for review. Final landscaping design will be reviewed at the Development Permit stage. I will ask the developer to provide info on the interface proposed.

- 3) There is mention of a staff report dated June 3rd, 2022 that refers to increasing rental density. We would like to review this report. Could you please direct us to where we can find this information?

Spires Road Area Rental Tenure & Density Increase report may be found at  
[https://citycouncil.richmond.ca/\\_shared/assets/AMENDMENT\\_BYLAW\\_1019065097.pdf](https://citycouncil.richmond.ca/_shared/assets/AMENDMENT_BYLAW_1019065097.pdf)

- 4) The development application refers to "the City's plan to reroute Spires Road and change the type of assemblies developed in the eastern zone of the Spires Road area." Can you please direct us to where we can find this plan from the city? We were not notified or consulted on this plan, but it appears that it directly impacts our property.

Please see the Brighthouse Village Land Use Map at

[https://www.richmond.ca/\\_shared/assets/specific\\_map\\_transect\\_brighthouse23858.pdf](https://www.richmond.ca/_shared/assets/specific_map_transect_brighthouse23858.pdf)

A portion of the existing Spires Road, east of the east leg of Cook Crescent, may be closed to facilitate larger site assemblies on the east end of this neighbourhood.

Thank you for your assistance.

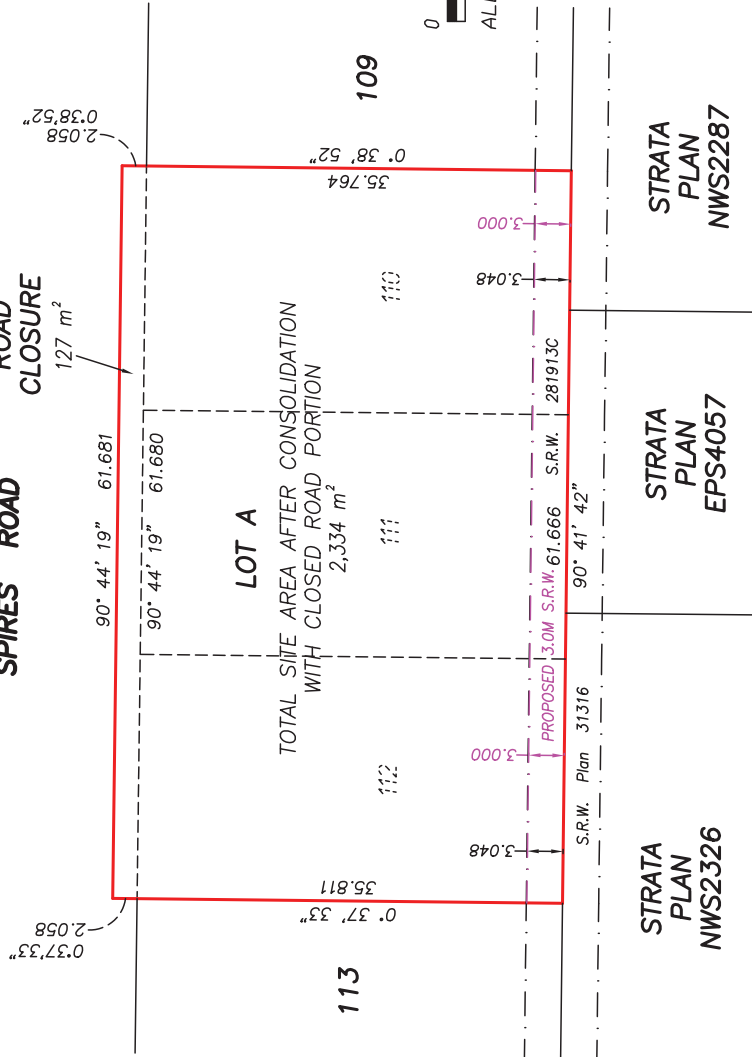
Kind regards,

Ted Guinn, P.Eng, PMP  
President - BC Strata NW2287

**PROPOSED SUBDIVISION PLAN OF:  
 LOTS 110, 111, 112 AND PROPOSED CLOSED ROAD, ALL OF SECTION 9  
 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 21489**

- #8620 SPIRES ROAD,  
 RICHMOND, B.C.  
 P.I.D. 000-653-489 (LOT 110)
- #8640 SPIRES ROAD,  
 RICHMOND, B.C.  
 P.I.D. 004-297-831 (LOT 111)
- #8660 SPIRES ROAD,  
 RICHMOND, B.C.  
 P.I.D. 010-473-181 (LOT 112)

**SPIRES ROAD**  
**PROPOSED ROAD CLOSURE**  
 127 m<sup>2</sup>



SCALE: 1:500



ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF UNLESS OTHERWISE INDICATED

**PLN - 49**

© Copyright  
 J. C. Tam and Associates  
 Canada and B.C. Land Surveyor  
 115 - 8833 Odlin Crescent  
 Richmond, B.C. V6X 3Z7  
 Telephone: 214-8928  
 Fax: 214-8929  
 E-mail: office@jctam.com  
 Job No. 7962  
 Drawn By: KA

**DWG No. 7962-PRO-SUB**

SEPTEMBER 5th, 2024.





**Address:** 8620, 8640, 8660 Spires Road, and the surplus portion of the Spires Road road allowance

**File No.:** RZ 22-023633

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10635, the developer is required to complete the following:**

1. **(Development Permit)** The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
2. **(Road Closure Bylaw)** Council approval of the road closure bylaw for an approximately 127 m<sup>2</sup> (1,367 ft<sup>2</sup>) portion of Spires Road. The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the Land, 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 Manager, Real Estate Services. All costs associated with the purchase and sales agreement shall be borne by the developer.
3. **(Lot Consolidation)** Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
4. **(SRW)** Granting of a 3.0 m wide Public Rights of Passage right-of-way across the entire site's south property line (along the future lane to the south) for the construction of the sidewalk, lighting strip, and rear lane in the future. This PROP SRW must provide the City or a contractor working on behalf of the City the rights to access and install road infrastructure and utilities (including street lighting) and maintain works within the SRW. Maintenance of the SRW will be the responsibility of the developer until such time that the lane connects to Cook Gate and is open to traffic, at which time the City will take over maintenance of the lane. A gate or fence shall be constructed along the site's northern edge of the SRW area until the lane is connected to Cook Gate and open to traffic.

Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA) and the maintenance & liability responsibility is to be clearly noted. The design must be prepared in accordance with good engineering practice with the objective to optimize public safety and after completion of the works, the Owner is required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design.

5. **(City Centre Future Development Impacts)** Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
6. **(Aircraft Noise – Sensitive Use)** Registration of an aircraft noise sensitive use covenant on title.
7. **(DEU)** Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement(s) will include, at minimum, the following terms and conditions:
  - 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, executed prior to subdivision (including Air Space parcel subdivision) or depositing a Strata Plan with LTO on terms and conditions satisfactory to the City; and
  - iv) the owner grants or acquires all 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 registered prior to subdivision (including Air Space parcel subdivision) or depositing a Strata Plan with LTO.
- 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, registered prior to Strata or subdivision (including Air Space parcel subdivision);
  - iii) the owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building, registered prior to Strata or subdivision (including Air Space parcel subdivision); 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.

8. **(Flood Indemnity Covenant)** Registration of a flood indemnity covenant on title.

9. **(Market Rental Units)** Entering into the City’s standard Market Rental Agreement and registration of a Covenant to secure the provision of market rental housing, to the satisfaction of the City. The terms shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements:

- a) Residential use is restricted to residential rental tenure.
- b) All market rental housing units shall be maintained under single ownership (within one air space parcel or one strata lot or legal agreement to the satisfaction of the Director of Development; subdivisions into individual strata lots are prohibited).
- c) The imposition of any age-based restrictions on occupants of any market rental housing unit is prohibited.
- d) Occupants of the market rental units shall enjoy full and unlimited access to and use of all on-site indoor amenity spaces provided for residents of the building and outdoor amenity spaces provided on the lot as per OCP, City Centre Area Plan, and Development Permit\* requirements, at no additional charge (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of any amenities).
- e) The terms of the market rental agreement shall indicate that no more than prevailing market rent will be charged, and the provision of the following Unit Mix or as otherwise determined to the satisfaction of the Director of Development through an approved Development Permit\*:

Unit Type	Min. Unit Area <sup>(1)</sup>	Number of Units <sup>(1)</sup>	% of Units <sup>(1)</sup>	BUH <sup>(2)</sup>
Studio	46 m <sup>2</sup> (494 ft <sup>2</sup> )	5	7%	100%
1-Bedroom	51 m <sup>2</sup> (544 ft <sup>2</sup> )	44	65%	100%
2-Bedroom	70 m <sup>2</sup> (750 ft <sup>2</sup> )	19	19%	100%
<b>Total</b>	<b>N/A</b>	<b>68 units</b>	<b>100%</b>	<b>100%</b>

(1) Unit area and unit mix in the above table may be adjusted through the Development Permit Process.

(2) BUH means those units that are designed and constructed to satisfy the Zoning Bylaw’s Basic Universal Housing standards. (The Zoning Bylaw permits a floor area exemption of 1.86 m<sup>2</sup>/20 ft<sup>2</sup> per BUH unit.)

10. **(Affordable Housing Units)** Registration of the City’s standard Housing Agreement and registration of a Covenant to secure the provision of affordable housing units, to the satisfaction of the City. The combined habitable floor area of which shall comprise at least 1,785m<sup>2</sup> or 0.765 FAR. The terms shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements:

- a) Residential use is restricted to residential rental tenure.
- b) All affordable housing units shall be maintained under single ownership (within one air space parcel or one strata lot or legal agreement to the satisfaction of the Director of Development; subdivisions into individual strata lots are prohibited).
- c) The imposition of any age-based restrictions on occupants of any market rental housing unit is prohibited.
- d) Occupants of the affordable housing units shall enjoy full and unlimited access to and use of all on-site indoor amenity spaces provided for residents of the building and outdoor amenity spaces provided on the lot as per OCP, City Centre Area Plan, and Development Permit\* requirements, at no additional charge (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of any amenities).
- e) Maximum rent rates applicable at the time of any new affordable housing unit tenancy are set at 10% below the most current CMHC average market rent for the City of Richmond specific to the unit type. Following affordable housing unit tenancy, annual rent adjustments for existing tenants are limited to the maximum rent increase permitted under the Residential Tenancy Act.
- f) The gross (before-tax) income of a household is used to define eligibility for an affordable housing unit. Income thresholds are set at the point at which annual maximum rents, defined using the CMHC average market rents described above, equal 30% of the gross household income.
- g) The terms of the affordable housing agreements shall indicate the provision of the following Unit Mix or as otherwise determined to the satisfaction of the Director of Development through an approved Development Permit\*:

Unit Type	Min. Unit Size	Number of Units <sup>(1)</sup>	% of Units	BUH <sup>(2)</sup>
Studio	37 m <sup>2</sup> (400 ft <sup>2</sup> )	2	9%	9% (2 units)
1-Bedroom	50 m <sup>2</sup> (535 ft <sup>2</sup> )	2	9%	0% (0 units)
2-Bedroom	69 m <sup>2</sup> (741 ft <sup>2</sup> )	5	23%	14% (3 units)
3-Bedroom	91 m <sup>2</sup> (980 ft <sup>2</sup> )	13	59%	59% (13 units)
<b>Total</b>	<b>N/A</b>	<b>22</b>	<b>100%</b>	<b>82% (18 units)</b>

- (1) The number of units and unit mix will be confirmed to the satisfaction of the City through the DP process, provided that the total combined habitable floor area of the affordable housing units is at least 1,785m<sup>2</sup> or 0.765 FAR of the permitted density.
- (2) BUH means those units that are designed and constructed to satisfy the Zoning Bylaw's Basic Universal Housing standards. (The Zoning Bylaw permits a floor area exemption of 1.86 m<sup>2</sup>/20 ft<sup>2</sup> per BUH unit.)

**11. (TDM: Transit Pass Program)** Registration of a legal agreement on title to ensure the execution and completion of a transit pass program, including the following method of administration and terms, or equivalent cash-in-lieu contribution to the City's Transportation Demand Management Reserve Fund:

- ix) Provide one year of two-zone monthly transit passes for 100% of market rental and affordable rental units.
- x) Enter into a security agreement and submission of a Letter of Credit prior to Development Permit issuance to secure the owner's commitment to provide the transit passes based on 110% of transit pass costs (including 100% for transit pass purchases and 10% for future transit pass cost increases and administration). The remaining funds in the LOC will be released to the Owner/Developer when the 2-zone one year transit pass program is fully subscribed
- xi) Administration by TransLink, housing society or management company. The owner is not responsible for the monitoring of use of the transit passes but only noting number of "subscribed" users to the program, until full unit count is exhausted over a period of two year.
- xii) If the transit pass program is not fully subscribed within two years, the program is to be extended until the equivalence of the cost of the full two year transit pass program has been exhausted. Should not all transit passes be utilized by the end of the third year, the remaining funds equivalent to the value of the unsubscribed transit passes are to be transferred to the City of Richmond for alternate transportation initiatives at the City's discretion.
- xiii) The availability and method of accessing the two-zone transit passes is to be clearly explained in the tenancy and sales agreement.

**12. (TDM: Car-Share Parking)** Registration of a legal agreement on title requiring that no development shall be permitted on site, restricting Development Permit\* issuance until the developer provides for parking for the lot's

required proportion of one (1) car-share vehicle together with electric vehicle (EV) charging station to the satisfaction of the City. More specifically, the one (1) car-share parking stall shall include the following:

- a) The car-share parking space shall be located on the ground floor where it will be with safe, convenient, universally-accessible, and provide for 24/7 public pedestrian and vehicle access.
- b) The car-share space shall be provided in addition to any required parking spaces on site.
- c) The car-share space shall be equipped with electric vehicle (EV) quick-charge (240V) charging station for the exclusive use of car-share vehicle parked in the required car-share space.
- d) Users of the car-share spaces shall not be subject to parking fees, except as otherwise determined at the sole discretion of the City.
- e) “No development” shall be permitted on the lot, restricting Development Permit\* issuance, until the developer:
  - i. Designs the lot to provide for the required car-share facility, including car-share parking space, 24/7 public access for vehicles and pedestrians, and related features (eg. EV 240V chargers, signage).
  - ii. Secures the car-share facility on the lot via a statutory right-of-way(s) and easement(s) registered on title and/or other legal agreements.
  - iii. Registers legal agreement(s) on title requiring that, unless otherwise agreed to in advance by the City, in the event that the car-share facility is not operated for car-share purposes as intended via the subject rezoning application (eg. operator’s contract is terminated or expires), control of the car-share facility shall be transferred to the City, at no cost to the City, and the City at its sole discretion, without penalty or cost, shall determine how the facility shall be used going forward.
- f) No Building Permit\* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required car-share facility.
- g) “No occupancy” shall be permitted on the lot, restricting final Building Permit\* inspection granting occupancy for any building, in whole or in part, until the developer:
  - i. Completes the required car-share facility on the lot and it has received final Building Permit\* inspection granting occupancy.

13. **(TDM: Small-Sized Loading Space)** Registration of a legal agreement on Title ensuring that:

- a) The small-sized loading space shall remain available for shared common use and for the sole purpose of short-term loading and deliveries.
- b) The small-sized loading space be 24/7 accessible for loading and deliveries.
- c) The small-sized loading space shall not be subject to parking fees, except as otherwise determined at the sole discretion of the City.
- d) Conversion of the small-sized loading space into habitable space, general storage area or long-term parking is prohibited.

14. **(TDM: Visitor Parking)** Registration of a legal agreement on Title ensuring that:

- a) 10% of all voluntarily provided parking stalls (rounded up), including accessible stalls, shall be un-assigned, located outside of locked gates and be utilized as visitor parking for shared common use.

15. **(TDM: Bicycle Parking)** Registration of a legal agreement on Title ensuring that:

- a) Bicycle parking shall be provided at a minimum rate of 1 stall per bedroom, with no less than one stall per unit.
- b) Bicycle maintenance facilities shall be provided at a minimum rate of 1 facility per 40 bicycle parking stalls.
- c) Conversion of any of the bicycle storage areas/rooms/lockers within the parking structure into habitable space or general storage area is prohibited.
- d) All of the bicycle parking areas are available for shared common use and for the sole purpose of bicycle storage.

16. **(Indoor Amenity – Guest Suite)** Registration of a legal agreement on Title ensuring that the proposed guest suite as part of the indoor amenity space is available for shared common use for temporary sleeping accommodation and not as a dwelling or other residential use.

17. **(Arborist’s Supervision)** Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site and off-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.



18. **(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.
19. **(Tree Survival Security)** Submission of a Tree Survival Security to the City in the amount of \$110,000.00 for the retention and protection of thirteen on-site trees (specifically tag# Tag# 103, 807-817, 827). A legal agreement is to accompany the Tree Survival Security to set the terms for its use and release.
20. **(Servicing Agreement)** Enter into a Servicing Agreement\* for the design and construction of frontage works, including but not limited to the Engineering Servicing and Transportation requirements outlined in Schedule 1. 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.
21. **(Fees - Notices)** Payment of all fees in full for the cost associated with the First Reading Notices, consistent with the City’s Consolidated Fees Bylaw No 8636, as amended.

**Prior to a Development Permit\* being forwarded to the Development Permit Panel for consideration, the developer is required to:**

1. Complete an acoustical and thermal report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City’s Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

**Prior to a Development Permit\* issuance, the developer is required to complete the following:**

1. Submission of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect.

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

1. Installation of appropriate tree protection fencing on site around all trees to be retained on adjacent properties prior to any construction activities, including building demolition, occurring on-site.

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

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

**Note:**

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- If the development will be constructed in phases and stratified, a [Phased Strata Subdivision Application](#) is required. Each phase of a phased strata plan should be treated as a separate parcel, each phase to comply with the Richmond Zoning Bylaw 8500 in terms of minimum lot area, building setback and parking requirements. Please arrange to have the City's Approving Officer review the proposed phased boundaries in the early DP stages. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.
- If the development intends to create one or more air space parcels, an [Air Space Parcel Subdivision Application](#) is required. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

---

Signed

---

Date

## Schedule 1 Servicing Agreement Works

### **Engineering Servicing**

1. As the Spires Rd road right-of-way is planned to be reduced from a width of 20.1 m to 16.0 m and the 2.05 m wide boulevard at the property line may become surplus City land and available for disposition, the existing ditches along the north property line of the proposed site may be impacted because the development may encroach into the existing ditches if the surplus land is disposed. For this reason, the required new storm sewers may need to be installed to replace the ditch prior to start of site preparations including preload installation. This is to not disrupt drainage services to Spires Rd and the neighboring properties.

To ensure timely installation of the new storm sewer that will replace the existing ditches, the completion of the new storm sewer under the SA shall be a condition of the surplus land sale, if any. This means that the developer will have to initiate the SA process earlier and complete the storm sewer works ahead of the other SA works.

2. A Servicing Agreement is required to design and construct the following works:

### **Water Works:**

- 1) Using the OCP Model, there is currently 254 L/s of water available at a 20 psi residual at the Spires Rd frontages. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- 2) At the developer's cost, the developer is required to:
  - a) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
  - b) Upgrade the existing 150mm diameter watermain along Spires Rd frontage to 200mm diameter. Approximate length of required upgrade is 65 meters. The alignment of the required watermain will be determined via the SA design review.
  - c) Remove the existing 150mm diameter AC watermain along the proposed site's entire Spires Rd frontage when the new watermain is operational.
  - d) Install one new water service connection off of the proposed 200mm water main along Spires Rd frontage complete with meter and meter box in a proposed utility right of way. 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.
  - e) Relocate existing fire hydrant, as required, by the proposed frontage improvements and road widening at Spires Rd. Fire department approval is required for all fire hydrant installations, removals, and relocations.
- 3) At the developer's cost, the City is to:
  - a) Cut and cap at main the existing service connection.
  - b) Complete all tie-ins for the proposed works to existing City infrastructure.

### **Storm Sewer Works:**

- 1) At the developer's costs, the Developer is required to:
  - a) Provide geotechnical report and drawings for the site preparation works including assessment on impact to existing ditches.
  - b) 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.
  - c) Upgrade the existing ditches along Spires Rd frontage to a single storm sewer in the middle of the road. Approximate length of required upgrade is 65 meters. Tie-in to the east and west shall be to the existing ditches at the south and north sides of Spires Road, via new manholes and headwalls. Alignment and details such as the slope and high point of the new storm sewer shall be determined via the servicing agreement design.
  - d) Install a new storm service connection complete with inspection chamber connecting to the proposed storm sewer along Spires Road.
- 2) At the Developers cost, the City is to:
  - a) Tie-in the proposed storm sewers to the existing drainage system.
  - b) Connect the existing service connections to the proposed sanitary sewers in Spires Rd.

### **Sanitary Sewer Works:**

- 1) At the developer's costs, the Developer is required to:
  - a) Install the ultimate sanitary line at Spires Road frontage (complete with manholes as per Engineering Specifications) at the same alignment as the sanitary main built at Spires Road located west of Cook Gate. Approximate length of required upgrade is 135 meters. Tie-in to the west shall be to the existing sanitary manhole at the intersection of Spires Rd and Cook Gate. Pipe sizing, alignment and details such as the slope and high point of the new sanitary sewer shall be determined via the servicing agreement design.
  - b) Coordinate the sanitary works for the proposed site with the sanitary works to be done via the servicing agreement at 8699 Spires Rd (i.e., SA20-890721). The required sanitary upgrade may be reduced to 65 meters if the sanitary works under SA20-890721 are completed prior to the servicing agreement for the proposed site (RZ22-023633) is started.
  - c) Install a new sanitary service connection c/w inspection chamber and tie-in to the proposed sanitary sewer at Spires Rd frontage.
  - d) Ensure no soil fill or building encroaches into the existing sanitary rights of ways along the south property line and that the existing 150mm diameter asbestos cement sanitary sewer is protected during any preload/construction phase (the sewer will remain active despite new sanitary works proposed in Spires Rd).
  - e) Provide a signed and sealed geotechnical assessment, complete with recommendations to ensure the following conditions are met. The assessment and mitigation recommendations shall be included in the future Development Permit staff report and the development permit design review.
    - That the City be able to construct, maintain, operate, repair, or remove City utilities/infrastructures (i.e. sanitary main along the south PL) without impact to the onsite works. The building edge shall be set based on the required clearance between



the building edge and the existing AC sanitary pipe as recommended by a professional geotechnical engineer.

- That the on-site works (e.g. soil densification, preload, foundation works, etc.), or the construction/maintenance of the proposed building, not cause damage to the City utilities/infrastructure (i.e. sanitary main along the north PL)
- That impact of the site preparation works (e.g., soil densification, pre-load, foundation excavation, dewatering, etc.) to the existing infrastructures around the proposed site (i.e. sanitary main along the south PL) are determined by the Geotechnical Engineer. If the existing infrastructures will be significantly impacted, the works required to mitigate the impact or the replacement of the affected existing infrastructures shall be done prior to start of the site preparation works at developer's cost.
- Pre and post pre-load and construction surveys and CCTV will be required. Any damage to be repaired and any required replacement shall be done at the Developer's sole cost.
- Ensure that the existing sanitary sewer along the south property line remains operational during any preload and/or construction phase (the sewer will remain active despite new works proposed for Spires Rd). If the existing sanitary line is impacted during site preparation or construction of the proposed development then the developer shall be responsible to make the damaged sanitary system operational during the duration of the onsite works (i.e., temporary bypass via pumping, etc.). The damaged sanitary system shall be replaced at the same alignment through the servicing agreement, at the developer's costs, after completion of the site preparation and/or building construction works.

2) At the developer's costs, the City is to:

- a) Cut and cap at main all existing connections and remove inspection chambers along the south property line.

**Frontage Improvements:**

1) At the developer's costs, developer to coordinate with BC Hydro, Telus and other private communication service providers:

- a) To provide underground private utility service lines for the proposed development along Spires Road, at the Developer's cost. The private utility companies (e.g., BC Hydro, Telus and Shaw) may require right of ways in the proposed site to facilitate transition from the existing rear yard overhead private utility service to an underground service at Spires Road frontage. The private utility servicing (i.e., transition from rear yard overhead service to underground service at the fronting streets) shall be coordinated with the private utility companies prior to the proposed development advancing to DP panel. The purpose of this is to ensure that all private utility above ground cabinets that are required to facilitate the transition from rear yard overhead system to underground system at the fronting street are determined and secured via the Development Permit process.
- b) To maintain BC Hydro and private communication services to the neighbouring properties that are connected to the existing rear yard overhead system if the rear yard overhead system is going to be removed when the new underground services are provided along the fronting streets.

- c) To pre-duct for future hydro, telephone and cable utilities along all road frontages at Developer's cost.
- d) When relocating/modifying any of the existing power poles and/or guy wires within the rear yards.
- e) To locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the Development Permit staff report and the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements and the locations for the above ground structures. If a private utility company does not require an above ground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
  - BC Hydro PMT – 4mW X 5m (deep)
  - BC Hydro LPT – 3.5mW X 3.5m (deep)
  - Street light kiosk – 1.5mW X 1.5m (deep)
  - Traffic signal kiosk – 2mW X 1.5m (deep)
  - Traffic signal UPS – 1mW X 1m (deep)
  - Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
  - Telus FDH cabinet - 1.1mW X 1m (deep) – show possible location in functional plan
- f) Complete other frontage improvements as per Transportation's requirements. The existing ditches at Spires Road frontage are to be filled to accommodate the frontage improvements.
- g) A geotechnical assessment (complete with recommendations) is required to confirm that the existing road base structures are adequate to support the required road upgrades at Spires Road frontage.
- h) Review the existing street lighting levels along Spires Road frontage and upgrade lighting along the development frontages.

**General Items:**

- 1) At the developers cost, the Developer is required to:
  - a) Building encroachment and permanent structures such as trees and patios etcetera are not be permitted inside rear yard sanitary SRW. Please note fence along the south property line should be a standard wooden fence
  - b) Provide, within the first SA submission, a geotechnical assessment of preload and soil preparation impacts on the existing utilities (e.g., rear yard sanitary mains, rear yard private utility overhead lines, ditches, etc.) fronting or within the development site and provide mitigation recommendations.
  - c) 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.

### **Transportation Works:**

The Developer is to enter into a Servicing Agreement for the design and construction of the frontage improvements and other Transportation-related works described below. All works are to be completed at the cost of the Developer and to the satisfaction of the City. A functional road plan and Transportation Impact Assessment are required based on the following comments:

#### **A. Frontage Improvements (Spires Road)**

##### **1. Road works and behind-the-curb frontage improvements**

Spires Road along the entire frontage of the subject site is to be widened to provide 9.0 m wide pavement (one parking lane and two traffic lanes). The following are the road and behind-the-curb frontage improvement cross-section elements (measured from south to north) to be designed and constructed by the Developer. The existing ditches (both sides of the road) are to be filled to accommodate these frontage improvements.

- Existing south property line of road right-of-way along the development frontage.
- 2.05 m wide landscaped boulevard with street trees. (The Spires Road right-of-way is planned to be reduced from a width of 20.1 m to 16.0 m. The 2.05 m wide boulevard may become surplus City land and available for disposition).
- 2.0 m wide concrete sidewalk.
- 1.2 m wide landscaped boulevard with street trees.
- 0.15 m wide curb.
- 9.0 m wide pavement.
- 1.0 m gravel shoulder.
- Ditch in-filling.
- Existing north property line of road right-of-way along the development frontage.

##### **2. Road widening design considerations**

- a) Design standards: The Developer is required to design the complete road cross-section of the fronting road, between the property lines of the road right-of-way, per TAC and City Engineering Design Specifications.
- b) Road widening requirements: The existing pavement is to be widened to 9.0 m to provide two traffic lanes and one parking lane.
- c) Frontage treatments (north side of road): The design is to include edge of pavement, gravel shoulder and other frontage treatments along the north side of the Spires Road development frontage. The design must show that the widened pavement can be supported structurally. Pavement support solutions are to include in-filling existing ditches. Concrete barriers or other physical above-ground protection elements are not considered appropriate solutions.
- d) Pavement transition works: The road works described above will need to include tie-in taper sections (per TAC standards) to transition the widened pavement to meet the existing edge of pavement to the east and west (both sides of the subject site's fronting section of Spires Road).

### 3. Driveway closure/backfill

- a) Existing driveways along the south side of the Spires Road site frontage: All existing driveways along the Spires Road site frontage are to be closed permanently. The Developer is responsible for removing the existing driveways and the replacement with barrier curb/gutter, boulevards and concrete sidewalk per standards described above.
- b) Existing driveways along the north side of the Spires Road site frontage: All existing driveways along the opposite side of the Spires Road development frontage are to be maintained during and post construction. Consultation and co-ordination with adjacent property owners is required if their driveways are affected as part of the proposed road works. Any affected driveways are to be restored to existing or better condition upon completion of road works.

### 4. PMT Installation

Typically, the placement of the PMT in the front of a development is not supported. Provide explanation as to the reasons why there is no other possible location for this utility installation except within the front yard area. If the PMT is to be located as proposed, a minimum 1.0 m setback is required between the PMT and the south edge of the fronting sidewalk. Vertical landscaping is required in the setback area.

- Location of the PMT cannot obstruct vehicular or loading access to the site.
- Above ground hydro and telephone kiosks (PMT) must not be placed within any frontage improvement area including sidewalk and boulevards.
- On-site SRW is to be secured for PMT installation.

### 5. Engineering consultation

Consult with Engineering on utility requirements as part of the frontage works. These requirements include but are not limited to: relocation of hydro poles, relocation of existing or placement of new hydrants, and streetlights. All such installations are to have setbacks from sidewalk/driveway/road curb per City Engineering Design Specifications.

### **B. Intersection Upgrades**

Upgrade of the Cook Road and Cook Gate intersection to a full signal, enhanced pedestrian signal or as otherwise determined through a signal warrant study OR a proportional cash-in-lieu contribution towards this upgrade, to be determined at the discretion of the Director, Transportation through review of the Development Permit and Servicing Agreement.

### **C. Frontage Improvements (South Frontage)**

There is an existing 3.0 m wide SRW across the subject site's south frontage. The south neighbouring sites, at the time of redevelopment, will be required to provide dedication for the construction of a rear lane. A new 3.0 m wide PROP SRW will be secured as part of the Rezoning for the construction of the full lane cross-section in the future. As part of this development, along the subject site's south frontage, construct a minimum 1.5 m wide clear pathway, including laneway lighting. Final alignment to be reviewed subjected to tree retention. A gate or fence shall be constructed along the northern edge of the SRW until the lane is connected to Cook Gate and open to traffic. The rest of the SRW area is to be treated with grass landscaping in the interim (the maintenance of the SRW will be the responsibility of the subject site's Owner/Management).

### **D. Functional Road Plans**

The Developer is required to submit functional road plans, prepared by a Registered Professional Engineer, for review and approval by the City. The requirements of the functional road plans are:

### 1. Road design considerations

- All road works and frontage improvements are to be designed to meet City Engineering Design Specifications and TAC standards.
- The functional plans are to show frontage improvements along all development frontages per cross-sections provided under Item (D) above.
- The road widening is to show: full road width (9.0 m); taper sections to tie-in the widened section of Spires Road and existing pavement to the east and west; and interim frontage treatments along the north side of the Spires Road site frontage.
- Full road and frontage improvement cross-sections (interim and ultimate).
- Road dedication/disposition and SRW's are to be shown.
- Pavement marking and traffic signage plan.

### 2. Engineering consultation

As part of the review and approval process of the functional plans, Engineering is to be consulted on the following design issues, among other requirements:

- Vertical alignment: The elevation of the centreline of Spires Road along the development frontage is to take into considerations drainage requirements and to ensure there is no conflict with district energy equipment and other underground utilities.
- Horizontal alignment: Consult Engineering to confirm that all underground utilities can be accommodated within the proposed road cross-section.

### 3. Approval

The functional plan is to be submitted to Engineering and Transportation for review and approval.

Note that the functional plans prepared as part of the Rezoning Application process is considered preliminary and may have to be revised and finalized to account for design issues identified through the SA detail design process.

### **District Energy:**

Developer to provide district energy piping space allotment in coordination with LIEC and City Engineering.

Initial:





Richmond Zoning Bylaw 8500  
Amendment Bylaw 10635 (RZ 22-023633)  
8620, 8640, 8660 Spires Road

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting as Section 18.49 thereof the following:

“ 18.49 Low to Mid Rise Rental Apartment (ZLR49) – Spires Road (Brighthouse Village of City Centre)

18.49.1 Purpose

This zone provides for low to mid rise residential rental tenure apartment housing and compatible secondary uses.

18.49.2 Permitted Uses

- housing, apartment

18.49.3 Secondary Uses

- boarding and lodging
- home business

18.49.4 Permitted Density

- The maximum floor area ratio is 2.83, of which:
  - At least 0.765 floor area ratio must be used exclusively for low end market rental units; the owner enters into a housing agreement with respect to the affordable housing units and registers the housing agreement against title to the lot and files a notice in the Land Title Office;
  - No more than 1.965 floor area ratio be used exclusively for market rental units; the owner enters into a market rental agreement with respect to the market rental units and registers the market rental agreement against title to the lot and files a notice in the Land Title Office.
  - All floor area ratio between 2.73 and 2.83 must be used exclusively to accommodate amenity space.

18.49.5 Permitted Lot Coverage

- The maximum lot coverage for buildings is 66%.
- No more than 80% of a lot may be occupied by buildings, structures and non-porous surfaces

3. 20% of the **lot area** is restricted to **landscaping** with live plant material.

#### **18.49.6 Yards & Setbacks**

1. The minimum **front yard** and **rear yard setback** is 3.0 m.
2. The minimum **interior side yard setback** is 4.8 m, except for portions of the principal **building** which are less than 16.0 m in height which may project into the side yard not more than 1.8 m.

#### **18.49.7 Permitted Heights**

1. The maximum **height** for **buildings** is 27.0 m.
2. The maximum **height** for **accessory buildings** is 5.0 m.
3. The maximum **height** for **accessory structures** is 12.0 m.

#### **18.49.8 Subdivision Provisions/Minimum Lot Size**

1. The minimum **lot width** is 40 m
2. The minimum **lot area** is 2,334 m<sup>2</sup>.

#### **18.49.9 Landscaping & Screening**

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

#### **18.49.10 On-Site Parking and Loading**

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

#### **18.49.11 Residential Rental Tenure**

1. A **dwelling unit** located anywhere in this **zone** shall only be **used** for **residential rental tenure**.

#### **18.49.12 Other Regulations**

1. **Telecommunication antenna** must be **building-mounted** and located a minimum 20.0 m above the ground (i.e., on a roof of a **building**).
  2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the

following area and by designating it “**Low to Mid Rise Rental Apartment (ZLR49) – Spires Road**”:

P.I.D. 000-653-489

Lot 110 Sections 9 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 004-297-831

Lot 111 Sections 9 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 010-473-181

Lot 112 Sections 9 Block 4 North Range 6 West New Westminster District Plan 21489

and a closed portion of Spire Road dedicated by Plan 21489, Sections 9 and 10, Block 4 North Range 6 West New Westminster District as shown in Reference Plan EPP 142108.

- 3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 10635**”.

FIRST READING

\_\_\_\_\_

SECOND READING

\_\_\_\_\_

THIRD READING

\_\_\_\_\_

OTHER CONDITIONS SATISFIED

\_\_\_\_\_

ADOPTED

\_\_\_\_\_

\_\_\_\_\_  
MAYOR

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

CITY OF RICHMOND
APPROVED by EL
APPROVED by Director or Solicitor BRB