



To: Planning Committee
From: Joshua Reis
Director, Development

Date: May 21, 2025
File: RZ 24-011883


Re: **Application by Fougere Architecture Inc. for Rezoning at 9040 Francis Road from the “Neighbourhood Commercial (CN)” Zone to the “Residential/Limited Commercial (ZMU60) – Francis Road (Broadmoor)” Zone**

Staff Recommendations

1. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10649, to change the land use designation of 9040 Francis Road from “Commercial” to “Limited Mixed Use” in Attachment 1 to Schedule 1 of Richmond Official Community Plan Bylaw 9000 (City of Richmond 2041 OCP Land Use Map), be introduced and given first reading;
2. That Bylaw 10649, having been considered in conjunction with:
 - (a) the City’s Financial Plan and Capital Program; and
 - (b) the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*;
3. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10649, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10650, to create the “Residential/Limited Commercial (ZMU60) – Francis Road (Broadmoor)” zone, and to rezone 9040 Francis Road from “Neighbourhood Commercial (CN)” to “Residential/Limited Commercial (ZMU60) – Francis Road (Broadmoor)” zone, be introduced and given first reading.

Joshua Reis
Director, Development
(604-247-4625)

JR:dh
Att. 9

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Housing Office	<input checked="" type="checkbox"/>	 _____
Policy Planning	<input checked="" type="checkbox"/>	
Community Social Development	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

Staff Report

Origin

Fougere Architecture Inc., on behalf of N & Z Futures Ltd. (Incorporation number: BC0733499; Directors: Margaret Man Wai Yeung and Derek Gerry Waiky Hung Dang), has applied to the City of Richmond for permission to rezone the property at 9040 Francis Road from the “Neighbourhood Commercial (CN)” zone to a new site-specific “Residential/Limited Commercial (ZMU60) – Francis Road (Broadmoor)” zone to permit the development of a five-storey mixed-use building containing at-grade commercial space, 100 per cent residential rental units on the upper floors and additional indoor amenity space at rooftop level. A location map and aerial photo of the subject site are provided in Attachment 1, and a site survey is included as Attachment 2.

An amendment to the City’s Official Community Plan (OCP) is associated with this rezoning application to change the land use designation of the subject site from “Commercial” to “Limited Mixed Use” to permit residential rental housing.

The applicant’s conceptual development plans are included in Attachment 3. Key aspects of the proposal include:

- A five-storey mixed-use building containing commercial, service and parking uses on the ground floor level; indoor and outdoor amenity space at the rooftop level; and a total of 60 secured rental apartment housing units on the second through fifth floor levels, including 54 market rental units and six Moderate Market Rental (MMR) units.
- A proposed density of 2.16 Floor Area Ratio (FAR), comprising approximately:
 - 196 m² (2,110 ft²) of net commercial floor area; and
 - 3,900 m² (41,979 ft²) of net residential rental housing and common floor area (e.g., lobbies and circulation).
- All purpose-built rental housing units will be secured in perpetuity with rental tenure zoning. The market rental units will be governed by a Housing Covenant registered on Title. The MMR units will be secured with a Housing Agreement and Housing Covenant registered on Title, which will set maximum rental rates and include household income level restrictions, amongst other matters. No stratification of individual residential units is permitted.
- Road dedications along Francis Road and along the public pathway south of the subject site.

Road network and engineering servicing improvement works are required with redevelopment and will be secured through the City’s standard Servicing Agreement (SA) process prior to final adoption of the rezoning bylaw. The works include, but are not limited to, installation of new concrete sidewalks and landscaped boulevards along Francis Road and Garden City Road; upgrades to the City-owned public walkway along the south property line; traffic signal upgrades at the road intersection; and sanitary, storm sewer and water works.

Findings of Fact

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

Existing Site Condition and Surrounding Development

The subject site is approximately 2,049 m² (22,055 ft²) in size and is located at the southeast corner of Francis Road and Garden City Road in the Broadmoor neighbourhood. The subject site currently contains an existing commercial building.

Existing development immediately surrounding the subject site is as follows:

To the North: Across Francis Road are single-detached dwellings on properties zoned “Small-Scale Multi-Unit Housing (RSM/M)” fronting Garden City Road and Francis Road (designated for future townhouse development) and Dolphin Court.

To the South: Are a City-owned public walkway and single-detached dwellings on properties zoned “Small-Scale Multi-Unit Housing (RSM/L)” fronting Garden City Road (designated for future townhouse development), Glenbrook Drive and Glenallan Drive.

To the East: Are single-detached dwellings on properties zoned “Small-Scale Multi-Unit Housing (RSM/L)” and designated for future townhouse development.

To the West: Across Garden City Road are single-detached dwellings on properties zoned “Small-Scale Multi-Unit Housing (RSM/L)” and designated for future townhouse development.

Existing Commercial Tenants

There are currently two tenants in the existing commercial building, including a retail use thrift store operated by Regional Animal Protection Society (RAPS) and a private 24-space child care facility. The developer has been in communication with the tenants, and both tenants are aware of the redevelopment proposal.

Regarding the thrift store, in recognition of the rezoning application, the developer and RAPS negotiated a new lease agreement earlier this year that includes provisions for discounted lease rates after six months in the form of a combination of reduced monthly rent payments (approximately 56 per cent of current gross rent) and issuance of tax receipts for the remainder value on a month-to-month basis. The developer has indicated that they will also provide six months notice and has engaged a licensed realtor to assist the tenant with securing a new space (Attachment 5).

In terms of the private child care facility, the developer has communicated to the tenant that they will provide them with assistance in finding a new facility and space and have offered them relocation assistance in the form of a leasing specialist, construction and tenant improvement assistance and moving services.

Existing Legal Encumbrances

Legal encumbrances on Title of the subject property include, but are not limited to, two registered SRWs (LTO charge numbers: D65286 and E26159) for the installation and maintenance of City utilities. Further information is provided in the “Site Servicing and Frontage Improvements” section below.

Related Policies and Studies

Official Community Plan

The City of Richmond 2041 OCP Land Use Map designation of the subject site is “Commercial”, which provides for a variety of commercial uses but excludes residential uses.

Consistent with OCP objectives to retain commercial uses on the subject site and encourage the development of new purpose-built rental housing, the subject development proposes a mixed-use development with commercial use at grade and purpose-built rental housing above.

In accordance with the OCP market rental housing provisions, additional density may be considered on a site-specific basis for 100 per cent rental housing applications that provide additional market rental or below-market rental housing to address community need.

To facilitate the proposed development, OCP Amendment Bylaw 10649 provides for a change to the land use designation of the subject site from “Commercial” to “Limited Mixed Use” to allow ground-floor commercial use and residential rental use above.

OCP Market Rental Housing Policy

In recognition of rental housing comprising an important piece of Richmond’s housing supply, the OCP encourages the development of new purpose-built rental housing units secured through rental tenure as well as a housing agreement and covenants on Title. A series of incentives are identified in the OCP to encourage the development of new rental housing, such as additional density, parking rate reductions and exemptions from affordable housing, public art and community planning contributions.

The proposal is generally consistent with the OCP Market Rental Housing Policy, as all the residential units are rental apartments secured through rental tenure zoning and the registration of legal agreements on Title.

The delivery of the six MMR units will be secured using a Housing Agreement and Housing Covenant. Registration of a Market Rental Housing Covenant on Title will secure the remaining 54 dwelling units as market rental units.

Noise Management Policy

To mitigate unwanted noise from commercial areas on residential properties, the OCP requires that new development proposals involving commercial uses within 30 m of any residential use demonstrate that the building envelope is designed to avoid noise generated by the internal building use that exceed permitted noise levels in the City’s Noise Regulation Bylaw from

penetrating into residential areas, and that noise generated from rooftop mechanical units will comply with the Noise Regulation Bylaw.

In addition, to protect the future dwelling units at the subject site from potential noise impacts generated by commercial uses in the building and by traffic on Francis Road and Garden City Road, noise attenuation is to be incorporated into dwelling unit design and construction.

Prior to final adoption of the rezoning bylaw, legal agreements are required to be registered on Title of the subject property to address these noise concerns and to ensure that the necessary noise mitigation measures are incorporated into building design and construction, as per acoustic and thermal report recommendations to be submitted by qualified registered professionals as part of the Development Permit (DP) application review process.

Floodplain Management Implementation Strategy

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

Public Consultation

In accordance with the City's Early Public Notification Policy 1316, notice of the development proposal was provided to residents within 100 metres of the subject site. In addition, rezoning signs have been installed on the subject property along both the Francis Road and Garden City Road frontages.

In response to the early public notification and placement of the rezoning signs on the property, staff have received correspondence from the public regarding the rezoning application. Aside from a resident asking for further information about the proposed development, feedback and concerns raised by three other members of the public are generally summarized below (with staff responses provided immediately below each item in ***bold italics***):

- The scale of the building, number of proposed units, the building's compatibility within a predominantly single-detached neighbourhood and privacy impacts.

Through the OCP, additional density is supported on a site-specific basis for developments that include 100 per cent rental housing units. In addition to market rental units, MMR units are proposed, providing additional community benefits. The applicant is maximizing affordability (in particular, the MMR units) through a five-storey building proposal. The surrounding neighbourhood also includes a mix of single-detached, townhouse, apartment housing and institutional uses.

In terms of building form, the applicant has configured the building in an inverted U-shape, with its massing and siting oriented toward the intersection and road frontages, away from the neighbouring properties as much as possible. The main building face has a setback of over 7 m from the east property line, and setbacks ranging from approximately 3 m to 10 m from the south property line, in addition to separation from the City-owned public walkway. The applicant is also proposing building step-backs for the upper storeys along the south elevation.

More detailed review and further refinements to the site, architectural and landscape plans will take place during the DP application phase.

- The proposal provides additional rental stock, but there are concerns about the livability of the smaller units.

In addition to studio and one-bedroom units, 40 per cent of the proposed units are considered to be family-friendly, consistent with the OCP, which encourages multi-unit residential developments to provide at least 40 percent of units with two or more bedroom units. All of the MMR units and most of the market rental units also meet the minimum unit sizes identified in the City's Affordable Housing Strategy for Low-End Market Rental (LEMR) units. All of the dwelling units are also proposed to comply with the City's Basic Universal Housing (BUH) provisions.

- Pressure of additional residents on infrastructure, namely educational and healthcare facilities.

To cover the costs of increased demand on services and infrastructure resulting from increased growth in the City is addressed through the payment of Development Cost Charges (City and Regional) and school site acquisition fees through the Building Permit (BP) process.

- Increase in the number of vehicles generated, leading to a shortage of parking, traffic congestion and safety concerns.

The on-site parking needs are substantiated in the Transportation Impact Assessment (TIA) submitted by a Professional Engineer. In addition to the Transportation Demand Management (TDM) measures to encourage alternative modes of transportation and the incorporation of right-in-right-out movement restrictions recommended in the TIA, this development will also contribute road frontage and traffic signal improvements as part of the required SA to increase accessibility of the site through alternate modes.

Copies of the email correspondence received from members of the public are provided in Attachment 6.

Should the Planning Committee endorse this application and Council grant first reading to the OCP amendment and rezoning bylaws, the bylaws will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act* and *Richmond Zoning Bylaw 8500*.

OCP Consultation Summary

Staff have reviewed the proposed OCP amendment bylaw with respect to the *Local Government Act* requirements and the City's OCP Bylaw Preparation Consultation Policy 5043, and it is determined that this report does not require referral to external stakeholders (Attachment 7).

Analysis

The proposal is to develop a mixed-use building on a property located at the southeast corner of Francis Road and Garden City Road with an approximate area of 1,900 m² (20,451 ft²) after land dedications and transfers. Conceptual development plans from the applicant are provided in Attachment 3.

The proposed development includes approximately 196 m² (2,110 ft²) of net commercial floor area on the ground floor, and 60 rental housing units and residential common areas (e.g., lobbies and circulation) totalling approximately 3,900 m² (41,979 ft²) of net floor area. Additional non-residential floor area on the ground floor includes vehicle and bicycle parking, and accessory uses such as waste, mechanical and electrical rooms. Indoor and outdoor amenity space is also proposed on the rooftop.

Proposed Zoning Amendment Bylaw

To rezone the subject site and accommodate the proposed development, a new site-specific zone entitled “Residential/Limited Commercial (ZMU60) – Francis Road (Broadmoor)” is proposed (Richmond Zoning Bylaw 8500, Amendment Bylaw 10650). The proposed ZMU60 zone allows for a limited range of commercial uses intended to serve the surrounding community and services on the ground floor, residential rental tenure apartment housing units on the upper floors, resident amenity space at rooftop level and other compatible secondary uses. Without limitation, the proposed ZMU60 zone provides for:

- Residential rental tenure zoning, along with the level of affordability for the MMR units and the length to which it is secured in accordance with the *Local Government Act*.
- A maximum overall density of 2.16 FAR, comprising:
 - A maximum FAR of 2.06 for residential uses, which must include at least six MMR units having a minimum combined habitable space of 332.9 m² (3,583.3 ft²) that is secured in perpetuity through registration of an MMR Housing Agreement and Housing Covenant on Title prior to final adoption of the rezoning bylaw; and
 - A minimum FAR of 0.1 for non-residential (e.g., commercial) uses.
- Maximum lot coverage of 70 per cent for buildings.
- Minimum setbacks of 2.0 m from roads, 2.9 m from the south property line and 7.5 m from the east property line, except that the corner of the building may project into the minimum setback up to the property line where a dedication is required to enable a strong urban street wall at the intersection.
- Maximum building height of 24.5 m.
- Specific parking provisions, including reduced parking rates, shared residential visitor and commercial parking spaces, shared undesignated medium-sized loading space and the location of vehicle and bicycle parking, as substantiated by a parking study prepared

by a Professional Engineer along with the provision of TDM measures to be secured through legal agreements registered on Title prior to final adoption of the rezoning bylaw.

Inclusionary Zoning

Proposed Amendment Bylaw 10650 is considered an inclusionary zoning bylaw for affordable housing under Section 482 of the *Local Government Act* as it includes the provision of MMR units within the proposed development. The proposed zoning bylaw has been prepared in accordance with Section 482 of the *Local Government Act* and in consideration of the City's Interim Housing Needs Report, the financial feasibility of the project as demonstrated by the applicant, and their desire to proceed undeterred with the proposed development.

Housing Type and Tenure

Staff are supportive of the proposed development as it is consistent with the City's Market Rental Housing Policy and other OCP policies that encourage the provision of a variety of housing types and sizes to accommodate the needs of a diverse and aging population. Specifically, the proposal includes:

- Six MMR units, comprising approximately 9.4 per cent of the total residential habitable area and having a combined 332.9 m² (3,583.3 ft²) of habitable space, will be located on the second and third storeys of the building and interspersed with the market rental units. Unit sizes range from 37.2 m² (400.4 ft²) to 71.9 m² (773.9 ft²) and are aligned with the minimum unit sizes applicable to Low End Market Rental (LEMR) units. These units will be secured in perpetuity through residential rental tenure zoning and the registration of a Housing Agreement and Housing Covenant on Title.
- Tenant eligibility for the MMR units will be defined using BC Housing's Household Income Limits (HILs). Maximum monthly rental rates will be no higher than 30 per cent of the HIL, applicable to the unit by type, divided by 12 (months). Given the limited number of MMR units and their location among the market rental units, a non-profit housing operator is not required.
- 54 market rental units will be secured in perpetuity through residential rental tenure zoning and the registration of a Housing Covenant on Title. There will be no restriction on tenant incomes, and units may be rented at prevailing market rates.
- A mix of unit types, including 24 two-bedroom units (equivalent to 40 per cent of all units), are suitable for families with children. Two of these units are allocated for the MMR units (Table 1). The proposal also includes 100 per cent of units with Basic Universal Housing (BUH) design, supporting the ability of residents to age in place. The percentages of family-friendly and BUH units will be secured through the legal agreements registered on Title prior to final adoption of the rezoning bylaw.

Table 1. Unit Mix and Maximum Rental Charge Rates and Household Incomes

Unit Type	Moderate Market Rental (MMR) Units ⁽¹⁾	Market Rental Units ⁽¹⁾	Total	Proposed Unit Sizes ⁽¹⁾	MMR Unit Max. Rent Charge ⁽²⁾⁽³⁾	MMR Unit Max. Household Income ⁽²⁾⁽³⁾
Studio	2 (33.3%)	8 (14.8%)	10 (16.7%)	37.6 m ² (404.7 ft ²) to 45.3 m ² (487.6 ft ²)	\$1,450/month	\$58,000 or less
1-Bed	2 (33.3%)	24 (44.4%)	26 (43.3%)	47.9 m ² (515.6 ft ²) to 62.2 m ² (669.5 ft ²)	\$1,450/month	\$58,000 or less
2-Bed	2 (33.3%)	22 (40.7%)	24 (40%)	68.3 m ² (735.2 ft ²) to 82.6 m ² (889.1 ft ²)	\$1,800/month	\$72,000 or less
Total	6 (100%)	54 (100%)	60 (100%)	Varies	Varies	Varies

⁽¹⁾ Unit area and mix in the above table may be adjusted to the satisfaction of the City through the DP application review process subject to at least six (6) MMR units having a combined habitable space of at least 332.9 m² (3,583.3 ft²) being provided, with the same percentage or greater of family-friendly (two or more bedroom) units.

⁽²⁾ Maximum rent charge and household incomes are for reference to the MMR units only.

⁽³⁾ The maximum household income is based on the Household Income Limits (HILs) established by BC Housing. The maximum monthly rents and household incomes may be adjusted in accordance with the Moderate Market Rental Housing Agreement. The above-listed rents are calculated using the 2023 BC Housing HILs and they will be updated to reflect the HILs of the year that the units are tenanted. Maximum rent charges are set at 30 per cent of the HILs, by unit type, divided by 12 months.

Prior to final adoption of the rezoning bylaw, registration of a Housing Agreement (for the MMR units) and Housing Covenants (for both the market rental units and the MMR units) on Title will be required. General provisions of the legal agreements include, but are not limited to:

- The units in each tenure type are to be maintained under a single ownership and there shall be no stratification of individual rental units.
- No age-based restrictions are to be imposed on tenants of any residential unit.
- Maximum rental rates, income thresholds and minimum unit sizes for the MMR units apply as in Table 1 above. On initial tenancy, maximum monthly rents and income limits will be defined based on the then-current HIL as published by BC Housing. Following tenancy, maximum monthly rents will be increased in accordance with any permitted increase set out in the *Residential Tenancy Act*. Income limits will be defined annually based on the figures published by BC Housing. In the event HILs are not published in a calendar year, the preceding HIL will be used with an adjustment based on the rate of any increase in the Consumer Price Index (CPI).
- All tenants are to have full use of and unlimited access to all on-site common indoor and outdoor areas of the residential portion of the building, including amenity spaces, vehicle parking, bicycle parking and related facilities, which for the MMR unit occupants shall be provided at no additional cost. A charge for vehicle parking may be permitted, subject to any related Council policy/direction enabling such.
- 100 per cent of the units are to be designed to meet the BUH features outlined in Richmond Zoning Bylaw 8500.
- The terms of the agreements shall apply in perpetuity.

Resident Amenity Space

In addition to private balconies for all dwelling units, the proposal includes approximately 47.4 m² (510.2 ft²) of shared resident indoor amenity space adjacent to the mechanical room and elevator penthouse on the building's rooftop level. Access is provided between the amenity room and the proposed 423 m² (4,553 ft²) rooftop outdoor amenity space. Based on the preliminary landscape plans, the shared rooftop outdoor amenity space includes a lounge, seating, dining, community gardening and children's play areas.

Staff will work with the applicant at the DP stage to further review the programming of the shared amenity spaces and to ensure that the configuration and design of the spaces are consistent with the DP guidelines.

Vehicle Access, Parking and Transportation-Related Improvements

The development will provide an approximate 2.0 m wide road dedication along Francis Road, an approximate 0.5 m wide land transfer along a portion of the south property line adjacent to the City-owned public pathway, and a 4.0 m by 4.0 m corner cut dedication at the intersection of Francis Road and Garden City Road. This land dedication and transfer will be taken prior to final adoption of the rezoning bylaw.

Frontage upgrades along both Francis Road and Garden City Road include the construction of 3.0 m wide sidewalks, separated from traffic by grassed boulevards. New traffic signal infrastructure will be provided at the southeast corner of the road intersection fronting the subject site. Upgrades along the south property line include a 3.0 m wide concrete pathway and installation of a 0.5 m wide lighting strip with pedestrian lighting and grass.

Vehicle access to the subject site is proposed to be served via two driveway crossings located on Francis Road and Garden City Road. Access will be limited to right-in-right-out and controlled by a raised centre median on Garden City Road to mitigate traffic and safety impacts. A Traffic Impact Assessment report was prepared by a Professional Engineer and reviewed by City staff, confirming that traffic impacts from the development are acceptable.

A total of 35 off-street surface parking spaces (29 resident parking spaces, of which two are allocated to the MMR units and six shared residential visitor/commercial parking spaces) are proposed on the southern portion of the site underneath the second storey of the building. A Housing Covenant will be used to identify the parking spaces allocated to the MMR units.

The proposed parking rates exceed reductions permitted in the City's zoning bylaw. The proposed parking rates have been substantiated by a parking study prepared by a Professional Engineer, with the provision of additional Transportation Demand Management (TDM) measures, which include:

- One on-site publicly accessible parking space with electric vehicle supply equipment, for the purposes of car share or small-sized loading, secured with a Public Right of Passage Statutory Right-of-Way (PROP SRW) over the space and the vehicular and pedestrian accesses.

- Transit pass program that includes the provision of monthly two-zone transit passes for a period of two years, offered to all units.
- Provision of 105 long-term bicycle parking spaces (11 Class 1 spaces are allocated to the MMR units) contained in secured bicycle rooms located on each floor of the building and in bicycle lockers. This reflects 20 additional secured bicycle parking spaces compared to the one Class 1 bicycle parking space per bedroom typically required as part of a standard TDM package.
- Provision of 16 additional oversized bicycle lockers to support family-friendly use.
- Provision of five additional Class 2 bicycle parking spaces for commercial users to a total of 18.
- Bicycle maintenance facilities for residents' use, each to include a repair stand, repair tools and workspace in every bicycle room (total of five).
- Bicycle washing station on the ground level outside the bicycle room.
- Transportation marketing brochure that will be given to new residents, detailing the available TDM measures on-site, including instructions on how to register for the transit pass program.

Tree Retention, Replacement, and Landscaping

The applicant has submitted a Certified Arborist 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 one windrow (row of trees) comprising 23 Douglas firs, with the largest tree at 43 cm DBH (Tag# N01) on the neighbouring property to the southeast. There are no on-site trees and no street trees along the site frontages.

The City's Tree Preservation Coordinator has reviewed the arborist report, along with conducting a site visit and concurs with the project arborist's recommendation to remove the neighbouring windrow. The trees are identified to be in very poor structural condition related to historical severe pruning, resulting in very weakly attached replacement leaders, prone to failure and presenting a risk to the subject site and neighbouring private lands. The neighbour has provided consent in principle, subject to agreement on final remediation and planting for their property with the developer.

The applicant has submitted a tree management plan showing the trees proposed to be removed (Attachment 8). The applicant's preliminary landscape plans show the planting of 19 new trees on-site. Proposed tree planting will be further reviewed and refined during the DP application process.

Energy Step Code

Consistent with Provincial Energy Step Code and Zero Carbon Step Code requirements, the project architect has confirmed that the applicable Energy Step Code performance targets have been considered in the proposed design. The residential space of the proposed building is anticipated to meet Step 3 with EL-2, while the proposed commercial space would meet Step 2 with EL-2. Further details on how the proposal will meet this commitment will be reviewed as part of the DP and Building Permit (BP) application review processes.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into a SA, secured with a Letter of Credit, for the design and construction of site servicing and frontage improvement works. Works include, but are not limited to, installation of new concrete sidewalks and landscaped boulevards along Francis Road and Garden City Road; upgrades to the City-owned public walkway along the south property line; traffic signal upgrades at the road intersection; sanitary, storm sewer and water works and associated Statutory Rights-of-Ways (SRWs).

There are also currently two registered SRWs (LTO charge numbers: D65286 and E26159) along a portion of the south lot line for the installation and maintenance of various services, and currently contain an existing sanitary sewer main. Engineering staff has indicated that approximately 24 m of the sanitary main may be removed through the required SA process, and afterward, the associated portion of SRW over the subject site may be discharged.

Further details regarding the scope of the site servicing and frontage improvement works are included in Attachment 9.

Future DP Application Considerations

A DP is required for the subject proposal to ensure further consideration of the design guidelines for multiple family and mixed-use buildings contained within the OCP.

Further refinements to the site plan, landscape plan, and architectural elevations to ensure integration with the neighbourhood may be made as part of the DP application review process including, but not limited to:

- Refinement of vehicle parking and circulation, truck maneuvering, waste management, fire access and related features.
- Streetscape interface along Francis Road and Garden City Road, including the creation of pleasant pedestrian conditions along the north elevation adjacent to the bicycle storage area and the proposed treatment of any required on-site infrastructure (e.g., screening, minimizing visual intrusion).
- Appropriate transition to surrounding properties, including buffering of the parking area along the south lot line with adequate and suitable landscaping and trees.
- Refinement of the location, size and species of proposed trees and other aspects of the landscape plans.

- Refinement of proposed common outdoor and indoor amenity areas, including their landscaping and programming, sizes and configuration and treatment of the balcony spaces for minimizing overlook.
- Proposed exterior colour and material palettes of the building.
- Demonstration that all accessibility features are incorporated into unit design.
- Proposal's design response to Crime Prevention Through Environmental Design (CPTED) principles.
- Proposed sustainability features to be incorporated into the development.

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

Financial Impact or Economic Impact

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

Conclusion

The proposed application at 9040 Francis Road is for the development of a mixed-use building with non-residential uses on the ground floor, shared amenity space on the rooftop and a total 60 secured rental housing units (54 market rental units and six MMR units) on the upper floors.

The proposal involves rezoning of the subject site from the "Neighbourhood Commercial (CN)" zone to a new site-specific "Residential/Limited Commercial (ZMU60) – Francis Road (Broadmoor)" zone.

To facilitate the proposed development, the applicant is also proposing to amend the OCP land use designation of the subject site from "Commercial" to "Limited Mixed Use" to permit residential rental housing.

The list of Rezoning Considerations is included in Attachment 9, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10649 and Richmond Zoning Bylaw 8500, Amendment Bylaw 10650 be introduced and given first reading.



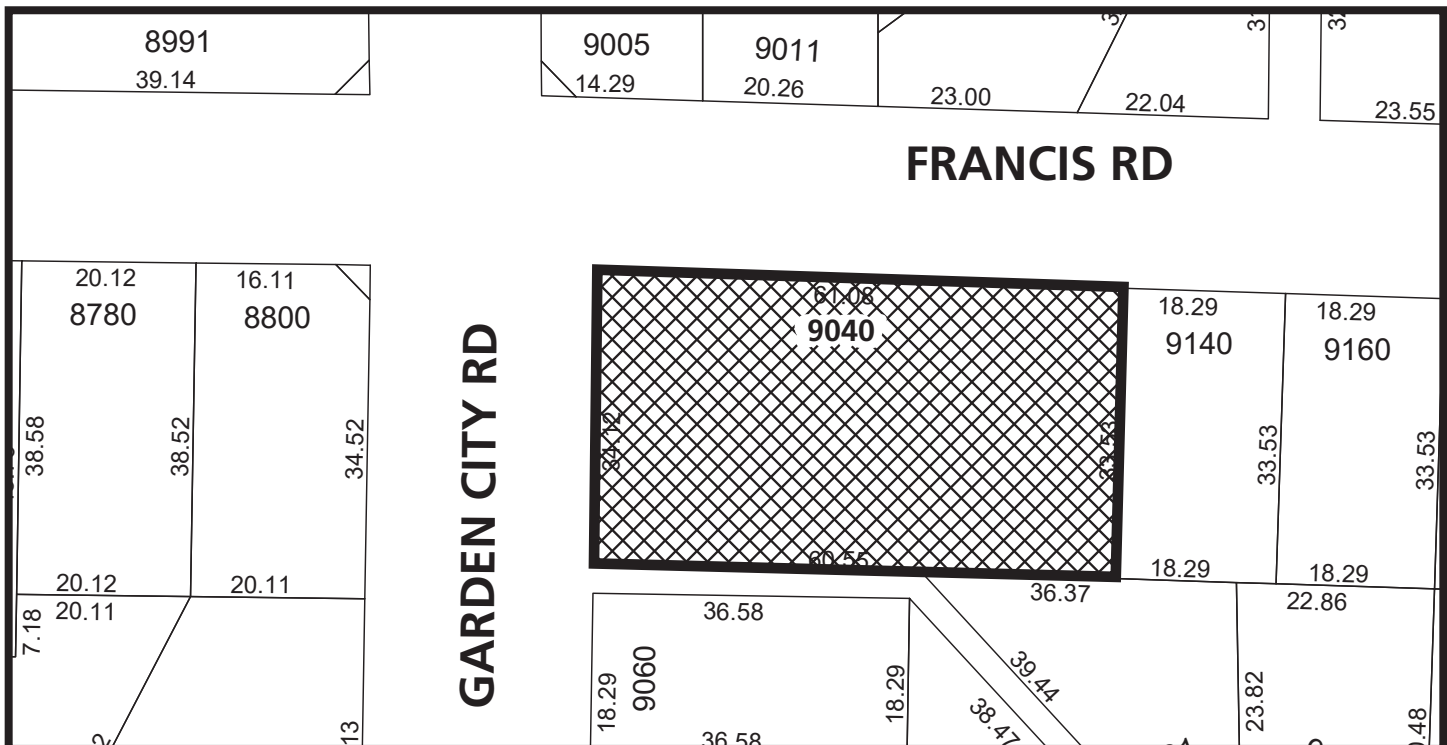
Dilys Huang
Planner 3
(604-276-4139)

DH:js

- Att. 1: Location Map and Aerial Photo
 2: Site Survey
 3: Conceptual Development Plans
 4: Development Application Data Sheet
 5: Applicant Letter – Non-Profit Tenant Support
 6: Public Correspondence
 7: OCP Consultation Summary
 8: Tree Management Plan
 9: Rezoning Considerations



City of
Richmond



RZ 24-011883

Original date: 05/02/24

Revision Date: 07/08/24

Note: Dimensions are in METRES



City of
Richmond



RZ 24-011883

Original date: 05/10/24

Revision Date: 07/08/24

Note: Dimensions are in METRES



TOPOGRAPHIC SITE PLAN OF LOT "A" AND LOT 261 ALL OF
SECTION 27 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 35222

CIVIL ADDRESS
FILED: 07/25/2023 Reviewed: E.C.
FILED: 07/25/2023 Reviewed: E.C.
FILED: 07/25/2023

- LEGEND**
- denotes ground elevation
 - denotes peak elevation
 - denotes catch basin - TOP ENTRY
 - denotes catch basin - ROAD
 - denotes catch basin - DRAIN
 - denotes street light - DAWT
 - denotes lamp
 - denotes water valve
 - denotes water meter
 - denotes gas valve
 - denotes electrical box
 - denotes sanitary manhole
 - denotes fire and alarm entry
 - denotes fire and alarm valve
 - denotes traffic lights
 - denotes utility vault (road)

SCALE 1 : 250
0 5 10
FEET

The intended use of this plan is to show the location of all structures and utilities shown on this plan. It is not intended to be used for any other purpose.

PH - 22

Lot 261 is subject to the following non-financial charges and interests which may affect the planning and construction of this project:
Restrictive Covenant F21010

Lot A is subject to the following non-financial charges and interests which may affect the planning and construction of this project:
Restrictive Covenant F21010
Subdivided Right of Way 700006, 120459

Lot dimensions are derived from Field Survey.
Elevations are derived from GND 8100-2018 - IN PETERS
Metro-Innovative 0005 Service Network and related to 4th
corner of the 3rd and 4th Street and 1st Street.
Elevation = 2580m
The plan is based on the official records of the property lines
as shown from municipal records and field survey.
The plan is based on the official records of the property lines
as shown from municipal records and field survey.

Spot elevations along curb are shown in profile.
Tree elevations are shown as 1.4m above grade and are
shown in cm.
If this plan is used in digital form, Target Land Surveying
will not be responsible for any errors or omissions that may
occur in the digital version of the plan.

This plan was prepared for architectural design and permit
purposes only. It is not intended to be used for any other
purpose. The plan is based on the official records of the
property lines as shown from municipal records and field
survey. The plan is based on the official records of the
property lines as shown from municipal records and field
survey.

CERTIFIED CORRECT
DATED THE 28th DAY OF September, 2024.

R. Adam Patterson

BCLLS



OUTBOUND CAR MOVEMENT
 INBOUND CAR MOVEMENT



CONTEXT PLAN

Subtitle

1" = 30'

0 20' 40' 60'

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9040 Francis Road
 FOR
 PARK DEVELOPMENTS

R2 24-011883
 March 14, 2025

FOUGERE
 architecture inc.
 202-2425 Quebec Street
 Vancouver, BC V6T 4L6
 604.673.2597
 fougerearchitect.ca

LEGEND

- EXISTING GRADE
- FLOOR LEVEL
- CORNER GRABES
- CIVIL GRABES
- REMOVED TREES
- EXISTING TREES



SITE PLAN

3/32" = 1'-0"
0' 6' 15' 30'

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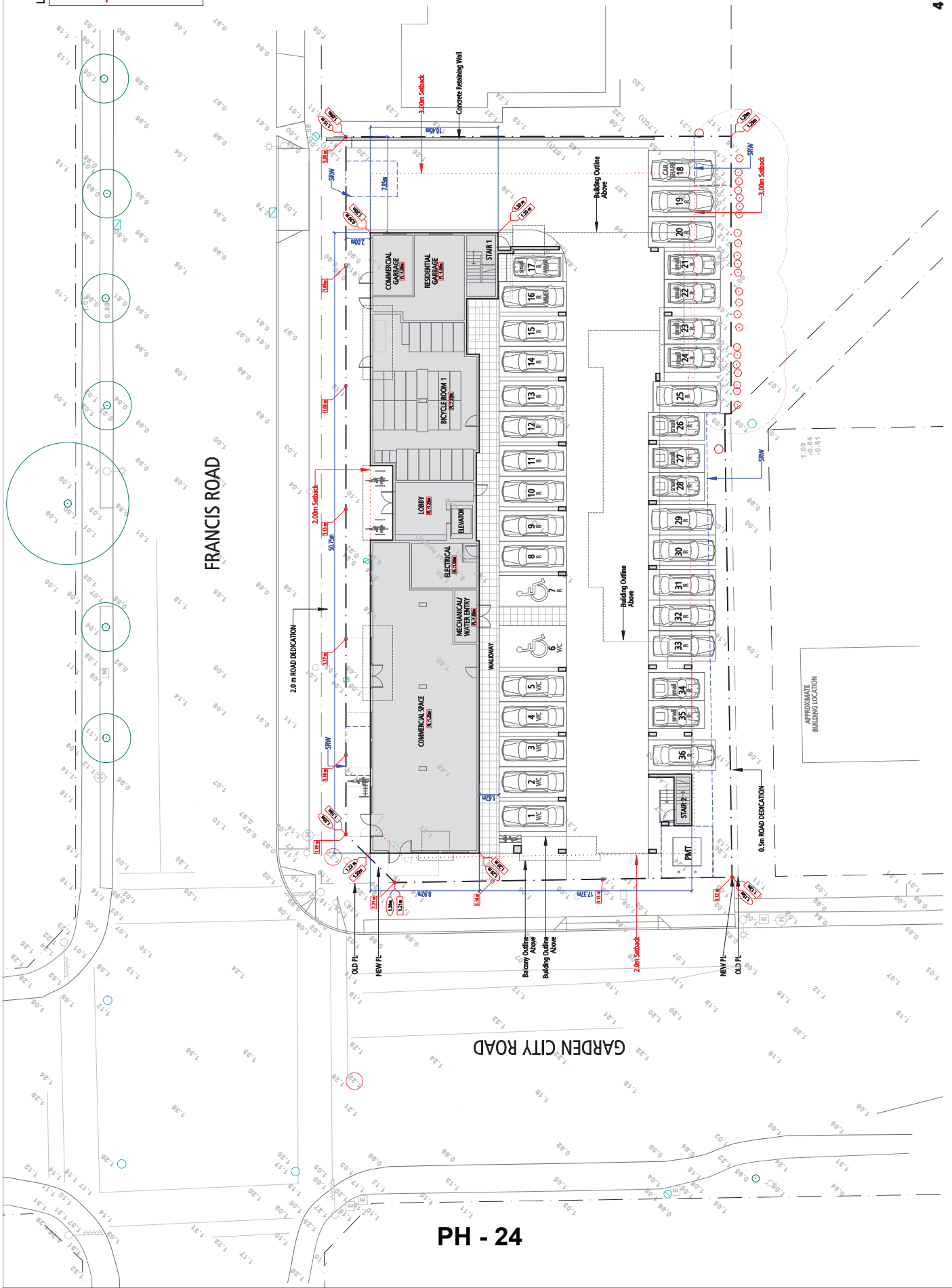


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

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May 15, 2025

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4



PH - 24

UNIT MIX		
	BACHELOR	2
	1 BEDROOM	7
	2 BEDROOM	6
	TOTAL	15
	MAR UNIT	4



FLOOR PLAN LEVEL 2

1/8" = 1'-0"



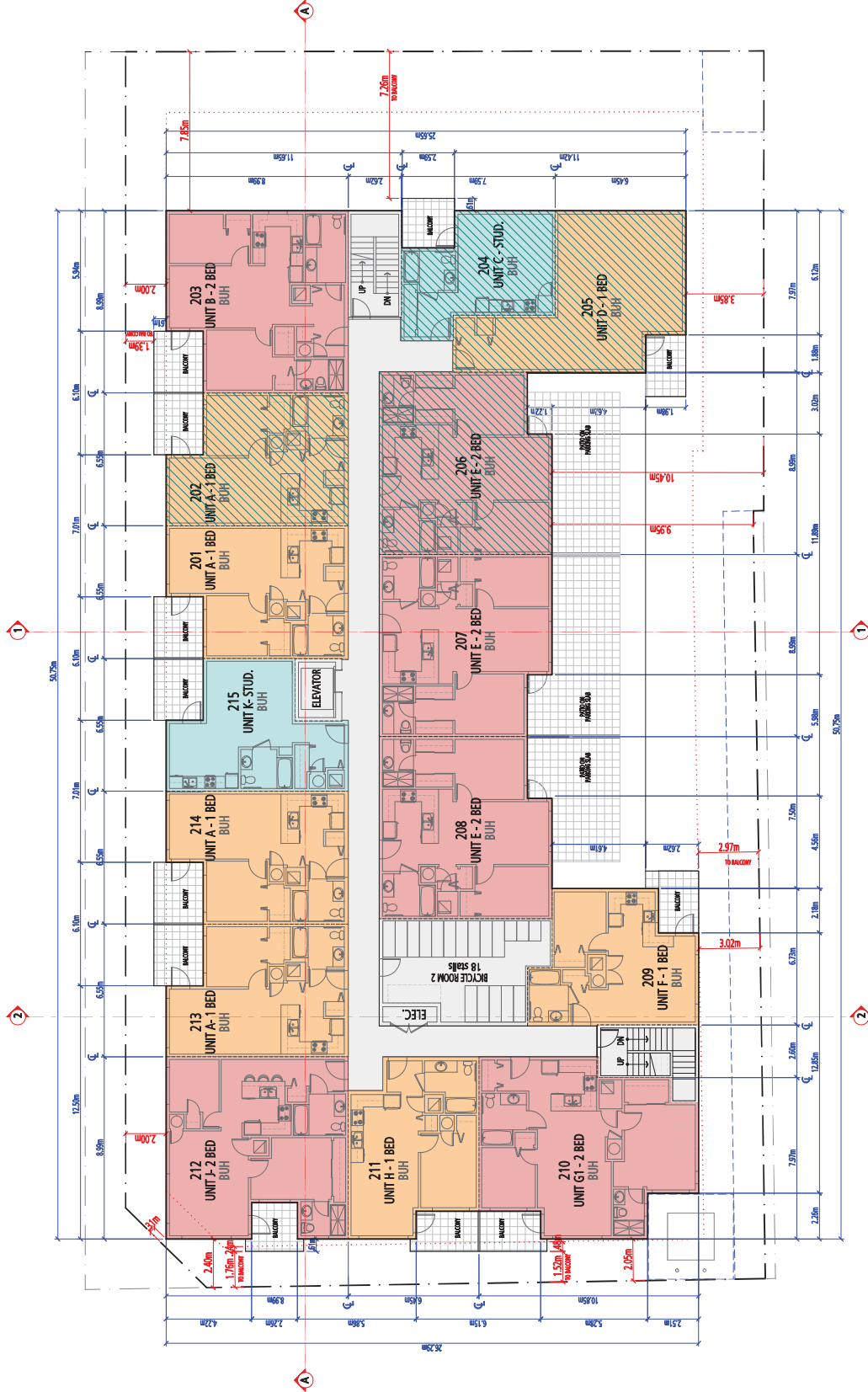
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



9040 Francis Road
FOR
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R2 24-011883
March 31, 2025

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Vancouver, BC V5T 4L6
804.473.2897
fougerearchitect.ca



UNIT MIX		
	BACHELOR	2
	1 BEDROOM	7
	2 BEDROOM	6
	TOTAL	15
	MAR UNIT	2



FLOOR PLAN LEVEL 3

1/8" = 1'-0"



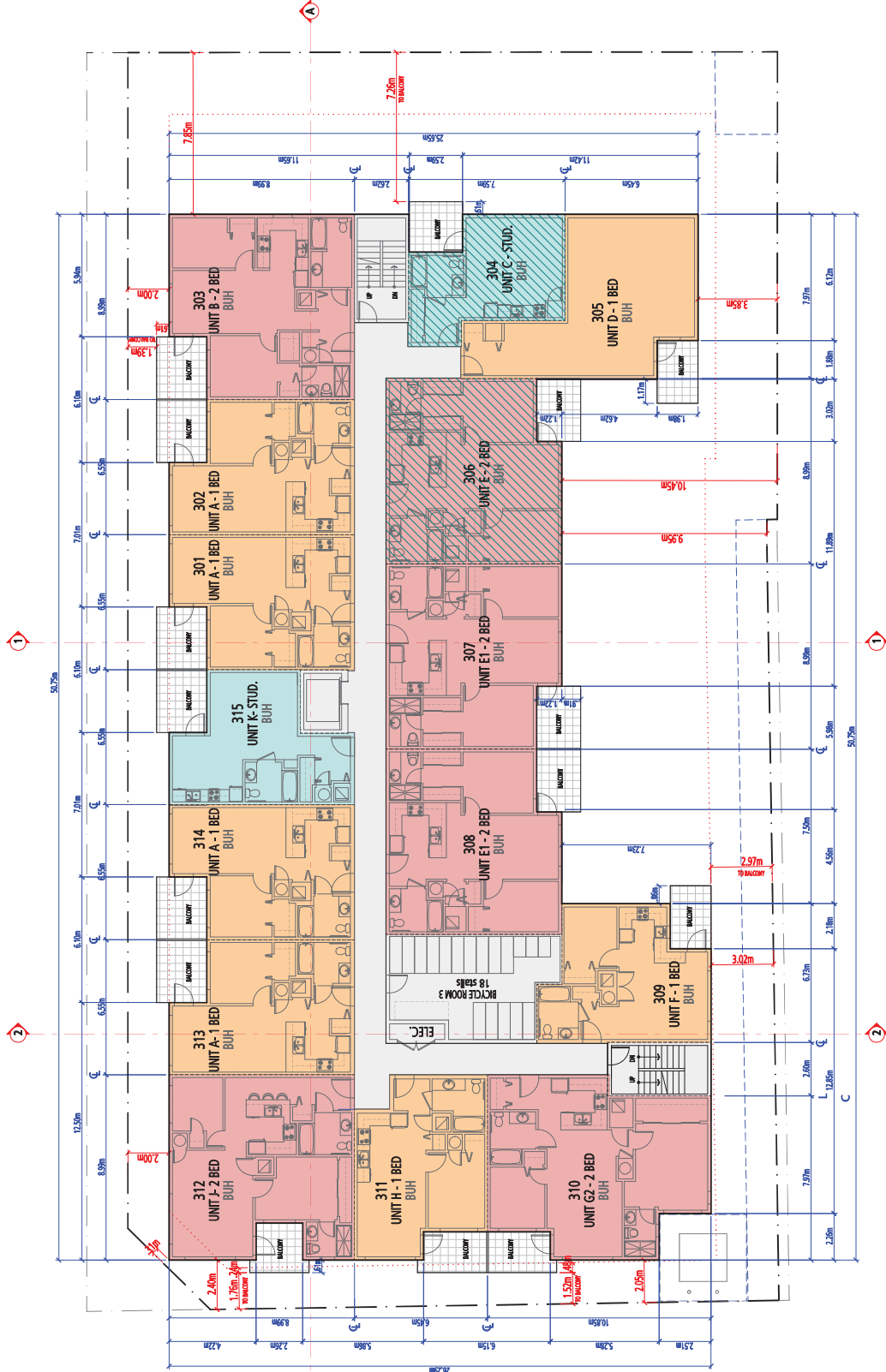
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


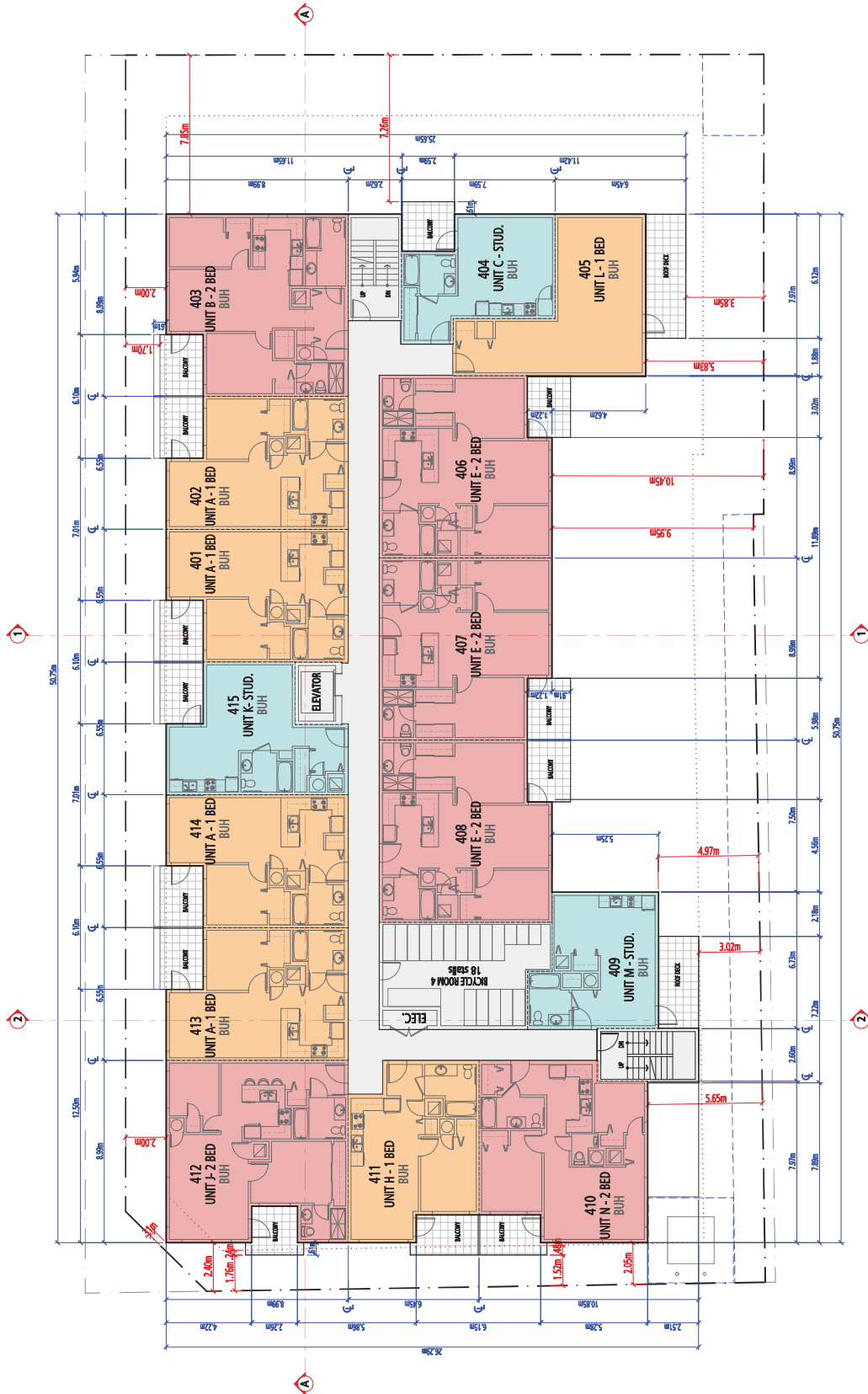
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UNIT MIX		
	BACHELOR	3
	1 BEDROOM	6
	2 BEDROOM	6
TOTAL		15






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 604.673.2897
 fougerearchitects.ca

UNIT MIX		
	BACHELOR	3
	1 BEDROOM	6
	2 BEDROOM	6
TOTAL		15



FLOOR PLAN LEVEL 5

1/8" = 1'-0"



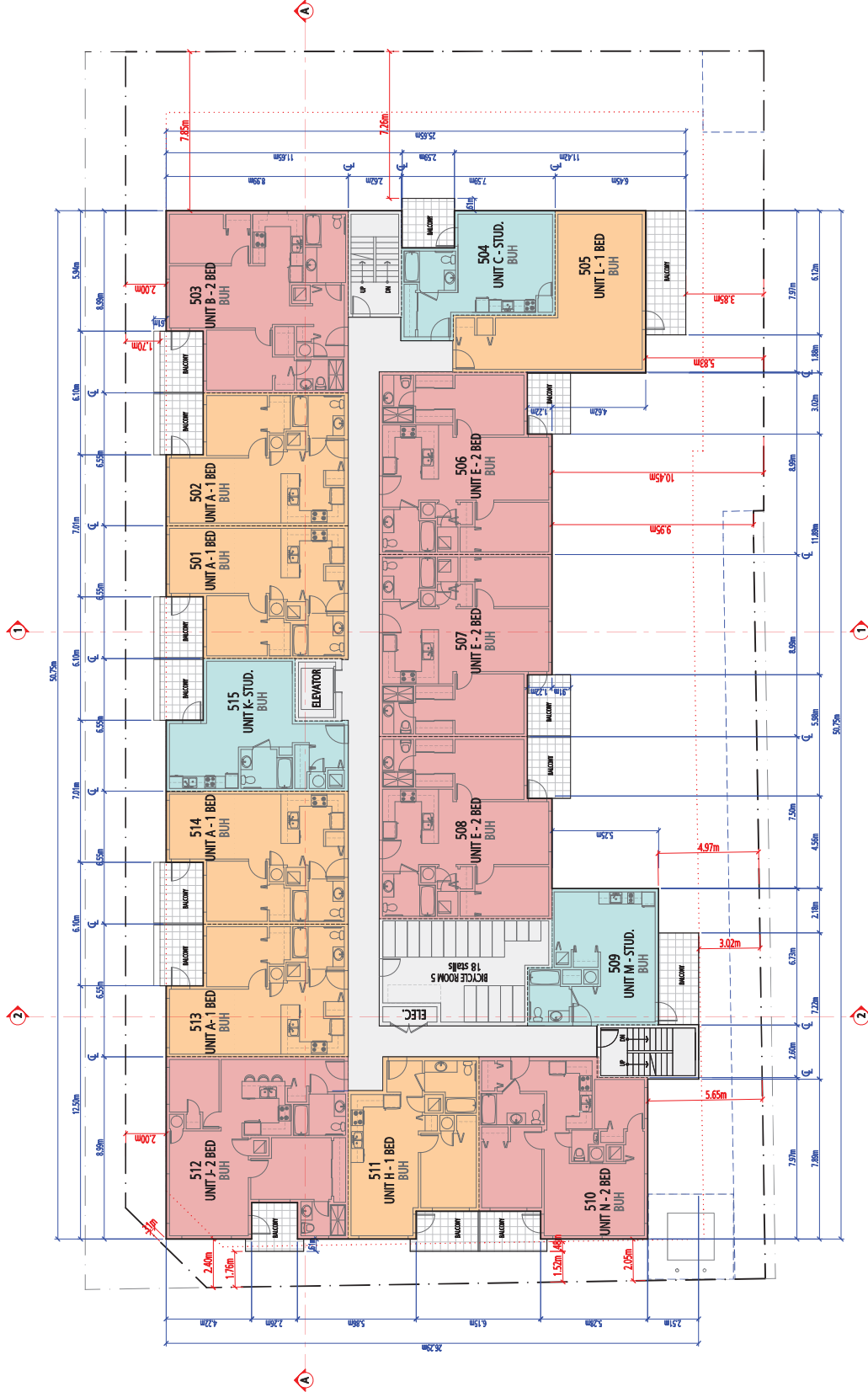
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804.873.2897
fougerearchitects.ca





NORTH ELEVATION

ELEVATIONS
NORTH AND WEST

0 4' 12' 24'

1/8" = 1'-0"



WEST ELEVATION

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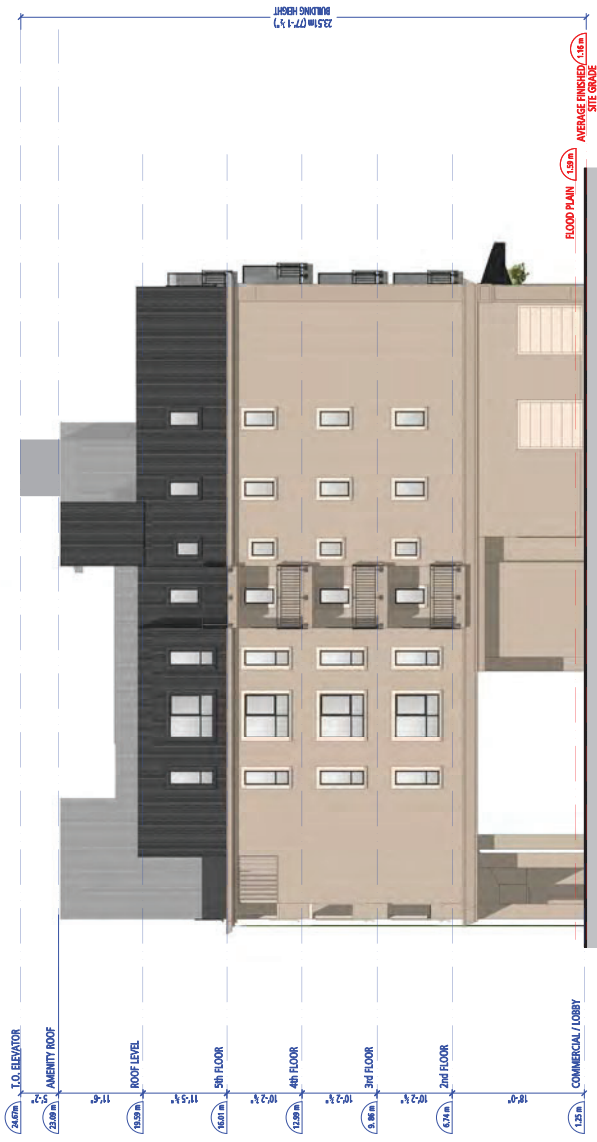


SOUTH ELEVATION

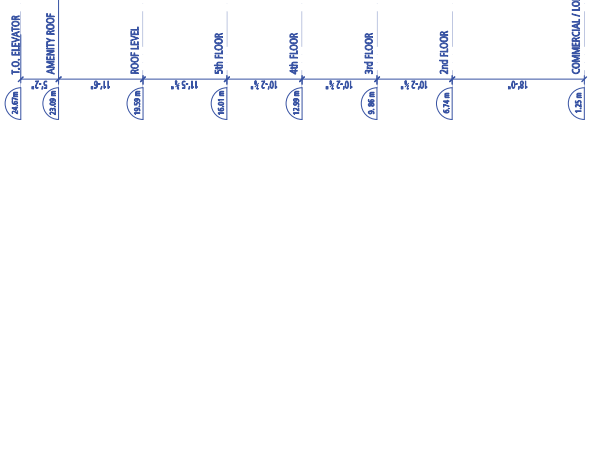
**ELEVATIONS
SOUTH AND EAST**

1/8" = 1'-0"

0 4' 12' 24'



EAST ELEVATION



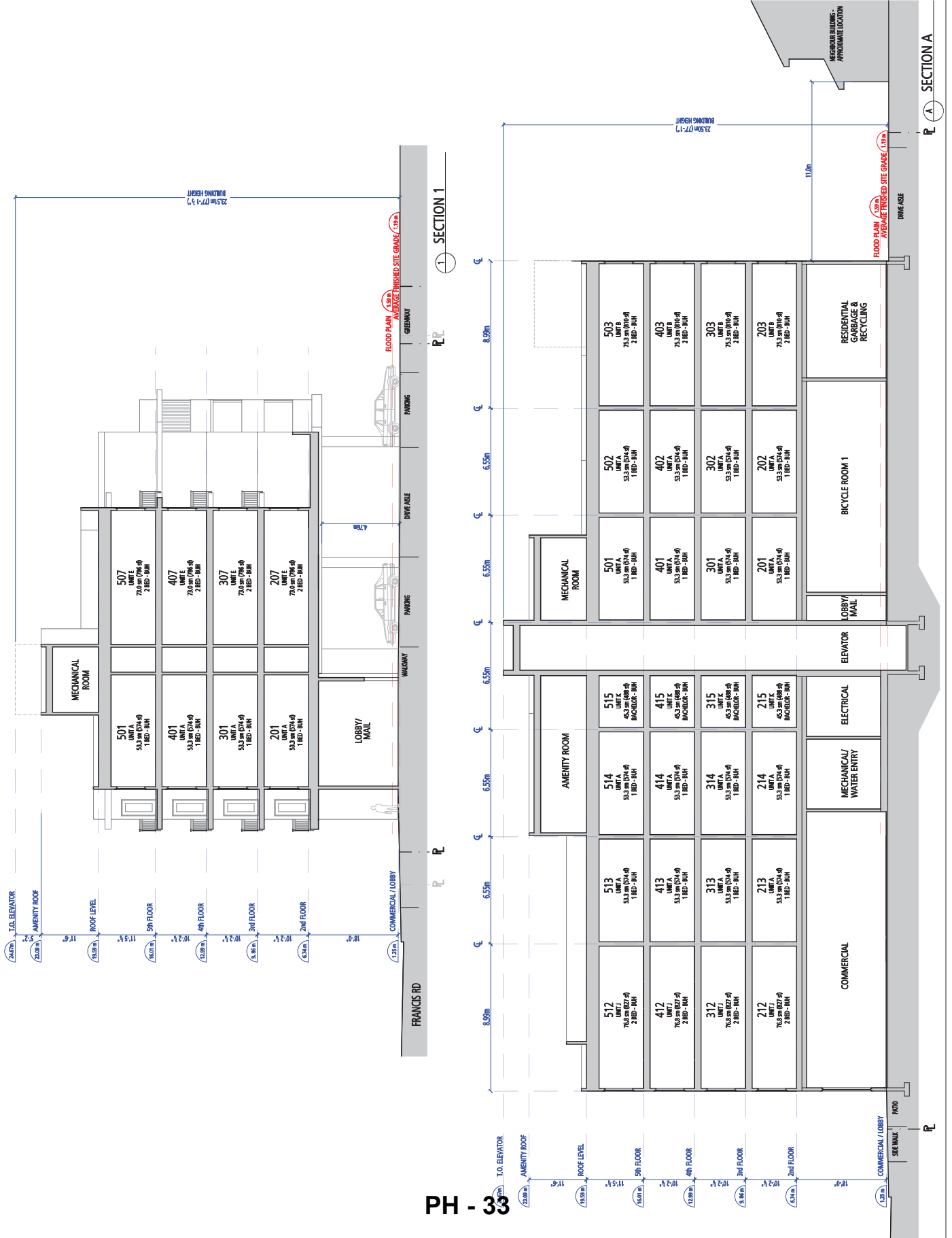
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SECTIONS

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0 4' 12' 24'

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SCALE 1 : 1000

0 10m 20m 50m

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9040 Francis Road
for
PARKR DEVELOPMENTS

RZ24-011883
March 14, 2025



22



MARCH 21, 4 pm



MARCH 21, 2 pm



MARCH 21, 12 pm



MARCH 21, 10 am



JUNE 21, 4 pm



JUNE 21, 2 pm



JUNE 21, 12 pm



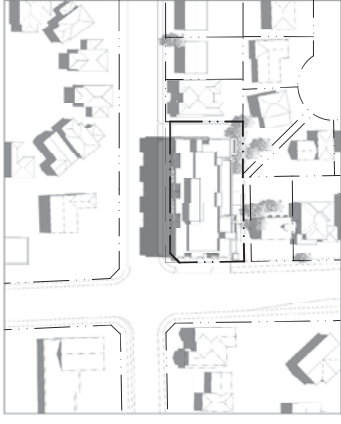
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SEPTEMBER 21, 4 pm



SEPTMBER 21, 2 pm



SEPTEMBER 21, 12 pm



SEPTEMBER 21, 10 am

PH - 35



VIEW 1 NORTH



VIEW 2 NORTH-WEST

PRESPECTIVES

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R2 24-011883
 March 14, 2025

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 architecture inc.
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 604.373.3897
 fougerearchitects.ca



VIEW 3 NORTH-EAST



VIEW 4 NORTH-COFFEE SHOP

PRESPECTIVES

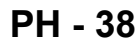
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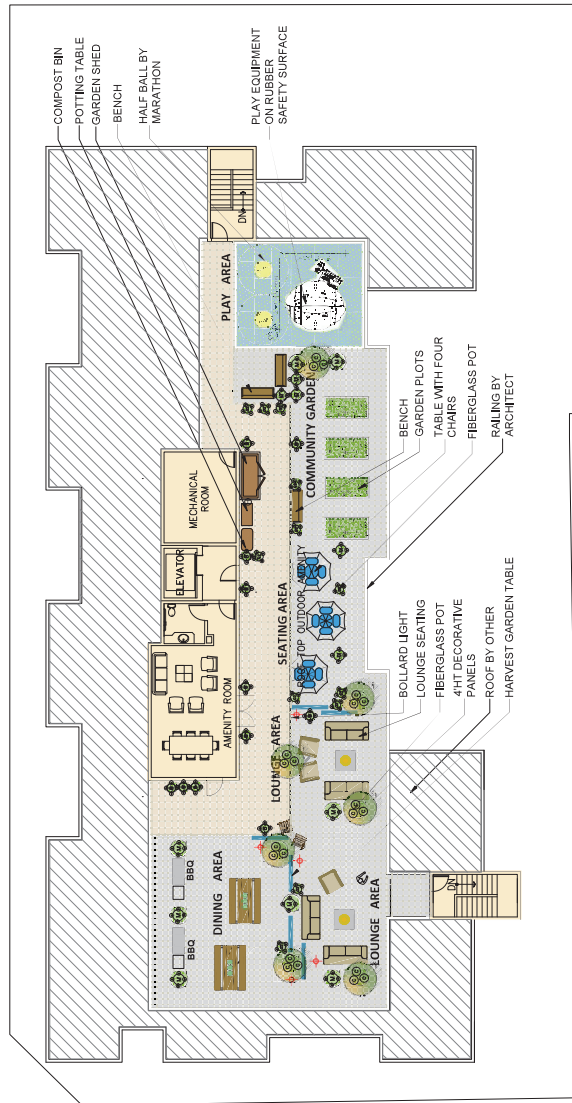
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R2 24-011883
March 14, 2025



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604.373.3897
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[illegible]








NOTE:
- PROVIDE DESIGNED BUILD HIGH EFFICIENCY AUTOMATIC IRRIGATION SYSTEM TO I.A.B.C. STANDARDS TO ALL SOFT LANDSCAPE AREAS.
- PLANT SPECIES TO BE PROVIDED BY THE CONTRACTOR. ALL SPECIES TO BE PROVIDED BY THE CONTRACTOR TO BE PLANTED BY THE CONTRACTOR.



PH - 39

LIGHTING LEGEND	
SYMBOL	STYLE
	BOLLARD 20" H.T.
	
	UTPOMKA WADZAN - LED BOLLARD

ALL FURNITURE TO BE SURFACE MOUNTED
AS PER MANUFACTURER'S SPECIFICATIONS.

FURNITURE LEGEND	 <p>GARDEN PLANTER BOX DIFFERENCE PLANTER BOX DIFFERENCE PLANTER BOX DIFFERENCE</p>	 <p>GARDEN BENCH DIFFERENCE BENCH DIFFERENCE BENCH DIFFERENCE</p>	 <p>GARDEN TABLE DIFFERENCE TABLE DIFFERENCE TABLE DIFFERENCE</p>	 <p>GARDEN TABLE DIFFERENCE TABLE DIFFERENCE TABLE DIFFERENCE</p>	 <p>GARDEN TABLE DIFFERENCE TABLE DIFFERENCE TABLE DIFFERENCE</p>	 <p>GARDEN TABLE DIFFERENCE TABLE DIFFERENCE TABLE DIFFERENCE</p>	 <p>GARDEN TABLE DIFFERENCE TABLE DIFFERENCE TABLE DIFFERENCE</p>
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PLANT SCHEDULE - ROOFTOP						
LINE	COMMON NAME	COMMON NAME	PLANTED BY	DATE PLANTED	DATE PLANTED	PLANT
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NOTE:
- PROVIDE DESIGNED BUILD HIGH EFFICIENCY AUTOMATIC IRRIGATION SYSTEM TO ILLINOIS STANDARDS TO ALL SOFT LANDSCAPE AREAS. SHOP DRAWINGS TO BE REVIEWED AND APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

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PLN - 41
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9040 Francis Road
for
PARK DEVELOPMENTS

RZ 24-011883
March 31, 2025

FOUGE
architect
202-2425 Quebec Street
Vancouver, BC V5T 4L6

Attachment 3

PROJECT TEAM

CLIENT PARK DEVELOPMENT GROUP LTD. Contact: Agneta Kocher personal information released	ARCHITECT FOUGE ARCHITECTURE INC. 202-2425 Quebec Street Vancouver, BC V5T 4L6 Contact: Wesley Rogers wes@fougearchitect.com	LANDSCAPE VAN DER ZAND & ASSOCIATES 355 Kingsway Suite 102 Vancouver, BC V5T 3J7 Contact: Tina van der Zand tina@vz.ca	ARBORIST ACL GROUP 6086 205 St #125, Langley Twp, BC V2Y 3S1 Contact: Michaela Mack michaela@aclgroup.ca	CIVIL ENGINEER H.V. ENGINEERING 6020 - 9128 152 Street Surrey, BC V3R 4E7 Contact: John van der Meer john.vandermeer@hveengineering.com	SURVEYOR TARGET LAND SURVEYING C120 - 20178 86 Ave, Langley, BC V1M 0B2 Contact: Adam Langley adam@targetlandsurveying.ca
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City of Richmond

Development Application Data Sheet

Development Applications Department

RZ 24-011883

Address: 9040 Francis Road

Applicant: Fougere Architecture Inc.

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	N & Z Futures Ltd.	No Change
Site Size (m²):	2,049 m ²	1,900 m ² (after land dedications)
Land Uses:	Commercial	Mixed-use commercial / residential
OCP Designation:	Commercial (COM)	Limited Mixed Use (LMU)
Zoning:	Neighbourhood Commercial (CN)	Residential/Limited Commercial (ZMU60) – Francis Road (Broadmoor)
Number of Units:	2 commercial units	1 commercial unit & 60 rental housing units

	Required	Proposed	Variance
Floor Area Ratio:	Max. 2.16	2.16	None Permitted
Lot Coverage (% of lot area):	Max. 70%	67.4%	None
Lot Size:	Min. 1,700 m ²	1,900 m ²	None
Setbacks:	North (Francis Rd): Min. 2.0 m West (Garden City Rd): Min. 2.0 m South: Min. 2.9 m East: Min. 7.5 m	North (Francis Rd): 2.0 m West (Garden City Rd): 2.0 m South: 2.97 m East: 7.8 m	None
Building Height:	Max. 24.5 m	23.51 m	None
Off-street Parking Spaces:	Min. 29 (residential) Min. 6 (shared residential visitor / non-residential)	29 (residential) 6 (shared residential visitor / non-residential)	None
Total:	35	35	None
Accessible (included as part of total parking):	Min. 1 (residential) Min. 1 (non-residential)	1 (residential) 1 (non-residential)	None
Car share / small size loading:	Min. 1 (shared) (TDM)	1 (shared)	None
Bicycle Parking – Class 1	Min. 104 (residential) (TDM) Min. 1 (non-residential)	104 (residential) 1 (non-residential)	None
Bicycle Parking – Class 2	Min. 12 (residential) Min. 6 (non-residential) (TDM)	12 (residential) 6 (non-residential)	None
Amenity Space – Indoor:	Min. 100 m ² or cash-in-lieu	47.4 m ² (supplemented with additional outdoor amenity space and to be further reviewed at DP stage)	None
Amenity Space – Outdoor:	360 m ²	423 m ²	None

April 30, 2025

RE: Non-Profit Tenant @ 9040 Francis (RZ 24-011883)

Dear City of Richmond (Planning & Development),

Currently, at one of PARKR's upcoming rental projects in the City of Richmond we have a Non-Profit tenant. Given the city's *Non-Profit Organization Replacement and Accommodation Policy (5051)* we have taken the following steps in conjunction with this policy:

- PARKR has signed a re-negotiated lease agreement with the owner which allows for the tenant to pay 44% of the lease payment as a tax receipt that is below the market rate. This renegotiation was triggered by the tenants as a result of the subject rezoning application, which was heavily considered when designing the lease agreement.
 - PARKR will provide 6 months' demolition clause notice for the NPO (in conjunction with *Policy 5051*)
- PARKR has already engaged a licensed realtor to assist the tenants in securing a new space for the business
- PARKR will not be offering the NPO replacement space at 50% of market rates in perpetuity as it does not align with the current rezoning application due to the nature of the business being incompatible with the constraints and context of this site.

This concludes PARKR's implementation of *Policy 5051*.

Regards,
Parkr Development Group.



Aaryan Kochhar
Managing Partner

Huang,Dilys

From: Lussier, Cynthia
Sent: Thursday, November 14, 2024 1:07 PM
To: 'richardlishiqi@gmail.com'
Subject: FW: Opposition to the proposed rezoning of the two houses at 9040/9080 Francis Road

Hi Richard,

Thank you for your correspondence of July 17th about the rezoning application at 9040/9080 Francis Road (below). My apologies for the delay in providing a response as I've been caught up with many applications the past few months.

The rezoning application at 9040-9080 Francis Road is currently being reviewed. As part of the rezoning application review process, the proposal is reviewed for consistency with the City planning policies and urban design guidelines, and the implications of the proposal on the existing transportation network and servicing infrastructure are reviewed and any required revisions and upgrades to be undertaken by the applicant to support the proposal are identified.

The concerns raised in your email will be summarized in the Staff Report that is ultimately presented to City Council when the application moves forward for consideration, and a copy of your email will be included as an attachment to the Staff Report. Should City Council grant first reading to the bylaw associated with the rezoning application, notices will appear in online news sources and a formal notice will be sent to residents of properties located within 100 m of the site prior to a Public Hearing, at which time additional opportunity to provide feedback will be available. The outcome of the rezoning application process is at the discretion of City Council with consideration of existing City policies and the feedback provided by the public.

If you have any additional comments or questions, or wish to meet with me to view the current drawings associated with the development proposal, please contact me at 604-276-4108 or clussier@richmond.ca.

Cynthia Lussier
Planner 2
 Development Applications Department
 City of Richmond
 Tel. 604-276-4108
 Email: clussier@richmond.ca
www.richmond.ca

From: DevApps <DevApps@richmond.ca>
Sent: July 17, 2024 8:43 AM
To: Lussier, Cynthia <CLussier@richmond.ca>
Cc: DevApps <DevApps@richmond.ca>
Subject: FW: Opposition to the proposed rezoning of the two houses at 9040/9080 Francis Road

From: Richard Li <richardlishiqi@gmail.com>
Sent: July 17, 2024 8:39 AM
To: DevApps <DevApps@richmond.ca>
Subject: Opposition to the proposed rezoning of the two houses at 9040/9080 Francis Road

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

Dear City of Richmond,

I am writing to express my strong opposition to the proposed rezoning of the two houses located at 9040/9080 Francis Road to accommodate a 60-unit residential building. As a resident of this community, I have several significant concerns regarding this development.

Firstly, the current infrastructure, particularly our schools, is already stretched to its limits. Introducing a large influx of new residents would exacerbate the overcrowding issues our schools are currently facing. Our children deserve an environment where they can learn and thrive, but with the additional pressure on educational facilities, the quality of education will inevitably suffer.

Secondly, parking in our neighborhood is already a challenge. The proposed 60-unit building would drastically increase the number of vehicles, leading to severe parking shortages and increased traffic congestion. This not only affects the convenience and quality of life for existing residents but also raises safety concerns, especially for pedestrians and children.

Additionally, our local hospital and healthcare facilities are not equipped to handle a sudden spike in population. The increased demand for medical services could overwhelm these facilities, leading to longer wait times and reduced access to care for all residents. In emergencies, timely medical attention is crucial, and overburdened healthcare services could have dire consequences.

Moreover, the construction of a tall building in a predominantly residential area of single-family homes significantly impacts the privacy and character of our neighborhood. Many residents have expressed discomfort with the idea of having a large, imposing structure overshadowing their homes and invading their personal space. This change would alter the community's aesthetic and could lead to a decline in property values.

In conclusion, while I understand the need for development and growth, it is crucial to consider the capacity of our current infrastructure and the well-being of existing residents. I urge you to reconsider this rezoning proposal and seek alternative solutions that do not compromise the quality of life in our neighborhood.

Thank you for your attention to this matter. I look forward to your thoughtful consideration and response.

Sincerely,

Richard Li
P:587-966-6673

Huang,Dilys

From: Roy Oostergo <roostergo@gmail.com>
Sent: Monday, July 8, 2024 4:25 PM
To: Lussier, Cynthia
Subject: Re: Rezoning application 2024 011883 000 00 RZ

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

Hi Cynthia, no worries at all and thanks very much for sending this again. I could read the PDF document just fine this time.

Can you kindly attach my comments below to the file, or direct me elsewhere to whom I can submit my thoughts.

Re: Rezoning application 2024 011883 000 00 RZ July 8, 2024

Thank you for the opportunity to review the proponent's submission for the above noted file. I appreciate this is early days in the concept and prospective rezoning process but wish to add my comments. While I currently reside in the London Landing area, the neighbourhood in behind the site was our family neighbourhood for 25 years. The corner store which predated the RAPS store was our children's go-to for treats and ours for the occasional necessity so I feel that I know the site well.

The concept plan as proposed is vastly out of proportion with the current neighbourhood - both the historical context of the originally built single family homes and townhouses, and the context of what is currently happening by way of renewal in this master block. That current renewal includes larger homes with additional lot coverage, and higher density townhouses on the larger perimeter roads.

I cannot fathom that such height and density would be considered for what we always considered to be a primarily single family area. The surrounding corners, streets and neighbourhoods all exist in this current context of single family homes. While I understand and would encourage further townhome densification on Garden City and Francis Roads, as is currently taking place, the proposed building form does not belong on this corner.

I would also like to acknowledge that while it is a laudable proposal in terms of providing more rental stock, the laughably smaller units will not provide appropriate, livable space for people seeking to find home and shelter in our city, in my opinion. Please do not approve this proposal in its current form.

With thanks
Roy Oostergo
503-6168 London Road (formerly 9391 Glenbrook Drive) Richmond
604-275-0276

> On Jul 8, 2024, at 4:02 PM, Lussier, Cynthia <CLussier@richmond.ca> wrote:

>

> Hi Roy - my apologies - I will re-send you my earlier email under separate cover with the attachment saved as a pdf version.

>

>
> Cynthia Lussier
> Planner 2
> Development Applications Department
> City of Richmond
> Tel: 604-276-4108
> Email: clussier@richmond.ca
> www.richmond.ca
>
>
>
>
> -----Original Message-----
> From: Roy Oostergo <roostergo@gmail.com>
> Sent: July 8, 2024 11:11 AM
> To: Lussier, Cynthia <CLussier@richmond.ca>
> Subject: Re: Rezoning application 2024 011883 000 00 RZ
>
>
> City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.
>
>
>
> Hi Cynthia, thanks kindly for your reply. However I cannot open the .DRF extension file with any converter I have tried. Can you please send me a copy in a readable format such as PDF or JPG? When I do try to do it online, it produces an error and no readable file.
>
> Thanks
> Roy
>
>> On Jul 8, 2024, at 9:46 AM, Lussier, Cynthia <CLussier@richmond.ca> wrote:
>>
>> Hi Roy,
>> Thank you for your email. The Rezoning Application at 9040 Francis Rd is for a mixed-use development containing commercial space on the ground floor and 60 rental housing units above the ground floor.
>>
>> I have attached a copy of the original plans submitted by the applicant, however this will change over the course of the application review process.
>>
>> Please let me know if you or your neighbours have any questions or would like to submit comments.
>>
>> Thanks,
>> Cynthia Lussier
>> Planner 2
>> Development Applications Department
>> City of Richmond
>> Tel: 604-276-4108
>> Email: clussier@richmond.ca
>> www.richmond.ca
>>
>>

>> -----Original Message-----

>> From: Roy Oostergo <roostergo@gmail.com>

>> Sent: July 4, 2024 10:50 AM

>> To: Lussier, Cynthia <CLussier@richmond.ca>

>> Subject: Rezoning application 2024 011883 000 00 RZ

>>

>>

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

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>>

>>

>> Hi Cynthia,

>>

>> I noticed the rezoning sign at 9040 Francis Rd yesterday and the above-noted rezoning application number. As a former long-time resident of that neighbourhood and with a number of friends still living in that area, I am curious to understand more about what has been proposed.

>>

>> I cannot find any online information other than an in-process spreadsheet containing this rezoning reference and your name as contact on the file. Can you kindly advise how I may review what is being proposed?

>>

>> Thanks

>> Roy Oostergo

>> Richmond BC

>> 604-275-0276

>> <CITYHALL-7649302.PDF.DRF>

>

Huang,Dilys

From: Lussier, Cynthia
Sent: Thursday, June 27, 2024 9:03 AM
To: 'Rhonda Anne'
Subject: RE: Rezoning Application - 9040 Francis Road (RZ 24-011883)

Hi Rhonda,

Thanks for your message below. Your concerns will be summarized in the Staff Report to Council when it goes forward and a copy of your email will be included as an attachment to the Report.

In addition to the sign posted on-site, if you are within 100 m of the site you will be receiving a formal notice of the rezoning application by mail in the coming weeks. There will also be an additional notice in the future sent to all those within 100 m if the application should progress to a Public Hearing.

Cynthia Lussier
Planner 2
Development Applications Department
City of Richmond
Tel: 604-276-4108
Email: clussier@richmond.ca
www.richmond.ca

From: Rhonda Anne <rhonda.anne@live.com>
Sent: June 26, 2024 7:35 PM
To: Lussier, Cynthia <CLussier@richmond.ca>
Subject: Re: Rezoning Application - 9040 Francis Road (RZ 24-011883)

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

Hi Cynthia

Thanks for your email, and nice to finally chat with you.

Here is my concern:

Also mentioned in my voice mails I really think a development of this size, a five storey building with 60 residential units is way too much for our neighbourhood. We have been living and paying taxes on Francis Road since 1996.

I have noticed that the Mosaic Living Williams over at 8031 No. 3 at Williams Road which was recently built has only 33 units and is only a four storey building in a neighborhood that has had other apartment buildings in that same area since 1970s. So why is a building with twice as many units being proposed to be built in our neighbourhood which has been all residential with the exception of the commercial space that was Danny's Market and is now the RAPS Thrift Store and the church across the street from us since at least the 1970s. I would hope that this rezoning application gets amended to be more in line with the present building(s) in the surrounding area, ie. only 33 units. It came as quite a shock to us as

residents who have been living here for many years to find out about the rezoning in our neighborhood by the posting of an orange sign being displayed at the proposal site. Although, we will be glad to say “good riddance” to the junky RAPS Thrift Store, and all it’s unwanted stuff that people seem to drop-off in the middle of the night. I am opposed to this rezoning application at its current proposed number of units in my neighbourhood.

And yes, please pass my concerns, thanks.

Have a great Canada Day weekend!

Warm regards,
Rhonda C.

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From: Lussier, Cynthia <CLussier@richmond.ca>
Sent: Wednesday, June 26, 2024 10:43:47 a.m.
To: 'rhonda.anne@live.com' <rhonda.anne@live.com>
Subject: Rezoning Application - 9040 Francis Road (RZ 24-011883)

Hi Ronda,

Further to our phone tag a few weeks ago, I’ve finally had a chance to catch my breath to email you some information about the proposal at 9040 Francis Road.

The proposal is for a mixed-use development containing commercial uses on the ground floor and 60 rental housing units above the ground floor for a total of 5 stories. The proposed use is consistent with the City’s policies to encourage the development of new purpose-built market rental housing in the City.

The application is currently being reviewed and the ultimate site plan and design will change a bit over the course of the review process to address City staff comments.

There are road and servicing improvements required with the proposed redevelopment, which are to include without limitation dedication of land to the City to accommodate upgrades such as treed/grass boulevards and sidewalks at the applicant’s cost.

I’ve attached the first submission of the proposal, which is still being reviewed and will result in revisions.

If you have concerns and would like to submit formal comments that would be summarized and attached in a report to City Council, you can email me directly. And if you would like to speak by phone, please give me a call.

Thanks,
Cynthia Lussier
Planner 2
Development Applications Department
City of Richmond
Tel: 604-276-4108
Email: clussier@richmond.ca
<http://www.richmond.ca>

OCP Consultation Summary

Staff have reviewed the proposed Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10649, with respect to the *Local Government Act* and the City's OCP Consultation Policy No. 5043 requirements, and determined that this report does not require referral to external stakeholders. The table below clarifies this recommendation as it relates to the proposed OCP amendment.

Stakeholder	Referral Comment (No Referral necessary)
Agricultural Land Commission (ALC)	No referral is necessary as the Agricultural Land Reserve is not affected.
Richmond School District No. 38	No referral is necessary as the proposed development involves 60 multiple-family housing units. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by City Council and agreed to by the School District, development applications proposing less than 150 multiple-family units above what the current OCP allows for do not need to be referred to the School District. City Staff provide regular updates to the School District on development activities.
The Board of Metro Vancouver	No referral is necessary as the Regional District is not affected.
The Councils of adjacent Municipalities	No referral is necessary as adjacent municipalities are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral is necessary as First Nations are not affected.
TransLink	No referral is necessary as no transportation road network changes are proposed.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral is necessary as the Port is not affected.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral is necessary as the proposed amendments do not affect Transport Canada's maximum permitted building height or the OCP Aircraft Noise Sensitive Development Policy.
Vancouver Coastal Health Authority	No referral is necessary as the Health Authority is not affected.
Community Groups and Neighbours	No referral necessary, but the public will have an opportunity to comment on the proposed development at a Public Hearing.
All relevant Federal and Provincial Government Agencies	No referral is necessary because Federal and Provincial Government Agencies are not affected.



Address: 9040 Francis Road

File No.: RZ 24-011883

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10650, the developer is required to complete the following:

1. **(OCP Amendment Adoption)** Final Adoption of OCP Amendment Bylaw 10649.
2. **(Development Permit)** The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director, Development.
3. **(Fees – Notices)** Payment of all fees in full for the cost associated with the Public Hearing Notices, consistent with the City’s Consolidated Fees Bylaw No 8636, as amended.
4. **(Road Dedication)** Land dedications to accommodate required road cross-section, site corner visibility, and walkway improvements. Subject to the developer providing a functional road plan and detailed design drawings to the satisfaction of the Director, Transportation, it is estimated that the following land dedications are required:
 - a) Approximately 2.0 m along the entire Francis Road frontage for future roadway widening;
 - b) A 4.0 m x 4.0 m corner cut at the intersection of Francis Road and Garden City Road;
 - c) Approximately 0.5 m along the westerly portion (the extent of the existing adjacent walkway) of the subject site’s south property line, to accommodate walkway improvements including a 0.5 m wide lighting strip with pedestrian lighting and a 3.0 m wide concrete pathway.
5. **(SRW)** Granting of an approximately 4.0 m x 2.0 m statutory right-of-way on-site and in close proximity to the Garden City Road and Francis Road intersection for the purposes of utilities and public rights-of-passage to accommodate traffic signal and UPS cabinets. Limited aerial encroachments are permitted for overhead canopies and architectural elements to the satisfaction of the Director, Transportation. Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA) and the maintenance and liability responsibility is to be clearly noted. The design must be prepared in accordance with City specifications and standards and the construction of the works will be inspected by the City concurrently with all other SA related works.
6. **(Flood Indemnity Covenant)** Registration of a flood indemnity covenant on Title (Area A).
7. **(Interior Noise – Residential)** Registration of a legal agreement on Title identifying that the proposed development must be designed and constructed in a manner that mitigates potential commercial and traffic noise to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:
 - a) CMHC guidelines for interior noise levels as indicated in the chart below:

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

- b) the ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard for interior living spaces.
8. **(Noise – Commercial)** Registration of a legal agreement on Title that identifies the building as a mixed-use building and within 30 m of any residential use, indicating that it is required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City’s Noise Bylaw and noise generated from rooftop mechanical/HVAC unit operation will comply with the City’s Noise Bylaw.

9. **(Market Rental Units)** Registration of a Housing Covenant to secure the provision of market rental housing, to the satisfaction of the City. The terms of the covenant shall indicate that they apply in perpetuity and shall include, but are not limited to, the following requirements:

- a) The residential use is restricted to residential rental tenure.
- b) All market rental units shall be maintained under single ownership (e.g., within one air space parcel or one strata lot, or legal agreement to the satisfaction of the Director, Development; subdivision of individual market rental units is prohibited).
- c) The imposition of any age-based restrictions on occupants of any market rental housing unit is prohibited.
- d) 100% of units shall be designed to meet the Basic Universal Housing (BUH) features listed in Richmond Zoning Bylaw 8500.
- e) Occupants of the market rental units shall enjoy full and unlimited access to and use of all common indoor areas and common outdoor amenity spaces provided on the lot for the residential use.
- f) No more than prevailing market rent will be charged, and the following unit mix will be provided:

Unit Type	Number of Units ⁽¹⁾	Percentage of Units ⁽¹⁾
Studio	8	14.8%
One-bedroom	24	44.4%
Two-bedroom	22	40.7%
Total	54	100%

⁽¹⁾ Unit mix in the above table may be adjusted to the satisfaction of the City through the Development Permit process subject to approximately 40% of units or greater being family-friendly (two or more bedroom) units.

10. **(Moderate Market Rental Units)** The City's acceptance of the developer's offer to voluntarily contribute moderate market rental housing in the form of Moderate Market Rental (MMR) units, constructed to a turnkey level of finish at the sole cost of the develop, the terms of which voluntary contribution shall include, but will not be limited to, the registration of an MMR Housing Agreement and Housing Covenant to secure six (6) MMR units. The form of the MMR Housing Agreement and Housing Covenant shall be agreed to by the developer and the City prior to final adoption of the rezoning bylaw, after which time, only the Housing Covenant may be amended or replaced and any such changes will only be permitted for the purpose of accurately reflecting the specifics of the Development Permit (DP)* and other non-material changes resulting thereof and made necessary by the DP* approval requirements, as determined to the satisfaction of the Director of Development. The terms of the MMR Housing Agreement and Housing Covenant shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements:

- a) The residential use is restricted to residential rental tenure.
- b) The required minimum floor area within the Moderate Market Rental units shall be equal to a combined habitable floor area of at least 332.9 m² (3,583.3 ft²), excluding standard Floor Area Ratio (FAR) exemptions, for the provision of six (6) MMR units.
- c) All MMR units shall be maintained under single ownership (e.g., within one air space parcel or one strata lot, or legal agreement to the satisfaction of the Director of Development; subdivision of individual moderate market rental units is prohibited).
- d) The imposition of any age-based restrictions on occupants of any MMR unit is prohibited.
- e) 100% of units shall be designed to meet the Basic Universal Housing (BUH) features listed in Richmond Zoning Bylaw 8500.
- f) The developer shall, as generally indicated in the table below, ensure that the rental rates and occupant income restrictions for the MMR units are in accordance with the Housing Income Limits (HILs) rates and guidelines established by BC Housing, unless otherwise agreed to by the Director, Development and the Director, Housing, and achieve the project targets for unit mix and BUH standard compliance or as otherwise determined to the satisfaction of the Director of development through an approved DP*:

Unit Type	Maximum Rent Charge ⁽¹⁾⁽²⁾	Total Maximum Household Income ⁽¹⁾⁽²⁾	Unit Mix ⁽¹⁾⁽²⁾
Studio	\$1,450/month	\$58,000 or less	33.3% (2 units)
1-Bedroom	\$1,450/month	\$58,000 or less	33.3% (2 units)
2-Bedroom	\$1,800/month	\$72,000 or less	33.3% (2 units)
Total	Varies	Varies	100% (6 units) 332.9 m² (3,583.3 ft²)

⁽¹⁾ Unit mix in the above table may be adjusted to the satisfaction of the City through the DP application review process subject to at least six (6) Moderate Market Rental Units having a combined habitable floor area of at least 332.9 m² (3,583.3 ft²) is provided, with the same percentage (approximately 40%) or greater of family-friendly (two or more bedroom) units.

⁽²⁾ Maximum household income is based on the Housing Income Limits (HILs) established by BC Housing. The maximum monthly rents and household incomes may be adjusted in accordance with the Moderate Market Rental Housing Agreement. The above-listed rents are calculated using the 2023 BC Housing HILs. Rents are set at 30 percent of the HIL, by unit type, divided by 12 months. Maximum monthly rents will be adjusted according to the year that the units are tenanted.

- g) Occupants of the MMR units subject to the MMR Housing Agreement shall, to the satisfaction of the City (as determined prior to DP* issuance) enjoy full and unlimited access to and use of all on-site common indoor areas and common outdoor amenity spaces provided to residents of the building, at no additional charge to MMR unit tenants unless otherwise stipulated in an MMR Housing Agreement (i.e., no monthly rents or other fees shall apply for the casual, shared, or exclusive use of any amenities).
- h) On-site parking (minimum two (2) residential parking spaces, of which at least 50% must be standard spaces), Class 1 bicycle storage (minimum 11 bicycle parking spaces), and related electric vehicle (EV) charging stations shall be provided for the use of MMR unit tenants as per the OCP, Zoning Bylaw, and approved DP* at no additional charge to the MMR unit tenants unless otherwise stipulated in an MMR Housing Agreement (i.e., no monthly rents or other fees shall apply for the casual, shared, or exclusive use of the parking spaces, bicycle storage, EV charging stations, or related facilities by MMR unit tenants, unless as permitted by an amendment to Council Policy). These features may be secured via legal agreement(s) on Title prior to DP* issuance.
- i) The MMR units, related uses (e.g., parking, garbage/recycling, hallways, amenities, lobbies), and associated landscaped areas shall be completed to a turnkey level of finish, at the sole cost of the developer, to the satisfaction of the Director, Development.
- j) “No development” shall be permitted, restricting DP* issuance for any building in whole or in part, until the developer, to the City’s satisfaction:
 - i. Designs the lot to provide for the MMR units and ancillary spaces and uses;
 - ii. If applicable, amends or replaces the Housing Covenant to accurately reflect the specifics of the MMR units and ancillary spaces and uses as per the approved DP*; and,
 - iii. As required, registers additional legal agreements on Title to the lot to facilitate the detailed design and/or construction of the MMR units and/or ancillary spaces and uses (e.g., parking) as determined by the City via the DP* review and approval processes.
- k) No Building Permit (BP)* shall be issued for any building, in whole or in part, until the developer provides for the required MMR units and ancillary spaces and uses to the satisfaction of the City.
- l) “No occupancy” shall be permitted, restricting final BP* inspection granting occupancy for any building, in whole or in part, until the required MMR units and ancillary spaces and uses are completed to the satisfaction of the City and have received final BP* inspection granting occupancy.

11. **(Transportation Demand Management Strategy)** Registration of a legal agreement(s) on Title securing the proposed Transportation Demand Management (TDM) measures to support the parking rate reduction, to the satisfaction of the Director, Transportation, including, but not limited to, the following:

- a) **(Enhanced Bicycle Facilities)** The developer/owner shall, at its sole cost, design, install, and maintain on the lot, to the satisfaction of the City as determined via the DP*:
 - i. Class 1 bicycle storage: provided at an increased rate of 1.23 Class 1 bicycle parking spaces per bedroom, with a minimum of one Class 1 bicycle parking space per dwelling unit, including at least 25% of provided spaces as oversized spaces, for residential uses. Conversion of any of the bicycle parking storage

rooms and bicycle maintenance facilities into habitable space or other uses is prohibited. All of the bicycle parking storage rooms must be available for shared common use.

- ii. Class 2 bicycle storage: provided at an increased rate with at least six Class 2 bicycle parking spaces for non-residential uses.
 - iii. Bicycle maintenance facilities to include a bicycle stand, repair tools, and workspace in each bicycle storage room, and to include a hose, hose bibb, and drain in a bicycle wash area, for the shared use of all residents. The facilities shall be identified in the DP* plans and in the BP* plans and provided with wayfinding and identification signage prior to building inspection permitting occupancy, to the satisfaction of the Director of Transportation.
- b) **(Transit Pass Program)** Registration of a legal agreement on Title to ensure the execution and completion of a transit pass program or an equivalent cash contribution to the City's Transportation Demand Management Reserve Fund to the satisfaction of the Director, Transportation. If registration of an agreement to deliver the transit pass program is pursued, it shall include the following method of administration and terms:
- i. Provision of a monthly minimum two-zone transit pass for 100% of the dwelling units (60 units) for two years.
 - ii. Submission of a letter of credit or other form of assurance acceptable to the City for the value of the transit pass program or submission of an executed legal agreement with Translink demonstrating that payment to Translink to facilitate the program has been provided, to the satisfaction of the Director, Transportation.
 - iii. Administration by Translink, housing society, or management company. The owner is only responsible for noting the number of "subscribed" users to the program, until the full unit count is exhausted over a term of two years.
 - iv. If the transit pass program is not fully subscribed within one year, the program is to be extended until the equivalence of the costs of the full one-year transit pass program has been exhausted. Should not all transit passes be utilized by the end of the second year, the remaining funds equivalent to the value of the unsubscribed transit passes are to be transferred to the City through contribution to the City's Transportation Demand Management Reserve Fund, to be used at the discretion of the City consistent with the reserve fund's intent.
 - v. The availability and method of accessing the two-zone transit passes is to be clearly explained in the tenancy agreements and any rental materials.
- c) **(Car Share Parking and Small Size Loading Space)** One on-site designated parking space complete with electric vehicle supply equipment for the use of car-share vehicle parking or on-site loading determined at the discretion of the City, along with registration of a Public Right of Passage Statutory Right-of-Way (PROP SRW) over the space and the vehicular and pedestrian accesses (subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director, Transportation), to support a car share service, the terms of which shall be generally as follows:
- i. The car share parking space shall be:
 - Provided within the development, along with pedestrian and vehicular access, designed, constructed, equipped, and maintained by the owner, at the owner's cost.
 - Designed to be safe, convenient and universally-accessible.
 - Accessible to all intended users (e.g., general public, car share operator personnel, and car share operator members) at no added cost 24 hours per day, 365 days a year.
 - Identified in the DP* plans and in the BP* plans.
 - Provided with wayfinding and identification signage prior to building inspection permitting occupancy, to the satisfaction of the Director, Transportation.
 - Provided with design features, lighting, and signage as determined through the DP* and SA* processes.
 - ii. Should the car share parking space not be used for car-share purposes (e.g., lack of interest from a car-share provider), use of this parking space shall be at the discretion of the Director, Transportation.
 - iii. Provision of car share membership and driving credits for 100% of the dwelling units.

- d) **(TDM Marketing Brochure)** TDM marketing brochures that will be given to new residents, at the sole cost of the developer/owner, detailing the available TDM measures on-site, including instructions on how to register for the transit pass program.
12. **(Shared Residential Visitor / Non-Residential Parking Spaces)** Registration of a legal agreement on Title ensuring that:
- a) All of the non-residential vehicle parking spaces are shared with residential visitor vehicle parking spaces, and that reserving, selling, leasing, assigning or designating any of the shared vehicle parking spaces to individual uses or users is prohibited.
 - b) All shared vehicle parking spaces are identified as to their intended usage with signage and in the DP* and BP* plans.
13. **(Servicing Agreement)** Enter into a Servicing Agreement (SA)* for the design and construction of transportation network and servicing improvements. A Letter of Credit or cash security for the value of the SA works, as determined by the City, will be required as part of entering into the SA. Works include, but may not be limited to:

A. Frontage Upgrades/Improvements:

- a) At the developer's cost, the developer is required to:
 - i. Install on Francis Road along the subject site's north property line, from south to north:
 - 3.0 m wide concrete sidewalk;
 - Minimum 2.6 m wide grass boulevard with no street trees. All above-grade utilities shall be located within a 0.6 m wide strip along the southern-most section of the boulevard;
 - 0.15 m curb along existing curb alignment; and
 - Tie in with existing travel lane on Francis Road.
 - ii. Install on Garden City Road along the subject site's west property line, from east to west:
 - 3.0 m wide concrete sidewalk;
 - Grass and treed boulevard to existing curb line;
 - 0.15 m curb along existing alignment;
 - Tie in with existing travel lane; and
 - Raised centre median along Garden City Road along the subject site, extending south of the south property line as required for appropriate road geometric design to enforce right-in-right-out access.
 - iii. Install along the subject site's south property line, from north to south:
 - 0.5 m wide lighting strip with pedestrian lighting and grass; and
 - 3.0 m wide concrete pathway.
 - iv. Remove existing driveways and construct new driveways as follows:
 - One driveway near the south property line of the subject site along its Garden City Road frontage; and
 - One right-in/right-out driveway near the east property line of the subject site along its Francis Road frontage, with access control enforced through a centre dividing median in the driveway.
 - v. Relocate above-grade utilities as required to provide for sidewalks and walkways that are clear of any obstructions.
 - vi. Pavement restoration along the site's Garden City Road and Francis Road frontage as required.
 - vii. Tie-in of all frontage upgrades to existing infrastructure beyond the subject site's frontage.
 - viii. Restoration and/or relocation of signage and pavement markings to accommodate the above works.

B. Traffic Signal Upgrades:

- a) At the developer's cost, the developer is required to provide:
 - i. As noted in the above rezoning considerations, a 4.0 m x 2.0 m SRW on the subject site for the installation of a traffic cabinet and uninterruptible power supply (UPS);
 - ii. New traffic cabinet;
 - iii. New UPS complete with hydro service;
 - iv. New traffic pole on the southeast corner (development frontage) complete with traffic signal displays and pedestrian displays;

- v. New LED street light luminaires on all traffic poles;
 - vi. New electrical conduit, cable conductors, junction boxes as required for system upgrades;
 - vii. New detector loops impacted by construction;
 - viii. The exact scope shall be confirmed through review of a complete set of traffic signal design drawings to be included as part of the SA*.
- b) The following traffic signal equipment may be re-used:
- i. LED street name signs;
 - ii. Audible pedestrian signals (APS)

C. Water Works:

- a) Using the OCP Model, there is 501.0 L/s of water available at a 20 psi residual at the Garden City Road frontage. Based on your proposed development, your site requires a minimum fire flow of 200 L/s.
- b) At the developer's cost, the developer is required to:
- i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - ii. Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
 - iii. Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) and any appurtenances (for example, the bypass on W2n-SD) and 0.5 m on all sides. Exact right-of-way dimensions to be finalized during the SA* process.
 - iv. Replace the existing AC water main at the Francis Road frontage if it will be impacted by the proposed frontage improvement works. The required replacement of the existing AC water main is subject to the Transportation Department's requirements (i.e., replacement of the existing curb and gutter at its existing location or in a new alignment).
- c) At the developer's cost, the City will:
- i. Cut, cap, and remove all existing water connections and meters servicing the subject site.
 - ii. Install a new water service connection complete with a water meter and water meter box along the Francis Road frontage of the subject site for the proposed site in a right-of-way which will be provided by the developer as per City's specifications.
 - iii. Complete all tie-ins for the proposed works to existing City infrastructure.

D. Storm Sewer Works:

- a) At the developer's cost, the developer is required to:
- i. Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the SA* design.
 - ii. Upgrade the existing 300 mm diameter storm sewer main at the south frontage of the subject site. The size shall be determined through a capacity analysis under the OCP condition or minimum 600 mm diameter as per City's specifications. The final alignment of the new storm sewer main shall be determined through the SA* review process.
 - iii. Replace existing storm manhole STMH4195 with new appropriate size manhole for a minimum 600 mm diameter main to west.
 - iv. Granting of an approximately 1.0 m wide statutory right-of-way for the purposes of utilities to accommodate a pathway storm sewer main along the south property line of the subject site. Exact right-of-way dimensions to be finalized via the SA* process.
- b) At the developer's cost, the City will:
- i. Complete all tie-ins for the proposed works to existing City infrastructure.
 - ii. Remove existing storm inspection chamber STIC60273 and cap lead at main.

- iii. Cut and cap the existing storm connection at the west of the existing inspection chamber STIC46605 at the north-east corner of the subject site.
- iv. Provide new storm connection, complete with inspection chamber, off of the new upgraded pathway storm main along the south frontage of the subject site.

E. Sanitary Sewer Works:

- a) At the developer's cost, the developer is required to:
 - i. Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews.
 - ii. Install a new sanitary manhole at the southeast corner of the subject site along the existing sanitary sewer main (i.e., to facilitate removal/abandonment of the sanitary sewer).
 - iii. Install a new sanitary connection, complete with inspection chamber, off of the new sanitary manhole at the southeast corner of the subject site.
 - iv. If the neighbouring trees at the south property line can be removed:
 - (1) Remove and legally dispose approximately 24 m of the sanitary sewer along the south property line of the subject site, including the sanitary inspection chamber and manhole at the end of the existing sanitary sewer system.
 - (2) The owner may request the discharge of the existing sanitary sewer rights-of-way (LTO charge numbers: D65286 and E26159) along the south property line following removal of the sanitary sewer and replacement with the agreement in (3) below, and the City will execute a discharge to be filed at the owner's expense.
 - (3) Provide a 3.0 m by 4.0 m right-of-way at the southeast corner of the subject site to accommodate the new sanitary manhole and inspection chamber.
 - v. If the neighbouring trees at the south property line cannot be removed:
 - (1) Fill and abandon, as per MMCD, approximately 24 m of the sanitary main along the south property line, including the sanitary inspection chamber and manhole at the end of the existing sanitary sewer system.
- b) At the developer's cost, the City will:
 - i. Complete all tie-ins for the proposed works to existing City infrastructure.
 - ii. Cut and cap, at the inspection chamber SIC5776, the existing sanitary service connection located at the southeast corner of the subject site. Retain the inspection chamber to service adjacent properties.

F. Lighting:

- a) At the developer's cost, the developer is required to:
 - i. Review street lighting levels along all road and lane frontages, and upgrade as required. In areas where the existing streetlight conduit is under the sidewalk but will become under the boulevard as part of the frontage improvements, the streetlight conduit must be lowered in order to provide adequate depth of cover.
 - ii. Provide new LED street light luminaires on all traffic poles.
 - iii. Install within the 0.5 m wide lighting strip along the subject site's south property line, for the extent of the existing adjacent walkway, pedestrian lighting and grass.

G. General Items:

- a) At the developer's cost, the developer is required to:
 - i. Complete other frontage improvements as per Transportation requirements.
 - ii. Coordinate with BC Hydro, TELUS, and other private communication service providers:
 - (1) To pre-duct for future hydro, telephone, and cable utilities along all road frontages.
 - (2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - (3) To underground overhead service lines.

- (4) Relocate the existing BC Hydro poles at the Francis Road frontage that conflict with the standard City sidewalk that are normally located at the property line. The required pole relocation is subject to the Transportation Department's requirements.
- (5) Relocate the existing street light at Garden City frontage that conflict with the walkway along the south property line. The required street light relocation is subject to the Transportation Department's requirements.
- iii. Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and proposed undergrounding works, and all above ground utility cabinets and kiosks located along the development's frontages, within the subject site but not within existing storm or sanitary rights-of-ways (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the above-ground structures. If a private utility company does not require an above-ground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory rights-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA* design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - TELUS FDH cabinet – 1.1 x 1.0 m
- iv. Provide, prior to start of site preparation works or within the first SA* submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
- v. Provide a video inspection report of the existing storm sewers and sanitary sewer along the road frontages prior to start of site preparation works or within the first SA* submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e., pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the developer's cost.
- vi. Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the SA* design.
- vii. Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- viii. Submit a proposed strategy at the BP* stage for managing excavation de-watering. Note that the City's preference is to manage groundwater onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the developer will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of groundwater, the developer will be required to enter into a de-watering agreement with the City wherein the developer will be required to treat the groundwater before discharging it to the City's storm sewer system.
- ix. Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.

- x. Coordinate the SA* design for this development with the SA(s) for the adjacent development(s), both existing and in-stream (e.g., including 9200-9340 Francis Road). The developer's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the SA designs are consistent. The City will not accept the first submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
 - (1) Corridors for City utilities (existing and proposed water, storm sewer, sanitary, and DEU) and private utilities.
 - (2) Pipe sizes, material, and slopes.
 - (3) Location of manholes and fire hydrants.
 - (4) Road grades, high points, and low points.
 - (5) Alignment of ultimate and interim curbs.
 - (6) Proposed street lights design.
- xi. Enter into, if required, additional legal agreements, as determined through the subject development's SA(s)* and/or DP(s)*, and/or BP(s)* to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, 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. **(Acoustical and Mechanical Report)** Complete an acoustical and thermal/mechanical 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

2. **(Energy Step Code)** Submit a statement by the Coordinating Registered Professional confirming that the applicable Energy Step Code performance targets have been considered in the design, and that a Qualified Energy Modeller has been engaged to ensure that the proposed design can achieve the applicable performance targets. For buildings where a "step down" relaxation is allowed with the use of low-carbon energy systems, the statement must identify whether that option will be pursued. In addition, the general thermal characteristics of the proposed building skin (e.g., effective R-values of typical wall assemblies, U-values and solar heat gain coefficients of fenestration, window-to-wall ratios, thermal breaks in balconies and similar features) must be presented in the proposal such that the passive energy performance of the building can be assessed and discussed. A one-page summary of the envelope energy upgrades and other energy efficiency measures would be acceptable.

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

1. **(Construction Parking and Traffic Management Plan)** Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. The 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 Work on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. **(Rezoning and Development Permit)** Incorporation of measures in BP* plans as determined via the Rezoning and/or DP* processes.

3. **(Latecomer Agreements)** If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
4. **(Construction Hoarding)** Obtain a 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 BP*. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

(Signed copy on file)

Signed

Date



**Richmond Official Community Plan Bylaw 9000
Amendment Bylaw 10649 (RZ 24-011883)
9040 Francis Road**

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

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

P.I.D. 007-151-233

Lot A Section 27 Block 4 North Range 6 West New Westminster District Plan 35222

2. This Bylaw may be cited as "**Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10649**".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

JUN 09 2025



MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10650 (RZ 24-011883)
9040 Francis Road**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 20 (Site Specific Mixed Use Zones), in numerical order:

“20.60 Residential / Limited Commercial (ZMU60) – Francis Road (Broadmoor)

20.60.1 Purpose

This **zone** provides for mixed-use development consisting of **residential rental tenure apartment housing** and a limited range of **commercial uses** and compatible **secondary uses**.

20.60.2 Permitted Uses

- **housing, apartment**
- **office**
- **restaurant**
- **service, financial**
- **veterinary service**

20.60.3 Secondary Uses

- **boarding and lodging**
- **community care facility, minor**
- **home business**

20.60.4 Permitted Density

1. The maximum **floor area ratio** is 2.16, of which:
 - a) a maximum of 2.06 is for residential **uses** only, which must include no less than six (6) **moderate market rental units**, where such **moderate market rental units**:
 - i. have a combined **habitable space** of at least 332.9 m²; and
 - ii. are subject to a **moderate market rental housing agreement** to apply in perpetuity with respect to the **moderate market rental units**, which agreement the owner must enter into with the **City** and register against title to the **lot** and file a notice in the Land Title Office;
 - b) a minimum of 0.1 is for non-residential **uses** only;together with an additional 0.1 **floor area ratio** provided that the additional **floor area** is used entirely to accommodate indoor **amenity space**.
2. Bicycle, garbage, and recycling facilities may be excluded in the calculation of maximum **floor area ratio**.

20.60.5 Permitted Lot Coverage

1. The maximum **lot coverage** for **buildings** is 70%.

20.60.6 Yards & Setbacks

1. The minimum **setback** from any **road** is 2.0 m, except that the northwest corner of the principal **building** may project into the minimum **setback** up to the corner cut **lot line** as specified by a Development Permit approved by the **City**.
2. The minimum **setback** to the south **lot line** is 2.9 m.
3. The minimum **setback** to the east **lot line** is 7.5 m.
4. No **balconies** are permitted to project into the minimum **setback** to the south **lot line**.

20.60.7 Permitted Heights

1. The maximum **height** for **buildings** is 24.5 m.
2. The maximum **height** for **accessory buildings** is 5.0 m.
3. The maximum **height** for **accessory structures** is 12.0 m.

20.60.8 Minimum Lot Size

1. The minimum **lot area** is 1,700 m².

20.60.9 Landscaping & Screening

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

20.60.10 On-Site Parking & Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except as follows:
 - a) the minimum number of **parking spaces** for the residential **uses** is:
 - i. for **moderate market rental units**: 0.33 **parking spaces** per **dwelling unit**;
 - ii. for **apartment housing**, excluding the **moderate market rental units**: 0.5 **parking spaces** per **dwelling unit**;
 - b) the minimum number of shared residential visitor and non-residential **parking spaces**: the greater of 0.1 **parking spaces** per **dwelling unit** or six **parking spaces**;
 - c) on-site **parking spaces** shall be located no closer than 3.0 m to a **lot line** which abuts a **road**, and no closer than 0.85 m to any other **lot line**, provided that appropriate landscaping is provided in accordance with Section 6.0;

- d) the minimum manoeuvring aisle width for 90° parking angle: 6.7 m for all **uses**;
- e) provision of one publicly accessible **parking space** with **electric vehicle supply equipment**, for the purposes of car share or small sized loading;
- f) the minimum number of required medium **loading spaces** for the **site** is one undesignated medium **loading space** shared between the residential and non-residential **uses**; and
- g) long-term secured bicycle parking may be located above-**grade**.

20.60.11 Residential Rental Tenure

1. All **dwelling units** in this **zone** are restricted to **residential rental tenure** only.

20.60.12 Other Regulations

1. For the purposes of this **zone**, the following definitions apply:
 - a) **restaurant** means a facility for the retail sale of coffee, tea or similar beverages, for off-**site** or on-**site** consumption, and may include limited production, preparation and retail sale of food products.
 - b) **CPI** means the All-Items Consumer Price Index for Vancouver, British Columbia, published from time to time by Statistics Canada, or its successor in function;
 - c) **HILS Monthly Gross Income** means one twelfth of the annual gross household income applicable to the **dwelling unit** based on number of bedrooms as set out in the **HILS Report**;
 - d) **HILS Report** means BC Housing's Housing Income Limit Report for the City of Richmond, and if the City of Richmond is not listed, for the City of Vancouver;
 - e) **moderate market rental unit** means a **dwelling unit** that is subject to a **moderate market rental housing agreement** and **residential rental tenure**; and
 - f) **moderate market rental housing agreement** means an agreement in a form satisfactory to the **City**, which limits occupancy of the **dwelling unit** that is subject to the agreement to persons, families and **households** that qualify for moderate market rental housing based on their **household** income and sets out the maximum permitted rent as follows:
 - i. the maximum rent charged for any **moderate market rental unit** will be 30% of the **HILS Monthly Gross Income** for the applicable calendar year. However, should a **HILS Report** not be published as of February 1 of any year, the previous year's maximum rent is increased by any increase in **CPI** for the previous calendar year; and
 - ii. while persons, families and **households** are in occupation of a **moderate market housing unit**, rent may only be increased annually by the maximum percentage rent increase permitted under the *Residential Tenancy Act* (BC).

2. Notwithstanding Sections 20.60.2 and 20.60.3, **apartment housing, boarding and lodging**, and **home business uses** are only permitted on the second and upper floors of a **building** (exclusive of residential **building** entrance lobbies, which are permitted on the ground floor of a **building**).
3. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "**RESIDENTIAL / LIMITED COMMERCIAL (ZMU60) – FRANCIS ROAD (BROADMOOR)**".

P.I.D. 007-151-233

Lot A Section 27 Block 4 North Range 6 West New Westminster District Plan 35222

3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 10650**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

JUN 09 2025



MAYOR

CORPORATE OFFICER