

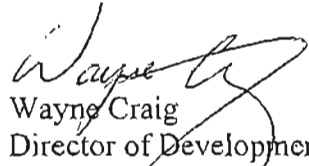


To: Planning Committee **Date:** July 4, 2013
From: Wayne Craig **File:** RZ 11-566630
Director of Development
Re: Application by Dava Developments Ltd. for Rezoning at 2671, 2711, 2811, 2831,
2851, 2911, 2931, 2951, 2971 and 2991 No. 3 Road from Light Industrial (IL) to
Auto-Oriented Commercial (CA)

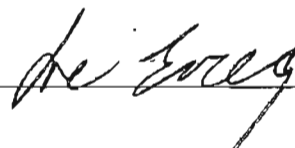
Staff Recommendation

1. That Official Community Plan Bylaws 7100 and 9000, Amendment Bylaw 9041, to facilitate the construction of commercial uses on the subject site, by:
 - a) In Schedule 1, amending the existing land use designation in Attachment 1 (City of Richmond 2041 OCP Land Use Map) to redesignate the block bounded by River Road, No. 3 Road, Bridgeport Road, and the rear lane, including the subject site, from "Park" to "Commercial"; and
 - b) In Schedule 2.10 (City Centre), amending the existing land use designation in the Generalized Land Use Map (2031), Specific Land Use Map: Bridgeport Village (2031), and reference maps throughout the Plan to redesignate the block bounded by River Road, No. 3 Road, Bridgeport Road, and the rear lane, including the subject site, from "Park" to "Urban Centre T5 (45 m)"; to introduce the extension of minor Douglas Street from No. 3 Road to River Road; and to amend the area designated for park purposes within the Bridgeport Village area; together with related minor map and text amendments;be introduced and given first reading.
2. That Bylaw 9041, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Bylaw 9041, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.

- 4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9042, which makes minor amendments to the " CA" zone specific to 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971 and 2991 No. 3 Road and rezones that property from "Light Industrial (IL)" to "Auto-Oriented Commercial (CA)", be introduced and given first reading.
- 5. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8479, be abandoned.


Wayne Craig
Director of Development

SB:kt
Att.

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

Staff Report

Origin

Dava Developments Ltd. has applied to the City of Richmond to rezone 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971 and 2991 No. 3 Road in the City Centre's Bridgeport Village from Light Industrial (IL) to Auto-Oriented Commercial (CA) to permit the construction of a low rise low density commercial development (**Attachments 1 & 2**). More specifically, the proposed rezoning provides for the subdivision of the subject site into two (2) lots separated by a new public street (Douglas Street) and the construction of two commercial two-storey buildings totalling approximately 2,360 m² (25,400 ft²).

The application includes amendments to the 2041 Official Community Plan (OCP) and City Centre Area Plan (CCAP) to amend the land use designation of the entire block bounded by Bridgeport Road to the south, No. 3 Road to the east, River Road to the north, and a rear lane to the west and to amend the area designated for park purposes within the Bridgeport Village area. The block includes the subject site and the neighbouring site to the north at 2651 No. 3 Road (**Attachment 3**).

The application also includes a recommendation to abandon Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8479, to relocate the CCAP park designation from the entire block noted above, eastward to Smith Street. The Bylaw received first reading on April 14, 2009, but failed to receive support at the Public Hearing on June 21, 2010, and is rendered obsolete as a result of the subject rezoning application and associated OCP amendments.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 4**).

Surrounding Development

The subject site is situated in the Bridgeport Village – a transitional City Centre area designated for medium-density, mid and high-rise, business, entertainment, hospitality, arts, transportation hub uses. The Bridgeport Village also includes a pedestrian-oriented retail high street along No. 3 Road and an industrial reserve east of Great Canadian Way. The subject shallow site is vacant, but contains a significant London Plane tree and the Canada Line overhead guide way, supporting columns and associated substation. Development in the vicinity of the subject site includes:

To the North: a strata-titled one-storey light industrial building zoned Light Industrial (IL). Further north, across River Road, is the casino parking structure.

To the East: across No. 3 Road, is a mix of low rise industrial uses zoned Light Industrial (IL).

To the South: across Bridgeport Road, a rezoning application is under review (RZ 13-628557) for a mid-rise mixed-use development at 8320, 8340, 8440 Bridgeport Road and 8311, 8351 Sea Island Way.

To the West: across the rear lane, is a mix of low rise industrial uses zoned Light Industrial (IL). Further west, across River Road, a rezoning application is under review (RZ 12-598104) for a multi-phase mixed-use development of up to 4 million square feet of floor space on the land and foreshore at Duck Island (River Road); 8351 River Road and 8411, 8431, 8451 West Road.

Related Policies & Studies

Development of the subject site is affected by the City Centre Area Plan (CCAP) and related policies (e.g. Aircraft Noise Sensitive Development). An overview of these policies is provided in the "Analysis" section of this report.

Consultation & Public Input

- a) Ministry of Transportation & Infrastructure (MOTI): Consultation with MOTI is required due to the proximity of Bridgeport Road, a roadway under Provincial jurisdiction. MOTI staff have reviewed the proposal on a preliminary basis and final MOTI approval is required prior to rezoning adoption.
- b) Ministry of Environment (MOE): The Ministry of Environment (MOE) has issued instruments indicating that the subject site is not contaminated in that standards for commercial land use have been met.
- c) South Coast British Columbia Transportation Authority (TransLink): The applicant has entered into a formal review process with Translink regarding the development proposal and associated Servicing Agreement for public road and infrastructure works. Translink staff have advised that formal comments will be provided to the City when the review is complete. Final confirmation that Translink does not have concerns associated with the development proposal is required prior to rezoning adoption.
- d) School District: This application was not referred to School District No. 38 (Richmond) because it does not include any residential uses. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family housing units). This application does not include any dwelling units as new residential uses are prohibited in this CCAP high aircraft noise area.
- e) Neighbours: The applicant has consulted with its neighbours along No. 3 Road and across the rear lane, regarding the subject development and the proposal to block the lane connection to Bridgeport Road. No concerns have been received.
- f) General Public: Signage is posted on-site to notify the public of the subject application. At the time of writing this report, no correspondence regarding the subject application had been received. The statutory Public Hearing will provide local property owners and other interested parties with additional opportunity to comment.

Staff Comments

Based on staff's review of the subject application, including the developer's preliminary Transportation Impact Analysis (TIA), staff are supportive of the subject rezoning, provided that the developer fully satisfies the Rezoning Considerations (**Attachment 5**).

Analysis

Dava Developments Ltd. has applied to the City of Richmond to rezone the subject 6,246.6 m² (1.54 ac) shallow site fronting onto No. 3 Road that was part of the Canada Line land assembly, and sold for private development after the Canada Line construction was completed. The Canada Line alignment is located along the rear of the property and crosses over the northern portion of the property and then over No. 3 Road. The Light Industrial (IL) zoned land is vacant save for the Canada Line overhead guideway, supporting columns and associated substation. The purpose of the OCP amendments and rezoning is to permit the subdivision of the subject site into two (2) lots separated by a new public street (Douglas Street) and the construction of two (2) commercial two-storey buildings totalling approximately 2,360 m² (25,400 ft²) (**Attachment 6**). The subject development is notable for the challenges of developing in such close proximity to the Canada Line and is a gateway to the development lands west of No. 3 Road along the river.

The CCAP designates the Bridgeport Village for medium-density, mid- and high-rise, business, entertainment, hospitality, arts, transportation hub uses along with an industrial reserve east of Great Canadian Way and pedestrian-oriented retail high street along No. 3 Road.

The CCAP designates the entire block bounded by Bridgeport Road to the south, No. 3 Road to the east, River Road to the north, and a rear lane to the west, as a Neighbourhood Park (Future to 2031). The park designation applies to the subject site and the neighbouring site to the north at 2651 No. 3 Road.

In 2009, staff recommended relocating the park designation from No. 3 Road eastward to Smith Street. The associated Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8479, Received First Reading on April 14, 2009, but failed to receive support at the Public Hearing on June 21, 2010. In response to the 2009 proposal, at the Public Hearing on June 21, 2010 Council indicated that:

- The proposed park location on Smith Street would place unreasonable hardship on existing small businesses.
- It was premature to locate the park until development of the area had progressed to a point where the City can better understand local park needs and, based on that, where park space should be located.

Staff recommend that Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8479, be abandoned. The Bylaw failed to receive support at the Public Hearing on June 21, 2010, and is rendered obsolete as a result of the subject rezoning application.

Based on Council's comments, staff recommend that the existing park designation along the west side of No. 3 Road be replaced with an "orange diamond" to indicate "Neighbourhood Park (Future to 2013) – Configuration & Location to be Determined". An "orange diamond" would be added to the Bridgeport Village map in the vicinity of No. 3 Road. The configuration, location and timing of the park will depend on the level of local development activity and related park demand.

The current "Park" designation along the west side of No. 3 Road will be removed and the affected lots will be designated as per the existing designation of adjacent lands to the north, south, east and west:

- To "Commercial" in the City of Richmond 2041 OCP Land Use Map.
- To "Urban Centre T5 (45 m)" (2 FAR) and "Village Centre Bonus" (1 FAR) in the CCAP.

The CCAP is also proposed to be amended to extend a portion of Douglas Street as a minor street through the site, particularly from No. 3 Road to River Road. This road will be instrumental in servicing the future development potential of the waterfront lands to the west.

Staff's review of the proposed development shows it to be consistent with City policies and supportive CCAP objectives for the Bridgeport Village, as indicated below:

a) Sustainable Development:

- ***District Energy Utility (DEU):*** The small low density site is not required to be "DEU-ready" as the estimated heating demand (primary demand would be cooling) would be too low to make it economical at this time.
- ***Leadership in Energy and Environmental Design (LEED):*** The CCAP requires that all rezoning applications greater than 2,000 m² in size demonstrate compliance with LEED Silver (equivalency) or better, paying particular attention to features significant to Richmond (e.g., green roofs, urban agriculture, DEU, storm water management/quality). The developer has agreed to comply with this policy and will demonstrate this at Development Permit stage.
- ***Tree Protection:*** Richmond's Tree Protection Bylaw is intended to sustain a viable urban forest by protecting trees with a minimum diameter of 20 cm dbh (i.e. 1.4 m above grade) from being unnecessarily removed and setting replanting requirements. The developer's proposal satisfies the City policy, as they have agreed to save the only existing tree on the site, the significant London Plane at the intersection of No. 3 Road and Bridgeport Road. The tree is large (approximately 1.2 m dbh), in excellent health and a highly visible location. Confirmation of a contract with a registered Arborist for the protection of the tree is a requirement of rezoning. The Arborist needs to be involved in any planned work within the trees' dripline.

- ***Flood Management Strategy***: In accordance with the City's Flood Plain Designation and Protection Bylaw 8204, the commercial development will have a minimum elevation of 0.3 m above the crown of the fronting street to maintain accessibility and commercial vibrancy along this shallow site. Registration of a flood indemnity covenant is a requirement of rezoning.
 - ***Aircraft Noise Sensitive Development (ANSD)***: The subject site is situated within ANSD "Area 1a", which prohibits new ANSD uses (e.g. residential, child care), and requires that a restrictive covenant be registered on title, including information to address aircraft noise mitigation and public awareness. The proposed development complies with the policy. Registration of an aircraft noise indemnity covenant is a requirement of rezoning.
- b) **Public Art**: The developer has agreed to participate in the City's Public Art Program. A voluntary contribution of approximately \$12,156, based on \$0.41 per buildable square foot, to the City's Public Art fund as a condition of rezoning.
- c) **Infrastructure Improvements**: The City requires the coordinated design and construction of private development and City infrastructure with the aim of implementing cost-effective solutions to serving the needs of Richmond's rapidly growing City Centre. In light of this, staff recommend and the developer has agreed to the following:
- ***Road Network Improvements***: the developer shall be responsible for road dedications and statutory right-of-ways (e.g., new Douglas Road, No. 3 Road widening, functional rear lane); the design and construction of: new Douglas Road, a functional rear lane, extension of bike routes and pedestrian walkways, pre-ducting for a signal at No. 3 Road and Douglas Street; and traffic signal improvements for an added advanced southbound left turn signal phase at No. 3 Road and Sea Island Way.
 - ***Engineering Improvements***: The developer shall be responsible for the design and construction of required storm sewer upgrade, pre-ducting for private utilities, servicing of road works, coordination of works with MOTI, Kinder Morgan and Translink, and related improvements, as determined to the satisfaction of the City.
 - The developer is required to enter into a Servicing Agreement for the design and construction of the required road network and engineering works prior to rezoning adoption. Opportunities for Development Cost Charge (DCC) credits will be reviewed as part of the SA.
- d) **Form of Development**: The developer proposes to construct a two-storey, low density, commercial development, including ground level retail on a prominent site located in the Bridgeport Village. The site will be subdivided by the new Douglas Street. The site includes significant Canada Line infrastructure, including a substation, and guideway with supporting columns running along the west edge of the site and crossing over the north edge of the site. The developer's proposed form of development generally conforms to the CCAP and its Development Permit (DP) guidelines although at a significantly lower density to address the constraints and opportunities of its site.

Development Permit (DP) approval to the satisfaction of the Director of Development for the proposal is required prior to rezoning adoption. At DP stage, among other things, the following will be addressed:

- Detailed architectural, landscaping and open space design.
 - Explore opportunities to create vibrant retail streetscape that contribute to the animation, pedestrian-amenity, and commercial success of the development and its surroundings.
 - Refine decorative rooftop concept, taking into consideration how the low two-storey rooftop will be viewed from Canada Line trains and future potential surrounding taller development.
 - Demonstration of LEED Silver (equivalency) or better.
 - Identified minimum 6.7 m internal drive aisle width triggers a variance that is supported by Transportation based on the modest size of the development and associated amount of traffic generated.
 - Vehicle and bicycle parking; truck loading; garbage, recycling and food scraps storage and collection; and private utility servicing.
- e) Zoning Bylaw Amendment: The CCAP identifies new roads that are to be secured as voluntary developer contributions via Richmond's development approval processes. In cases where such roads are not eligible for financial compensation via the Development Cost Charge (DCC) program, such as in the case for the subject application, the CCAP permits those roads to be dedicated without any reduction to the developer's buildable floor area. In order to implement this CCAP policy in respect to the new portion of Douglas Street west of No. 3 Road, as part of the subject rezoning, minor amendments are proposed to the CA zone specific to the subject site to allow for a higher density after road dedication.
- f) Community Planning: As per CCAP policy, the developer proposes to voluntarily contribute approximately \$7,412, based on \$0.25 per buildable square foot, to the City's community planning reserve fund.

Financial Impact or Economic Impact

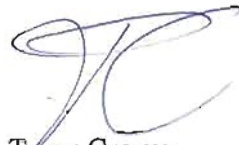
None.

Conclusion

The subject development is consistent with Richmond's objectives for the Bridgeport Village, as set out in the City Centre Area Plan (CCAP) and proposed OCP amendments. The proposed low-rise project, pedestrian-oriented streetscapes, intersection improvements, Douglas Road extension and frontage improvements for pedestrians, bicycles, and vehicles will assist in making Bridgeport Village a transit-oriented, urban community. On this basis, staff recommend support for the subject rezoning and related bylaws.



Sara Badyal, M. Arch, MCIP, RPP
Planner 2

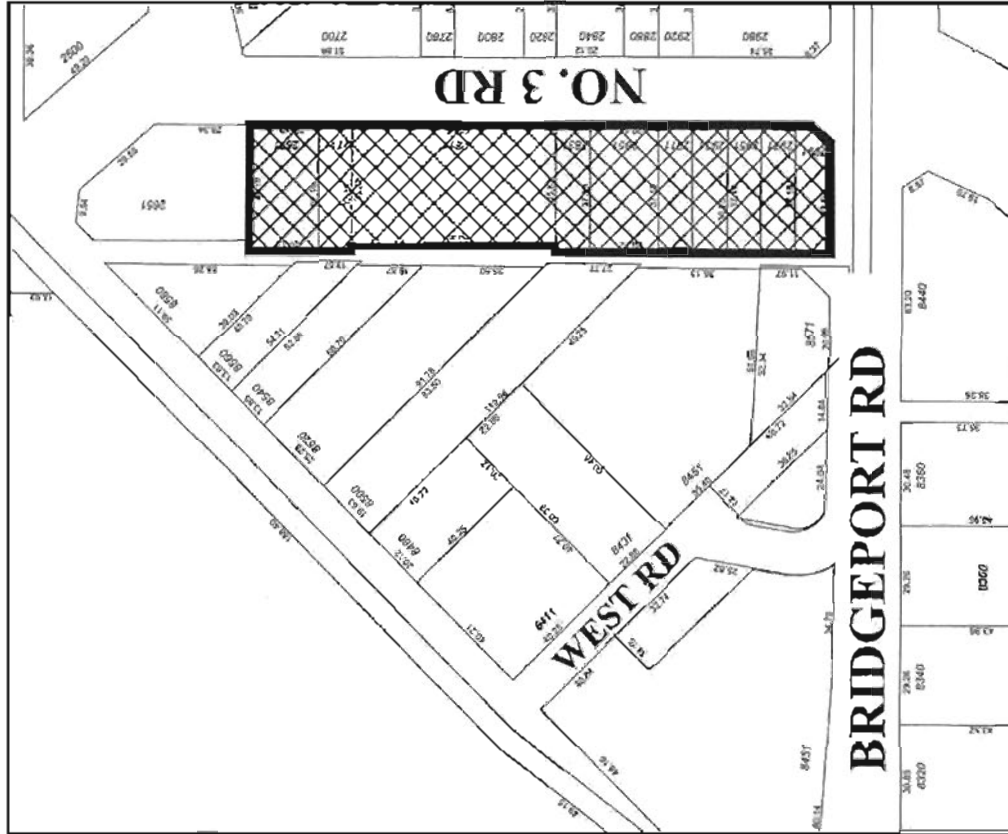


Terry Crowe
Manager, Policy Planning

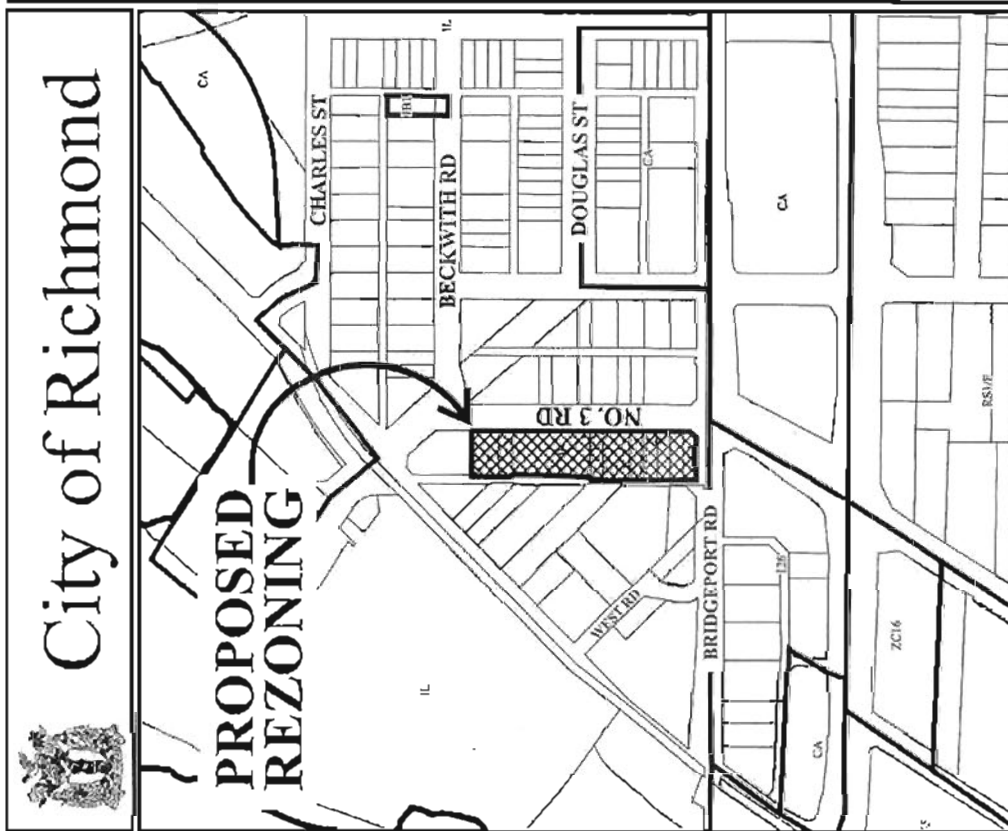
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Attachments

1. Location Map
2. Aerial Photograph
3. City Centre Area Plan Specific Land Use Map: Bridgeport Village (2031)
4. Development Application Data Sheet
5. Rezoning Considerations
6. Development Concept

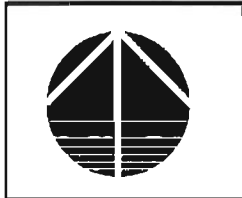
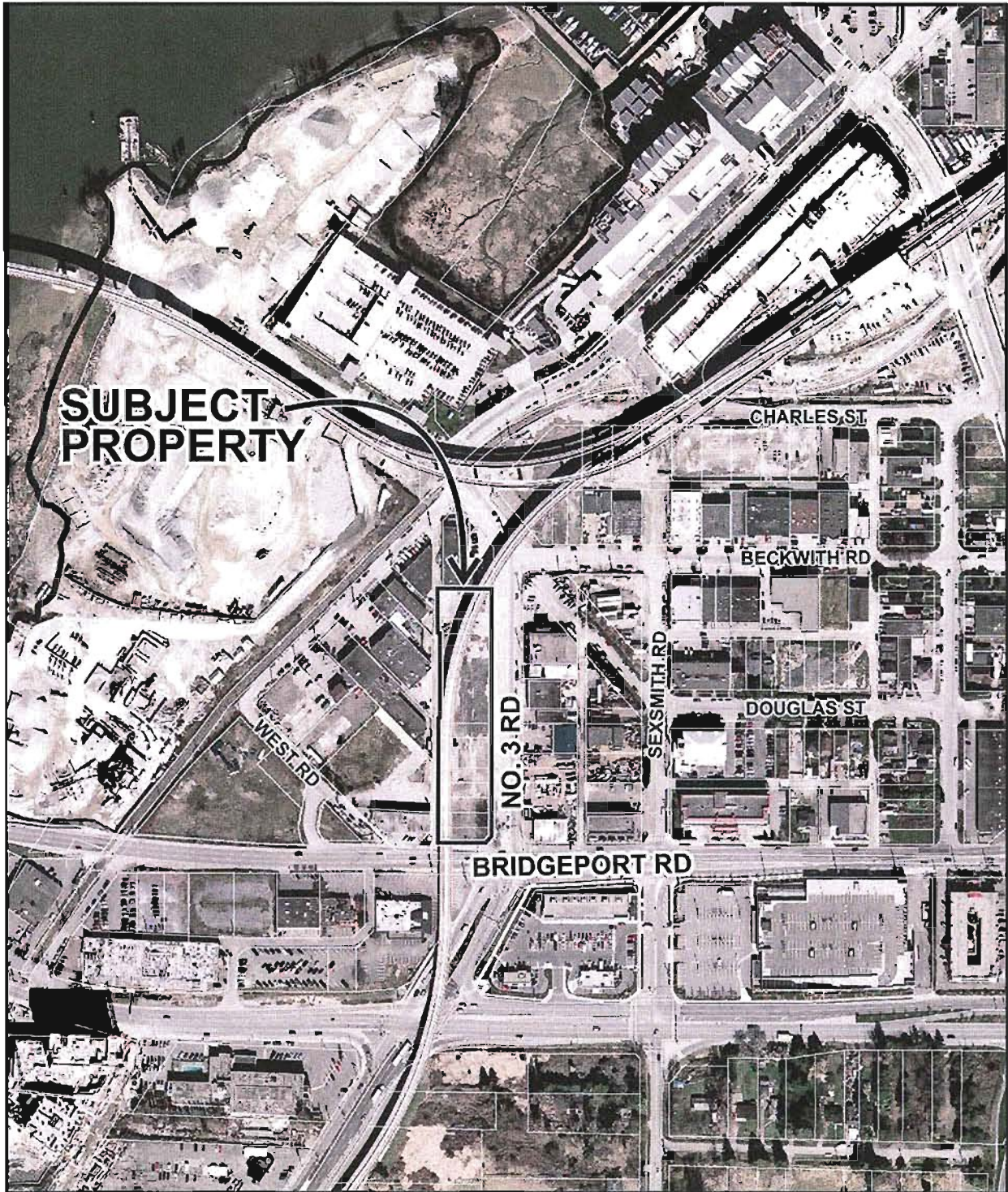


Original Date: 03/22/11
 Revision Date: 06/26/13
 Note: Dimensions are in METRES



RZ 11-566630





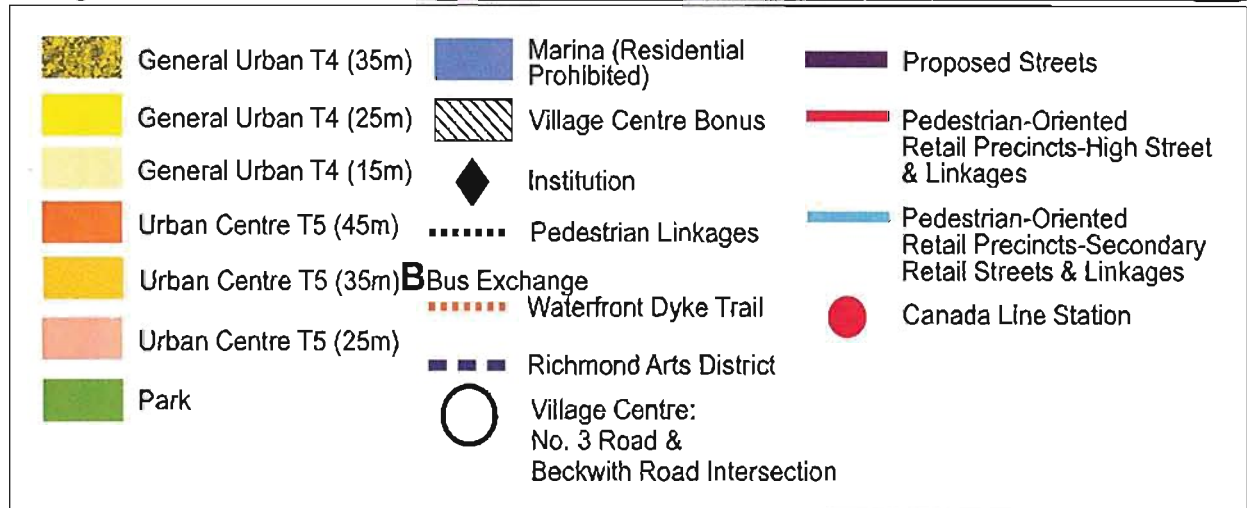
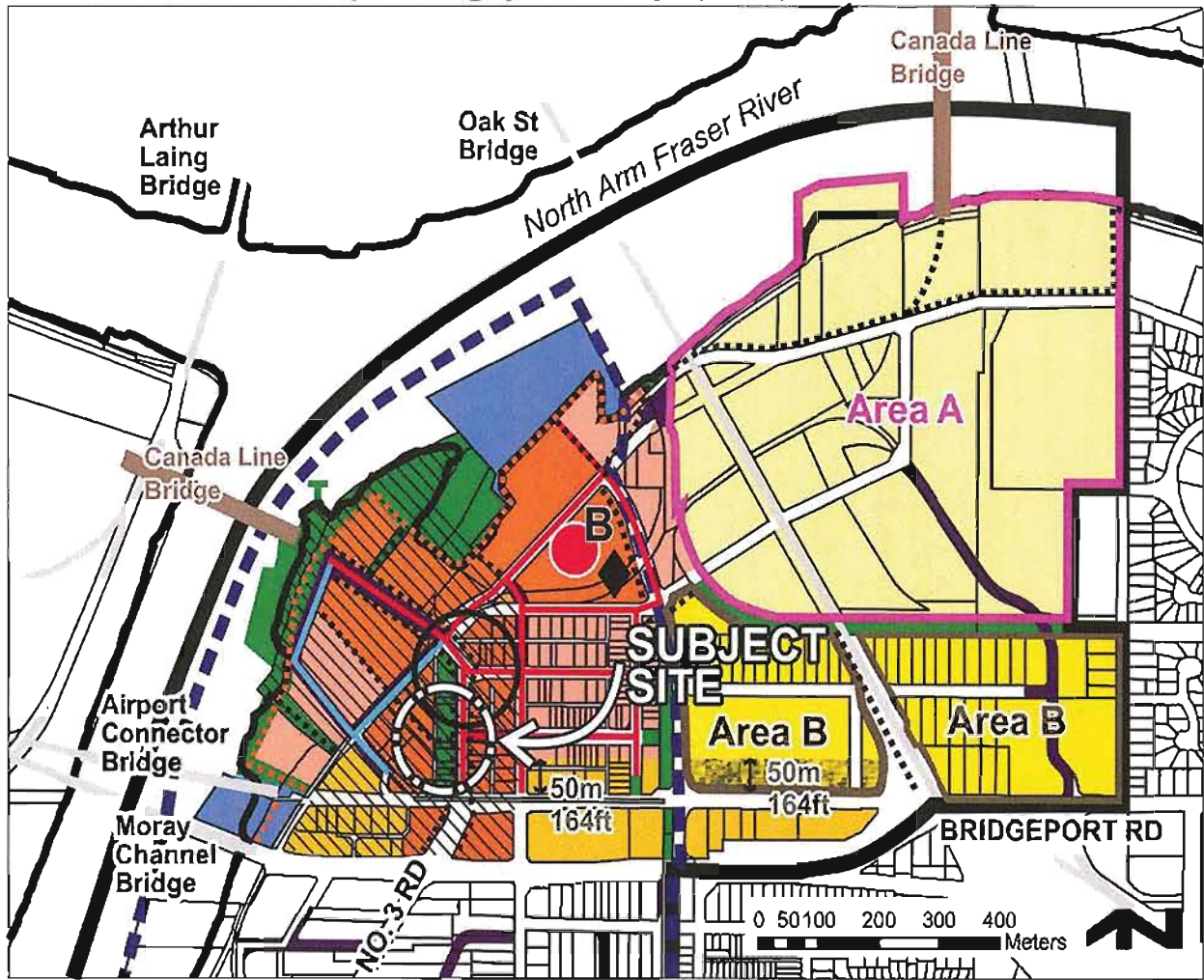
RZ 11-566630

Original Date: 03/22/11

Revision Date: 06/23/13

Note: Dimensions are in METRES

Specific Land Use Map: Bridgeport Village (2013)





RZ 11-566630

Attachment 4

Address: 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971 and 2991 No. 3 Road

Applicant: Dava Developments Ltd.

Planning Area(s): Bridgeport Village (City Centre)

	Existing	Proposed
Owner:	675249 B.C. Ltd., Inc. No. BC0675249	Same
Site Size (m²):	6,246.6 m ²	North Parcel: 2,555.6 m ² South Parcel: 2,953.5 m ² Road Dedication: 737.6 m ²
Land Uses:	Vacant	Commercial
OCP Designation:	Park	Commercial
Area Plan Designation:	Park	Urban Centre T5 (45m)
Zoning:	Light Industrial (IL)	Auto-Oriented Commercial (CA)
Number of Units:	Nil	Two (2) two-storey multi-unit commercial buildings

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.5 FAR	North Parcel: 0.37 FAR South Parcel: 0.54 FAR Total Net: 0.46 FAR	None permitted
Lot Coverage – Building:	Max. 50%	North Parcel: 20% South Parcel: 32%	None
Setbacks: No. 3 Road Bridgeport Road Douglas Street Rear Lane North Rear Yard	Min. 3.0 m	3 m 10 m 3 m 18 m 22 m	None
Height:	45 m for Hotels 12 m	12 m	None
Off-street Parking Spaces:	84	84	None



Rezoning Considerations

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

Address: 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971
and 2991 No. 3 Road

File No.: RZ 11-566630

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9042, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw 9041.
2. Provincial Ministry of Transportation & Infrastructure Approval.
3. Confirmation that there are no South Coast British Columbia Transportation Authority (TransLink) concerns regarding the proposed development and Servicing Agreement.
4. Consolidation of all the lots into two development parcels.
5. Road dedication:
 - a) Douglas Street – 20 m wide road dedication required along the entire south property line of 2811 No. 3 Road
 - b) Corner cuts required:
 - (1) 4m x 4m corner cuts at the northwest and southwest corners of No. 3 Road and future Douglas Street.
 - (2) 3m x 3m corner cuts at the northeast and southeast corners of future Douglas Street and the rear lane.
 - (3) 4m x 4m corner cut required at the No. 3 Road and Bridgeport Road intersection, measured from the new PROP line as identified in 6(a) below.
6. The granting of statutory PROP rights-of-way, City maintenance and liability:
 - a) No. 3 Road – 3 m wide PROP required along entire the No. 3 Road frontage for a new 3 m wide sidewalk.
 - b) Rear Lane – Provide the necessary PROP within the development site to upgrade to a functional lane (e.g. approximately 6m where feasible).
7. Registration of a flood indemnity covenant on title.
8. Registration of an aircraft noise indemnity covenant on title.
9. City acceptance of the developer's offer to voluntarily contribute \$45,531 for sanitary sewer upgrades and \$14,550 for pump station upgrades (2253-10-000-14912-0000), resulting from the impact of the increase in density from the City's 2041 OCP related to the site, on the sanitary system's capacity for future developments within the catchment.
10. City acceptance of the developer's offer to voluntarily contribute \$0.41 per buildable square foot (e.g. \$12,156) to the City's public art reserve fund (7750-80-000-00000-0000).
11. City acceptance of the developer's offer to voluntarily contribute \$0.25 per buildable square foot (e.g. \$7,412) to the City's community planning reserve fund.
12. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
13. 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.
14. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
15. Enter into a Servicing Agreement* for the design and construction of road network improvements, engineering infrastructure improvements, including, but not be limited to:
 - a) The protection and retention of the existing London Plane tree.
 - b) No. 3 Road frontage improvements – Upgrade with new 3 m wide sidewalk at its ultimate location in the new 3 m wide PROP, landscaped boulevard behind the existing curb, and pre-ducting for private utilities.

- c) Bridgeport Road frontage improvements – Upgraded with new 2.5 m wide sidewalk at the existing property line, and landscaped boulevard between sidewalk and existing curb.
- d) Douglas Street – New road with 20 m wide road cross-section, between No. 3 Road and the north-south lane, flanked with 2.5 m wide sidewalks, 1.35 m landscaped boulevards, and complete with signal pre-ducting at No. 3 Road and Douglas Street.
- e) Rear Lane - Upgrade to a functional lane (e.g. approximately 6 m where feasible with appropriate drainage and lighting), with traffic barrier to close the existing connection to Bridgeport Road in close proximity to No. 3 Road.
- f) Signal Upgrade - Added advanced southbound left turn signal phase at No.3 Road and Sea Island Way.
- g) Storm Sewer Upgrades:
 - (1) Upgrade existing storm sewer along the No 3 Road frontage from 675 mm to 750 mm diameter (between manholes STMH9200 & STM9212).
 - (2) Upgrade existing storm sewer along the Bridgeport Road frontage from 200 mm diameter (between manholes STMH9184 & STM9179). If servicing road drainage only, upgrade to 450 mm diameter. If servicing properties, upgrade to the greater of 600 mm diameter or OCP size.
- h) Capacity analysis calculations and detail design.
- i) The developer is responsible for contacting the following for any permits, requirements and approvals:
 - (1) MOTI, for works on Bridgeport Road within their jurisdiction.
 - (2) Kinder Morgan, for works in close proximity (less than 100 m) to the jet fuel line.
 - (3) TransLink, for works in close proximity to the Canada Line guideway.
 - (4) Private utility companies, for rights-of-ways required on the development site for their equipment (i.e. vistas, kiosks, transformers, etc.). The developer is required to contact the private utility companies to learn of their requirements and incorporate the equipment into their onsite design.

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

- 1. Incorporation of sustainability measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- 2. Submission of fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available water flow.
- 3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division, including: parking for services, deliveries, workers, loading, application for any lane closures, and construction traffic controls as per Traffic Control Manual for works on Roadways (by MOTI) and MMCD Traffic Regulation Section 01570.
- 4. Obtain a Building Permit (BP) for any construction hoarding. If 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.

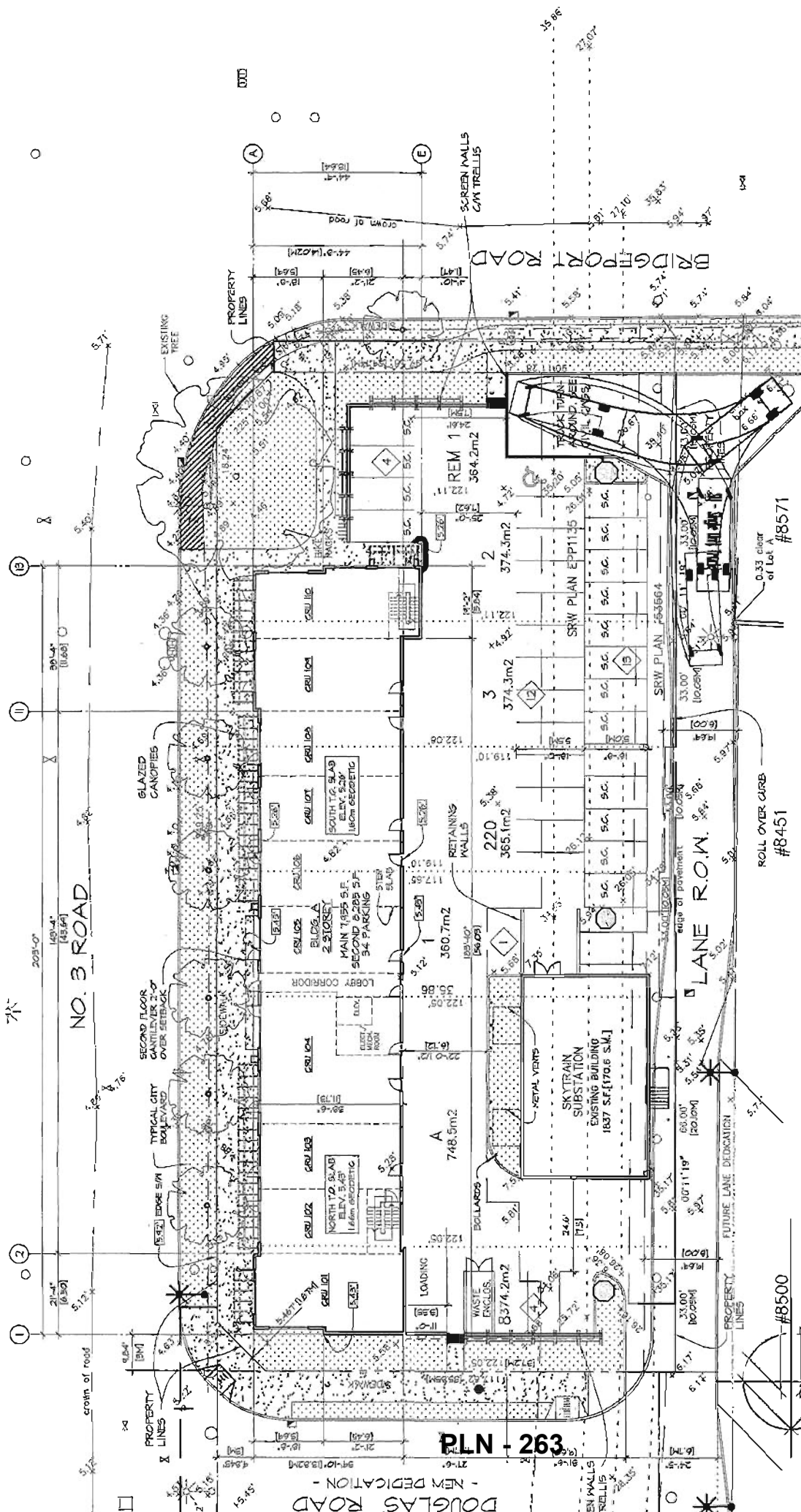
Note:

- * 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 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.



PLN - 263

DOUGLAS ROAD - NEW DEDICATION -

NO. 3 ROAD

BRIDGEPORT ROAD

LANE R.O.W.

#8571

#8451

#8500

REM 1
364.2m²

2
374.3m²

3
374.3m²

220
365.1m²

A
748.5m²

1
360.7m²

8374.2m²

1837 SF (170.6 sq.m)

SKYTRAIN SUBSTATION

EXISTING BUILDING

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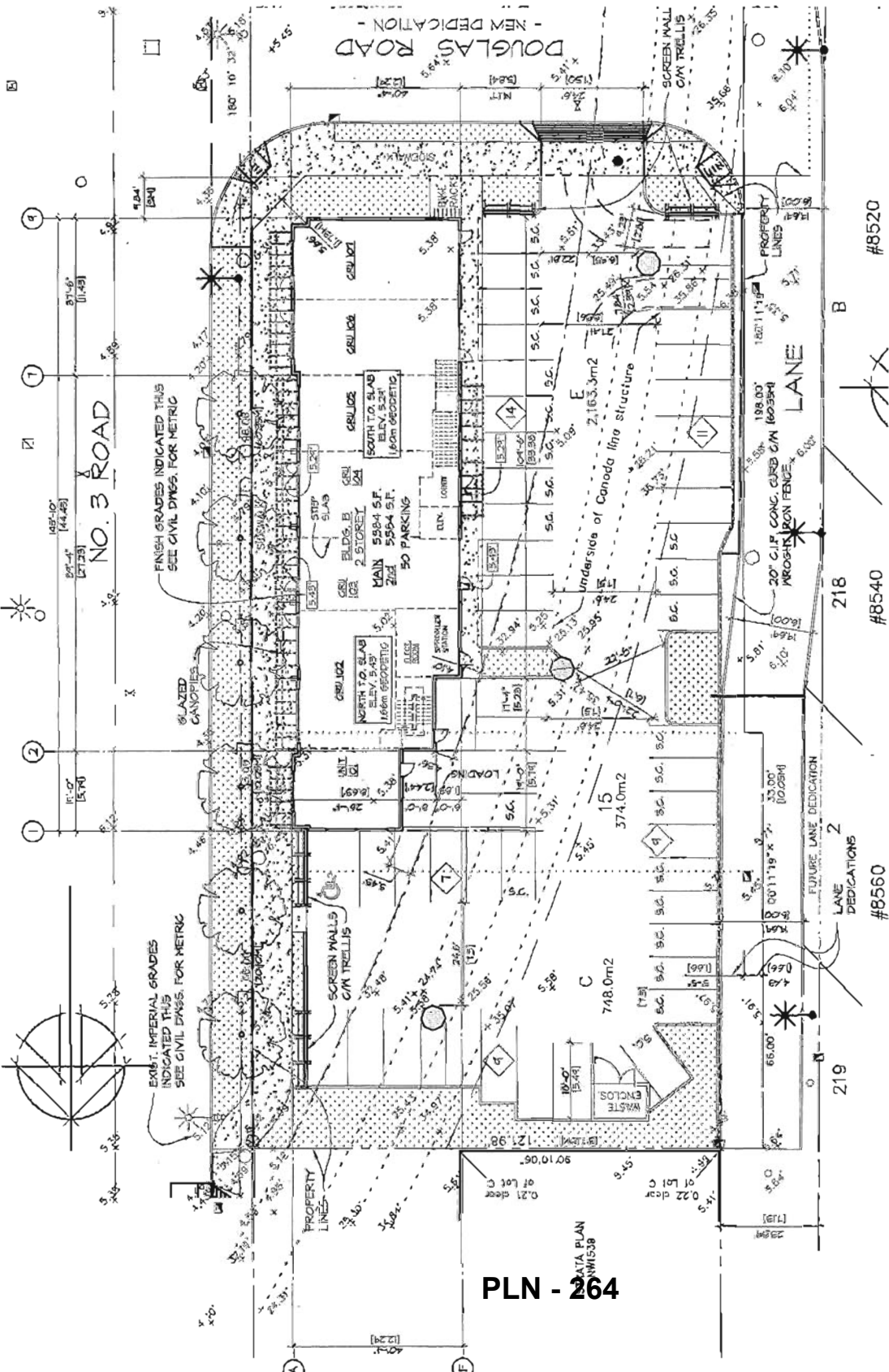
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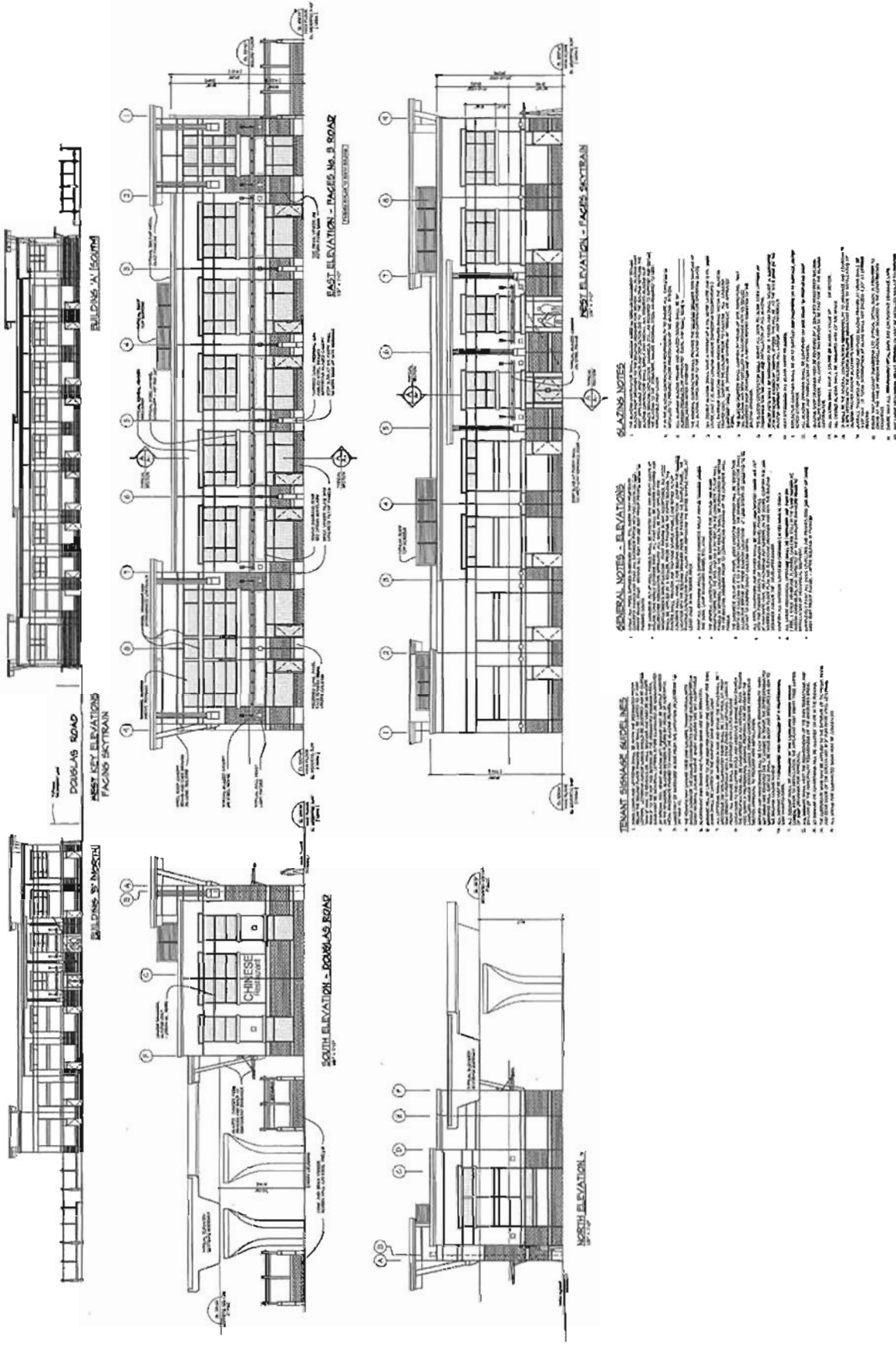
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PLN - 264

DATA PLAN
#85538



GENERAL NOTES - ELEVATIONS

1. ELEVATIONS SHALL BE CONSIDERED AS SHOWN UNLESS OTHERWISE NOTED.
2. ALL MATERIALS AND FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
3. ALL DIMENSIONS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
4. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND REGULATIONS.
5. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE NATIONAL BUILDING REGULATIONS.
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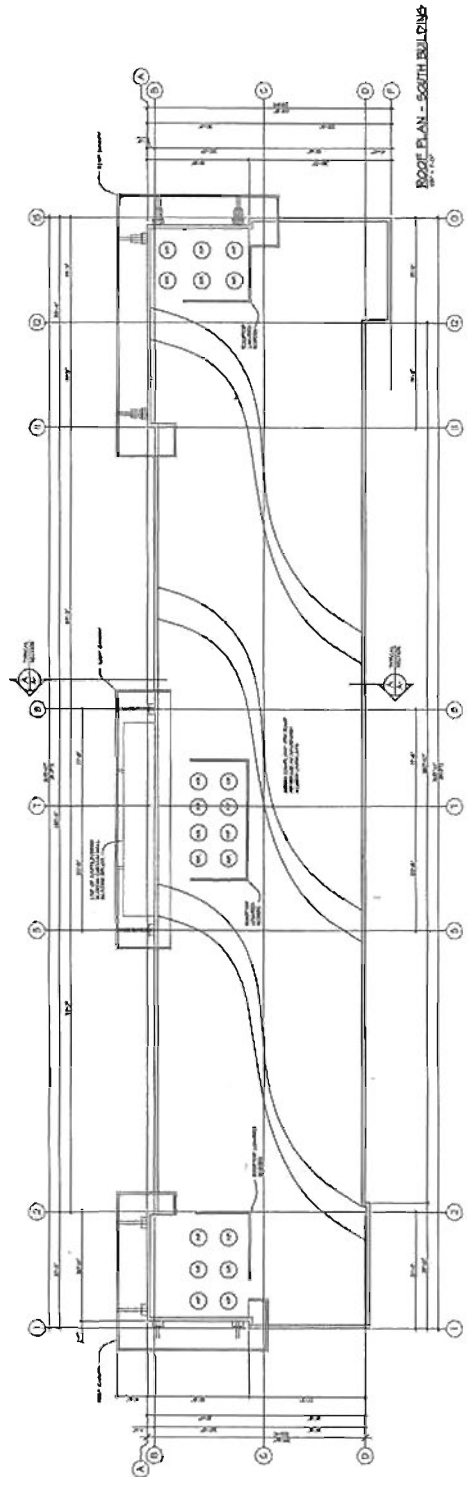
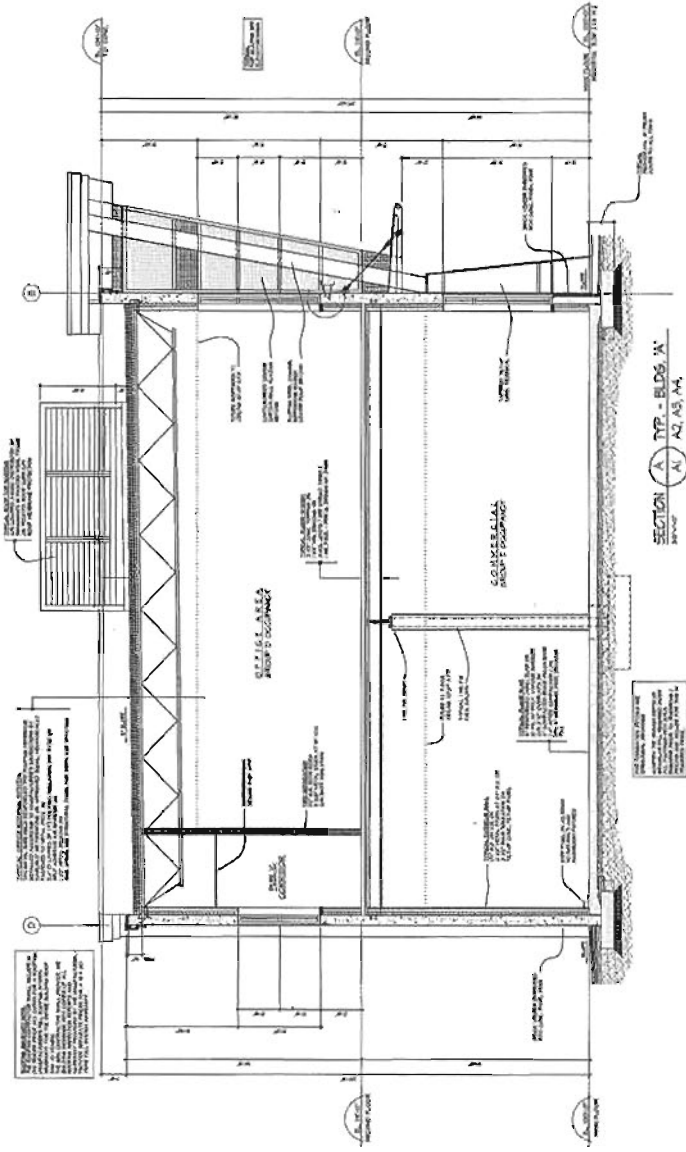
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<p>sanford design group 1001 WEST 10TH AVENUE, SUITE 100 • DENVER, CO 80202 • TEL: 303.733.1111 • FAX: 303.733.1112 • WWW.SANFORDDESIGN.COM</p>		<p>MICHAEL D. BARLEY ARCHITECT 1001 WEST 10TH AVENUE, SUITE 100 DENVER, CO 80202</p>		<p>PROJECT NO. 1001 WEST 10TH AVENUE, SUITE 100 SHEET NO. 1001 WEST 10TH AVENUE, SUITE 100 DATE: 10/10/10</p>													
<p>REVISIONS</p> <table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>		NO.	DATE	DESCRIPTION				<p>REVISIONS</p> <table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>		NO.	DATE	DESCRIPTION				<p>APPROVED FOR CONSTRUCTION DATE: 10/10/10</p>	
NO.	DATE	DESCRIPTION															
NO.	DATE	DESCRIPTION															



sanford design group 405 GUY WOODS ROAD • RICHMOND, VA 23261 • TEL: 804.745.1111 • FAX: 804.745.1112 WWW.SANFORDDESIGN.COM		PROJECT: TYPICAL SECTION AND ROOF PLAN FOR SOUTH BUILDING DRAWING NO.: D-003-A4 DATE: 12/15/11
REVISIONS NO. DESCRIPTION 1 2 3 4 5	APPROVED: DATE:	PROJECT MANAGER: [Name] ARCHITECT: [Name] ENGINEER: [Name]



**Richmond Official Community Plan Bylaws 7100 and 9000
Amendment Bylaw 9041 (11-566630)
2651, 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971
and 2991 No. 3 Road**

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

1. Richmond Official Community Plan Bylaw 9000 is amended by repealing the existing land use designation in Attachment 1 (City of Richmond 2041 OCP Land Use Map) to Schedule 1 thereof of the following area and by designating it "Commercial".

P.I.D. 001-826-182

Strata Lot 1 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-191

Strata Lot 2 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-204

Strata Lot 3 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-212

Strata Lot 4 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-221

Strata Lot 5 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-239

Strata Lot 6 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 003-811-301

Lot "C" Block 75 Section 21 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-894-126

Lot 15 Block 75 Section 21 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 018-192-181
Lot E Section 21 Block 5 North Range 6 West New Westminster District Plan LMP9768
P.I.D. 003-736-415
Lot 8 Block 75 Section 21 Block 5 North Range 6 West New Westminster District Plan 1555
P.I.D. 003-491-552
Lot "A" Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 19077
P.I.D. 024-019-984
Lot 1 Section 21 Block 5 North Range 6 West New Westminster District Plan LMP36622
P.I.D. 004-209-028
Lot 220 Section 21 Block 5 North Range 6 West New Westminster District Plan 56728
P.I.D. 003-748-499
Lot 3 Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555
P.I.D. 003-748-421
Lot 2 Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555
P.I.D. 003-748-391
Lot 1 Except: Part on Bylaw Plan 57721, Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

2. Richmond Official Community Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan) is amended by:

a) Repealing the existing land use designation in the Generalized Land Use Map (2031) thereof the following area, and by designating it "Urban Centre T5".

P.I.D. 001-826-182
Strata Lot 1 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1
P.I.D. 001-826-191
Strata Lot 2 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1
P.I.D. 001-826-204
Strata Lot 3 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1
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P.I.D. 001-826-221

Strata Lot 5 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-239

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P.I.D. 003-811-301

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P.I.D. 003-894-126

Lot 15 Block 75 Section 21 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 018-192-181

Lot E Section 21 Block 5 North Range 6 West New Westminster District Plan LMP9768

P.I.D. 003-736-415

Lot 8 Block 75 Section 21 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-491-552

Lot "A" Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 19077

P.I.D. 024-019-984

Lot 1 Section 21 Block 5 North Range 6 West New Westminster District Plan LMP36622

P.I.D. 004-209-028

Lot 220 Section 21 Block 5 North Range 6 West New Westminster District Plan 56728

P.I.D. 003-748-499

Lot 3 Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-748-421

Lot 2 Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-748-391

Lot 1 Except: Part on Bylaw Plan 57721, Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

- b) In the Generalized Land Use Map (2031) thereof, designating along the south property line of 2811 No. 3 Road, through 8500 River Road, and along common property lines of 8431 and 8451 West Road, and 8480 and 8500 River Road "Proposed Streets".

- c) Repealing the existing land use designation in the Specific Land Use Map: Bridgeport Village (2031) thereof the following area, and by designating it “Urban Centre T5 (45 m)”.

P.I.D. 001-826-182

Strata Lot 1 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-191

Strata Lot 2 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-204

Strata Lot 3 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-212

Strata Lot 4 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-221

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P.I.D. 001-826-239

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Lot 3 Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-748-421

Lot 2 Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-748-391

Lot 1 Except: Part on Bylaw Plan 57721, Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

- d) In the Specific Land Use Map: Bridgeport Village (2031) thereof, designating along the south property line of 2811 No. 3 Road, through 8500 River Road, and along common property lines of 8431 and 8451 West Road, and 8480 and 8500 River Road "Proposed Streets".
- e) In the Specific Land Use Map: Bridgeport Village (2031) thereof, designating a portion of the intersection of Beckwith Road and Sexsmith Road "Park - Configuration & location to be determined".
- f) Making various text and graphic amendments to ensure consistency with the Generalized Land Use Map (2031) and Specific Land Use Map: Bridgeport Village (2031) as amended.

3. This Bylaw may be cited as "Richmond Official Community Plan Bylaws 7100 and 9000, Amendment Bylaw 9041".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9042 (11-566630)
2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971
and 2991 No. 3 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:

- 1.1. Inserting Section 10.3.4.4 as follows:

- “4. Notwithstanding Sections 10.3.4.1 and 10.3.4.2, the maximum **floor area ratio** for the net **site** area of the **site** located within the **City Centre** shown on Figure 1 below shall be 0.5, provided that the **owner** dedicates not less than 700 m² of the **site as road**.

Figure 1



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 **AUTO-ORIENTED COMMERCIAL (CA)**.

P.I.D. 003-811-301

Lot “C” Block 75 Section 21 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-894-126

Lot 15 Block 75 Section 21 Block 5 North Range 6 West New Westminster District Plan 1555

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 P.I.D. 003-748-391
 Lot 1 Except: Part on Bylaw Plan 57721, Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9042".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

