



**To:** General Purposes Committee

**Date:** November 9, 2020

**From:** Wayne Craig  
Director, Development

**File:** RZ 18-818420

**Re:** Application by Flat Architecture Inc. for Rezoning at 8951 and 8971 Spires Road, 8991 Spires Gate, and the Surplus Portion of the Spires Road Road Allowance from the “Single Detached (RS1/E)” Zone to the “Parking Structure Townhouses (RTP4)” Zone

**Staff Recommendation**

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10218, for the rezoning of 8951 and 8971 Spires Road, 8991 Spires Gate, and the surplus portion of the Spires Road road allowance from the “Single Detached (RS1/E)” zone to the “Parking Structure Townhouses (RTP4)” zone, be introduced and given First Reading.

Wayne Craig  
Director, Development  
(604-247-4654)

WC:el  
Att. 8

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Real Estate Services	<input checked="" type="checkbox"/>	
Affordable Housing	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

## Staff Report

### Origin

Flat Architecture Inc., on the behalf of 0924206 BC Ltd. (Incorporation number: BC0924206; Directors: Brian R. Purcell, John Young, Dexter Young, Michael Young and Eric Sen Hang Yung), has applied to the City of Richmond for permission to rezone 8951 and 8971 Spires Road, 8991 Spires Gate, and the surplus portion of the Spires Road road allowance (Attachment 1) from the “Single Detached (RS1/E)” zone to the “Parking Structure Townhouses (RTP4)” zone in order to permit the development of 22 townhouse units and two secondary suites with a common parking structure accesses via Spires Road. A preliminary site plan, building elevations, and landscape plan are contained in Attachment 2.

A Servicing Agreement will be required for this development to design and construct frontage beautification along the site frontages (including ditch infill), road widening, City Centre standard new concrete sidewalk and landscaped boulevard, new fire hydrants, public walkways on-site, upgrades to the 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, which will be demolished. The applicant has advised that all of the three houses on-site are rented out; and there are no suites in the houses.

### Surrounding Development

The Spires Road Neighbourhood is identified in the City Centre Area Plan (CCAP) as an area intended to transition from a predominately single-family neighbourhood toward a higher density neighbourhood through the development of townhouse buildings with parking structures.

- To the North: Across Spires Gate, Single-family homes on lots zoned “Single Detached (RS1/E)”, which are designated as Park under the City Centre Area Plan.
- To the South: A recently approved 64 unit high density townhouse development (RZ 17-766525 & DP 18-829140) on a lot zoned “Parking Structure Townhouses (RTP4)”. This townhouse development at 8888 Spires Road is currently under construction.
- To the East: Across Spires Road, single-family homes on lots zoned “Single Detached (RS1/E)”, which are designated for high density townhouses under the City Centre Area Plan.
- To the West: A 19-unit townhouse development (with a common parking structure), on a lot zoned “Town Housing (ZT46) – South McLennan and Brighthouse Village (City Centre)”.

## **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”. This redevelopment proposal is consistent with this designation.

The subject development site is located within the Brighthouse Village of the City Centre Area Plan (CCAP), Schedule 2.10 of the Official Community Plan (OCP) Bylaw No. 7100 (Attachment 4). The site is in “Sub-Area B.1: Mixed Use – Low-Rise Residential & Limited Commercial”, which is intended for grade-oriented housing in the form of higher-density townhouses (with common parking structures) in areas north of Granville Avenue within the city centre. The preliminary design of the proposal featuring high density townhouses with a common parking structure generally complies with the CCAP Guidelines in terms of land use, density, and overall neighbourhood character. Further consideration of the Development Guidelines and form and character will take place at the Development Permit 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 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 this information be provided through signage in the sales centre and through the disclosure statement to all initial purchasers.

The proposed rezoning is subject to a community planning implementation strategy contribution for future community planning initiatives. The applicant proposes to make a cash contribution at the current rate of \$0.30 per buildable square foot, for a total contribution of \$8,013.52 prior to final adoption of the rezoning bylaw.

### 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 Development Permit 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.

### Energy Step Code

The developer has committed to design the subject development to meet the City's Step Code requirements (i.e., Step 3). A commitment letter is presented as Attachment 5. Details on how all units are to be built and maintained to this commitment will be reviewed at Building Permit stage.

### 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.

### Affordable Housing Strategy

In addition to the provision of two secondary suites on site, the applicant proposes to make a cash contribution to the Affordable Housing Reserve Fund in accordance with the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant will make a cash contribution of \$8.50 per buildable square foot as per the Strategy, for a contribution of \$227,049.62.

### Public Art Program Policy

In response to the City's Public Art Program (Policy 8703), the applicant will provide a voluntary contribution at a rate of \$0.85 per buildable square foot (2017 rate) to the City's Public Art Reserve fund; for a total contribution in the amount of \$22,704.96.

### **Public Consultation**

Two rezoning signs have been installed on the subject property (one on each road frontage). Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant First Reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act*.

### **Analysis**

#### 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 of high density townhouses with parking structures - the form of development specifically envisioned for this area in the City Centre Area Plan. This new road cross-section has already been applied to two 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 6). The area, which is approx. 119.5 m<sup>2</sup> (1,286.3 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 sales agreement with the City for the purchase of the lands, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward to Council with the road closure bylaw, in a separate report from the Director, Real Estate Services.

### Road Dedication

For the provision of the future north-south lane parallel to Cooney Road, a 4.0 m road dedication is required along the entire west property line of the subject site. A similar lane dedication has already been provided at the adjacent townhouse development to the south. In addition, a 4.0 m x 4.0 m corner cut road dedication is required at the northeast corner of the subject site (southwest corner of the Spires Gate/Spires Road intersection), and a 3.0 m x 3.0 m corner cut road dedication is required at the northwest corner of the subject site (southeast corner of the Spires Gate/north-south lane intersection).

### Existing Legal Encumbrances

There is an existing 3.0 m wide utility Right-of-Way (ROW) along the existing west property lines of the subject development site for an existing sanitary sewer line. This area will be transferred to the City as part of the lane dedication mentioned above.

### 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 19 bylaw-sized trees and one hedge row on the subject development site.

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

- A 28cm caliper Japanese Maple tree (specifically tag# 469) located on the development site along the Spires Road frontage has an asymmetrical crown, and decay in the main stem. This tree should be removed and replaced.
- 18 trees (specifically tag# 462, 463, 464, 465, 466, 467, 469, 472, 473, 475, 476, 477, 478, 479, 480, 481, 482, 483) located on the development site are either dead or dying (sparse canopy foliage), have been previously topped or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions. As a result, these trees are not good candidates for retention and should be replaced.

- A hedgerow (tag# 470) located on-site has been historically topped and as a result has developed decay pockets and weakly attached secondary branch growth that is prone to failure. This hedgerow is not a good candidate for retention and should be removed and replaced.

### *Tree Replacement*

The applicant wishes to remove 19 on-site trees; a Tree Management Plan is included in this report (Attachment 7). The 2:1 replacement ratio would require a total of 38 replacement trees for the removal of 19 trees. According to the Preliminary Landscape Plan provided by the applicant (Attachment 2), the applicant proposes to plant 30 new trees on-site and provide cash-in-lieu for the remaining trees. 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 applicant has agreed to provide a voluntary contribution of \$6,000 (\$750/tree) to the City's Tree Compensation Fund in lieu of planting the remaining eight replacement trees should they not be accommodated on the site.

### *Tree Protection*

All trees on neighbouring properties are to be retained and protected. Prior to final adoption of the rezoning bylaw, the applicant is required to submit 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 demolition of the existing dwellings on the subject development 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.

### Built Form and Architectural Character

The applicant proposes to consolidate the three properties and the surplus road frontage of these properties into one development parcel, with a total net site area of 2,068 m<sup>2</sup> (22,260 ft<sup>2</sup>). The proposal is to build a high density, ground-oriented, four-storey townhouse project on the consolidated lot at a density of 1.2 floor area ratio (FAR).

The development will contain 22 units. Two single-level Basic Universal Housing units at grade, 18 three-storey units on the podium, and two four-storey units each with a two-bedroom secondary suite. The Basic Universal Housing units and secondary suites will have street level entry with direct pedestrian access to Spires Road or Spires Gate; these homes will also have direct access to the parking area. All other units will have their main unit entry located on the podium level. Dwelling sizes are ranging from 78 m<sup>2</sup> (839 ft<sup>2</sup>) to 175 m<sup>2</sup> (1,884 ft<sup>2</sup>). All of the units will have private outdoor areas at grade, on the elevated podium overtop the parking structure, and/or on the top floor oriented towards the internal courtyard.

Two ground-level secondary suites are also proposed to be included in this development proposal. These suites will be contained in the four-storey units fronting Spires Road (see Attachment 2). The sizes of these units range from 169 m<sup>2</sup> (1,819 ft<sup>2</sup>) to 175 m<sup>2</sup> (1,884 ft<sup>2</sup>), and the sizes of these two-bedroom secondary suites range from approximately 61 m<sup>2</sup> (660 ft<sup>2</sup>) to 67 m<sup>2</sup> (722 ft<sup>2</sup>). No additional parking stall is required for the proposed secondary units since this site is not located on an arterial road.

To ensure that the secondary suite will not be stratified or otherwise held under separate title, registration of a legal agreement on title is required prior to final adoption of the rezoning bylaw.

To ensure that the secondary suite is built, registration of a legal agreement on title, stating that no Building Permit inspection granting occupancy will be completed until the secondary suites are constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw, is required prior to final adoption of the rezoning bylaw.

### Amenity Space

The applicant is proposing a cash contribution in-lieu of providing the required indoor amenity space on site, as per the OCP. Based on the rate identified in the OCP (i.e., \$1,769 per unit for the first 19 units, plus \$3,538 per unit for the 20<sup>th</sup> to 22<sup>nd</sup> unit), the total cash contribution required for the 22-unit townhouse development is \$44,225.00.

Outdoor amenity spaces will be provided on-site. Based on the preliminary design, the total area of the proposed outdoor amenity spaces at 398 m<sup>2</sup> (4,284 ft<sup>2</sup>) exceeds the minimum requirements under the Official Community Plan (OCP) of 6 m<sup>2</sup> (64.5 ft<sup>2</sup>) of outdoor space per unit plus 10% of the net site area (i.e., 338.8 m<sup>2</sup> or 3,646 ft<sup>2</sup>). Staff will work with the applicant at the Development Permit stage to ensure the configurations and designs of the outdoor amenity spaces meet the Development Permit Guidelines in the OCP.

### 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 loading area is proposed on-site at the entry driveway.

To enhance pedestrian circulation within the Spires Road Neighbourhood, the following walkways will be secured prior to final adoption:

- A 1.5 m wide statutory right-of-way (SRW) along the entire south property line for future pedestrian connection between Spires Road and the future back lane.
- A 1.5 m wide SRW along the entire west property line for pedestrian circulation along the future back lane.

### Vehicle and Bicycle Parking On-site

The proposal will feature 22 units with a total of 27 resident parking spaces and five visitor parking spaces, which comply with bylaw requirements for this neighbourhood. Ten resident parking spaces will be in a tandem arrangement (37% of total residential parking spaces provided), which is consistent with the maximum 50% of tandem parking provision of Richmond Zoning Bylaw 8500. Prior to final adoption, the applicants are required to enter into a number of legal agreements to ensure that:

- Where two parking spaces are provided in a tandem arrangement, both parking spaces must be assigned to the same dwelling unit.
- Conversion of any of the tandem parking areas into habitable space is prohibited.

In addition, the proposal will feature two Basic Universal Housing units; an accessible parking stall will be provided for each of these units. A restrictive covenant to reflect this arrangement is required prior to final adoption.

The proposal will feature a total of 33 bicycle parking spaces on-site, which meets the bylaw requirements. All visitor bicycle parking spaces will be provided by the entry to the parking structure. All residential bicycle parking spaces will be provided within a bike storage room within the parking structure. Prior to final adoption, a restrictive covenant is required to be registered on title to ensure that:

- Conversion of the proposed bike storage room in this development into habitable space or general storage area is prohibited.
- The bike storage room must remain available for shared common use and for the sole purpose of bicycle storage.

### Variance Requested

The proposed development is generally in compliance with the “Parking Structure Townhouses (RTP4)” zone except for the lot size. A variance to reduce the minimum lot size from 2,400 m<sup>2</sup> (25,833 ft<sup>2</sup>) to 2,000 m<sup>2</sup> (21,527 ft<sup>2</sup>) is being requested as part of the proposed development. Staff support this variance since the subject site is an orphaned site located between Spires Gate to the north and a recently approved townhouse development to the south. There is no opportunity for the developer to acquire additional property to meet the minimum lot size requirement.

### Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into the City's Standard Servicing Agreement to design and construct frontage beautification along the site frontages (including ditch infill), road widening, City Centre standard new concrete sidewalk and landscaped boulevard, new fire hydrants, public walkways on-site, upgrades to the storm sewer and sanitary sewer, as well as service connections (see Attachment 8 for details). All works are at the client's sole cost (i.e., no credits apply).

The applicant is also required to pay Development Cost Charges (DCC's) (City & GVS & DD), School Site Acquisition Charge and Address Assignment Fee at Building Permit stage.

### Design Review and Future Development Permit Considerations

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

- Compliance with Development Permit Guidelines for multiple family projects in the 2041 Official Community Plan and the City Centre Area Plan.
- Refinement of the site plan to ensure all the aboveground private utility infrastructure improvements required as part of this development will be located on site and screened from street view.
- Refinement of the proposed building elevations facing public streets and future lane to provide additional articulations; detailed review of façade materials and colors.
- Refinement of the proposed site plan and site grading to ensure appropriate transition between the proposed development and adjacent existing developments.
- Refinement of the tree replacement scheme to provide additional replacement trees on-site.
- Refinement of landscape design, including the size and configuration of the outdoor amenity spaces and choice of play equipment, to create a safe and vibrant environment for children's play and social interaction.
- Review of aging-in-place features in all units and the provision of Basic Universal Housing/convertible units.
- Review of the sustainability strategy for the development proposal.

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

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

As a result of the proposed development, the City will take ownership of developer contributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated operating budget impact (OBI) for the ongoing maintenance of these assets is \$5,000.00. This will be considered as part of the 2020 Operating Budget.

To facilitate the narrowing of Spires Road and Cook Crescent as well as the subject rezoning application proposal, the applicant proposes to purchase a portion of the Spires Road road allowance for inclusion in the applicant's development site. The total approximate area of City lands proposed to be sold and included in the development site is 119.5 m<sup>2</sup> (1,286.3 ft<sup>2</sup>). As identified in the attached rezoning considerations (Attachment 8), the applicants are required to enter into a purchase and sales agreement with the City for the purchase of the lands, which is to be based on the business terms subject to Council approval.

## Conclusion

The proposed 22-unit townhouse development is consistent with the Official Community Plan (OCP) and 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 as 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 10218, be introduced and given First Reading.



Edwin Lee  
Planner 2  
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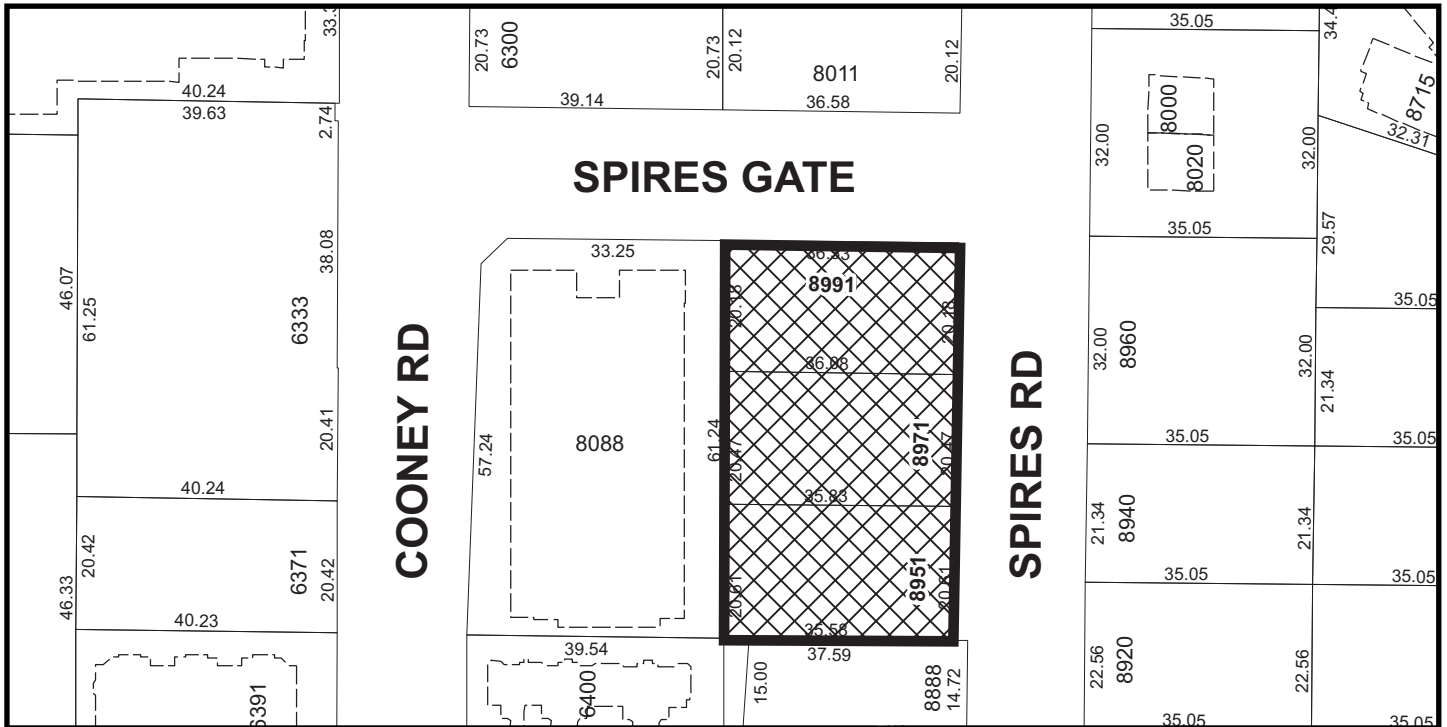
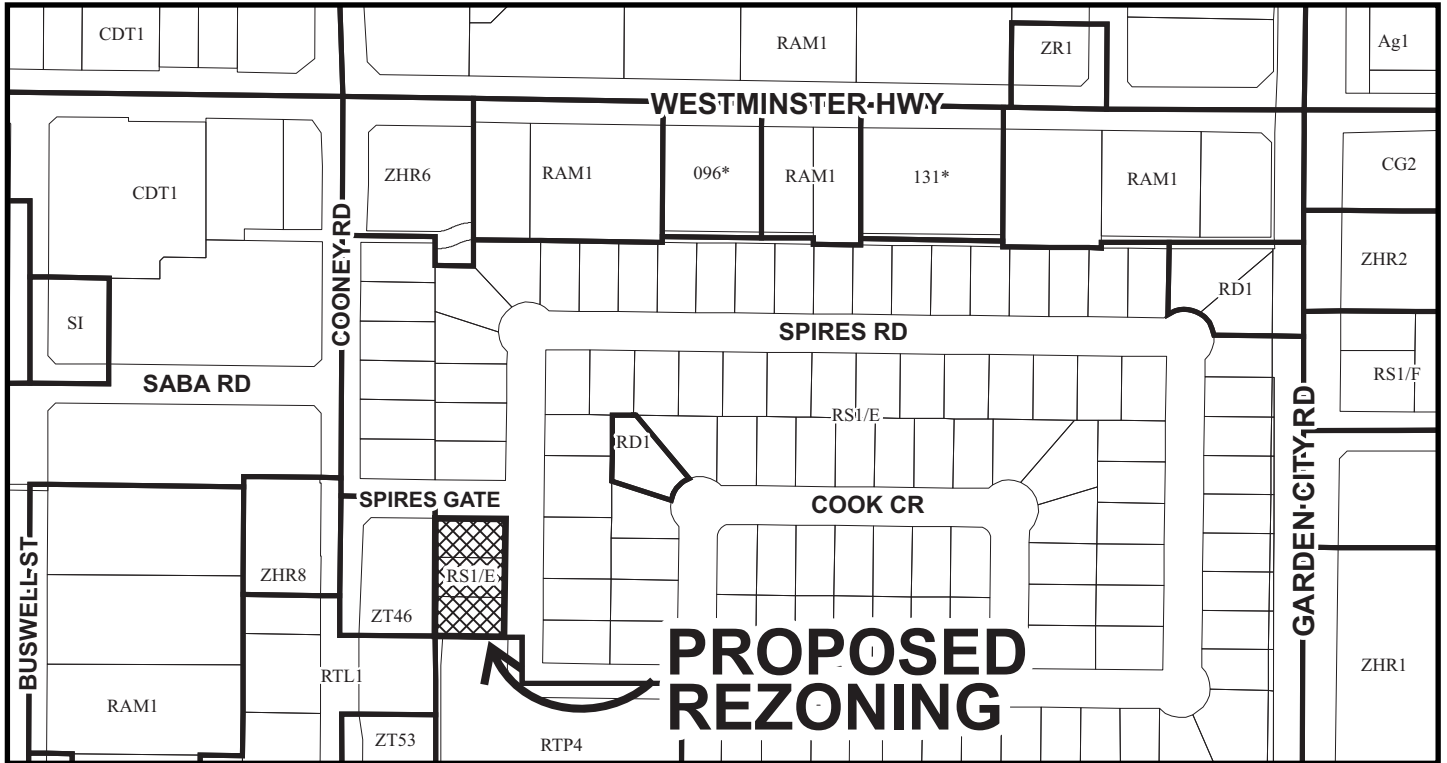
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### Attachments:

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Specific Land Use Map: Brighthouse Village (2031)
- Attachment 5: Letter from Developer regarding Step Code Requirements
- Attachment 6: Proposed Road Closure Plan
- Attachment 7: Tree Management Plan
- Attachment 8: Rezoning Considerations



# City of Richmond



## RZ 18-818420

Original Date: 01/16/18

Revision Date: 11/02/20

Note: Dimensions are in METRES





# City of Richmond



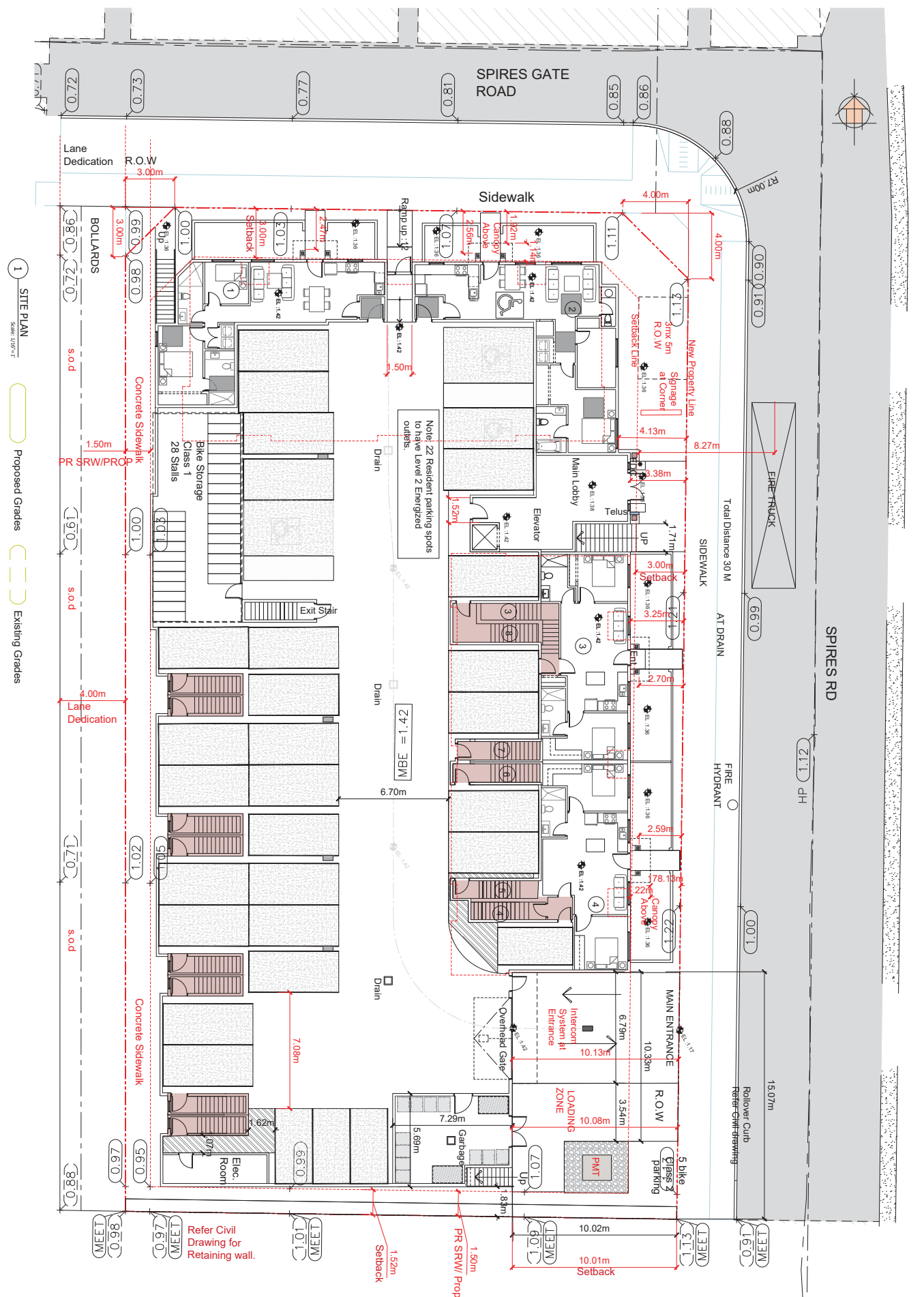
## RZ 18-818420

Original Date: 04/16/18

Revision Date: 11/02/20

Note: Dimensions are in METRES





1 SITE PLAN  
Scale: 1/8" = 1'

Proposed Grades  
Existing Grades

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REV	DESCRIPTION	BY	DATE
1	Issued For rezoning / dp rev 5	R.W	11/09/20
2	Issued For rezoning / dp rev 4	R.W	10/02/20
3	Issued For rezoning / dp rev 3	R.W	10/09/19
4	Issued For rezoning / dp rev 2	R.W	09/05/19
5	Issued For rezoning / dp rev 1	R.W	21/02/19
6	Issued For rezoning / dp	R.W	16/12/18

DATE	SCALE	PROJECT INFO
21-Nov-20	1/8" = 1'	Townhouse Development at 8951, 8971 Spires Rd, 8991 Spires Gate Road and BC 178
17-12-17		CLIENT :

PROJECT INFO:  
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CLIENT :

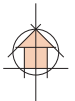
8971 Spires Rd, King George, BC  
V1V 2K6  
www.flatarchitecture.ca  
contact@flatarchitecture.ca  
Tel: (604) 533-8484



A.1.1

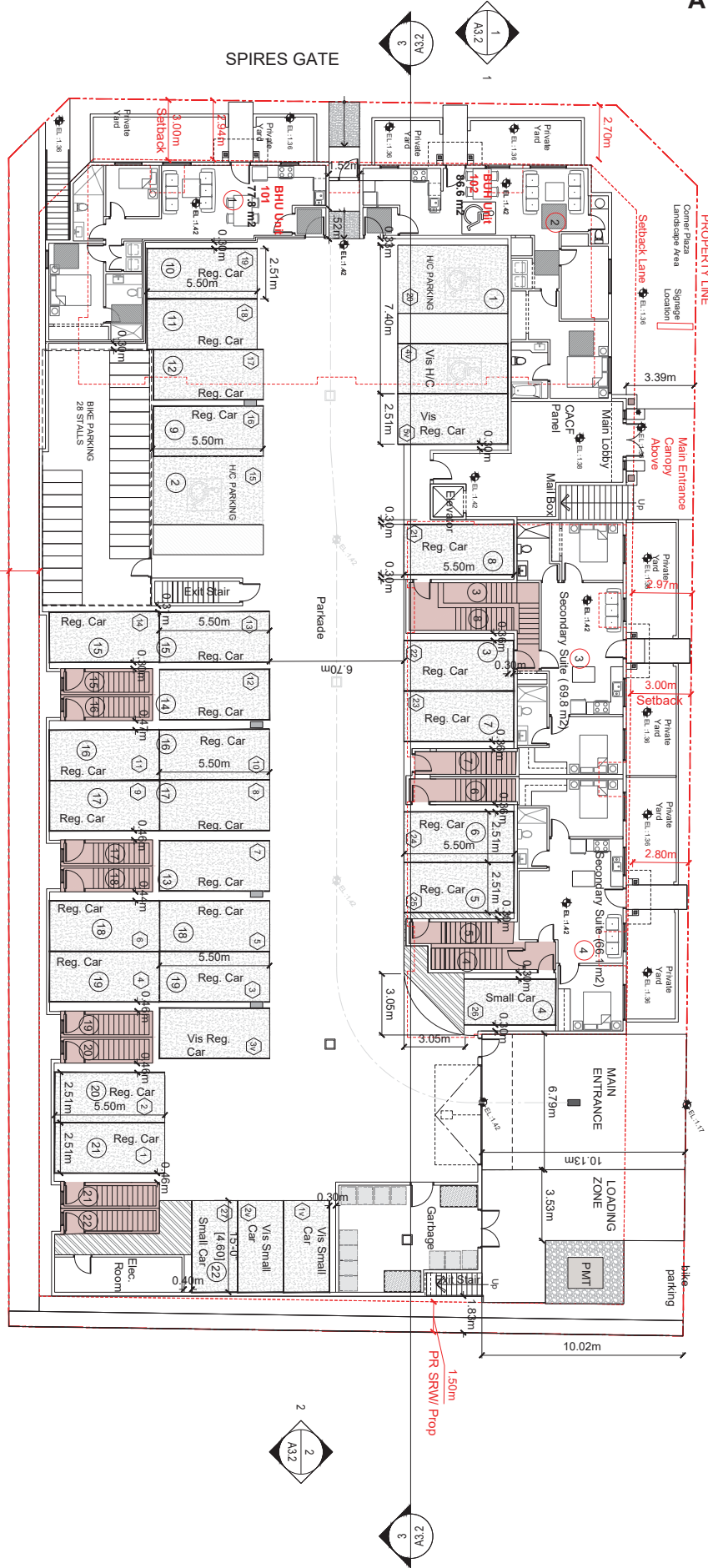
SITE PLAN



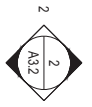
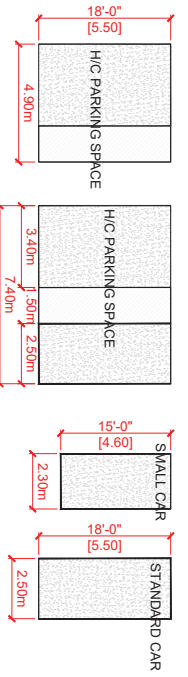


SPIRES GATE

PROPERTY LINE  
SPIRES RD



1 PARKADE LEVEL PLAN  
Scale: 1/8" = 1'



A.2.1

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**Parkade Level Plan**

REV	DESCRIPTION	BY	DATE
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2	Issued For rezoning / dp rev 4	R.W	10/02/20
3	Issued For rezoning / dp rev 3	R.W	09/09/19
4	Issued For rezoning / dp rev 1	R.W	21/02/19
5	Issued For rezoning / dp	R.W	16/12/18

PROJECT INFO:  
Townhouse Development at 8951  
8971 Spires Rd, 8991 Spires Gate  
Vancouver, BC V6L 1R8

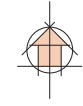
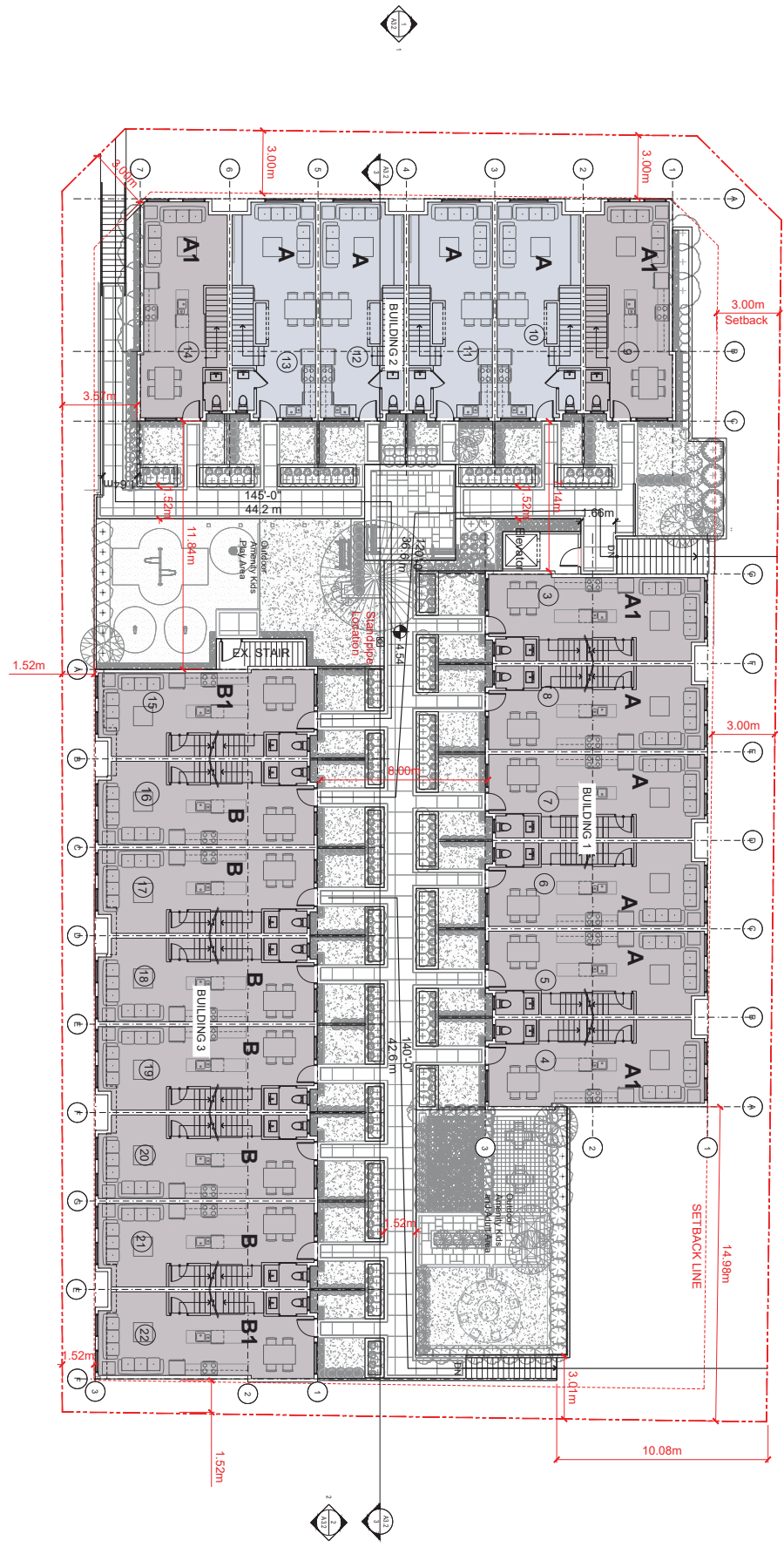
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1/8" = 1'  
2:16/09-20  
17-12-17





1 PODIUM LEVEL PLAN  
Scale: 1/8"=1'-0"



A.2.2

Second / Podium Level Plan

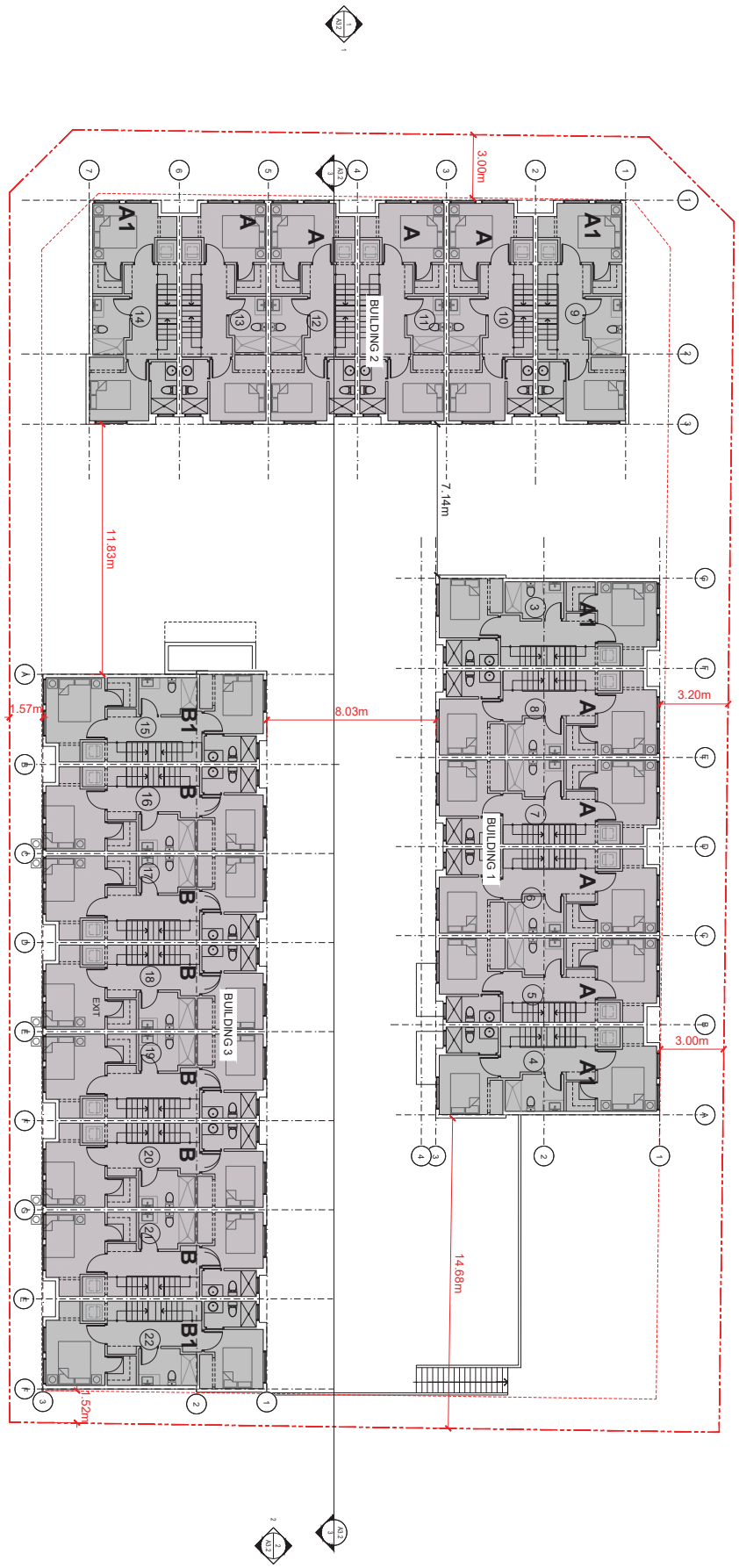
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	Issued For rezoning / dp	R.W	16/12/18
	Issued For rezoning / dp rev 1	R.W	21/02/19
	Issued For rezoning / dp	R.W	16/12/18

SCALE: 1/8"=1'-0"  
DATE: 8-Oct-20  
PROJECT NO: 17-127

PROJECT INFO:  
Townhouse Development at 8951  
8971 Spires Rd, 8991 Spires Gate  
and BC 181  
CLIENT:

Unit 609, 6271 King George Blvd  
www.flatarchitecture.ca  
contact@flatarchitecture.ca  
Ph: 604-539-4848





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Third Floor Plan

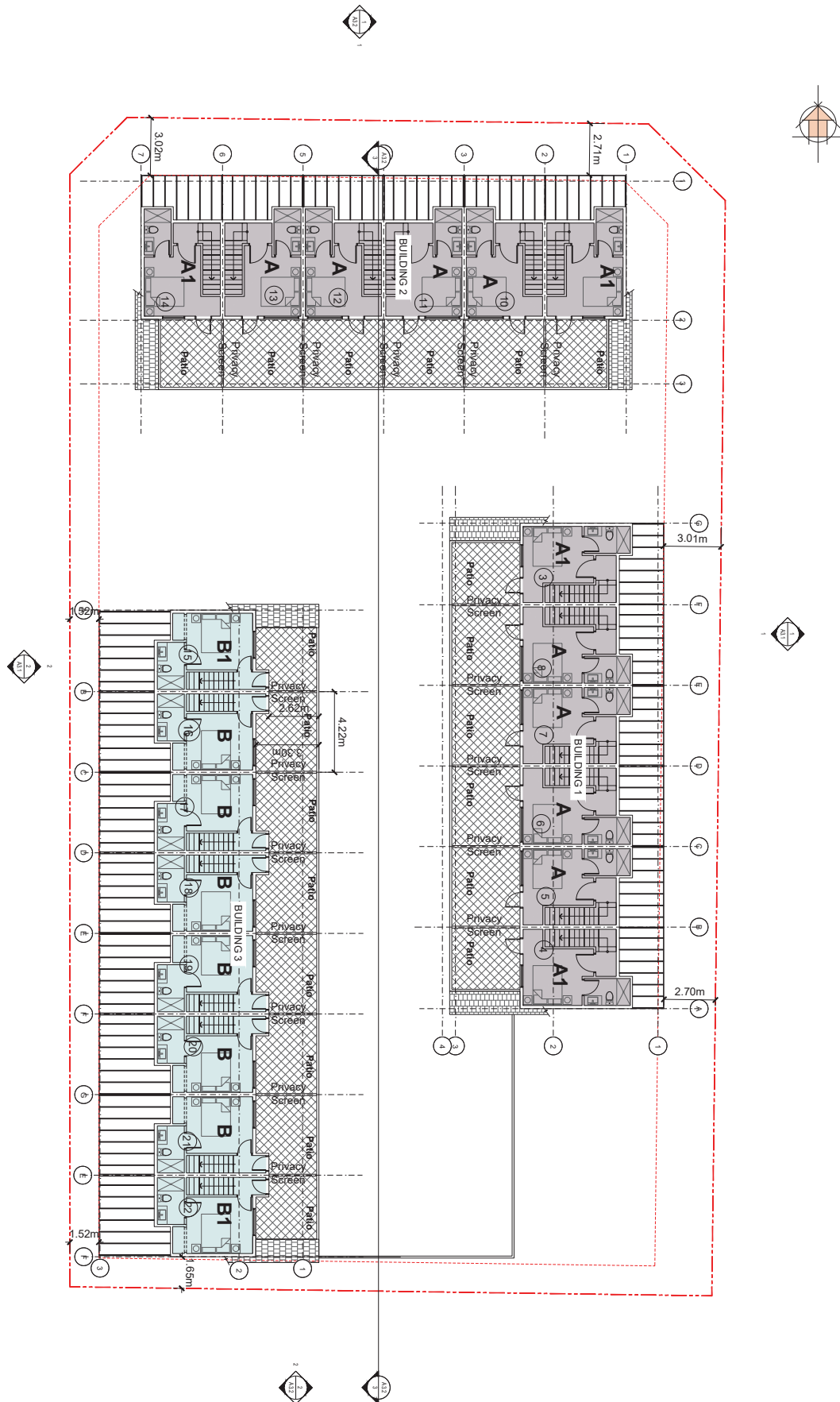
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3	Issued For rezoning / dp rev 3	R.W	17/09/19

DATE: 11/09/20  
 SCALE: 1/8"=1'  
 PROJECT NO: 17-127

PROJECT INFO:  
 Townhouse Development at 8951  
 8971 Spires Rd, 8991 Spires Gate  
 and BC-182  
 CLIENT :

Unit 891 8971 King George Blvd  
 www.flatarchitect.ca  
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A 2.4

Fourth Floor Plan

REV	DESCRIPTION	BY	DATE
1	Issued For rezoning / dp rev 5	R.W	11/09/20
2	Issued For rezoning / dp rev 4	R.W	03/02/20
3	Issued For rezoning / dp rev 3	R.W	17/09/19

SCALE: 1/8"=1'  
1:00:20  
17-127

PROJECT INFO:  
Townhouse Development at 8951  
8971 Spires Rd, 8991 Spires Gate  
Vancouver, BC V6N 1B3  
CLIENT:

Unit 8951 8971 King George Blvd  
Vancouver, BC V6N 1B3  
www.flatarchitecture.ca  
contact@flatarchitecture.ca  
Tel: 604-533-4848



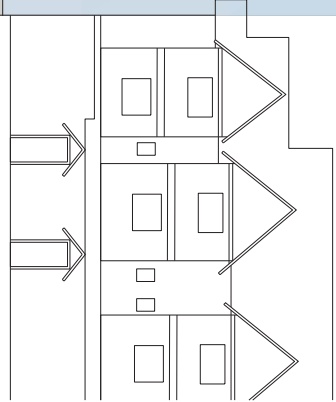




1 East Elevation - Spires Road  
Scale: 1/16"=1'



2 West Elevation - Lane Side  
Scale: 1/16"=1'



PROJECT INFO:  
Townhouse Development at 8951,  
8971 Spires Rd, 8991 Spires Gate  
Vancouver, BC V6N 1B8  
CLIENT :

Unit 809 6271 King George Blvd  
Vancouver, BC V6N 1B8  
www.flatarchitecture.ca  
contact@flatarchitecture.ca  
Ph: 604-538-4848

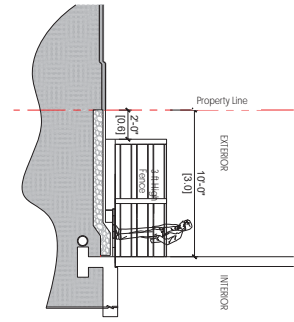


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


REV	DESCRIPTION	BY	DATE
1	Issued For rezoning / dp rev 6	R.W	10/09/20
2	Issued For rezoning / dp Rev 3	R.W	10/09/19
3	Issued For rezoning / dp	R.W	16/12/18

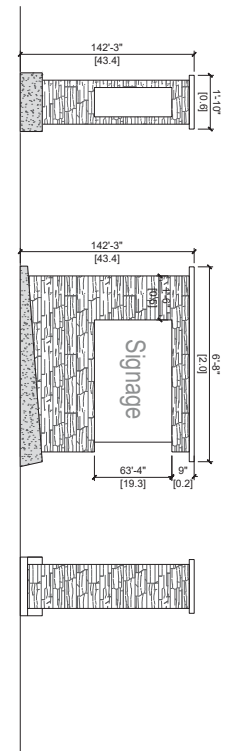
A3.1  
Elevations



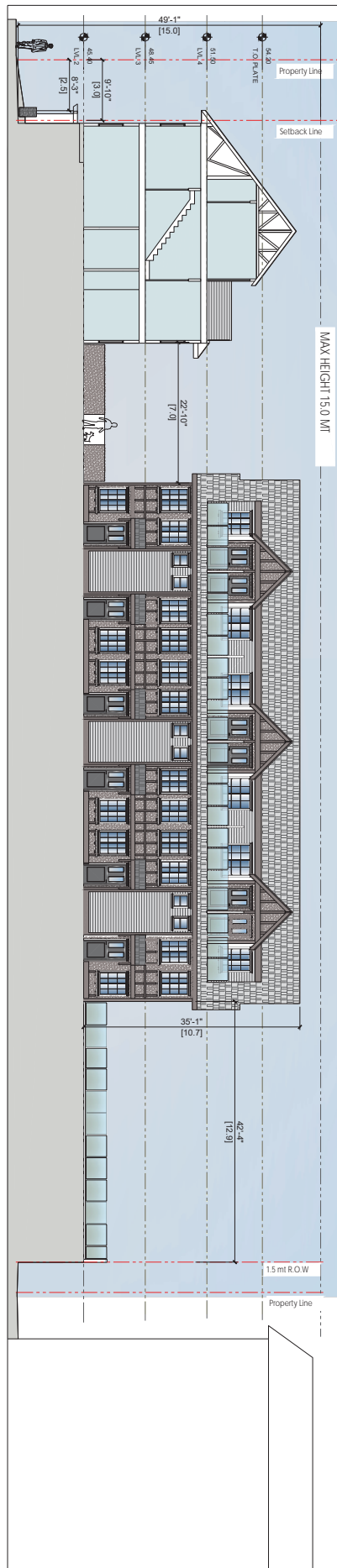


2 TYPICAL PATIO SECTION  
Scale: 1/4"=1'-0"

-  Concrete Finish
-  Brick  
Grey Clinker by Mora Bricks
-  6" Fibre Cement siding
-  Hardie plank siding (Dark Gray)
-  Ledge Stone
-  Black Rundell
-  Stucco Finish



3 SIGNAGE  
Scale: 1/2"=1'-0"



1 Podium Level Elevations  
Scale: 1/8"=1'-0"

REV	DESCRIPTION	BY	DATE
1	Issued For rezoning / dp rev 6	R.W	10/09/20
2	Issued For rezoning / dp Rev 3	R.W	16/09/19

PROJECT INFO:  
Townhouse Development at 8951,  
8971 Spires Rd, 8991 Spires Gate  
Langford BC V1M 1B6  
CLIENT :

DATE: 1-04-20  
SCALE: 1/8"=1'  
PROJECT NO: 17-127



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1 STREETScape ALONG SPIRES GATE  
Scale: 1/8"=1'

PROJECT INFO:  
Townhouse Development at 8951,  
8971 Spires Rd, 8991 Spires Gate  
Langford BC V1M 1B7  
CLIENT :

DATE: 7-Oct-20  
SCALE: 1/8"=1'  
PROJECT NO: 17-127

REV	DESCRIPTION	BY	DATE
	Issued For rezoning / dp rev 7		07/10/20
	Issued For rezoning / dp rev 6	R.W	30/09/20
	Issued For rezoning / dp REV 3	R.W	16/09/19

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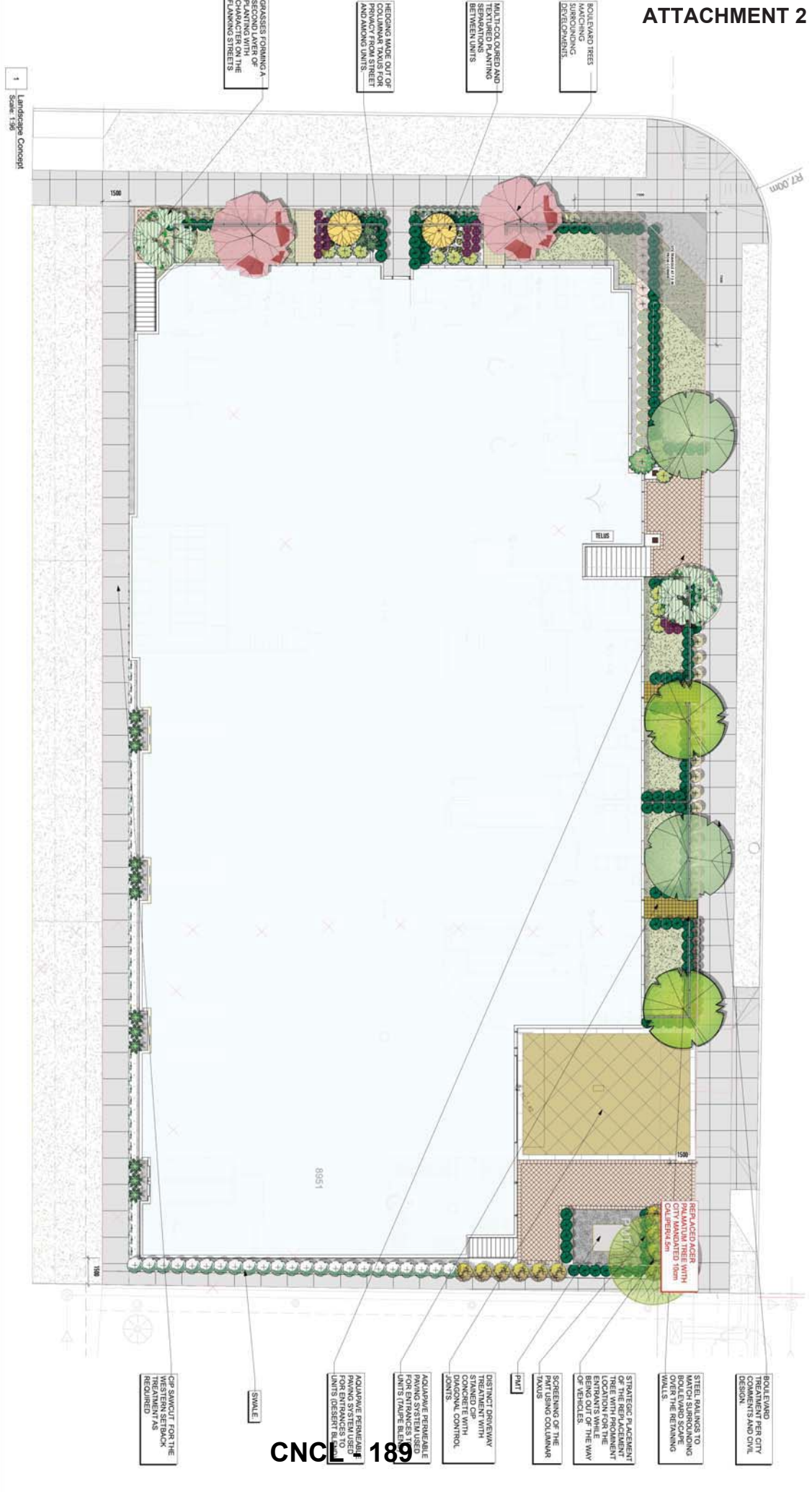
Streetscape

Unit 209 6271 King George Blvd  
Surrey BC V3R 2K9  
www.flatarchitect.ca  
contact@flatarchitect.ca  
Tel: 604-533-4848









1 Landscape Concept  
Scale: 1/32"

**ARCHITECTURE PANEL INC.**  
ARCHITECTURE | INTERIOR ARCHITECTURE | DESIGN DECISION

Unit 101, 15505 Marine Drive, Whiterock, BC V6B 7S1 (451)  
marchitect@panel.com

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**Project**  
8991, 8971 Spires Rd,  
8991 Spires Gate

**Owner**  
RD

**Sheet Title**  
CONCEPT (SITE)

**Total Sheets**  
8

**Sheet No.**  
L2

**Contractors**  
All  
City of Richmond

**Consultants**  
FLAT Architectural Inc.

**Drawn By**  
SD

**Checked By**  
RD

**City of Richmond**

**DP Application**

**Reviewed By**  
RD

**Status**  
REZONING

No	Date	Issue Notes
A	17-10-19	Reverting Submission
B	16-9-20	Reverting Submission
C	11-9-20	Reverting Submission
E	30-9-20	Reverting Submission
F	9-11-20	Reverting Submission



Scale



CNCL 189

BOULEVARD PER CITY COMMENTS AND CIVIL DESIGN

STEEL RAILINGS TO BE PLACED OVER THE RETAINING WALLS

STRATEGIC PLACEMENT OF THE REPLACEMENT TREES WITH PROMINENT LOCATION FOR THE BEING OUT OF THE WAY OF VEHICLES

SCREENING OF THE TALKS USING COLUMNAR PLANT

DISTINCT DRIVEWAY WITH STAINED CIP CONCRETE WITH JOINTS

AQUADRIE PERENEABLE PAVING SYSTEM USED FOR ENTRANCES UNITS RESIDENT BUILDING

GRASSES FORMING A SECOND LAYER OF PLANTING WITH THE PLANNING STREETS

HEEDING MADE OUT OF COLUMNAR TAXIS FOR PRIVACY FROM STREET AND ADJACENT UNITS

OP SAWTOOTH FOR THE WESTERN SETBACK REQUIRED

REFRAGED ACER PALMUM TREE WITH CALIFORNIA RED WOOD

SCREENING OF THE TALKS USING COLUMNAR PLANT

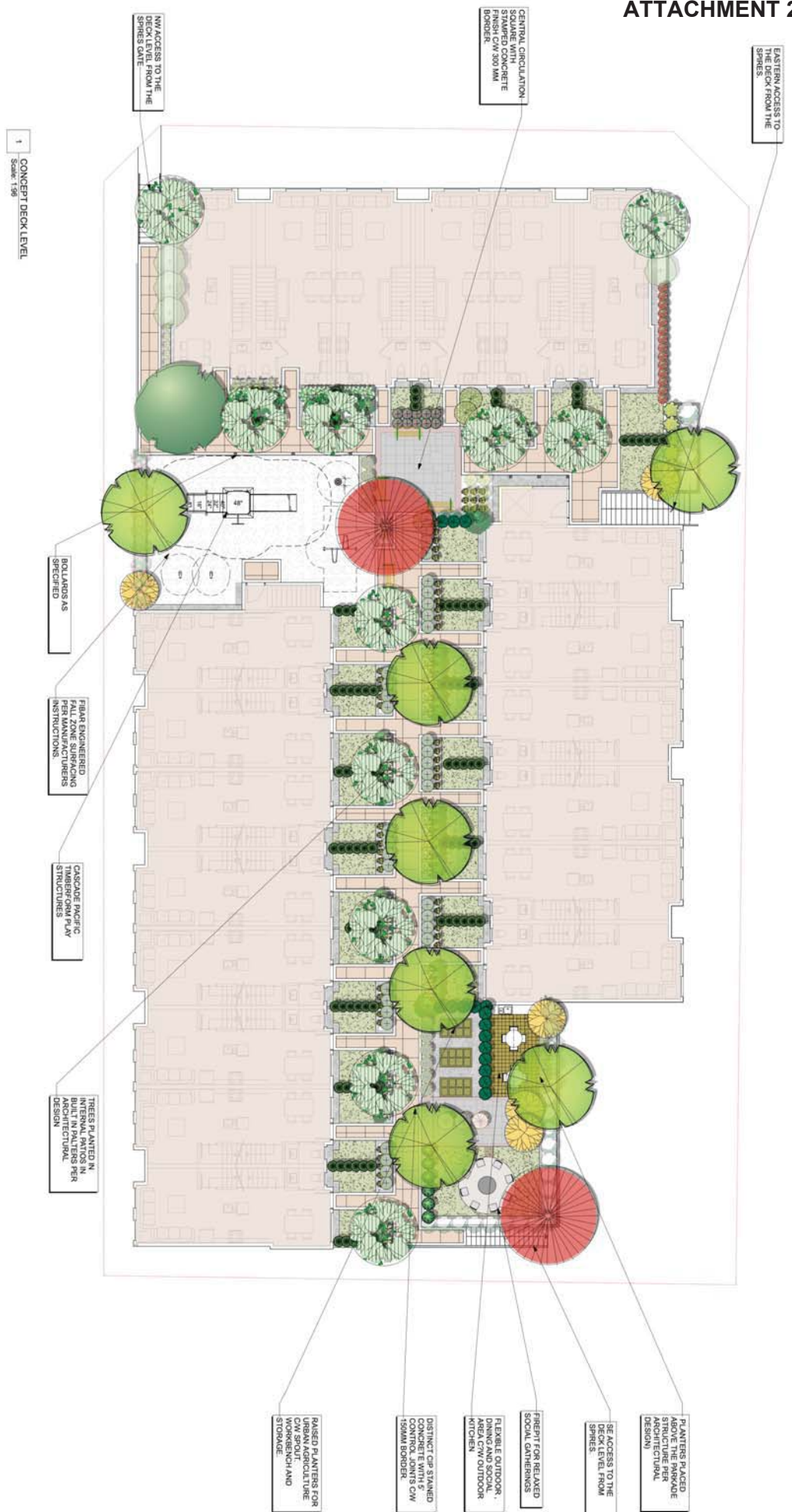
DISTINCT DRIVEWAY WITH STAINED CIP CONCRETE WITH JOINTS

AQUADRIE PERENEABLE PAVING SYSTEM USED FOR ENTRANCES UNITS RESIDENT BUILDING

GRASSES FORMING A SECOND LAYER OF PLANTING WITH THE PLANNING STREETS

HEEDING MADE OUT OF COLUMNAR TAXIS FOR PRIVACY FROM STREET AND ADJACENT UNITS





CNCL - 190



**ARCHITECTURE PANEL INC.**

ARCHITECTURE | URBAN ARCHITECTURE | URBAN DESIGN  
 1401 101, 15055 Marine Drive, Whiterock, BC V6B7R3(450)  
 info@panelinc.com  
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**Project**  
 8991, 8971 Spires Rd,  
 8991 Spires Gate

**Owner**

**Drawn By**  
 SD

**Checked By**  
 RD

**Reviewed By**  
 RD

**Total Sheets**  
 8

**Sheet No.**  
 L3

**City of Richmond**

**Status**  
 REZONING

**Document**  
 DP Application

**Consultants**

**City of Richmond**

**Document**  
 DP Application

**Consultants**  
 FLAT Architectural Inc.

**Document**  
 DP Application

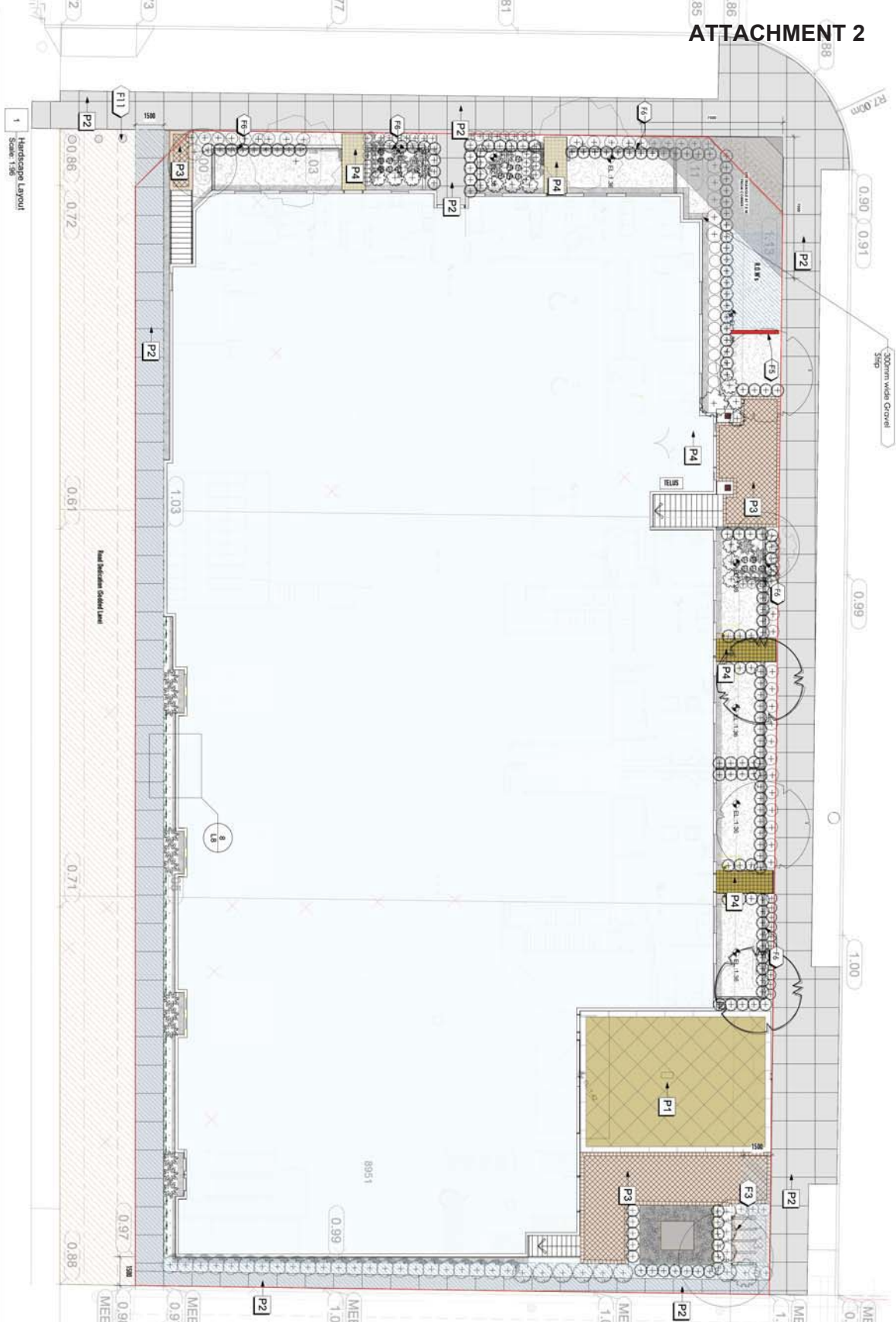
No	Date	Issue Notes
A	17-10-19	Receiving Submission
B	16-9-20	Receiving Resubmission
C	11-9-20	Receiving Resubmission
E	30-9-20	Receiving Resubmission
F	9-11-20	Receiving Resubmission



Scale







PAVING LEGEND

KEY	DESCRIPTION
P1	Distinct driveway entrance with diagonal control joints. C/P Concrete with Integral Color. Light Brown finish.
P2	C/P Concrete. Light Brown finish.
P3	PERMEABLE AQUAPAVE SYSTEM. Color: (Manufacturer's Standard) - Unstained. Minimum depth: 4" job.
P4	PERMEABLE AQUAPAVE SYSTEM. Color: (Manufacturer's Standard) - Unstained. Minimum depth: 4" job.
P5	PERMEABLE AQUAPAVE SYSTEM. Color: (Manufacturer's Standard) - Unstained. Minimum depth: 4" job.
P6	Stamped Concrete. Product and stamped in situ. Color: Charcoal. 1/4" x 12" border.
P7	C/P Concrete (with integral color) Taper. Light Brown finish. 4" x 6" border.
P8	C/P Concrete (with integral color) Taper. Light Brown finish. 4" x 6" border.

SITE FURNISHING LEGEND

KEY	DESCRIPTION
F1	CASCADE Pacific Timber from Structures, various (See Schedule 10)
F2	MADON SQUARE BOLLARD. See Attached Brochure.
F3	MADON N.33A Post. Cast Aluminum Black R444. See Attached Brochure.
F4	MADON Outdoor Bench. See Attached Brochure.
F5	Project Sign Wall. C/P Concrete. See Attached Brochure.
F6	Decorative Product fence 3' high. See details (L7)
F7	6" x 6" Mill Ledge Stone.
F8	8" Thick Blue granite (Fire Edge Design) hand-laid finish.
F9	MADON Outdoor Picnic Table. See Attached Brochure.
F10	Vegetable gardens Manufacture of Aluminum Frames. See Details (L8)
F11	Cascade Pacific accessible play structure (PRELIM)

Since Majority of the site has underground parkade, large shrubs and trees require specially created planting medium that allows for the thriving of such landscape. Careful selection of the plant species has been made to allow for suitable depth availability of the growing medium. We have consciously gone with grasses and groundcovers requiring minimal depth per requirements below.

Following criteria are followed to achieve the soil/growing medium depth.

**Min. 1m depth for trees**  
**Min. 0.5m depth for shrubs and Perennials.**  
**Min. 10 cubic metres per tree.**

ARCHITECTURE PANEL INC.

1401 101, 15505 Marine Drive, Whiterock, BC V6B7R1 (450) 699-9111  
 ARCHITECTURE | INTERIOR ARCHITECTURE | LANDSCAPE ARCHITECTURE

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Project: 8991, 8971 Spires Rd,  
 8991 Spires Gate

Owner: [Redacted]

Special Title: Hardscapes/Site Furnishings

Total Sheets: 8

Drawn By: SD

Reviewed By: RD

Sheet No.: L4

Checked By: RD

Status: REZONING

Contractors:

City of Richmond

City of Richmond

Consultants:

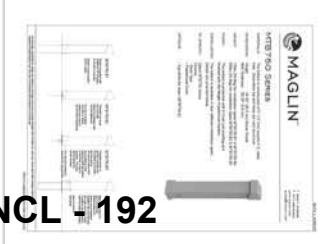
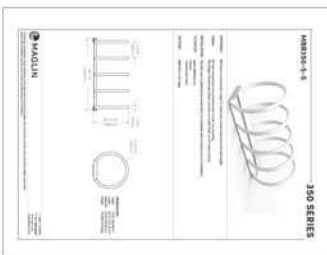
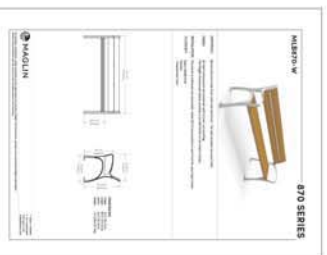
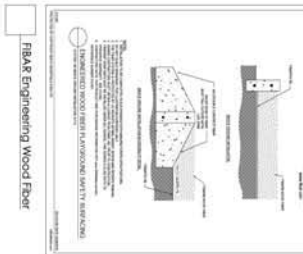
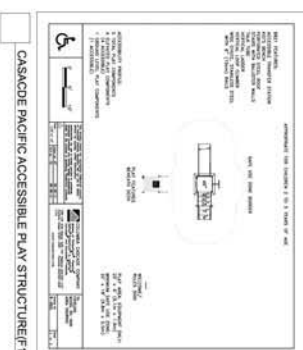
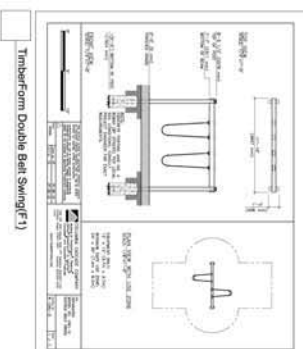
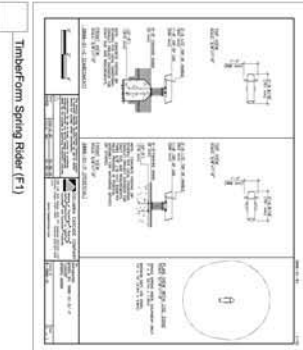
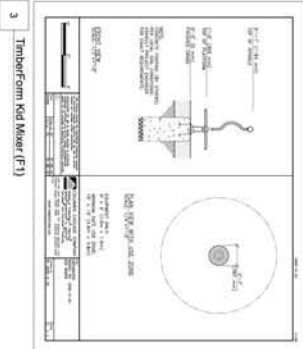
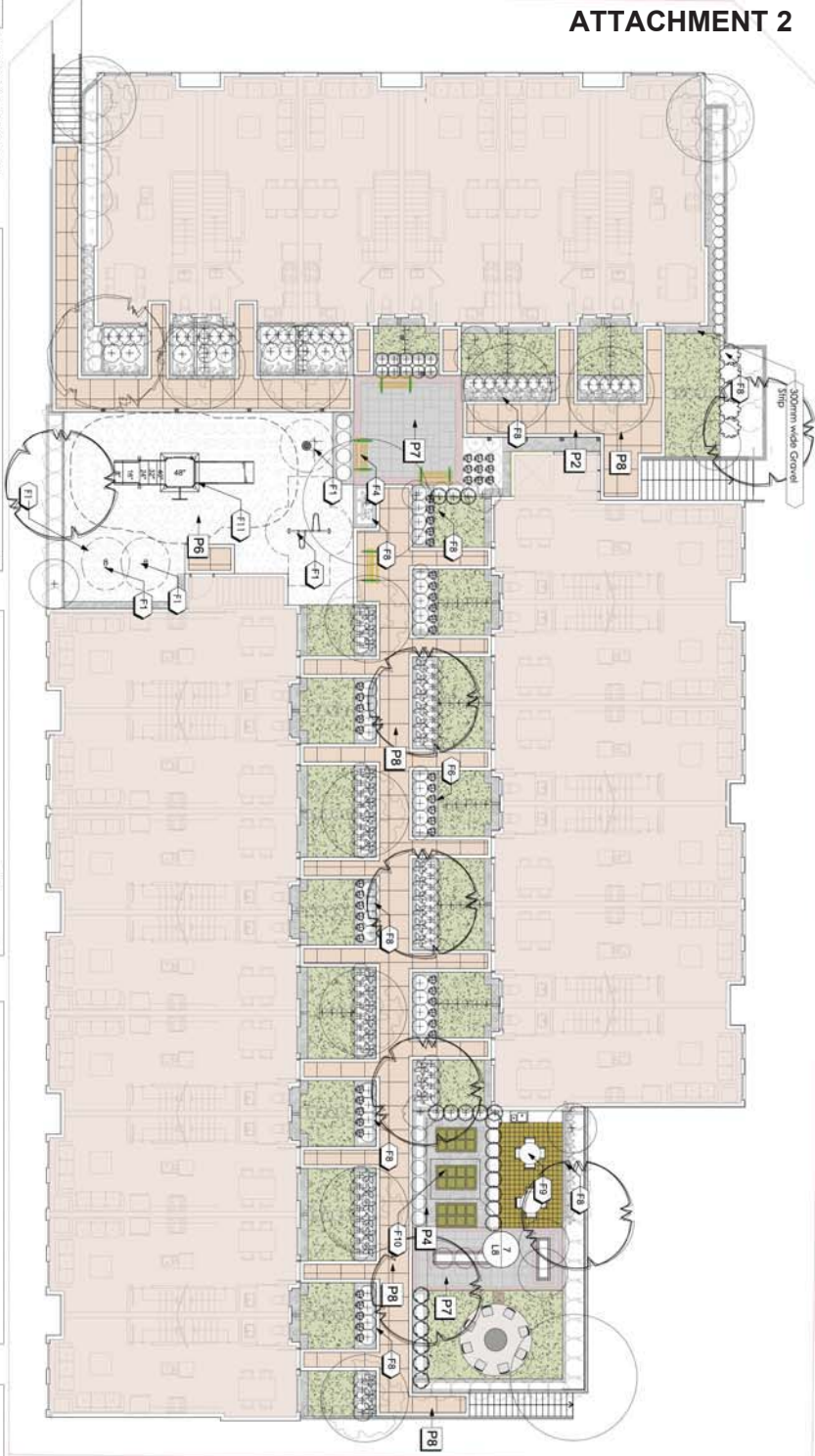
DP Application

DP Application

Issue Notes

No	Date	Issue Notes
A	17-10-19	Receiving Submission
B	16-9-20	Receiving Submission
C	11-9-20	Receiving Submission
E	30-9-20	Receiving Submission
F	9-11-20	Receiving Submission

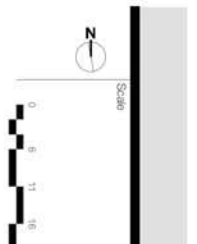




**ARCHITECTURE PANEL INC.**  
ARCHITECTURE | LANDSCAPE ARCHITECTURE | INTERIOR DESIGN  
Unit 103, 15505 Marine Drive, Whitehorn, BC V6K 7S1 (450) 606-9292  
panelinc@gmail.com  
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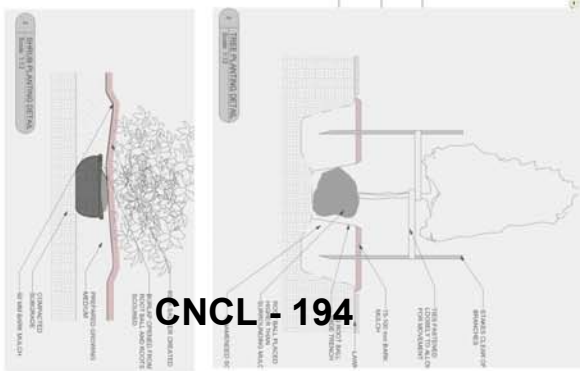
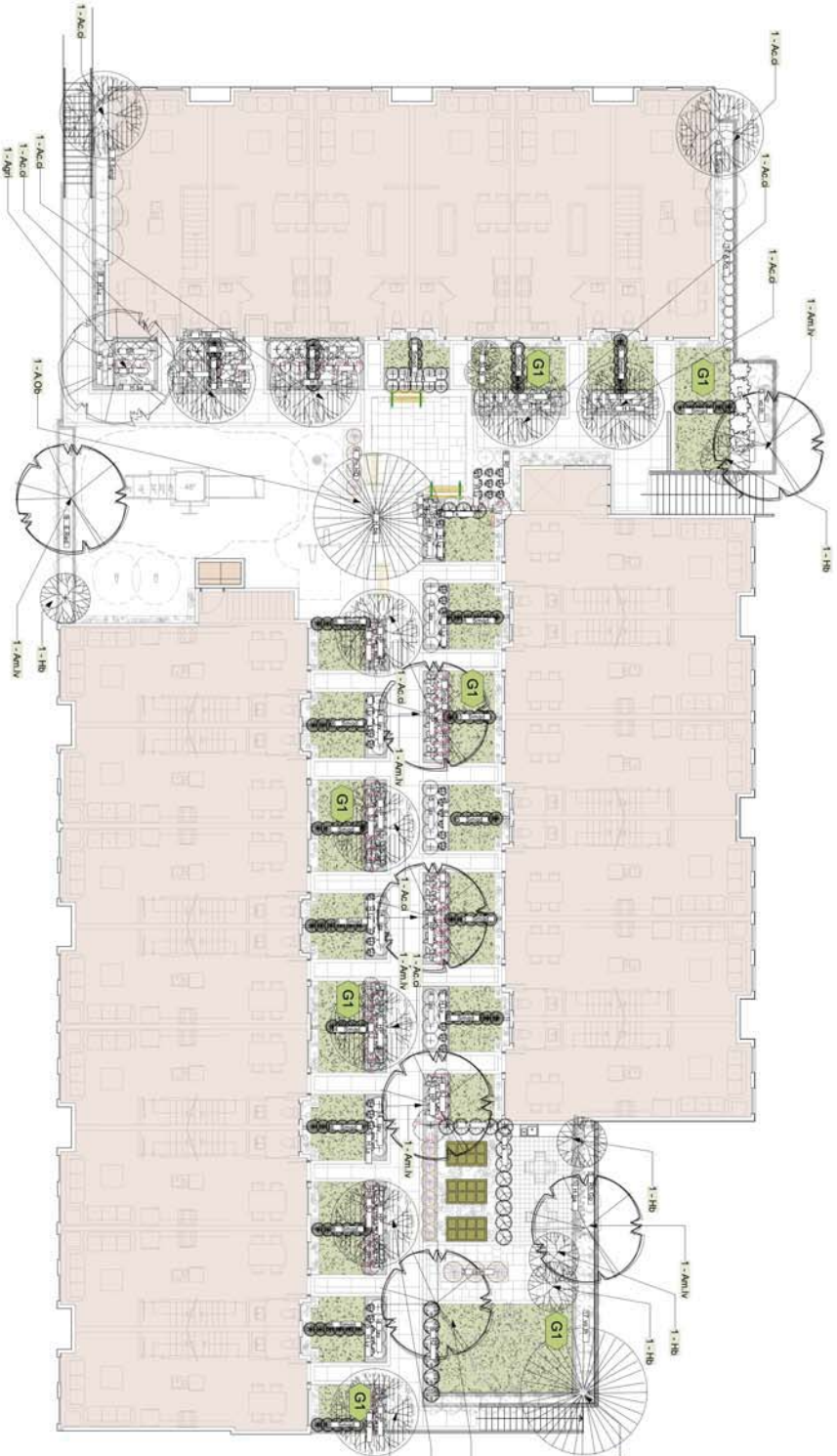
<b>Project</b>	8991, 8971 Spires Rd,
<b>Owner</b>	8991 Spires Gate
<b>Drawn By</b>	SD
<b>Checked By</b>	RD
<b>Reviewed By</b>	RD
<b>Status</b>	REZONING
<b>Total Sheets</b>	8
<b>Sheet No.</b>	L5
<b>Contractors</b>	Alli
<b>City of Richmond</b>	
<b>Consultants</b>	FLAT Architectural Inc.
<b>Documents</b>	DP Application

No	Date	Issue Notes
A	17-10-19	Receiving Submission
B	16-9-20	Receiving Resubmission
C	11-9-20	Receiving Resubmission
E	30-9-20	Receiving Resubmission
F	9-11-20	Receiving Resubmission









CNCL - 194

1 Planting Plan (Deck Level)  
Scale: 1/8"

See Plant Schedules, tables and descriptions on L1

G1 Non-Vegetal Sod

**ARCHITECTURE PANEL INC.**

ARCHITECTURE | LANDSCAPE ARCHITECTURE | INTERIOR DESIGN

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info@panelinc.com

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Project  
**8991, 8971 Spires Rd,**

Owner  
**8991 Spires Gate**

Total Sheets  
**8**

Sheet No.  
**L7**

Contractors

Consultants  
**FLAT Architectural Inc.**

Drawn By  
**SD**

Checked By  
**RD**

City of Richmond

Documents  
**DP Application**

Reviewed By  
**RD**

Status  
**REZONING**

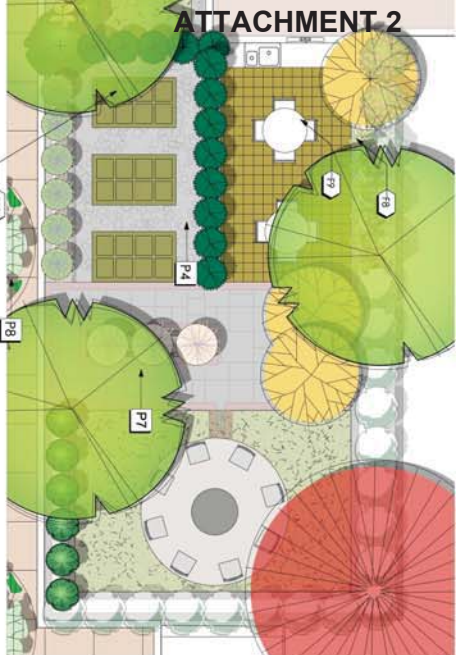
Sheet Title  
**Planting Deck Level**

No Date Issue Notes

A	17-10-19	Revising Submission
B	16-9-20	Revising Submission
C	11-9-20	Revising Submission
E	30-9-20	Revising Submission
F	9-11-20	Revising Submission







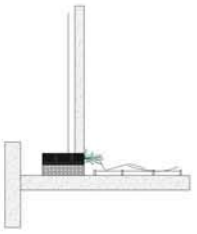
1 Amenity Detail  
Scale: 1/8"



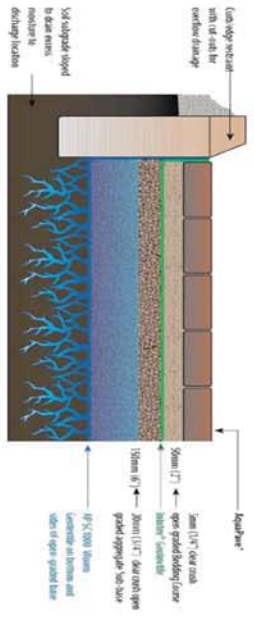
2 Electronic picnic table  
N/S



3 3D Representation of ACCESSIBLE PLAY STRUCTURE  
N/S



4 Schematic Representation of Paving  
N/S



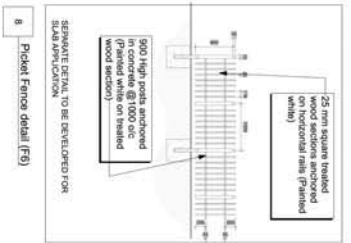
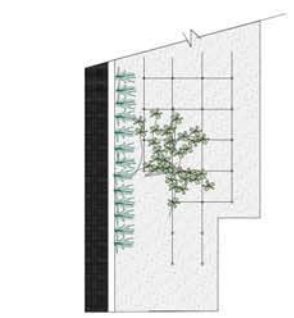
3 Abbotford Aquapave Natural  
N/S



4 Abbotford Aquapave Taupe Blend  
N/S



5 Abbotford Aquapave Desert Sand Blend  
N/S



7 Raised Vegetable Premier Detail  
N/S

ARCHITECTURE PANEL INC.

ARCHITECTURE | LANDSCAPE ARCHITECTURE | URBAN DESIGN

Unit 101, 15505 Marine Drive, Whitehorn, BC V6K 4R3 (450)

arch@panelinc.com

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Project  
8991, 8971 Spires Rd,

8991 Spires Gate

Owner

Drawn By

SD

Checked By

RD

Reviewed By

RD

Total Sheets

8

Sheet No.

L8

Contractors

City of Richmond

Consultants  
Architecture Panel Inc.

Documents

REZONING

Status

REZONING

City of Richmond

Checked By

RD

Drawn By

SD

No	Date	Issue Notes
A	17-10-19	Reverting Submission
B	16-9-20	Reverting Submission
C	11-9-20	Reverting Submission
E	30-9-20	Reverting Submission
F	9-11-20	Reverting Submission



Scale





**RZ 18-818420**

**Attachment 3**

Address: 8951 & 8971 Spires Road, 8991 Spires Gate, and the surplus portion of the Spires Road road allowance

Applicant: Flat Architecture Inc.

Planning Area(s): City Centre

	Existing	Proposed
<b>Owner:</b>	0924206 BC Ltd.	No Change
<b>Site Size (m<sup>2</sup>):</b>	2,326.2 m <sup>2</sup>	2,068.0 m <sup>2</sup>
<b>Land Uses:</b>	Single-Family Residential	Multiple-Family Residential
<b>OCP Designation:</b>	Low-Density Residential	No Change
<b>Area Plan Designation:</b>	City Centre Area Plan: General Urban T4 Sub-Area B.1: Mixed Use – Low-Rise Residential & Limited Commercial	No Change
<b>702 Policy Designation:</b>	N/A	No Change
<b>Zoning:</b>	Single Detached (RS1/E)	Parking Structure Townhouses (RTP4)
<b>Number of Units:</b>	3	22
<b>Other Designations:</b>	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.20	1.20	none permitted
Lot Coverage – Building:	Max. 50%	46.4%	none
Lot Coverage – Non-porous Surfaces:	Max. 80%	80.0%	none
Lot Coverage – Landscaping:	Min. 20%	25.3%	none
Setback – Front Yard - Spires Gate (m):	Min. 3.0 m	3.0 m	none
Setback – Exterior Side Yard – East – Spires Road (m):	Min. 3.0 m	3.0 m	none
Setback – Interior Side Yard - West (future lane) (m):	Min. 1.5 m	1.5 m	none
Setback – Rear - South (m):	Min. 1.5 m	1.5 m	none
Height (m):	Max. 15.0 m (4 storeys)	14.1 m (4 storeys)	none

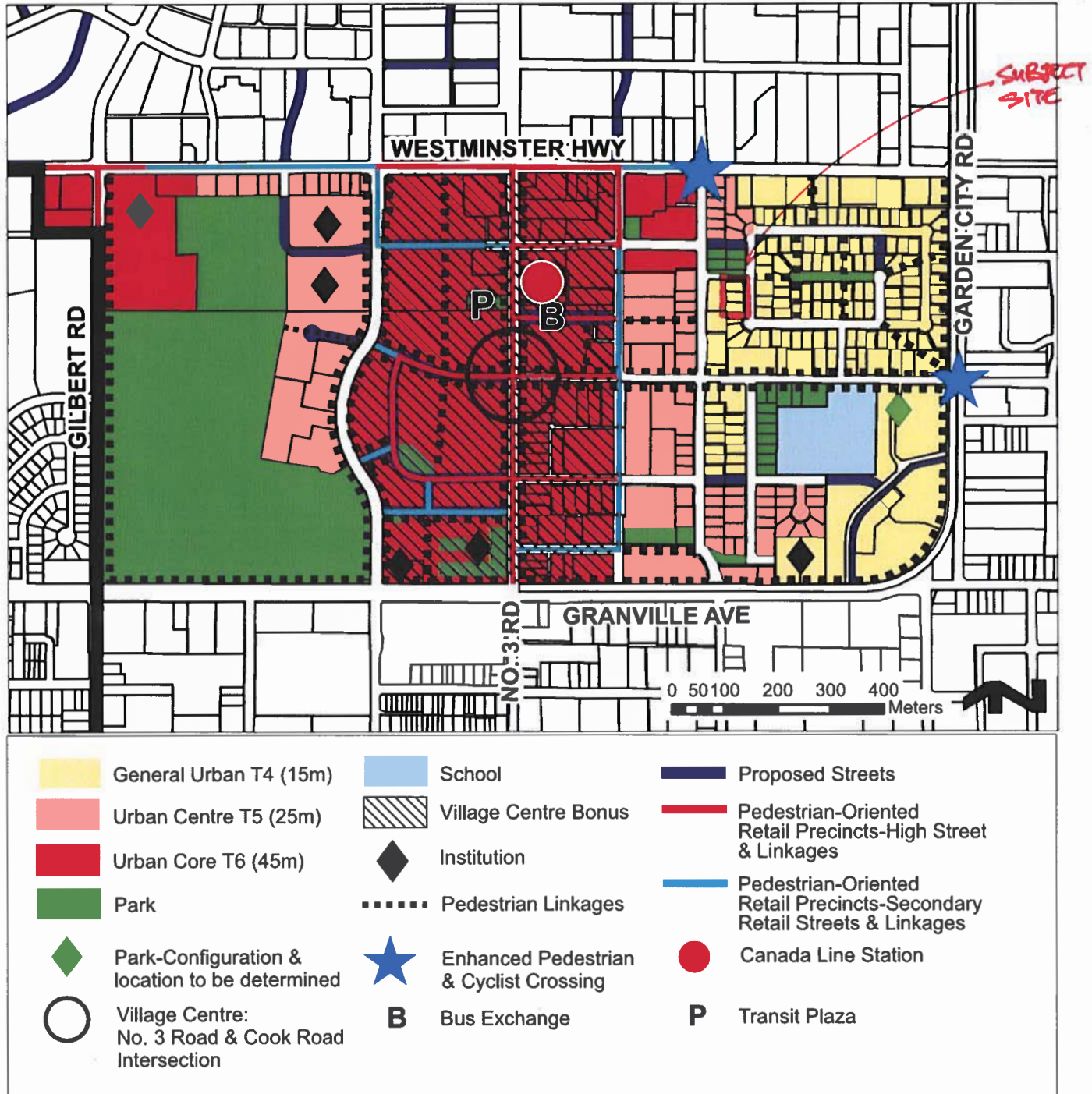
<b>On Future Subdivided Lots</b>	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Lot Depth:	Min. 30.0 m	61.22 m	none
Site Area:	Min. 2,400 m <sup>2</sup>	2,068 m <sup>2</sup>	<b>Variance Requested</b>
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.2 (R) and 0.2 (V) per unit	1.2 (R) and 0.2 (V) per unit	none
Off-street Parking Spaces – Total:	27 (R) and 5 (V)	27 (R) and 5 (V)	none
Tandem Parking Spaces:	Max. 50% of required residential spaces (27 x Max. 50% = 13)	10	none
Small Car Parking Spaces	Max. 50% when 31 or more spaces are provided on-site (32 x Max. 50% = 16)	1	none
Handicap Parking Spaces:	Min. 2% when 11 or more spaces are required (32 x 2% = 1 spaces)	3	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.20 (Class 2) per unit	1.27 (Class 1) and 0.22 (Class 2) per unit	none
Off-street Parking Spaces – Total:	28 (Class 1) and 5 (Class 2)	28 (Class 1) and 5 (Class 2)	none
Amenity Space – Indoor:	Min. 100 m <sup>2</sup> or Cash-in-lieu	Cash-in-lieu	none

Other: Tree replacement compensation required for removal of bylaw-sized trees.



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.

***22 Unit Development at 8951, 8971 Spires RD, 8991 Spires Gate Richmond BC***

This letter is to confirm that the proposed development at address mentioned above will meet the energy efficiency requirements at Building permit application stage. Please consider this letter as assurance that proposed development to meet Step 3 code requirements (if required) per zoning bylaw for building permit application



**Rajinder Warrach** Architect, AIBC

Principal

Unit 209, 6321 King George Blvd

Surrey, BC V3X 1G1

Ph: 604-503-4484

Cell: 604-445-8124

[rajinder@flatarchitecture.ca](mailto:rajinder@flatarchitecture.ca)

[www.flatarchitecture.ca](http://www.flatarchitecture.ca)

RZ 18-818420

**REFERENCE PLAN TO ACCOMPANY THE CITY OF RICHMOND ROAD CLOSING AND REMOVAL OF ROAD DEDICATION BYLAW NO. 10223 OF A PORTION OF ROAD DEDICATED ON PLAN 21489 SECTIONS 9 AND 10 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT**

BCGS 92G.015  
PURSUANT TO SECTION 120. LAND TITLE ACT AND SECTION 40. COMMUNITY CHARTER

NAD83 (CSRS)	4.0,0,BC.1,GVRD	UTM	ZONE	10	COORDINATES
GCM	NORTHING	EASTING	COMBINED FACTOR	ABSOLUTE ACCURACY	
77H4683	5446168.499	490754.612	0.9996040	0.01	
77H4699	5446167.605	490604.944	0.9996041	0.01	



THE INTENDED PLOT SIZE OF THIS PLAN IS 560mm IN WIDTH BY 432mm IN HEIGHT (C-SIZE) WHEN PLOTTED AT A SCALE OF 1 : 500

The UTM coordinates and estimated absolute accuracy achieved are derived from the MASCOT published coordinates and standard deviations for geodetic control monuments 77H4683 and 77H4699.

Grid bearings are derived from observations between geodetic control monuments 77H4683 and 77H4699 and are referred to the central meridian of UTM Zone 10.

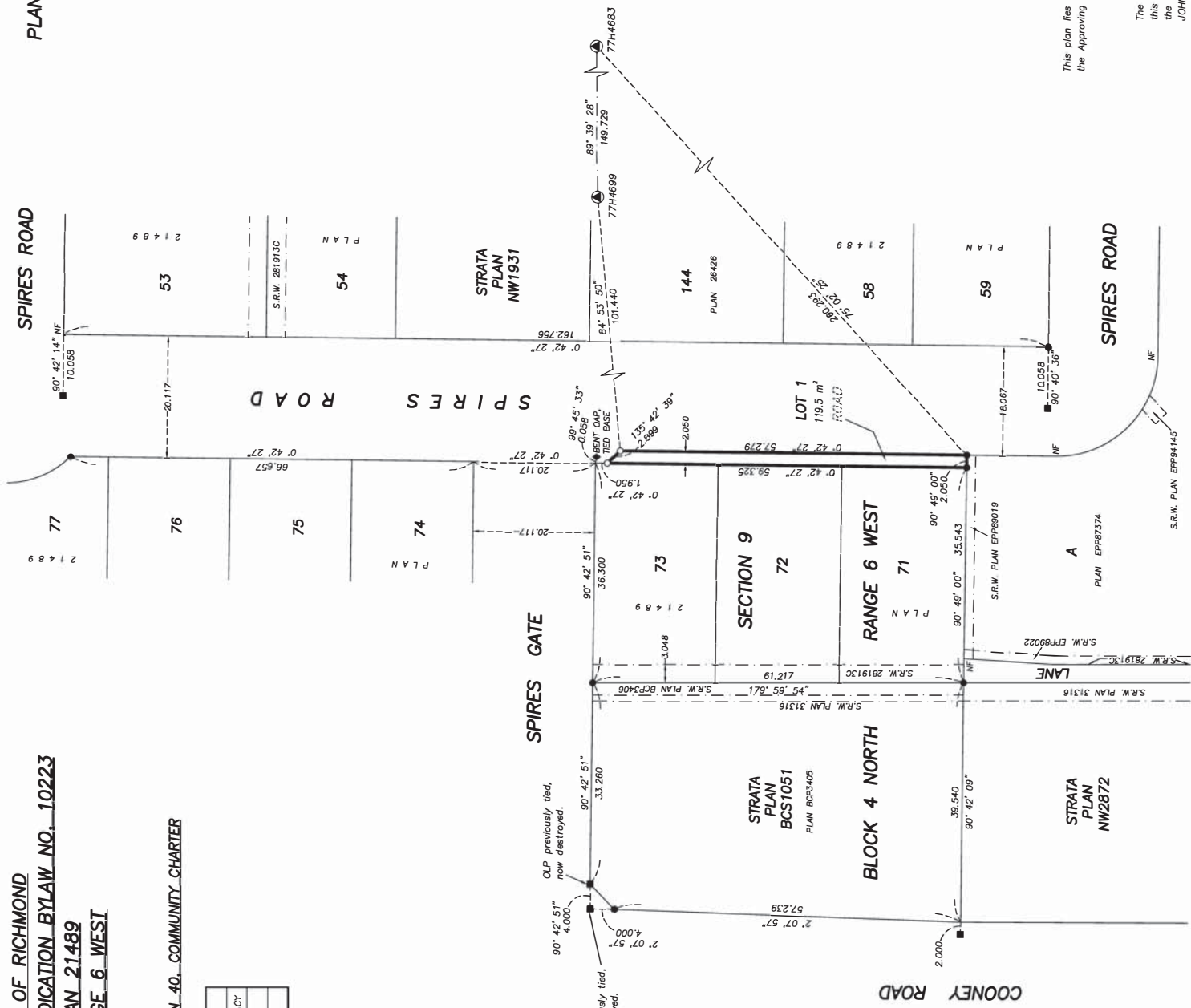
This plan shows horizontal ground-level distances unless otherwise specified. To compute grid distances, multiply ground-level distances by the average combined factor of 0.99960405. The average factor has been determined based on geodetic control monuments 77H4683 and 77H4699.

This plan lies within the Metro Vancouver Regional District.

This plan lies with Integrated Survey Area No. 18, RICHMOND, NAD83 (CSRS) 4.0,0,BC.1,GVRD

J. C. Torn and Associates  
Canada and B.C. Land Surveyor  
115 - 6833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 7100  
Drawn By: KA

- LEGEND:
- Control Monument Found
  - Standard Iron Post Found
  - Lead Plug Found
  - ◆ denotes aluminum post found



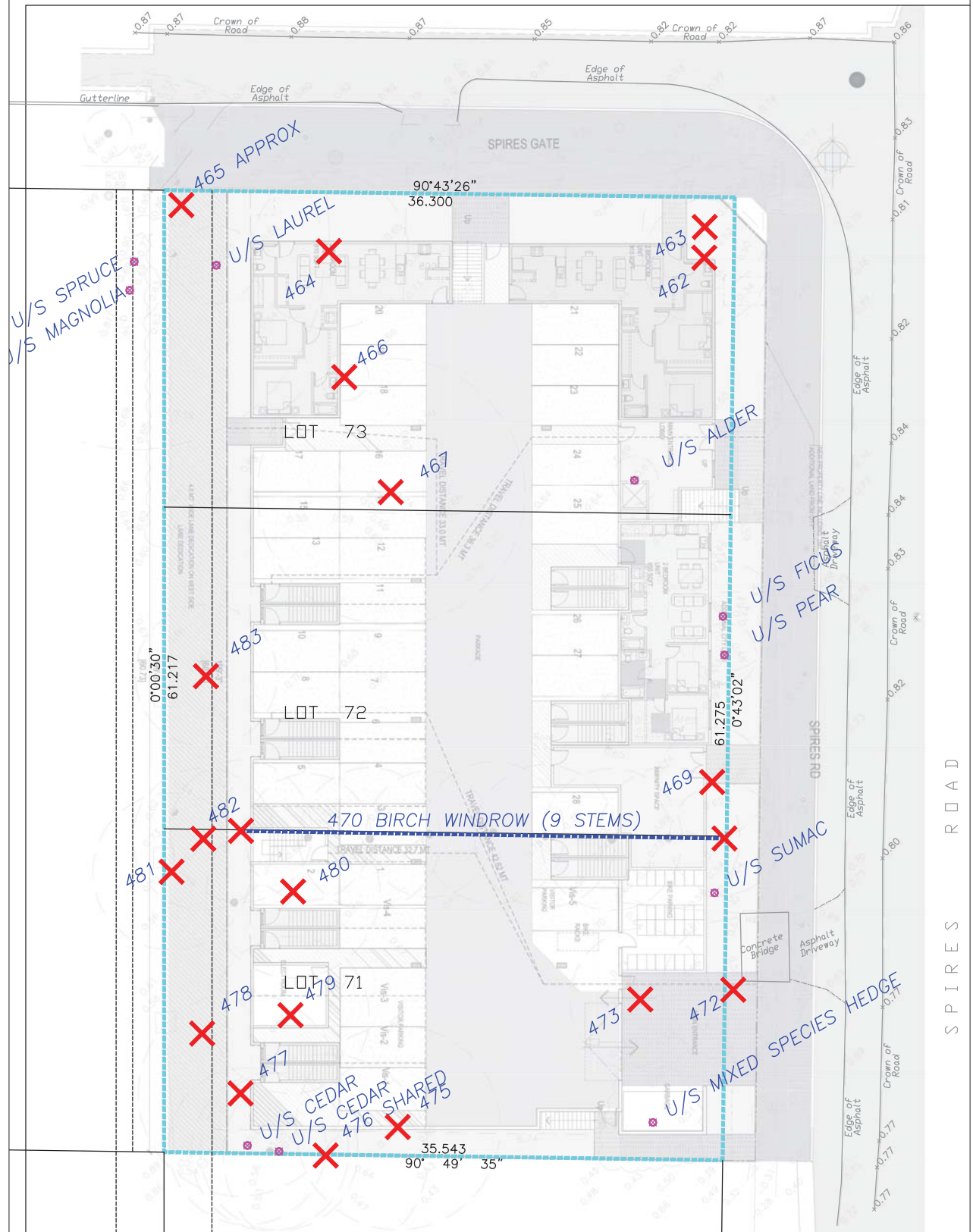
CNCL - 200

This plan lies within the jurisdiction of the Approving Officer for City of Richmond.  
The field survey represented by this plan was completed on the 4th day of November, 2020.  
JOHNSON C. TAM, BCLS 711

DWG No. 7100-REF

FB-374 P58-61





**LEGEND-TREE MANAGEMENT IN DEVELOPMENT AREA:**

- See arborist report for further details.
- XXX denotes TAG NUMBER or ID REFERENCE (see tree inventory and assessment list)
- denotes RETENTION tree (protection measures as specified)
- ✗ denotes REMOVAL tree (TAGGED TREE) (municipal permit or approvals may be required)
- ✗✗ denotes HIGH RISK tree to be REMOVED or MODIFIED (see tree inventory and report - permit or approvals required)

**LEGEND-TREE PROTECTION:**

- denotes CROWN PROTECTION ZONE - CPZ Exclusion zone - no aerial encroachment of buildings to within 1.0m min)
  - denotes ROOT PROTECTION ZONE - RPZ This is the minimum alignment for TREE PROTECTION BARRIERS
  - denotes WORKING SPACE SETBACK - WSS Offset from RPZ as specified by Project Arborist - site works within WSS requires approval and on-site supervision by the Project Arborist
  - denotes SPECIAL MEASURES required See report for further details. Project Arborist to direct or implement.
- Note: All tree protection setbacks are measured from the centre of trunk

**APPENDIX C: TREE MANAGEMENT DRAWING - CITY SHEET 1**

acigroup.ca

SUITE 145 - 12051 HORSESHOE WAY, RICHMOND, BC V7A 4V4 604 275 3484

PROJECT:	PROPOSED MULTI-FAMILY DEVELOPMENT
ADDRESS:	8951, 8971, 8991 SPIRES RD RICHMOND BC
CLIENT:	JULIAN YUNG - FLAT ARCHITECTURE
CITY REF:	ACL FILE: 18117
PLOT SIZE:	22"X34" REV #: 2 DATE: OCT 2, 2020



## Condensed Tree Inventory and Assessment Data:

Tag #	Dbh	Tree Type	Ht	Spr	Loc	Priority	Action
462	48	Cherry	5.5	1.5	On	NIL	REMOVE
463	40	Cherry	5	1.5	On	NIL	REMOVE
464	30	Blue spruce	11	1.5	On	NIL	REMOVE
465	24	Cherry	3	1	On	NIL	REMOVE
466	33	White poplar	2.2	1	On	NIL	REMOVE
467	78	Deodar cedar	20	4	On	2	REMOVE
469	28	Japanese maple	7	2	On	NIL	REMOVE
470	41	European birch	4.5	1	On	NIL	REMOVE
472	58	Cherry	6	2	On	NIL	REMOVE
473	54	Cherry	6	2	On	NIL	REMOVE
475	67	European birch	14	3	On	NIL	REMOVE
476	62	European birch	14	1.5	SHARED	NIL	REMOVE
477	55	Western redcedar	18	2	On	2	REMOVE
478		European birch			On	NIL	REMOVE
479	33	Bitter cherry	11	3	On	NIL	REMOVE
480	37	Bitter cherry			On	NIL	REMOVE
481	28	Bitter cherry			On	NIL	REMOVE
482	27	Bitter cherry			On	NIL	REMOVE
483	36	Cascara buckthorn	6	1.5	On	NIL	REMOVE

### SUGGESTED PLANT LIST: REPLACEMENT TREES

Please use botanical name when ordering.

Current aboricultural best management practices and BCSLA/BCLNA standards apply to; quality, root ball, health, form, handling, planting, guying/staking and establishment care.

CODE	QTY	Size	BOTANICAL NAME	COMMON NAME
<b><u>BROADLEAF - SMALL TO MEDIUM SCALE:</u></b>				
AG		6cm C	Acer griseum	Paperbark maple
ARRS		6cm C	Acer rubrum 'Red Sunset'	Red Sunset maple
DI		6cm C	Davidia involucrata	Dove tree
FSD		6cm C	Fagus sylvatica 'Dawyck'	Dawyck beech
SP		6cm C	Stewartia pseudocamellia	Japanese stewartia
CC		3.5m H	Cercis canadensis	Redbud
MGR		6cm C	Magnolia grandiflora	Southern magnolia (evergreen)
SJ		6cm C	Styrax japonicus	Japanese snowbell
<b><u>EVERGREEN - SMALL SCALE:</u></b>				
APC		3.5m H	Abies procera 'Glauca'	Noble fir
PO		3.5m H	Picea omorika	Serbian spruce

## APPENDIX C: TREE MANAGEMENT DRAWING - CITY SHEET 2



PROJECT:	PROPOSED MULTI-FAMILY DEVELOPMENT		
ADDRESS:	8951, 8971, 8991 SPIRES RD RICHMOND BC		
CLIENT:	JULIAN YUNG - FLAT ARCHITECTURE		
CITY REF:		ACL FILE:	18117
PLOT SIZE:	22"X34"	REV #:	2
		DATE:	OCT 2, 2020



**Address:** 8951 & 8971 Spires Road, 8991 Spires Gate, and the surplus portion  
of the Spires Road road allowance

**File No.:** RZ 18-818420

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10218, the developer is required to complete the following:

1. Council approval of the road closure bylaw for a 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.
2. Consolidation of all the lots and the portion of Spires Road mentioned above into one development parcel (which will require the demolition of the existing dwellings).
3. 4.0 m lane dedication along the entire west property line for the provision of the future north-south lane parallel to Cooney Road
4. A 4.0 m x 4.0 m corner cut road dedication at the northeast corner of the subject site (southwest corner of the Spires Gate / Spires Road intersection).
5. A 3.0 m x 3.0 m corner cut road dedication at the northwest corner of the subject site (southeast corner of the Spires Gate / north-south lane intersection).
6. Granting of a 1.5 m wide statutory right-of-way across the site's lane frontage (west property line) for the construction of a concrete/asphalt sidewalk/walkway. Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA). The design must be prepared in accordance with City specifications & standards and the construction of the works will be inspected by the City concurrently with all other SA related works. No fence is allowed to be installed within or along this SRW area except permitted by the City. The owners are responsible for all maintenance of improvements, including but not limited to the concrete/asphalt sidewalk/walkway, landscaping, signage and lighting installed within the SRW, and are responsible for all liability of SRW areas. The owners are also responsible for maintenance and liability of the lane dedication area (sodded) to the west of the site until the lane has become operational.
7. Granting of a 1.5 m wide statutory right-of-way along the entire south property line for the construction of a walkway. Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA). 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. No fence is allowed to be installed within or along this SRW area except permitted by the City. The owners are responsible for all maintenance of improvements, including but not limited to the walkway, landscaping, signage and lighting installed within the SRW, and are responsible for all liability of SRW areas.
8. 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.
9. Registration of an aircraft noise sensitive use covenant on title.
10. Registration of a flood indemnity covenant on title.

11. Registration of a legal agreements on Title ensuring that:
  - a) No final Building Permit inspection is granted until two secondary suites are constructed on site, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw; and
  - b) The secondary suites cannot be stratified or otherwise held under separate title.
12. Registration of a legal agreement on title ensuring that where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit.
13. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
14. Registration of a legal agreement on title ensuring that a parking stall, with dimensions and arrangements/configurations in accordance to the accessible space requirements in Richmond Zoning Bylaw 8500, will be assigned to each of the basic universal housing units contained within the proposed townhouse development. No accessible parking signage or pavement markings will be required on these parking spaces.
15. Registration of a legal agreement on title ensuring that:
  - a) the number of visitor parking stalls per zoning bylaw requirements will be maintained in perpetuity;
  - b) selling, leasing, assigning, or designating any of the visitor parking spaces to individual unit owners/renters/occupants or any other persons by the developers/applicants/owners and future strata councils is prohibited; and
  - c) the required visitor parking stalls are available for the common use of visitors to this development and are accessible to visitors at all times.
16. Registration of a legal agreement on title ensuring that:
  - a) conversion of any of the bicycle parking areas within the parking structure into habitable space or general storage area is prohibited; and
  - b) all of the bicycle parking areas are available for shared common use and for the sole purpose of bicycle storage.
17. 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 on neighbouring properties. 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. City acceptance of the developer's voluntary contribution in the amount of \$8,013.52 (i.e. \$0.30/ft<sup>2</sup> of buildable area, excluding affordable housing) to future City community planning studies, as set out in the City Centre Area Plan.
19. City acceptance of the developer's offer to voluntarily contribute \$8.5 per buildable square foot (e.g. \$227.049.62) to the City's affordable housing fund.
20. City acceptance of the developer's offer to voluntarily contribute \$0.85 per buildable square foot (e.g. \$22.704.96) to the City's public art fund.
21. City acceptance of the developer's offer to voluntarily contribute \$6,000.00 to the City's Tree Compensation Fund for the planting of eight replacement trees within the City. If additional replacement trees (over and beyond the 30 replacement trees as proposed at the rezoning stage) could be accommodated on-site (as determined at Development Permit stage), the above cash-in-lieu contribution would be reduced in the rate of \$750 per additional replacement trees to be planted on-site.
22. Contribution of \$44,225.00 in-lieu of on-site indoor amenity space.
23. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
24. Enter into a Servicing Agreement\* for the design and construction of frontage improvement works along the site frontages. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to,

Water Works:

- a. Using the OCP Model, there is currently 102 L/s of water available at a 20 psi residual at the Spires Road frontage. Once Capital Program upgrades are installed there will be 254L/s of water available at a 20 psi residual at the Spires Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s

- b. At the developer's cost, the City is to:
- i. Install one new water service connection off of the proposed 200mm water main (that will be built through the City's Capital project along Spires Road) complete with meter and meter chamber in a right of way which will be provided by the developer. The dimensions and location of the right of way shall be finalized through the servicing agreement process.
  - ii. Cut and cap all existing water service connections at main off of the existing 150mm AC water main.
  - iii. Relocate the existing fire hydrant at Spires Gate as required by the proposed frontage improvements and install a new hydrant at Spires Road to comply with the City's maximum hydrant spacing of 75m for multi-family areas. Fire department approval is required for all fire hydrant relocations.

Storm Sewer Works:

- a. At the developer's cost, the Developer is required to:
- i. Install a new 750mm diameter storm sewer at Spires Road with an approximate length of 90 meters. Tie-in to the south shall be to the new manhole at the bend at Spires Road that will be built through the City's Capital project. An appropriately sized manhole is required at the intersection of Spires Road and Spires Gate at the north end. Exact alignment of the new storm sewer in the roadway shall be determined via the Servicing Agreement process.
  - ii. Infill the ditches along the west and east sides of Spires Road to accommodate frontage improvements and road widening as required by Transportation Department.
  - iii. Install a new 1050mm diameter storm sewer at Spires Gate with an approximate length of 55 meters. Tie-in to the east shall be to the new manhole at the intersection of Spires Road and Spires Gate. An appropriately sized manhole is required at the west end of the new 1050mm diameter storm sewer. Exact alignment of the new storm sewer in the roadway shall be determined via the Servicing Agreement process.
  - iv. Install new 600mm storm sewers from the new manhole at the west end of the new 1050mm diameter storm sewer to existing manhole STMH6107 at the north side and existing manhole STMH138677 at the south side of Spires Gate. Manholes STMH6107 and STMH138677 shall be removed and replaced with the correct size manholes to accommodate the tie-ins of the new 600mm diameter storm sewers.
  - v. Coordinate with Telus to relocate the existing Telus kiosk that may conflict with the required storm sewer tie-in at the frontage of 8088 Spires Gate.
  - vi. Infill the ditch along the south side of Spires Gate to accommodate road widening and frontage improvements.
  - vii. Install lane drainage (200mm diameter) along the entire west property lines complete with manholes as per Engineering specifications then tie-in to the new 1050mm diameter storm sewer at Spires Gate via a new manhole.
- b. At the Developers cost, the City is to:
- i. Install a new storm sewer service connection complete with inspection chamber connecting to the new 1050mm storm sewer along Spires Gate.
- c. Prior to any site preparation work (e.g. preload) on the site, the developer shall:
- i. Obtain full approval of the Servicing Agreement design and complete construction of all drainage works included in the Servicing Agreement to the City's acceptance; or
  - ii. Submit a site preparation plan and survey to the satisfaction of the Engineering Department to demonstrate that the proposed works will not impact the existing drainage infrastructure.

Sanitary Sewer Works:

- a. At the developer's costs, the Developer is required to:
- i. Install a new 200mm diameter sanitary sewer with an approximate length of 46 meters from a new manhole that shall tie-in to the existing sanitary sewer which crosses Spires Gate to a new manhole at the junction of Spires Gate and Spires Road.



- ii. Install a new 250mm diameter sanitary sewer with an approximate length of 95 meters from the new manhole at the junction of Spires Gate and Spires Road going south to the new manhole that will be built through the City's Capital project at the bend at Spires Road.
  - iii. If the proposed 250mm sanitary main on east-west aligned Spires Road that will be built through the City's Capital project is not in service or not installed at the time of connection, the developer will be required to construct a temporary sanitary connection from the site to the existing 200mm sanitary main that crosses the east-west aligned Spires Road between 8780 & 8760 Spires Road. Tie-in to the existing sanitary main shall be via a new manhole. If required, the interim connection shall be removed (at developer's costs) once the ultimate sanitary lines and manhole under the City's Capital project are constructed and the proposed site's ultimate service connection is connected to the ultimate sanitary system.
  - iv. Install a new sanitary service connection complete with a 1050mm diameter manhole at the southeast corner of the proposed development connecting to the proposed 250mm diameter sanitary main along Spires Road. A 3m wide by 3m deep utility right of way is required to contain the new 1050mm diameter manhole at the southeast corner of the proposed site.
  - v. Design the proposed development to accommodate future access, maintenance, repair or replacement of the existing sanitary sewer along the west property line of the proposed development without impact to the development site, to the satisfaction of the City.
  - vi. Provide a pre and post pre-load and construction surveys and CCTV of the existing sanitary sewer along the west property line. Any damage to be repaired and any required replacement shall be done at the Developer's sole cost.
  - vii. Ensure that the existing sanitary sewer along the west property line remains operational during any pre-load and/or construction phase (the sewer will remain active despite new works proposed for Spires Road). 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.
  - viii. Ensure no soil fill or building encroaches into the existing sanitary right of way along the west property line.
  - ix. 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 rezoning staff report and the development process design review.
    - That the City be able to construct, maintain, operate, repair, or remove City utilities/infrastructures (i.e. sanitary main along the west PL) without impact to the onsite works. The building edge shall be set based on the required clearance between the building edge and the edge of the existing sanitary main as recommended by a professional geotechnical engineer.
    - That the on-site works (e.g. soil densification, pre-load, foundation works, etc.), or the construction/maintenance of the proposed building, not cause damage to the existing sanitary main along the west property line. Impact of the site preparation works (e.g., soil densification, pre-load, foundation excavation, dewatering, etc.) to the existing sanitary main needs to be determined by the Geotechnical Engineer. If the existing sanitary main will be significantly impacted, the works required to mitigate the impact or the replacement of the affected existing infrastructures need to be done prior to start of the site preparation works at developer's cost.
- b. At the developers cost, the City is to:
- i. Cut and cap at main all existing connections and remove inspection chambers along the west property line.

Frontage Improvements:

- a. 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 Gate and Spires Road frontages.

## b. Spires Road Development Frontage Improvements

- i. Road works and behind-the-curb frontage improvements - Spires Road along the entire frontage of the subject development is to be widened to provide 8.7 m wide pavement (one parking lane and two traffic lanes). The following are the road and behind-the-curb frontage improvement cross-section elements to be designed and constructed by the Developer. The existing ditch is to be filled to accommodate these frontage improvements.
  - Existing west property line of the road right-of-way along 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.
  - 1.5 m wide landscaped boulevard with street trees.
  - 0.15 m wide curb.
  - 8.7 m wide pavement.
  - (Note: For the edge of pavement treatment along the north side of the subject site's frontage, refer to Section b (ii) below for details).
- ii. Road widening considerations
  - Scope of work - The existing pavement is to be widened to 8.7 m to provide two traffic lanes and one parking lane.
  - 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.
  - Edge of pavement and frontage treatments (east side of Spires Road) - The design is to include the edge of pavement and other frontage treatments along the east side of the subject site's Spires Road frontage. The design must show that the widened pavement can be supported structurally. Pavement support solutions may include in-filling existing ditches. Concrete barriers or other physical above-ground protection elements are not considered appropriate solutions.
  - Neighbourhood consultation - The Developer is to consult area residents along the east side of the subject site's frontage regarding changes to their driveways and other frontage treatments.
  - Road Functional design - The road functional design plans prepared as part of the rezoning application is considered preliminary and may have to be revised and finalized to account for design issues identified through the SA detailed design process. Refer to Section g below for details regarding road functional design requirements.
  - Approval - All road design and any required design changes are to be approved by Transportation and Engineering staff.
- iii. Pavement transition works - Spires Road south of the subject site, as part of the redevelopment of 8888 Spires Road, will be widened. In the event that the timing of the subject site is in advance of the southerly development, the road works described above will need to include tie-in taper sections (20:1) to transition to meet the existing pavement to the south. At the north end of the subject site, similar tie-in taper sections are required across the Spires Road / Spires Gate intersection.
- iv. Existing driveways along the Spires Road site frontage - All existing driveways along the Spires Road development 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 under Section b(i) above.
- v. Existing driveways along the opposite side of the Spires Road site frontage - All existing driveways along the opposite side of the Spires Road development frontage are to be kept during and post construction. Consultation and co-ordination with adjacent property owners would be required if their driveways are altered as part of the proposed road works.
- vi. New development driveway - Construct a new driveway to the site at the Spires Road development frontage. These design standards are to be followed: 6.7 m wide at the property line, with 0.9 m flares at the curb and 45° offsets to meet existing grade of sidewalk/boulevard. The full 6.7 m wide driveway is to be maintained for a distance of 10.0 m (depth of the on-site loading area) measured from the fronting

property line. The site plan is to show the driveway configuration with dimensions. The driveway and the east-west drive aisle are to have rollover curb and gutter at the edges of pavement.

vii. Truck access to on-site loading area

- Design standards - A separate on-site loading area and truck access, located immediately to the south of the proposed driveway, is to be provided. These design standards are to be followed:
  - Minimum 3.25 m wide rollover curb measured from the south edge of the driveway flare.
  - 10.0 m minimum depth measured from the property line.
  - Paved hard surface is required for the entire truck loading area (3.25 m x 10.0 m). The section of the boulevard fronting the loading area can have a grass rete surface.
  - Back-in truck access only with on-site signage to prohibit back-out movements.
  - (Note: Confirm with Waste Management if these standards are adequate to accommodate garbage/recycling pick-up).
- Location of loading area - The driveway to the site and the truck access are to be placed at these locations and in this sequence:
  - South property line.
  - Waste/recycle collection area.
  - Truck access / loading area.
  - Driveway to the site.

viii. Parks consultation - Consult Parks on the requirements for tree protection/placement including tree species and spacing as part of the frontage works.

ix. Engineering consultation - Consult Engineering on lighting and other utility requirements as part of the frontage works. The tree planting works will need to be coordinated with Engineering to ensure there are no conflicts with any above ground or underground utilities.

x. Design and construction standards - All road works are to be designed to meet City Engineering Design Specifications and constructed to the satisfaction of the City.

c. Spires Gate Development Frontage Improvements

- i. Road works and behind-the-curb frontage improvements - Spires Gate has a 20.1 m wide road right-of-way. Along the entire Spires Gate development frontage, the roadway is to be widened to provide 4.5 m wide pavement (measured from the center line of the road to the south curb). The following are the road and behind-the-curb frontage improvement cross-section elements to be designed and constructed by the Developer. Any existing ditch is to be filled to accommodate these frontage improvements.
  - existing south property line of the road right-of-way along development frontage;
  - 2.0 m wide concrete sidewalk;
  - 3.38 m wide landscaped boulevard with street trees;
  - 0.15 m wide curb;
  - 4.5 wide pavement (measured between the center line of the road and the south curb);
  - (Note: The road widening works are to be consistent with those identified and built as part of the rezoning requirements for 8088 Cooney Road, SA 03-239211. The behind-the-curb frontage improvements for the subject site shall conform to standards outlined in the City Centre Plan and as outlined above).
- ii. Frontage improvement transition works - The road works are to include any required tie-in sections to existing pavement, including those across the Spires Road / Spires Gate intersection. The behind-the-curb frontage improvements are to transition to meet those constructed as part of the redevelopment of 8088 Cooney Road to the west.
- iii. Existing driveways along the Spires Gate frontage - All existing driveways along the Spires Gate development 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 under Section c(i) above.
- iv. Parks consultation - Consult Parks on the requirements for tree protection/placement including tree species and spacing as part of the frontage works.
- v. Engineering consultation - Consult Engineering on lighting and other utility requirements as part of the frontage works. The tree planting works will need to be coordinated with Engineering to ensure there are no conflicts with any above ground or underground utilities.

- vi. Design and construction standards - All road works are to be designed to meet City Engineering Design Specifications and constructed to the satisfaction of the City.
- d. Road Works – Spires Gate / Spires Road Intersection
- i. Intersection widening - Complete pavement widening and curb/gutter works around the southwest corner of the intersection to meet the new edges of pavement and curb/gutter to the west and south.
  - ii. Pavement transition works –The road widening of Spires Road at the site frontage is to include a transition section (20:1 taper) at the west side of the Spires Road/Spires Gate intersection.
  - iii. Curb return radius - The minimum intersection corner curb return radius is to be set at 5.5 m. The final design corner return radius is to be determined through the road functional plan exercise taking into consideration emergency vehicle and truck movements.
  - iv. Wheelchair access - Wheelchair ramps at the southwest corner of the intersection are to be provided.
- e. Walkways
- i. North-south walkway - The Developer is to bear the cost of the asphalt surface walkway construction:
    - The elevation of this walkway is to take into consideration the elevation of the future lane and is to be confirmed with Engineering.
    - As part of the SA detailed design process, the Developer is to specify on-site lighting proposed along the walkway for staff's review.
    - Fence is not required or allowed between the on-site 1.5 m wide walkway along the site's new west property line and the lane dedication.
    - The lane dedication area is to be sodded and maintained by the site's strata council.
  - ii. East-west walkway - A 1.5 m wide SRW/PROP is required across the south property line of the site. (A similar 1.5 m wide SRW/PROP has been secured from the adjacent site to the south). The SRW/PROP is required for the construction of a walkway. The Developer is required to construct a walkway over the total 3.0 m wide SRW/PROP. The cross-section is to consist of a 1.5 m wide asphalt concrete walkway with a 0.75 m wide swale for drainage along both edges of the walkway.
- f. Lane Treatments
- i. The Developer is responsible for the full costs of the interim lane treatment and maintenance.
  - ii. The lane dedication area is to be sodded.
  - iii. The lane dedication area is to be maintained by the site's strata. The maintenance is to be included in the Servicing Agreement and is to continue for two years upon completion of the required works.
  - iv. Fence is not required or allowed between the 1.5 m wide walkway along the site' new west property line and the lane dedication. A Restrictive Covenant registered on Title is required as part of the DP process to prohibit the installation of any fence along the site's west property line.
  - v. At the north end (Spires Gate) of the lane, provide removable bollards, chains, or other security measures to restrict vehicle access. Such security measures must be removed when the lane becomes operational. The requirement for removing the security measures is to be made part of the SRW registered for the adjacent walkway. Confirm with Engineering on the exact lane access restriction requirements.
- g. Road Functional Design Plans
- The Developer is required to submit road functional design plans to show the road works and behind-the-curb frontage improvements described under Sections b to f above. The functional plans are to be approved by Transportation and Engineering.
- i. Road functional design considerations
    - All road works are to be designed to meet City Engineering Design Specifications and TAC standards.
    - Road functional plans are required for all development frontages including Spires Road, Spires Gate, Spires Road/Spires Gate intersection, and peripheral sidewalk/walkways.
    - Full road and frontage improvement cross-sections (interim and ultimate) including edge of pavement treatments along the opposite side of the subject site's fronting roads. In particular, refer to Section b (ii) above for details on edge of pavement and other frontage treatments along the east side of the subject site's Spires Road development frontage.
    - Provide 20:1 taper sections to tie-in the widened section of Spires Road and Spires Gate to the existing roadways.
    - The maximum cross slope for the boulevard and sidewalk is to be set at 2%.



- The center line of the widened pavement is to follow the existing Spires Road and Spires Gate center lines.
- Traffic signage and pavement marking.
- ii. Engineering consultation - As part of the review and approval process of the functional plan, Engineering is to be consulted on the following design issues, among other requirements.
  - Vertical alignment - The elevation of the centre line of Spires Road and Cook Gate 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-sections.
- iii. Approval - The road functional design plans prepared as part of the rezoning application is considered preliminary and may have to be revised and finalized to account for design issues identified through the SA detailed design process. All road design and any required design changes are to be approved by Transportation and Engineering
- h. Developer to coordinate with BC Hydro, Telus and other private communication service providers:
  - i. To underground service lines and overhead utility lines for the proposed development along Spires Road and Spires Gate, at the Developer's cost.
    - Review the existing street lighting levels along Spires Gate and Spires Road frontages and upgrade lighting along the developments frontage.
  - ii. To provide underground private utility service lines for the proposed development along Spires Road and Spires Gate frontages, 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 and Spires Gate frontages. 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 and the servicing plan showing such transition shall be included in the development process design review. 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 streets are determined and the required rights of ways are secured via the Development Permit process.
    - To coordinate the removal of the existing overhead lines along the west property line.
    - 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.
    - To pre-duct for future hydro, telephone and cable utilities along all road frontages at Developer's cost.
    - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - To locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the 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
- Above ground hydro and telephone kiosks must not be placed within any frontage works area including sidewalk and boulevards. On-site SRW’s or dedications are to be secured for the placement of this equipment.
- Any above-grade transformer or kiosk that may be required to facilitate transition from rear yard overhead lines to new underground lines at the development’s frontages shall be incorporated into the building design and installed in the development site within a private utility right-of-way. The developer is required to coordinate with private utility companies, prior to DP issuance, to confirm whether transformers or kiosks will be required. Alternatively, the developer may explore the possibility of avoiding the need for above-grade transformers with private utility companies as long as service to neighbouring properties facing Cooney Road can be maintained.

General Items:

- a. At the developers cost, the Developer is required to:
  - i. Building encroachment and permanent structures such as trees and patios etc. will not be permitted inside rear yard sanitary SRW. Please note fence along west property line should be a standard wooden fence
  - ii. Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

**Prior to 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.
- 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



Richmond Zoning Bylaw 8500
Amendment Bylaw 10218 (RZ 18-818420)
8671, 8691, 8711 and 8731 Spires Road and the Surplus Portion of the
Spires Road and Cook Crescent Road Allowance

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

- 1. 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 "PARKING STRUCTURE TOWNHOUSES (RTP4)".

P.I.D. 003-988-040
Lot 71 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 003-859-371
Lot 72 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 010-472-860
Lot 73 Section 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 106425.

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10218".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Horizontal lines for signatures and dates corresponding to the reading stages.

CITY OF RICHMOND
APPROVED by [Signature]
APPROVED by Director or Solicitor [Signature]

MAYOR

CORPORATE OFFICER