



To: Planning Committee

Date: April 24, 2019

From: Wayne Craig
Director, Development

File: RZ 18-821103

Re: **Application by IBI Group Architects (Canada) Inc. to Amend Schedule 2.10 of Official Community Bylaw 7100 (City Centre Area Plan), Create the “Light Industrial and Office (ZI19) – Bridgeport Village (City Centre)” Zone, and Rezone the Site at 9520 Beckwith Road from the “Single Detached (RS1/F)” Zone to the “Light Industrial and Office (ZI19) – Bridgeport Village (City Centre)” Zone**

Staff Recommendation

1. That Official Community Plan Amendment Bylaw 10019, to amend Schedule 2.10 of Official Community Plan Bylaw 7100 (City Centre Area Plan) to change the “Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions” to provide a maximum density of 1.85 floor area ratio (FAR) and a maximum of 60% of the net floor area for non-industrial uses within the “General Urban (T4) Area B – Industrial Reserve: Limited Commercial” designation for 9520 Beckwith Road, be introduced and given First Reading.
2. That Official Community Plan Amendment Bylaw 10034, to amend Schedule 2.10 of Official Community Plan Bylaw 7100 (City Centre Area Plan) to amend the term “Industrial Reserve” in Appendix 1 – Definitions to require that all office use within the “Industrial Reserve: Limited Commercial” area be limited to one strata lot or one air space parcel per storey or a minimum floor area of 1,858m² (20,000ft²) where the total development density exceeds that in the underlying Transect; and amend the term “Village Centre Bonus” in Appendix 1 – Definitions, to require that all office use within the Village Centre Bonus (VCB) floor area be limited to one strata lot or one air space parcel per storey or a minimum floor area of 1,858m² (20,000ft²) where the VCB exceeds 1.0 FAR, be introduced and given First Reading.
3. That Bylaw 10019 and Bylaw 1034, having been considered in conjunction with:
 - the City’s Financial Plan and Capital Program; and
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

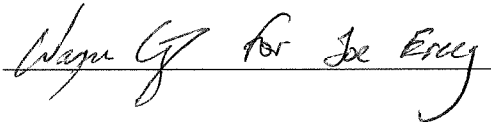
are hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*.

4. That Bylaw 10019 and Bylaw 10034, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby found not to require further consultation.

- 5. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9931, to create the "Light Industrial and Office (ZI19) – Bridgeport Village (City Centre)" zone, and to rezone 9520 Beckwith Road from the "Single Detached (RS1/F)" zone to the "Light Industrial and Office (ZI19) – Bridgeport Village (City Centre)" zone, be introduced and given First Reading.


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

WC:mm
 Att. 8

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Policy Planning	<input checked="" type="checkbox"/>	
Economic Development	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Sustainability	<input checked="" type="checkbox"/>	

Staff Report

Origin

IBI Group Architects (Canada) Inc. has applied to the City of Richmond to rezone a 0.21 ha (0.52 acre) site at 9520 Beckwith Road from the “Single Detached (RS1/F)” zone, create the new “Light Industrial and Office (ZI19) – Bridgeport Village (City Centre)” zone, and rezone it to permit the development of a seven-storey, 3,757 m² (40,436 ft²) light industrial and office building (Attachment 1).

In addition to Zoning Amendment Bylaw 9931, Official Community Plan (OCP) Amendment Bylaw 10019 proposes to amend the City Centre Area Plan (CCAP) to amend the “Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions” to provide a maximum density of 1.85 FAR for 9520 Beckwith Road provided that the total net floor area of non-industrial uses does not exceed 60% of the net floor area.

OCP Amendment Bylaw 10034 similarly proposes to amend the CCAP throughout the City Centre to:

- Amend the definition of “Village Centre Bonus”, in Appendix 1 – Definitions, to require that all office use within the Village Centre Bonus (VCB) floor area will be limited to one strata lot or one air space parcel per storey or a minimum floor area of 1,858m² (20,000ft²) where the VCB exceeds 1.0 FAR.
- Amend the definition of “Industrial Reserve”, in Appendix 1 – Definitions, to require that all office use within the “Industrial Reserve: Limited Commercial” area will be limited to one strata lot or one air space parcel per storey or a minimum floor area of 1,858m² (20,000ft²) where the total development density exceeds the density in the underlying Transect.

The subject application forms a fourth phase to be added to the three-phase development to the south and west on which City Council approved a rezoning to "Light Industrial, Office Hotel (ZI10) – Bridgeport Village (City Centre)" (RZ 10-539048) and issuance of a Development Permit (DP 11– 594571) on September 11, 2017.

The three phases within this adjacent development include an 11-storey office/light industrial building to the west at 9466 Beckwith Road (on which a Building Permit has been issued), and two hotels to the south at 9455 and 9533 Bridgeport Road. A new north-south street will be constructed which straddles the above-noted hotel and office building sites, and connects Bridgeport Road to Beckwith Road. Public access over this road is secured by a Statutory Right-of-Way (SRW) registered on Title as a condition of rezoning the above three sites

The two hotel sites are subject to a further Development Permit (DP 18-825006) to make several changes to the design of the hotels as required by the proposed hotel operator, Marriott Hotels International.

At its April 8, 2019 regular meeting, City Council issued Development Permit DP 18-825006 for the above-noted two hotels and named the north-south road as “Jow Street” (Attachment 2)

Jow Street is located immediately adjacent to, and provides access to, the subject development site at 9520 Beckwith Road which will be re-addressed to 2777 Jow Street at such time that a Building Permit application is made for the site.

The Servicing Agreement (SA 12-611073) for the above-noted buildings to the west and south includes improvements to Beckwith Road to which the subject development’s road works will be designed to match as discussed below. This SA also includes the design of the planned adjacent Jow Street. A further Servicing Agreement will be required as condition of rezoning for the subject development as discussed below under the section “Site Servicing and Frontage Improvements”.

Findings of Fact

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

Subject Site Existing Housing Profile

The subject lot contained a single-family dwelling that was vacated by the previous owner upon sale of the property to the current owner, and has since been demolished.

Surrounding Development

- To the north: Across Beckwith Road, existing single-family homes on lots zoned "Single Detached (RS1/F)" and designated “General Urban (T4) Area B – Industrial Reserve: Limited Commercial” within the City Centre Area Plan (CCAP).
- To the east: There are four large retail/commercial buildings on a site zoned “Auto-Oriented Commercial (CA)” and designated “General Urban (T4) Area B – Industrial Reserve: Limited Commercial” within the CCAP.
- To the south: A large lot at 9533 Bridgeport Road zoned “Light Industrial and Office (ZI10) – Bridgeport Village (City Centre)” and is subject to Development Permit (DP 18-825006) which authorizes the construction of a 10-storey hotel.
- To the west: A large lot at 9466 Beckwith Road zoned “Light Industrial and Office (ZI10) – Bridgeport Village (City Centre)” and subject to the above-noted approved Development Permit (DP 11-594571) which authorizes the construction of an 11-storey light industrial/office building on this lot.

Related Policies & Studies

Official Community Plan/City Centre Area Plan

Official Community Plan

The Official Community Plan (OCP) designates the subject site as “MEMP – Mixed Employment”. The proposed rezoning is consistent with this designation. The OCP also designates the southern portion of the site as being subject to an “Environmentally Sensitive Area” (ESA) Development Permit Area (discussed below under the Analysis section).

City Centre Area Plan

The City Centre Area Plan (CCAP) “Bridgeport Village Specific Land Use Map” designates the subject site as “General Urban (T4) Area B – Industrial Reserve: Limited Commercial” (see Attachment 3).

The proposed density of 1.85 floor area ratio (FAR) of the project exceeds the principle 1.2 FAR density within the “General Urban (T4) Area B – Industrial Reserve: Limited Commercial” designation. However, the CCAP permits discretion related to allowing increased density as indicated in under the following policies:

- CCAP – Bridgeport Village detailed transect description for “General Urban T4 (25 m) – Industrial Reserve: Limited Commercial” states additional density “To be determined on a site specific basis via City development application processes”.
- CCAP Section 3.2.2 Sub-Area A.2 Industrial Reserve – “Limited Commercial”, which states “Maximum Net Density: 1.2 FAR (additional density permitted where this benefits industry)”.

Stratification and Air Space Subdivision of Office Space

The City has no explicit policies related to whether new office space may be subdivided into strata lots or air space parcels. There is, however, policy in place to address the Strata Title Conversion of existing office space. Further to recent discussions regarding office development in the City Centre, the following policy discussion is provided below.

Background

The CCAP and supporting documents encourage the provision of large floor-plate office space through broad objectives and bonus policies. This is part of an effort to establish a network of commercial precincts in the City Centre to meet the special needs for office space. Specifically, the CCAP encourages the construction of non-residential space within strategic locations in the City Centre via the Village Centre Bonus (VCB) Density Bonus Policies. In some instances, the VCB is allocated exclusively for office space.

Currently, within new developments, developers are able to determine how the office space is subdivided (through stratification or air space subdivision) unless the City registers a legal agreement on Title restricting stratification and air space subdivision at the time of rezoning.

Stratified office provides several advantages and disadvantages as follows:

Advantages of Strata / Airspace Subdivision of Office Space

- Stratified office space is desired by certain types and scales of business as the ownership of office space provides certain benefits, including greater certainty on long term operating costs.
- Owned office space provides for long-term security of tenure that can be offered to small and large strata lot owners.
- Construction financing requirements can make it more difficult to build non-stratified office space in the city.

Disadvantages of Strata / Airspace Subdivision of Office Space

- Stratified office space potentially reduces the flexibility provided with large office spaces and limits the ability for large office tenants to expand their office area within a building.
- Limited availability of large floor plate office spaces may influence certain forms of business attraction and retention.

Incentives for Providing Additional Office Space

Staff are in ongoing discussions with applicants regarding potential expansion of the VCB area in strategic locations in the Lansdowne and Bridgeport Villages of the CCAP. These discussions involve providing the additional VCB bonus density exclusively for office space which supports the City's objectives to increase overall employment and the diversity of employment within the City Centre. Similarly, for the subject application at 9520 Beckwith Road, the applicant is proposing additional density for office space within the "General Urban (T4) Area B – Industrial Reserve: Limited Commercial" designation. Staff discussions with the applicant have included potential restrictions on stratification of both the office and light industrial space within the proposed building.

Options for Additional Office Space

Given the current discussion on limits to stratification for the subject application and more generally for other applications in the City Centre, potential options on stratification of office space are explored. Specifically, two policy options are proposed for stratification or air space parcel subdivisions of office space where it is included within additional density being proposed to be provided with rezonings and associated amendments to the CCAP.

Option 1 - Status Quo Market-Based Approach: The choice to stratify or create air space parcels would continue to be determined by the owner/developer in response to market demand and the economic viability of constructing the development.

Option 2 – Floor-by-Floor & Size Limit of Stratification / Airspace Subdivision (Recommended): The CCAP could be amended to limit stratification or air space subdivision of office space where additional density is permitted above the office density now included within the CCAP. In exchange for receiving additional office density through a rezoning, there would be a requirement to limit strata or airspace subdivision of this additional space on a floor-by-floor basis or the basis of a minimum floor area. Such a limit is proposed where additional office

space is provided above that currently permitted within the above-noted VCB or Industrial Reserve areas by the lesser of:

- One strata lot or air space parcel per floor of the building; this type of subdivision follows existing physical separations of floors instead of dividing the space into a large number of small strata lots or air space parcels; or
- One strata lot or one air space parcels with a minimum floor area of 1,858m² (20,000ft²). This approach allows for large floor-plate buildings to be divided and so not require purchase of very large areas. This approach would also assist in providing a measure of flexibility for purchasers and an incentive for those developers seeking to provide large floor plate buildings.

This approach would be achieved through the registration of a legal agreement on Title as a rezoning consideration.

Given the above discussion, it is recommended that an OCP amendment based on Option 2 (Floor-by-Floor and Size Limit of Stratification / Airspace Subdivision) be pursued as it is an incentive-based approach that:

- Permits office space to be leased in a range of sizes needed by various tenants in areas up to 1,858m² (20,000ft²) or floor-by floor.
- Allows potential intermediate office tenants wanting to purchase space on a floor-by-floor basis or in lots up to 1,858m² (20,000ft²) to secure a long-term tenure security.
- Allows building developers / owners to sell intermediate-size strata lots and air space parcels.

The above-noted approach is thereby included in OCP Amendment Bylaw10034 as discussed below.

OCP Amendment Bylaw 10034: Limitation on Subdivision of Office Space in the City Centre

Further to the above discussion on subdivision of office space, Bylaw 10034 would:

- Amend the term “Village Centre Bonus” in Appendix 1 – Definitions, to require that all office use space within the VCB floor area will be limited to the lesser of one strata lot or one air space parcel per storey or a minimum floor area of 1,858m² (20,000ft²) where the VCB exceeds 1.0 FAR. This proposed amendment would apply to anywhere where additional floor space is proposed over 1.0 FAR within the Village Centre Bonus areas throughout the City Centre.
- Amend the term “Industrial Reserve: Limited Commercial” to require that all office use space within these areas be limited to the lesser of one strata lot or one air space parcel per storey or a minimum floor area of 1,858m² (20,000ft²) where the total development density exceeds the underlying Transect. This proposed amendment would apply to the whole “General Urban (T4) Area B – Industrial Reserve: Limited Commercial” designation in which the subject site at 9520 Beckwith Road is located.

At this point, staff do not believe further restrictions on the stratification of office space are warranted. Further restrictions on stratification of any office space provided through rezoning applications consistent with the CCAP would constitute a significant change since the CCAP was adopted in 2009. A large number of in-process rezoning applications and planning for development has proceeded on the basis of stratified office space being permitted.

Should the City wish to consider additional policies or restrictions on developments where no additional density above that currently permitted within the CCAP is being sought, it is recommended that there be public consultation that includes property owners and the development community. If Council should wish to provide such direction, the following draft resolution is provided:

That staff be directed to conduct public consultation with property owners, the development community and general public regarding whether potential restrictions on stratification and airspace subdivision of office space should be considered, and report back.

OCP Amendment Bylaw 10019: Site-Specific Amendment Applicable to 9520 Beckwith Road

To provide a clear limit, the subject OCP Amendment Bylaw 10019 proposes to provide a maximum density of 1.85 FAR and a maximum of 60% net floor area for non-industrial uses for 9520 Beckwith Road within the "General Urban (T4) Area B – Industrial Reserve: Limited Commercial" designation which states additional density may be considered "on a site specific basis via City development application processes".

This same approach was included in OCP Amendment Bylaw 8767 (RZ 10-539048) which included a specific 1.85 FAR density to facilitate the rezoning of the adjacent sites immediately to the south and west to "Light Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)".

The proposed additional density is supported by the following:

- The additional 0.65 FAR density for office use provides an incentive to construct two floors of light industrial space. This allows for a wide range of light industrial uses and custom manufacturing uses, some of which require two storeys of office space.
- The provision of additional floor heights of 15 ft. (4.6 m) on both of the industrial floors.
- The proximity of this light-industrial and office building to the Canada Line Bridgeport Station.
- The registration of an agreement on Title limiting the subdivision of the entire building (both the office and industrial floors) to one strata lot or air space parcel per floor.

A housekeeping amendment to the "General Urban (T4) Area B – Industrial Reserve: Limited Commercial" designation is also included to change the reference to the adjacent sites to the current addresses of 9455 and 9533 Bridgeport Road and 9466 Beckwith Road and the new addresses (2788, 2888 and 2899 Jow Street to be assigned at Building Permit application) from the previous reference to the former seven lots that comprised these three current lots.

Zoning Amendment Bylaw 9931: Rezoning of 9520 Beckwith Road

Given the above CCAP policies applicable to the subject site, Bylaw 9931 proposes to create the “Light Industrial and Office (ZI19) – Bridgeport Village (City Centre)” zone which would have a density of 1.85 FAR and the following permitted uses now included within the adjacent ZI10 zone:

- Industrial, General
- Office
- Manufacturing, Custom Indoor

The proposed new ZI19 zone includes “Education, Commercial” as a secondary use.

The proposed ZI19 zone also ensures that the first two storeys of any building are restricted to the industrial, general and manufacturing, custom indoor uses, and will not include office or education, commercial uses except for areas needed for lobbies and stairways. The restriction is consistent with the ZI10 zone on the adjacent lot to the west which restricts the use of the ground floor of the building to light and industrial and related uses.

Other Policies, Strategies & Bylaws*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.

Aircraft Noise Sensitive Development Policy:

The proposed development is located in Area 1A (New Aircraft Noise Sensitive Uses Prohibited) on the Aircraft Noise Sensitive Development Map. The project includes non-aircraft sensitive uses in compliance with the Policy. Thus, registration of an aircraft noise indemnification covenant is required prior to rezoning adoption.

Mixed-Use Noise, Commercial Noise and City Centre Impacts:

The proposed development must address additional OCP Noise Management Policies related to mixed-use, commercial and ambient noise, as well as other impacts of densification.

In this regard, the applicant will also be required to register a legal agreement on Title for the proposed light industrial and office development. This legal agreement requires that an acoustical engineering report be provided to the City prior to issuance of the Building Permit that confirms that the project mitigates unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City’s Noise Bylaw and noise generated from rooftop HVAC units will comply with the City’s Noise Bylaw 8856.

Public Consultation

A rezoning sign has been installed on the subject property. Staff have received general comments from the public about the subject rezoning application during review and consideration of Development Permit DP 18-825006 for the adjacent two hotel sites to the south. The applicant has also contacted the neighbouring residents on the north side of Beckwith Road to discuss the construction of the proposed overall four-phase development which includes the subject site, adjacent hotels to the south and office tower to the west.

Staff have also received support from the manager of the commercial property to the west for the placement of additional landscape along their shared property line with the subject site.

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

Staff have reviewed the proposed OCP and zoning amendments, with respect to the *Local Government Act* and the City’s OCP Consultation Policy No. 5043 requirements, and recommend that this report does not require referral to external stakeholders.

Public notification for the Public Hearing will be provided as per the *Local Government Act*. The table below clarifies this recommendation as it relates to the proposed OCP amendment.

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
BC Land Reserve Co.	No referral necessary, as the proposed amendments are not located within or adjacent to the Agricultural Land Reserve.
Richmond School Board	No referral necessary, as the proposed amendments do not include any residential uses.
The Board of Metro Vancouver	No referral necessary, as the proposed amendments are consistent with the City-wide OCP previously referred to Metro Vancouver.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as First Nations’ interests are not affected by these amendments.
TransLink	No referral necessary; no major transportation changes are proposed.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary, as port facilities are not affected by these amendments.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary, as the proposed amendments are consistent with YVR’s Airport Height Zoning and City’s OCP Aircraft Noise Policy.
Richmond Coastal Health Authority	No referral necessary, as the proposed amendments are consistent with the City-wide OCP previously referred to Metro Vancouver.
Stakeholder	Referral Comment (No Referral necessary)
Community Groups and Neighbours	No referral necessary as the community will be consulted through Public Hearing notices that would be sent property owners and

	occupiers of lots within 50m of the subject site.
All relevant Federal and Provincial Government Agencies	No referral necessary, as the proposed amendments do not affect other agencies. Note, that the associated Zoning Amendment Bylaw 9931 was referred to the Ministry of Transportation and Infrastructure which provided preliminary approval to the bylaw.

Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10019 and Official Community Plan Bylaw 7100, Amendment Bylaw 10034, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby found to not require further consultation.

The public will have an opportunity to comment further on all of the proposed amendments at the Public Hearing.

School District

This application was not referred to School District No. 38 (Richmond) because it does not have the potential to generate 50 or more school aged children. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family housing units). The proposed Bylaw 10019 and Bylaw 10034 do not involve any residential uses.

Ministry of Transportation and Infrastructure

The Ministry of Transportation and Infrastructure (MOTI) has provided preliminary approval of Bylaw 9931 as the site is located within 800 metres of Highway 99. MOTI final approval of Bylaw 9931 will be required prior Council consideration of adoption of the bylaw,

Analysis

Built Form and Architectural Character

The conceptual development plans within Attachment 5 detail the project with the following form and character elements:

- The architectural character of the building is generally similar to the 11-storey office and light industrial building being constructed on the adjacent lot to the west of the subject site.
- On the prominent elevations facing Beckwith Road and Jow Street, the building includes substantial use of glass curtain wall with solid vertical corner elements clad in metal panels.
- Further visual interest is achieved by terracing inwards the fifth and sixth floors of the building on the north, south and east elevations.
- Visual interest is also achieved by cantilevering outward of the third and fourth storeys facing Beckwith Road and the third to sixth floors outward towards to Jow Street.
- The east side elevation is located just off the east property facing the side parking lot and concrete side wall of the adjacent Michael’s store. To add visual interest to the first four

floors, attractive patterning has been added to the building's east wall. The fifth and sixth floors are terraced inward to reduce the massing of the building.

- The seventh floor is effectively a small penthouse set further back from the sixth floor on all but the south side.
- The terraces on the fifth to seventh floor of the building are well landscaped for design and ESA compensation purposes.
- The stepping back of the fifth to seventh floors of the building reduces shadowing and apparent mass of the building on its north and east elevations.
- The grove of existing trees along the south property line will be preserved and protected and additional trees planted as discussed under the following report sections on tree retention and Environmentally Sensitive Areas.

Transportation and Site Access

Access

Vehicle and pedestrian access is proposed to be provided by the proposed Jow Street that straddles the west side of the subject site and that connects Bridgeport Road to Beckwith Road. This private road is secured for public access via registration of a SRW on Title of the adjacent lot. To provide for traffic calming, Jow Street is proposed to include 20 km/h speed limit signage, two speed humps, and stop signs at both ends of the street and mid-block.

The Traffic Impact Study (TIS) undertaken as part of the rezoning of the adjacent sites to the west and south indicated that the majority of traffic on Jow Street will enter and exit through its south intersection with Bridgeport Road. The Transportation Department advises that the subject smaller development under the current application is anticipated to also have the majority of its traffic enter and leave via the south intersection of Jow Street with Bridgeport Road, similar to the adjacent larger developments.

Parking

There are 72 parking spaces within the third and fourth floors of the proposed building and four surface parking spaces (including the two accessible parking spaces) in compliance with Zoning Bylaw 8500. The project also will include two medium (SU9) on-site loading spaces within the building and share one WB-17 (large) loading space provided with adjacent development to the west at 9466 Beckwith Road as permitted under Zoning Bylaw 8500.

To accommodate the four surface parking spaces proposed to be located immediately adjacent to the building's front entrance along Jow Street and to share the WB-17 (large) loading space on the development to the west, the applicant will be required to register a restrictive covenant and easement on both the subject lot (9520 Beckwith Road), and adjacent lot (9466 Beckwith Road), to ensure access to these parking spaces and loading space are available for use in perpetuity as required under Zoning Bylaw 8500.

Construction Traffic Management and Parking (CTMP) Plans

The applicant has prepared a CTMP Plan for the adjacent development site for 9466 Beckwith Road to the east and hotel sites to the south, and will be preparing similar plans for the subject site at 9520 Beckwith Road prior to issuance of Building Permit.

These CTMPs focus most construction traffic onto Bridgeport Road to reduce construction traffic on Beckwith Road to the greatest extent possible. The applicant is providing construction parking within their overall four-phase site with additional construction parking within the parking lot on the commercial site immediately to the east.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 23 bylaw-sized trees on the subject property, 18 trees on neighbouring properties to the south and east, and three street trees on City property as discussed below and shown on Attachment 6.

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

- 10 large trees located on-site (tag# 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 on Attachment 5) along the south property line are identified in good condition and should be retained and protected. These trees include a mix of native and non-native species including Western Red Cedar, Western Hemlock, Douglas Fir, European Mountain Ash, Lawson Cypress, Golden Chain and Hazel trees.
- 18 trees located on adjacent neighbouring properties, with six trees located on the property to the east and 12 trees are identified on the property to the south; all of which are in good condition and are to be retained and protected under the Development Permit issued for the site.

Tree Replacement

The applicant intends to remove 13 on-site trees as they are within the development envelopment. Of these 13 trees, seven are in good condition but are in conflict with the proposed development and six are not good candidates for retention due to health and structure. The OCP 2:1 replacement ratio would require a total of 26 replacement trees within Development Permit plans. The replacement trees are to be of the sizes required under Tree Protection Bylaw No. 8057.

Trees on Adjacent Site

The 10 large coniferous trees proposed to be retained on the subject site will complement the further 12 trees being protected on the site to the south at 9533 Bridgeport Road on which the above-noted hotel is planned to be built. Together, these on-site and off-site trees form a viable grove of 22 coniferous and deciduous trees. A Tree Survival Security of \$80,000 for these 10 trees will be provided and retained by the City for a period of three years after occupancy of the building.

To provide a soft green landscape buffer to the east side of the proposed building, the applicant will obtain written approval from the adjacent commercial property immediately to the east to allow for the planting the three additional Maple trees and shrubs. The trees and shrubs are in addition to the six existing maple trees located along the property line on the adjacent site (See landscape plan L-04 in Attachment 5) which are to be maintained.

Trees on City Property

There are three trees located within the Beckwith Road allowance. Two trees are required to be relocated by a certified tree moving company, at the developer's cost, to a new location on City property subject to the approval of the Parks Department (see shaded trees nos. C6 and C7 on Tree Preservation Plan in Attachment 6). The Parks Department has approved the removal of one tree (no. C8) in the road allowance subject to payment of \$1,300 to the City Tree Compensation Fund.

Environmentally Sensitive Area (ESA)

Along the southern property line, there is 270 m² (2,906 ft²) of mapped ESA Development Permit Area. Given this ESA would be subject to a Development Permit, the applicant engaged a Qualified Environmental Professional (QEP) to assess the ESA area (Attachment 7). The QEP identified that 146 m² (1,571.5 ft²) of the mapped ESA as natural area which includes the above-noted 10 trees proposed to be retained near the south property line and that are outside of the adjacent lawn area to the north.

To protect this area, the applicant has shifted the building 3.0 m (9.8 ft.) northwards towards the front of the site on Beckwith Road. The result is that the existing 146 m² (1,571 ft²) of natural area within the ESA area is proposed to be preserved, and the remaining 124 m² (1,344 ft²) of non-natural mapped ESA (lawn area) is proposed to be removed.

The QEP assessed the remaining lawn area of 124 m² (1,335 ft²) within the mapped ESA area has having very low environmental value to invertebrates and birds. While this area is proposed to be removed for the project, the QEP has proposed ESA compensation areas for this removed lawn area.

The City has required that the applicant provide a net gain in ecological benefit over the total existing total on-site ESA area of 270 m² (2,906 ft²). The applicant proposes to provide a combined total of 603 m² (6,490 ft²) of persevered ESA area and ESA compensation areas onsite to provide a net gain of 333 m² (3,584 ft²) as follows:

- Remaining natural ESA area of 146 m² (1,571 ft²) with the existing trees to be maintained, and the understory being enhanced with the removal of invasive of species and the planting of three native trees and shrubs.
- ESA compensation on level 5 of the building of 198 m² (2,131 ft²) with the planting of native plants.
- ESA compensation on level 7 of the building of 259 m² (2,788 ft²) with the planting of native plants.

Immediately adjacent to the natural on-site ESA area of 146 m² (1,571 ft²), there is 256m² (2,756 ft²) of natural ESA area on 9533 Bridgeport Road in which ten trees are to be maintained and

enhancement by removal of invasive species removal (e.g. blackberries) and planting of native shrubs.

Staff have reviewed the QEP Report and agree that the proposed prescription provides both a net gain in quality and quantity over the current on-site ESA natural area 146 m² (1,571 ft²) to be maintained within the site and adjacent off-site area 256m² (2,756 ft²) of natural ESA to be maintained due to the following:

- Preservation of the natural ESA areas.
- Additional ESA compensation areas.
- Vertical and lateral connectivity of ESA within the site.
- Removal of the invasive plant species.
- The extensive planting of native shrubs on the ground-level ESA area and roof-top ESA compensation areas, with plant species selected for suitability to urban ecosystems.

The QEP report outlines how the proposed native shrub plantings proposed include a mix of flowering plants which will provide cover throughout the year and native berries that will benefit pollinators and birds and improve the habitat value of the remaining trees to be preserved. There will also be planting of three addition trees within the on-site ESA area.

As part of the Development Permit required for project, the applicant will be required to provide a further detailed Stage 2 ESA Report to:

- Include a detailed invasive species removal plan.
- Provide detailed site planting and construction monitoring plans.
- Provide a plan for removing any invasive species in the other identified landscape areas outside of the ground-level on-site and off-site ESA areas to be maintained and the ESA compensation areas.
- Provide irrigation plans for the ground-level ESA and roof-top ESA compensation areas.
- Provide estimates for the value of the ground-level and roof-top portions of the works/plantings, and the cost of a QEP five-year monitoring plan.

The Stage 2 ESA report, proposed planting plans and building design will be undertaken with the advice of an ornithologist to ensure planting does not create bird strike risks.

There will also be registration of a legal agreement for the purpose of ensuring the planting and maintenance of the ESA and ESA compensations areas comprising a minimum total on-site area of 603m² and off-site area of 256m² (2,756 ft²) on 9533 Bridgeport Road to be confirmed in the Stage 2 ESA Report prepared by the QEP and by a BCLS surveyor. The agreement will provide for:

- The developer/owner completing and maintaining the ESA plantings.
- A maintenance security being provided and released three (3) years after completion of the works/plantings, and which may be extended to be five years if needed.
- The right of the City to enter onto the site to undertake the planting or maintenance if needed.
- Maintenance of the ESA plantings and restriction of other non-compatible uses of these areas.

Leadership in Energy and Environmental Design (LEED)

As a Development Permit application (DP 18-829207) for the project was received prior to the City's adoption of the Energy Step Code on July 16, 2018, the subject project is not subject to the BC Energy Step Code. In order to continue to be grandfathered from the BC Energy Step Code Level 2, the applicant must also be issued a Building Permit prior to December 31, 2019. Therefore, in accordance with the CCAP, the development is required to be confirmed to be LEED Silver equivalent prior to consideration of the Development Permit by the Development Permit Panel and consideration of approval of Bylaw 9931 by Council.

Public Art Contribution

As a rezoning consideration, the applicant will be making a voluntarily contribution of \$15,235.16 (final amount to be confirmed with the final Development Permit plans) to the City's Public Art Fund.

CCAP Planning Contribution

As a rezoning consideration, the applicant will be making a voluntarily contribution of \$12,130.80 (final amount to be confirmed with the final Development Permit plans) for future City community planning studies, as set out in the City Centre Area Plan.

District Energy Utility (DEU)

The applicant will be required to register a legal agreement on title securing the owner's commitment to connect to a District Energy Utility (DEU) that provides that:

- No building permit will be issued unless the building is designed with the capability to connect to and be serviced by a DEU.
- If a low carbon energy plant district energy utility (LCDEU) service area bylaw, covering the site, has been adopted by Council prior to the issuance of the Development Permit for the site, no building permit will be issued unless the owner designs a low carbon energy plant with the capability to connect to and be serviced by a DEU in the future.
- If a DEU is available for connection and the City has directed the owner to connect, no occupancy of the building will be permitted until it is connected to the DEU and enters into a Service Provider Agreement for that building with the DEU service provider.
- If a DEU is not available for connection, but a LCDEU service area bylaw, covering the site, has been adopted by Council prior to the issuance of the Development Permit for the subject site, no final occupancy of a building will be granted unless the City receives confirmation that the building is connected to a low carbon energy plant supplied and installed by the owner. The owner would be required to transfer ownership of the low carbon energy plant to the City or City's DEU service provider or at no cost to the City, on terms and conditions satisfactory to the City.

Site Servicing and Frontage Improvements

As a rezoning consideration, the applicant will be required to enter into a Servicing Agreement for the design and construction of the following:

- Frontage works along Beckwith Road that includes the widening of the southern half of Beckwith Road to accommodate a 2.0 m wide concrete sidewalk, 1.5 m wide landscaped boulevard, 1.8 m wide bike lane, 3.25 m wide curb lane and 3.1 m wide centre lane.
- Upgrade of the existing water main along Beckwith Road from development site to the Gage Road intersection (if these works are not first completed under the Servicing Agreement for the adjacent development to the west).
- Upgrade of the existing 900 mm storm sewer along the development's Beckwith Road frontage to 1050 mm.
- Removal of the existing 600 mm storm culvert along the development's Beckwith Road frontage.
- The City will install a new fire hydrant near the northwest corner of the development site and install new water, sanitary and storm sewer connections, all at the applicant's cost.

Financial Impact or Economic Impact

There are no financial impacts associated with this application.

Conclusion

The proposed rezoning of 9520 Beckwith Road to permit the development of a seven-storey light industrial and office building adds to the inventory of office space and light industrial space within Bridgeport Village. The proposed building will also provide an addition to the adjacent three-phase light industrial, office and hotel development approved by City Council in 2017.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9931 be introduced and given first reading.



Mark McMullen
Senior Coordinator - Major Projects
(604-276-4173)

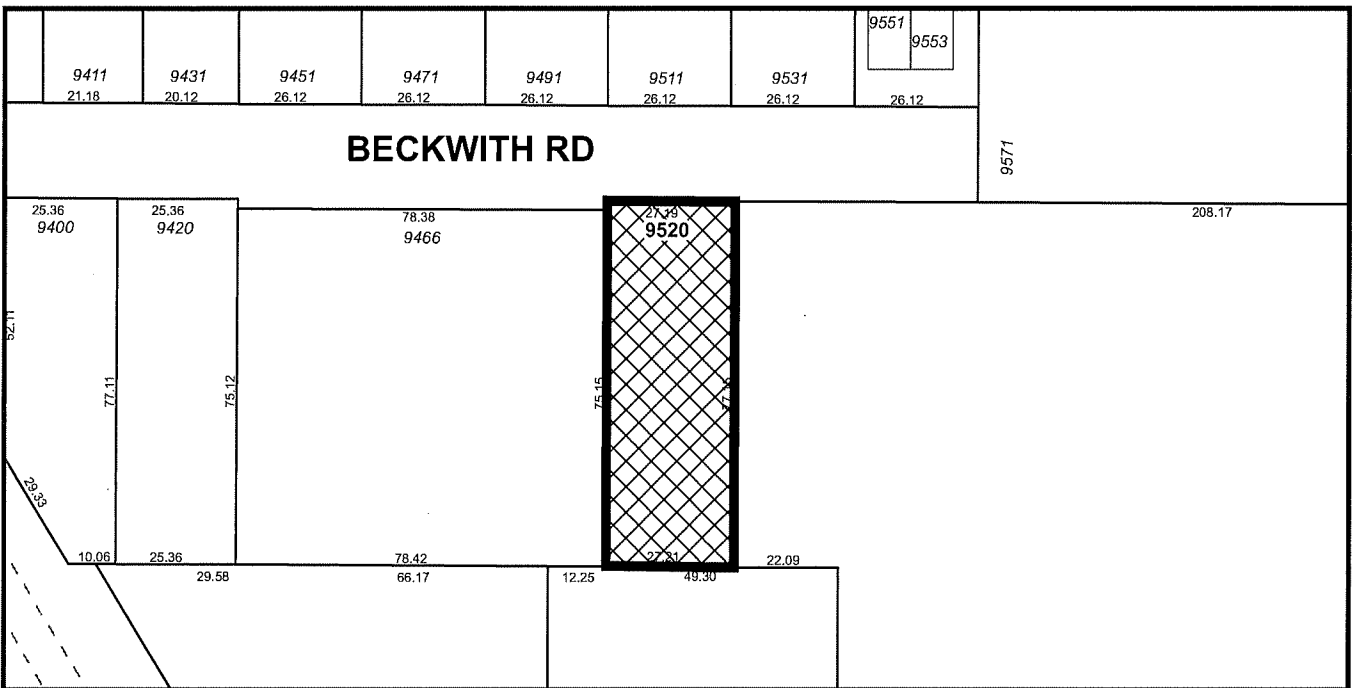
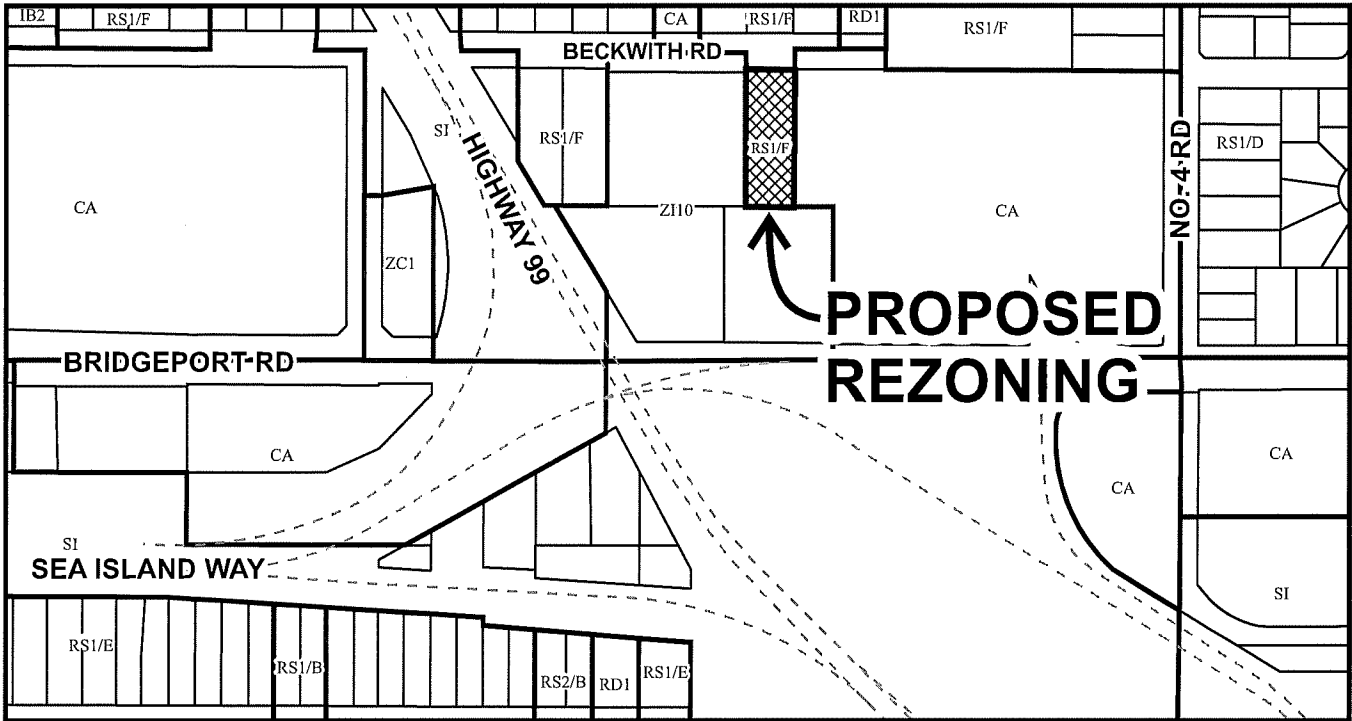
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Attachments:

- Attachment 1: Location Map
- Attachment 2: Site Context Map
- Attachment 3: Development Application Data Sheet
- Attachment 4: CCAP Bridgeport Village Specific Land Use Map (Showing Proposed Changes)
- Attachment 5: Conceptual Development Plans
- Attachment 6: Tree Preservation Plan
- Attachment 7: Excerpts from QEP Report on the Environmentally Sensitive Area
- Attachment 8: Rezoning Considerations



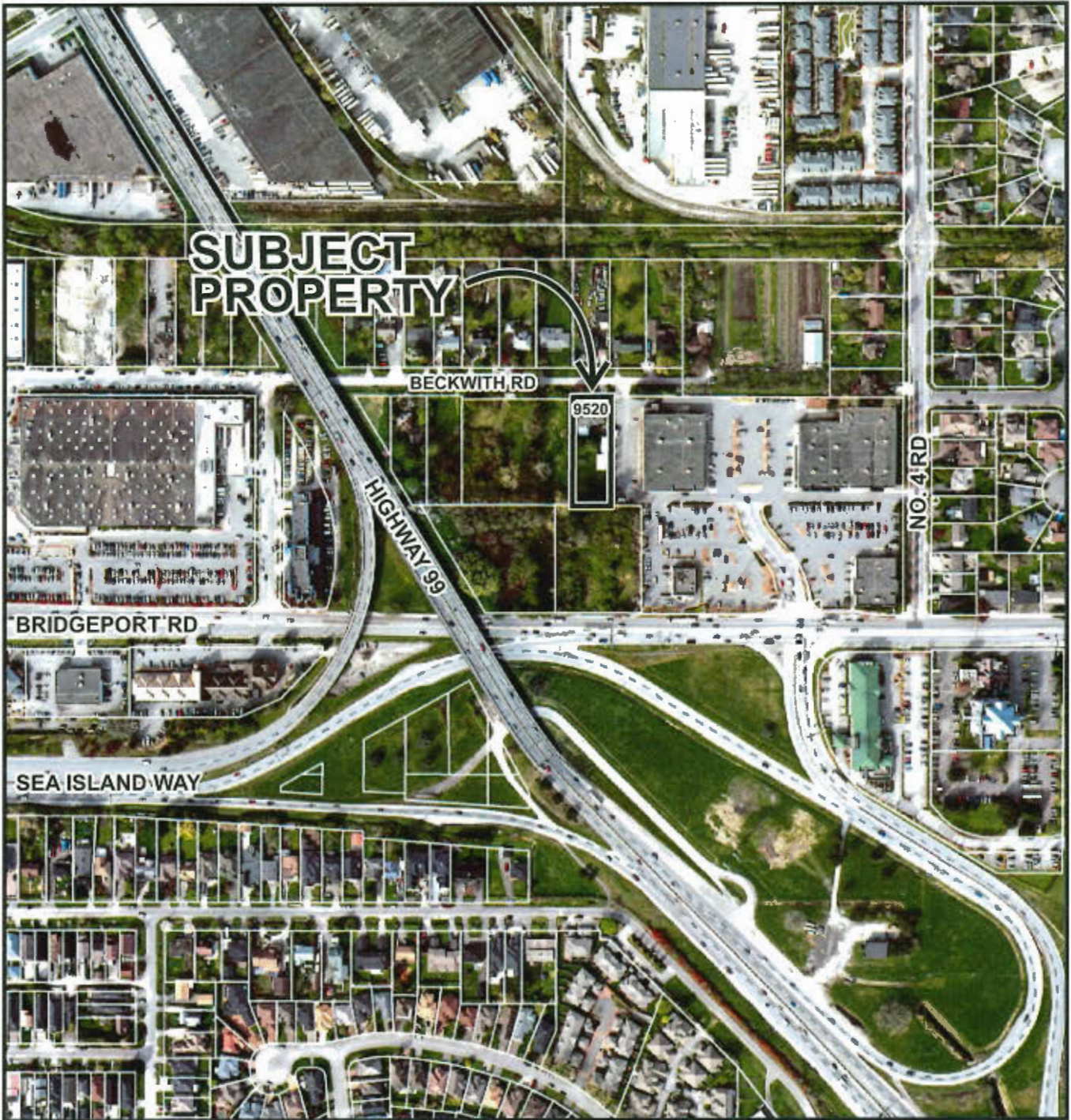
City of
Richmond



	RZ 18-821103	Original Date: 05/24/18 Revision Date: Note: Dimensions are in METRES
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City of
Richmond



RZ 18-821103

Original Date: 05/24/18

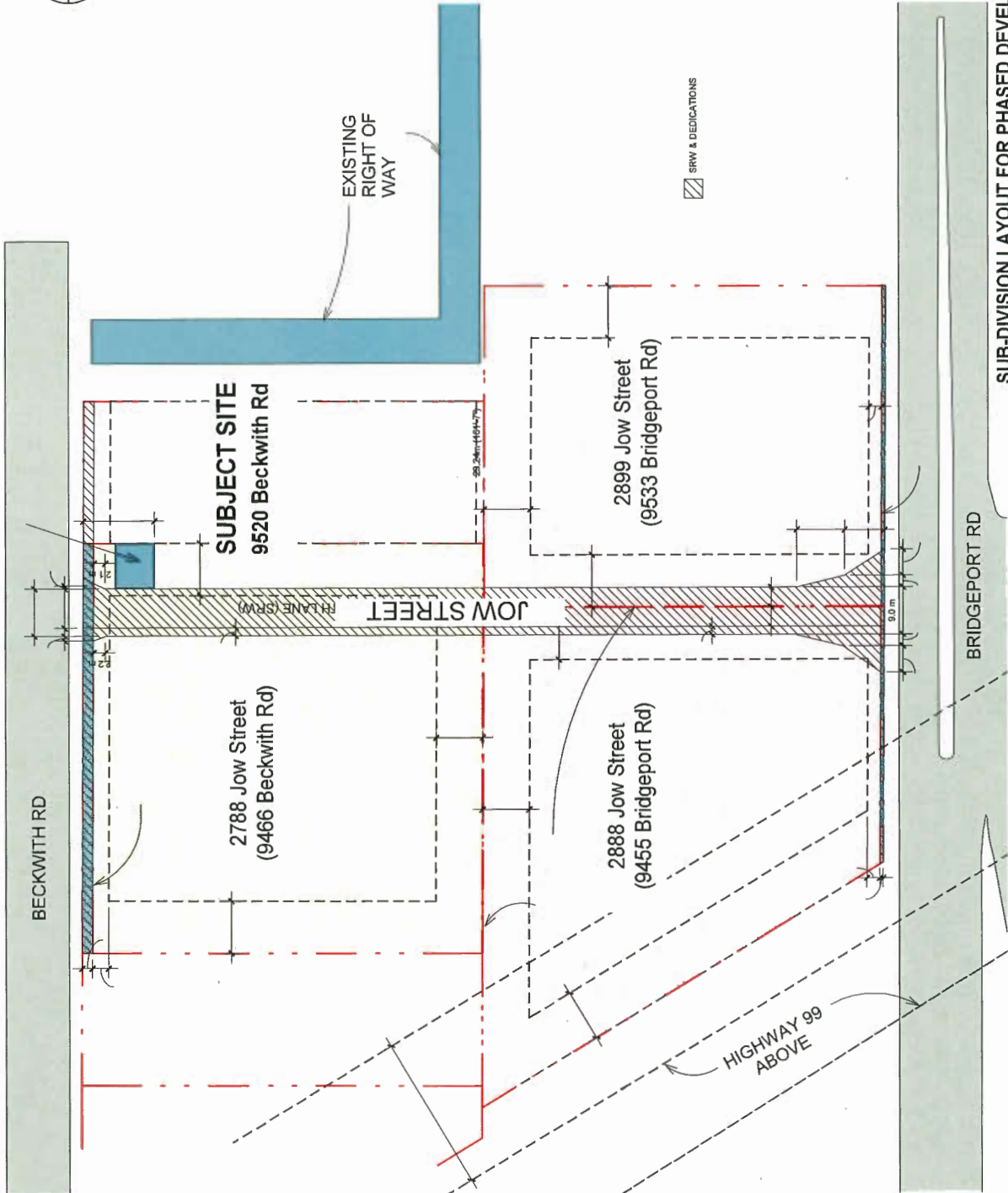
Revision Date:

Note: Dimensions are in METRES



NEW NORTH-SOUTH ROAD CONNECTING BRIDGEPORT RD WITH BECKWITH ROAD

A 1007



SUB-DIVISION LAYOUT FOR PHASED DEVELOPMENT

1/32" = 1'-0"



RZ 18-821103

Attachment 3

Address: 9520 Beckwith Road (2777 Jow Street)

Applicant: IBI Group Architects (Canada) Inc.

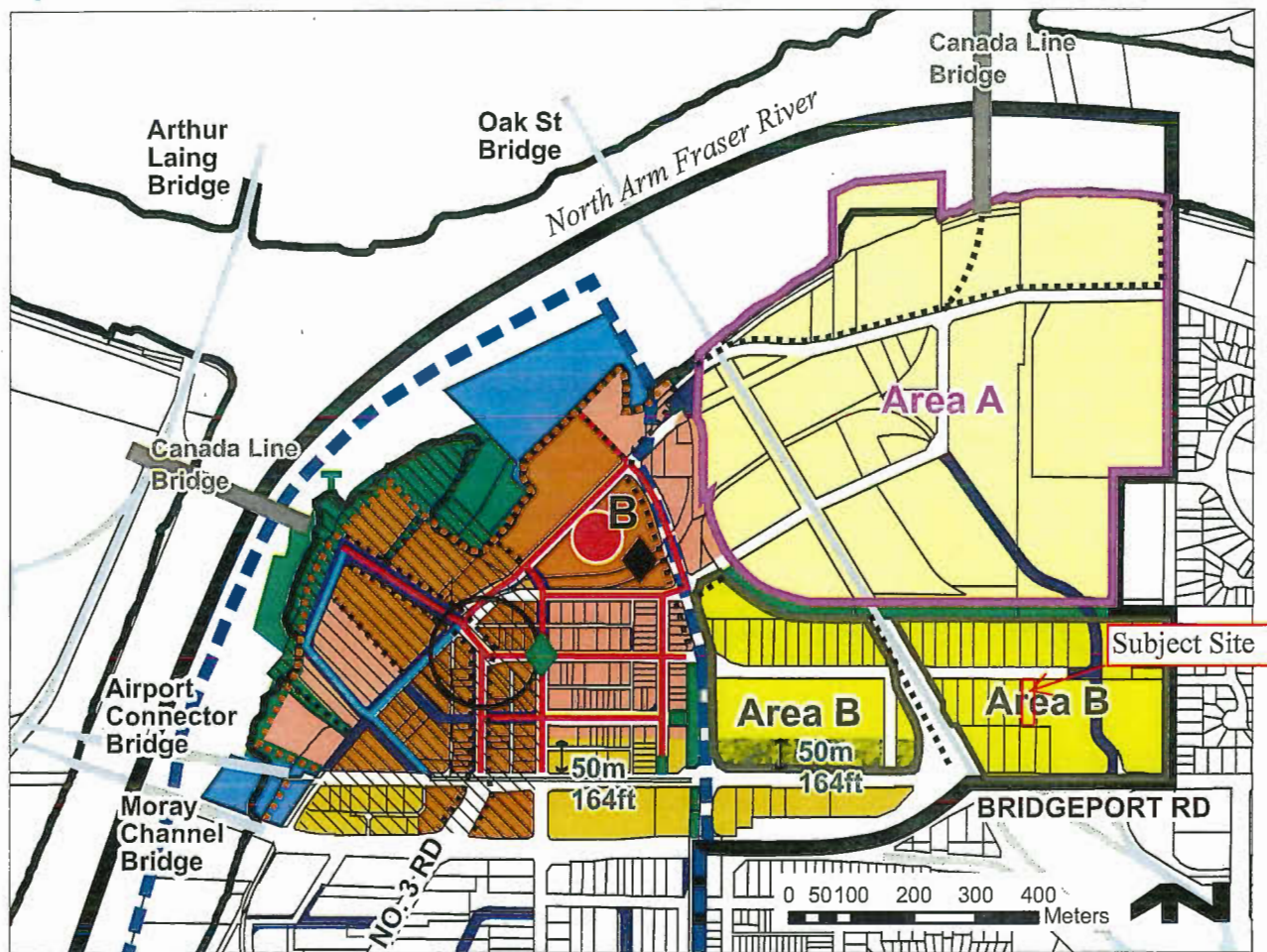
Planning Area(s): City Centre Area Plan

	Existing	Proposed
Owner:	1128457 B.C. Ltd	1128457 B.C. Ltd
Site Size (m²):	2,097.7 m ²	2,043.3 m ²
Land Uses:	Vacant	Office and Light Industrial
OCP Designation:	MEMP – Mixed Employment	MEMP – Mixed Employment
Area Plan Designation:	General Urban (T4) Area B – Industrial Reserve: Limited Commercial	General Urban (T4) Area B – Industrial Reserve: Limited Commercial
Zoning:	Single Detached (RS1/F)	Light Industrial and Office (Z119) – Bridgeport Village (City Centre)
Number of Units:	None	None
Other Designations:	Environmentally Sensitive Area	Environmentally Sensitive Area

On Future Subdivided Lots	Bylaw Requirement Proposed Z119 Zone	Proposed	Variance
Floor Area Ratio:	Max. 1.85	1.84	none permitted
Lot Coverage (% of lot area):	Max. 75 %	72.7%	None
Buildable Floor Area (m ²)	Max. 3,780 m ²	3,757 m ²	none permitted
Lot Size:	none	2,043 m ²	None
Lot Dimensions (m):	Width: none Depth: none	Width: 27.2 m Depth: 75.1 m	None
Setbacks (m):	Front: Min. 3.0 m Rear: Min. 10.0 m West Side: Min. 0.5 m East Side: Min. 0.0 m	Front: 3.0 m Rear: 14.1 m West Side: 0.7 m East Side: 0.2 m	None
Height (m):	Max. 30 m	28 m	None
Off-street Parking Spaces – Total:	Min. 74	76	None
Tandem Parking Spaces:	none permitted	none permitted	none

* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

Specific Land Use Map: Bridgeport Village (2031) Bylaw 9041
2016/07/25



	General Urban T4 (35m)		Marina (Residential Prohibited)		Proposed Streets
	General Urban T4 (25m)		Village Centre Bonus		Pedestrian-Oriented Retail Precincts-High Street & Linkages
	General Urban T4 (15m)		Institution		Pedestrian-Oriented Retail Precincts-Secondary Retail Streets & Linkages
	Urban Centre T5 (45m)		Pedestrian Linkages		Canada Line Station
	Urban Centre T5 (35m)		Waterfront Dyke Trail		Bus Exchange
	Urban Centre T5 (25m)		Richmond Arts District		Village Centre: No. 3 Road & Beckwith Road Intersection
	Park				
	Park - Configuration & location to be determined				

Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions		
Land Use Map Designation	Permitted Uses	Maximum Average Net Development Site Density
General Urban (T4)		
<p>For Area A: Residential prohibited.</p> <ul style="list-style-type: none"> Overlay: <ol style="list-style-type: none"> Industrial Reserve – "Industry-Only". <p>For Area B: Residential prohibited.</p> <ul style="list-style-type: none"> Overlay: <ol style="list-style-type: none"> Industrial Reserve – "Limited Commercial". <p>Additional Land Use Considerations for Areas A & B:</p> <ol style="list-style-type: none"> Community Centre (North) – This facility may be situated in Bridgeport, Aberdeen, or Capstan Village; Library Lending Services – This service should be situated within 400 m (1,312 ft.) of Bridgeport Village's designated Village Centre. 	<p>For Area A:</p> <ul style="list-style-type: none"> Light Industry Accessory Use <p>For Area B:</p> <ul style="list-style-type: none"> Light Industry The following uses, provided that such uses are not situated on the ground floor of the building (excluding building entrance lobbies): <ol style="list-style-type: none"> Office; Education (excluding schools offering provincially mandated K-12 programs). The following uses, provided that such uses are not situated more than 50 m (164 ft.) from a property line abutting Great Canadian Way or Bridgeport Road: <ol style="list-style-type: none"> Hotel; Retail Trade & Services; Restaurant; Neighbourhood Pub; Institutional Use; Recreation; Studio. Community Use (excluding child care) Accessory Uses 	<p>For Area A:</p> <ul style="list-style-type: none"> 1.2 <p>For Area B:</p> <ul style="list-style-type: none"> 1.2, provided that: <ol style="list-style-type: none"> the total floor area of non-industrial uses may not exceed that of industrial uses (excluding parking); non-industrial uses do not share a common building entrance with industrial uses (excluding accessory uses). <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> Industrial Reserve – "Limited Commercial": To be determined on a site specific basis via City development application processes. 1.85, specifically for 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road, provided that the total net floor area of non-industrial uses does not exceed 60% of the net floor area for the entire site.
Urban Centre (T5)		
<ul style="list-style-type: none"> Residential prohibited. Overlays: <ol style="list-style-type: none"> Commercial Reserve; Village Centre Bonus; Institution Richmond Arts District RAD); Pedestrian-Oriented Retail Precincts – "High Streets & Linkages"; Pedestrian-Oriented Retail Precincts – "Secondary Retail Streets & Linkages". <p>Additional Land Use Considerations:</p> <ol style="list-style-type: none"> Community Centre (North) – This facility may be situated in Bridgeport, Aberdeen, or Capstan Village; Library Lending Services – This service should be situated within 400 m (1,312 ft.) of Bridgeport Village's designated Village Centre. 	<ul style="list-style-type: none"> Office Hotel Institutional Use Studio (Studio spaces that provide for a high degree of transparency and public access along fronting streets and open spaces shall be considered to satisfy requirements for retail continuity in Pedestrian-Oriented Retail Precincts.) Accessory Uses <p>Additional uses are permitted north of Bridgeport Road, including:</p> <ul style="list-style-type: none"> Retail Trade & Services Restaurant Entertainment Education (excluding schools offering provincially-mandated kindergarten to grade 12 programs) Neighbourhood Pub Recreation Community Use (excluding child care) 	<ul style="list-style-type: none"> 2.0 <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> Institution: To be determined on a site specific basis via City development application processes; Village Centre Bonus: 1.0 for the provision of office uses only.

Bylaw 8767
2017/09/11

Text Being Amended

Note: Richmond's Aircraft Noise Sensitive Development (ANSD) Policy applies (OCP Schedule 1) throughout this Village.

Cover Sheet

BRIDGEPORT LOW RISE OFFICE BUILDING

PROJECT OVERVIEW

The proposed mixed-use commercial project is located at the lot 9520 Beckwith Road and will form as part of the Bridgeport Hotels & Business Center Complex that is currently at Building Permit stage. The east neighbour is a commercial complex that includes retail spaces and a restaurant. The immediate north is primarily old residential buildings those are identified for rezoning as Sub Area-A2. The site is approximately 800m (10 – 15 minutes), walking distance from Bridgeport sky train station.

The primary design approach, is to maximize the full potential of the strategic location of the site that is close to major arterial roads, proximity to airport, sky train station and surrounding mixed-commercial uses. The project is in close vicinity to the Bridgeport Road at south, Highway-99 Oak Street Bridge at west and Beckwith Road at north. The proposed Light Industrial/Office commercial uses will be a vibrant addition to the emerging mixed-use neighbourhood.

The building has been designed in 7 levels. The first and second floors will be dedicated to flexible commercial spaces which are primarily light industrial. Provision for internal stairs connecting the two levels are provided for flexibility in having stacked spaces, those may be ideal for light industrial uses. The upper three levels are designed as office spaces that will be useful for single or multiple tenants. The parking stalls are located in the third and fourth floors sandwiched between light industrial and office uses providing clear separation between the uses.

The design for the main elevations - west and north have modular patterns of window system treatments creating a well-balanced character breaking the long leaner mass along the north-south direction. The west facing windows of the office levels have slopping façade to animate the west elevation of the neighbouring Business Centre building by creating visual interest, and providing passive solar shading from the afternoon sun glare. The west elevation of the two storey parking located at the 3rd and 4th floors, mimic the vocabulary of the elevation of the office in smaller modules of curtain wall treatments creating individuality and harmony at the same time. Expression of window segments in elevational treatments is a theme adopted from the Bridgeport Hotels and Business Centre to create a cohesive experience from the public realm.

The articulated landscape treatment of north-south internal road which is connected to Bridgeport at south and to Beckwith at north serves as the main approach to the building from the west side. The parking entrance and loading areas access is from the south side of building along the latitudinal east-west internal road.

The key effort in the design of the building, was to respect the Richmond OCP guidelines, implement environmentally friendly sustainable design approach and enforce strong design elements that will enhance the City's vision of future mixed-use commercial urban growth for the neighbourhood.

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1800-570 GRANVILLE STREET
VANCOUVER, BC V6C 3P1
CONTACT: JOHN CHENG
EMAIL: john@chunghwa.ca

ARCHITECT IBI GROUP ARCHITECTS (CANADA) INC.
SUITE 700 - 1285 WEST PENDER STREET
VANCOUVER, BC V6E 4B1
TEL: (604) 683-8797
FAX: (604) 683-0492
CONTACT: SALIM NARAYANAN
EMAIL: SNarayanan@ibigroup.com

PROPERTY ADDRESS 9520 BECKWITH ROAD

LEGAL DESCRIPTION Parcel "A" (Explanatory Plan 25441)
Lots 18 and 19, Section 22, Block 5
North Range 6 West, New Westminster
District Plan 8931



ATTACHMENT 5

A0.01

Overall Aerial View



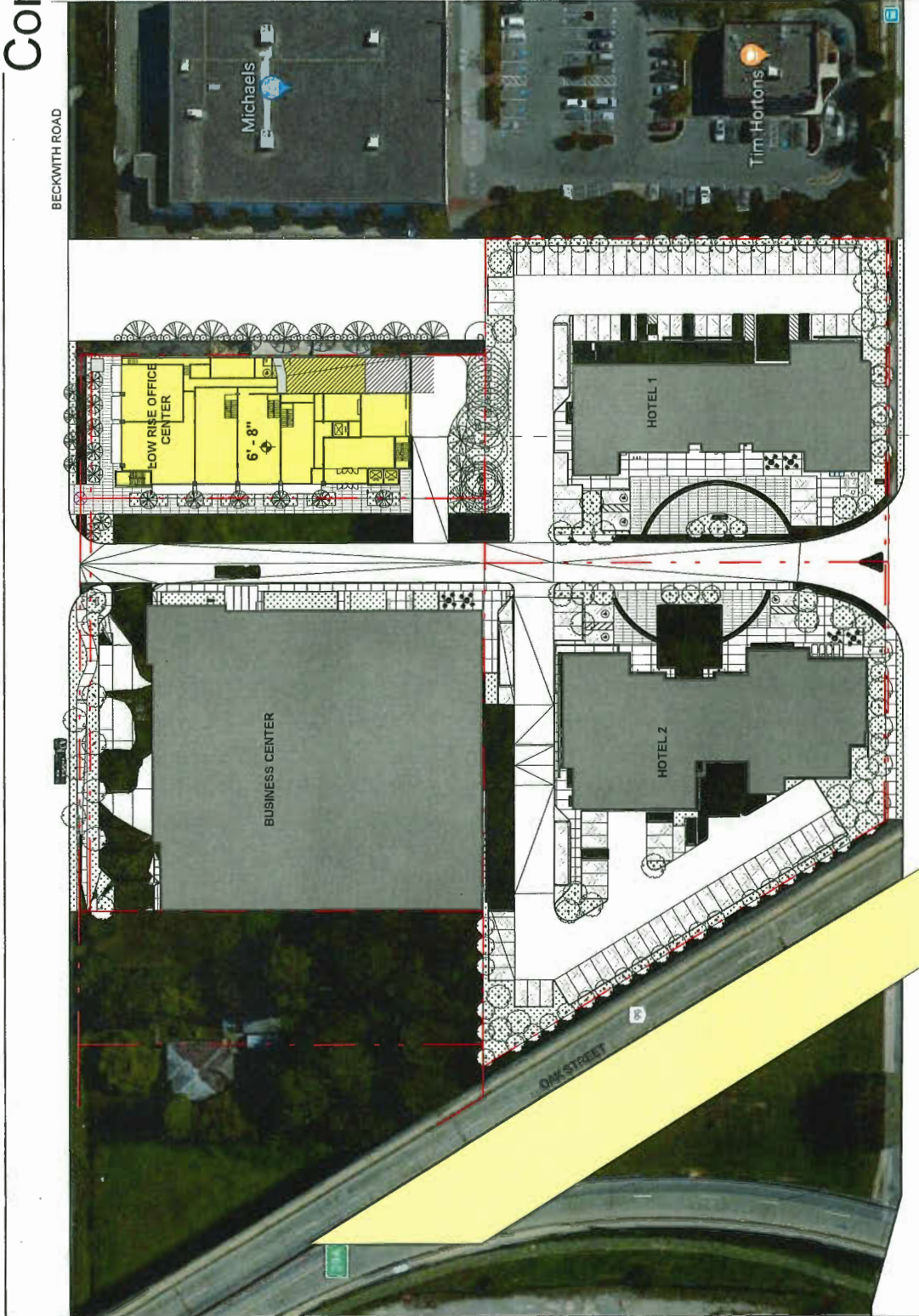
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2019-02-20

A0.02

Context Plan



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2019-02-20

A0.07

Project Statistics

AREA BREAKDOWN					
	FSR		FAR SUB-TOTAL	NON FSR (MEP/SERV)	GROSS FLOOR AREA
	LIGHT INDUSTRY	OFFICE			
7		2,780	2,780	159	2,939
6		9,117	9,117		9,117
5		10,409	10,409		10,409
4			-	13,115	13,115
3			-	9,878	9,878
2	7,244	180	7,404	1,140	8,544
1	8,998	1,730	10,726	2,115	12,841
TOTAL	16,240	24,196	40,436	36,607	88,843
FLOOR AREA RATIO	40.2%	59.8%	TOTAL FLOORS AREA / FAR PROVIDED		
CAR PARKING REQUIRED (BEFORE TDM REDUCTION)	12	62			
CLASS 1 BICYCLE PARKING REQUIRED	3	6	7 HORIZONTAL+7 VERTICAL PROVIDED		
CLASS 2 BICYCLE PARKING REQUIRED	3	9	15 PROVIDED ON SITE WITHIN 15M OF MAIN ENTRANCE		
NOTE	PARKING RATIO CALCULATED BASED ON THE GROSS LEASABLE FLOOR AREA PER SECTION 7.7				
GROSS LEASABLE FLOOR AREA	13,224	22,290	PARKING RATIO CALCULATED BASED ON THE GROSS LEASABLE FLOOR AREA PER SECTION 7.7		
TOTAL BUILDING SITE COVERAGE	TOTAL SITE AREA	TOTAL BUILDING COVERAGE W/ PROJECTIONS	TOTAL BUILDING SITE COVERAGE PERCENTAGE		
	21,994	15,995	72.72%		

PROJECT STATISTICS			
9520 Beckwith Rd.	A EA-B: SUB AREA : A2 (EXPECTING OVERLAP)		
ZONING SUB-AREA	(S.F.)	22,579	
SITE AREA (BEFORE DEDICATION)	(S.F.)	21,994	
SITE AREA (AFTER DEDICATION)	(S.F.)		
FAR ALLOWED	(S.F.)	40,689	FSR 1.85 PER AREA-B (T4)
TARGET: FSR 1.85 (T4)	(S.F.)	40,436	
FAR PROVIDED	(S.F.)	40,436	
DIFFERENCE	(S.F.)	1.84	FSR
	(S.F.)	253	
	FSR (S.F.)	MEP/SERV. (S.F.)	GROSS (S.F.)
LOW RISE OFFICE	40,436	26,407	66,843
BIKE PARKING SUMMARY			
	CLASS 1	CLASS 2	TOTAL
LOW RISE OFFICE	REQ 9 PROV 14	REQ 12 PROV 15	REQ 21 PROV 29
LOADING SUMMARY			
	OFFICE	LIGHT INDUSTRIAL	COMMENTS
MEDIUM SIZE SPACE	1	1	1 PER EACH USE
LARGE SIZE SPACE		1	SHARED WITHIN 50M ON BECKWITH 9466

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2019-04-11

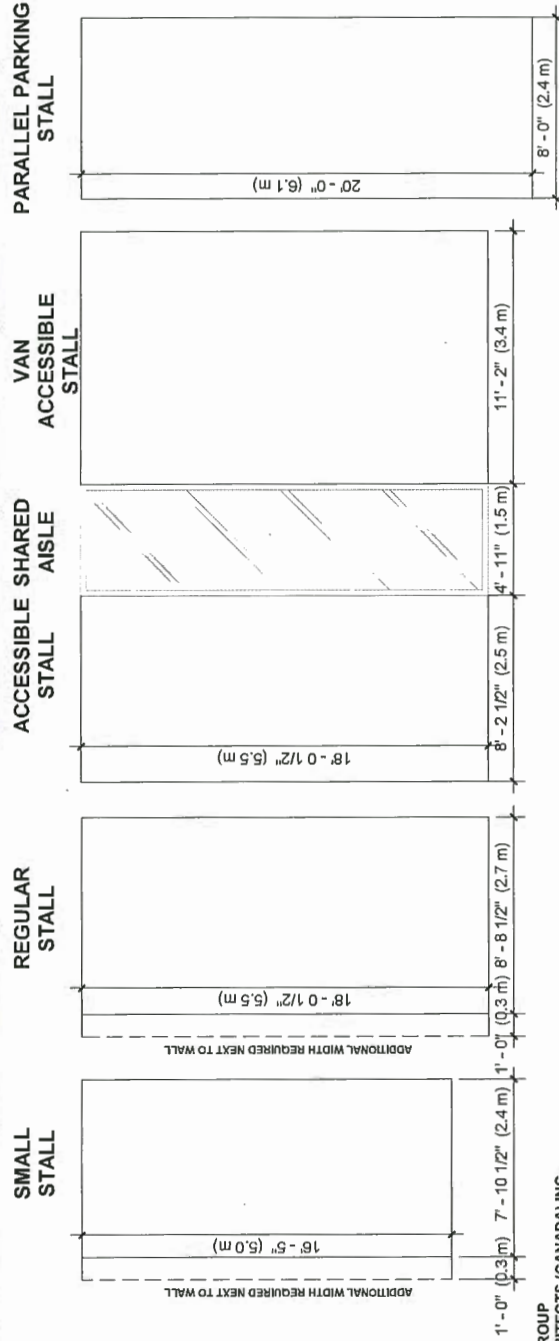
9520 BECKWITH RD

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Parking Statistics

PARKING RATIO		REQUIRED BASED ON BYLAW		PROPOSED PARKING		PARKING BREAKDOWN			
				BY PHASE	TOTAL	HC STALLS 2% OF EACH LAND USE	SMALL STALLS 50%MAX OF EACH LAND USE	REGULAR STALLS	
LOW RISE OFFICE		12		74 (* 2 STALLS FOR OPTIONAL FUTURE CARSHARE)	76	1	4	6	
LIGHT INDUSTRY	(1/1076)							40%	60%
OFFICE	(3/1076)	62				1	21	34%	41
TOTAL		74				2	25	47	

NOTE: PARKING RATIO CALCULATED BASED ON THE GROSS LEASABLE FLOOR AREA PER SECTION 7.7 (SEE A0.08)



○ Typical Parking Stalls
3/16" = 1'-0"



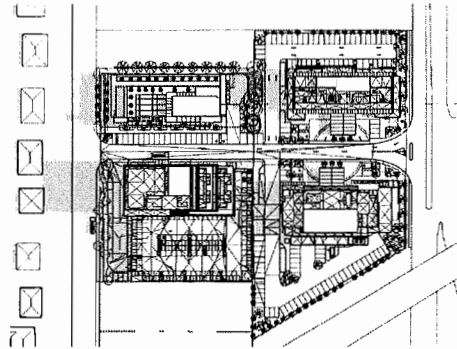
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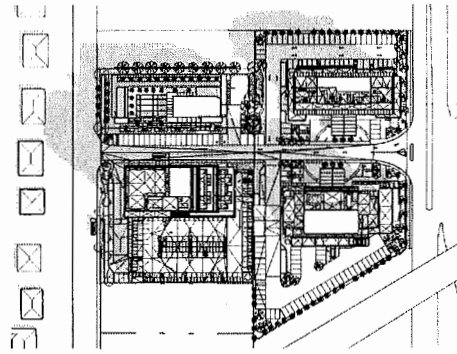
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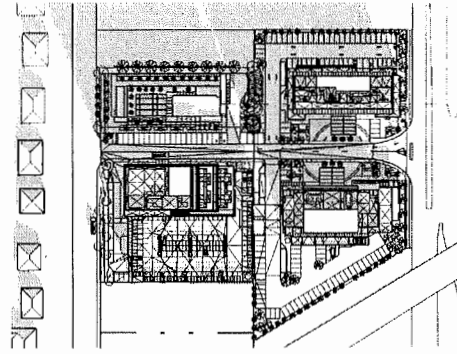
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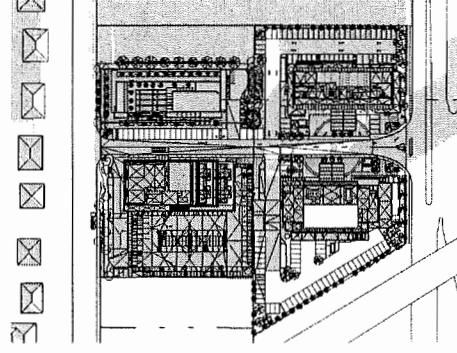
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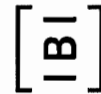
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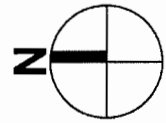
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@ 2pm



MARCH 21
@ 4pm



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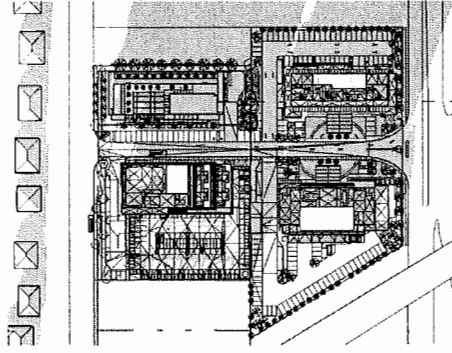


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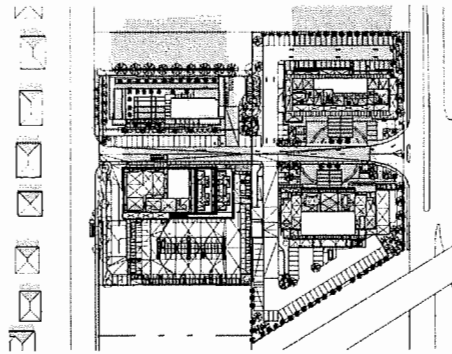
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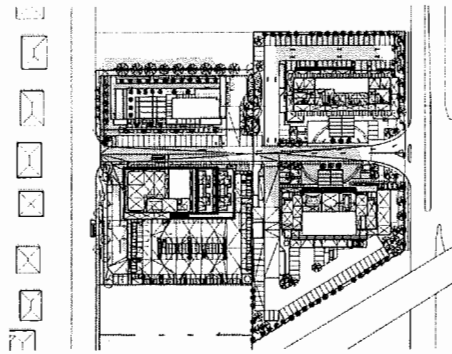
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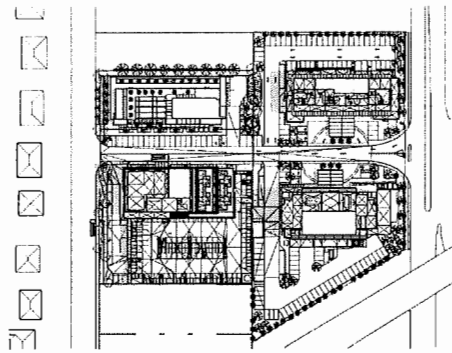
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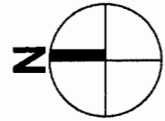


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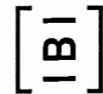
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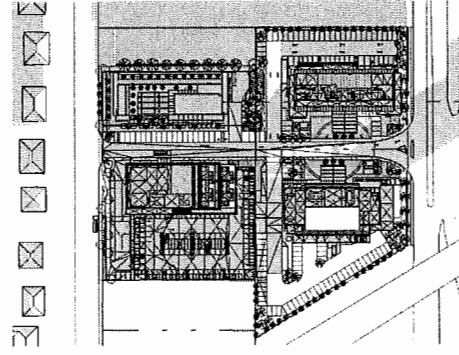
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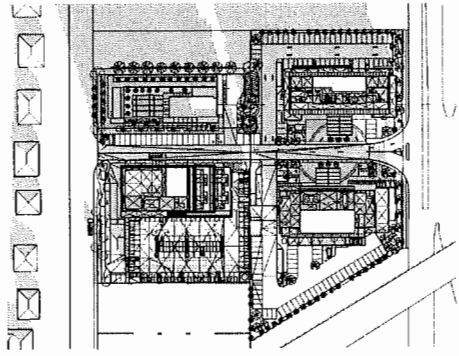
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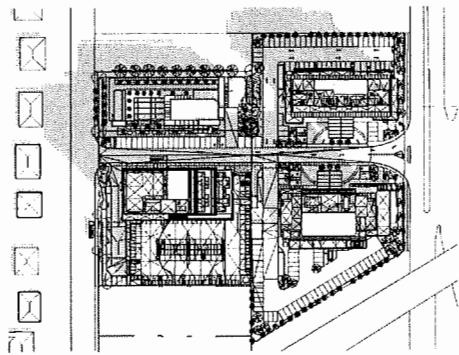
Shadow Study



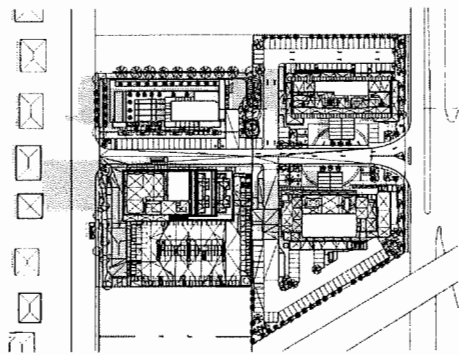
SEPTEMBER 22
@ 4pm



SEPTEMBER 22
@ 2pm

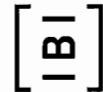


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@ 12pm

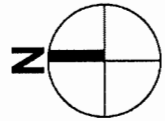


SEPTEMBER 22
@ 10am

PH - 70



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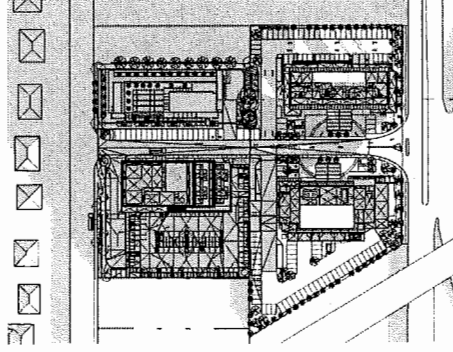


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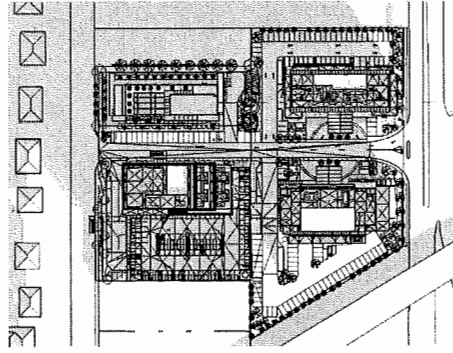
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9520 BECKWITH RD

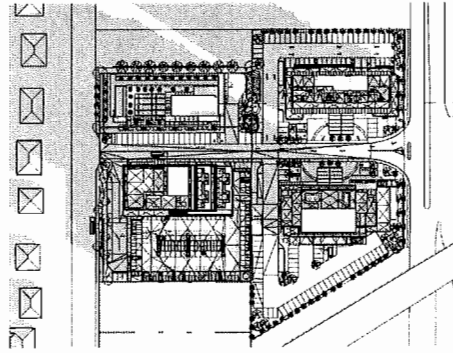
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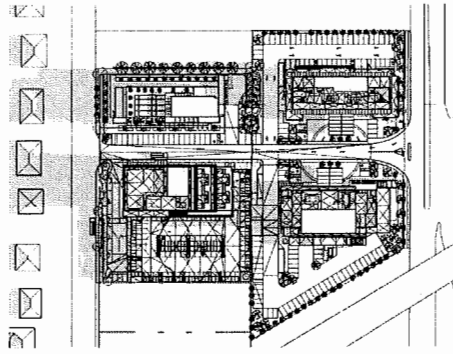
DECEMBER 21
@ 4pm



DECEMBER 21
@ 2pm



DECEMBER 21
@ 12pm



DECEMBER 21
@ 10am

PH - 71

A0.12a

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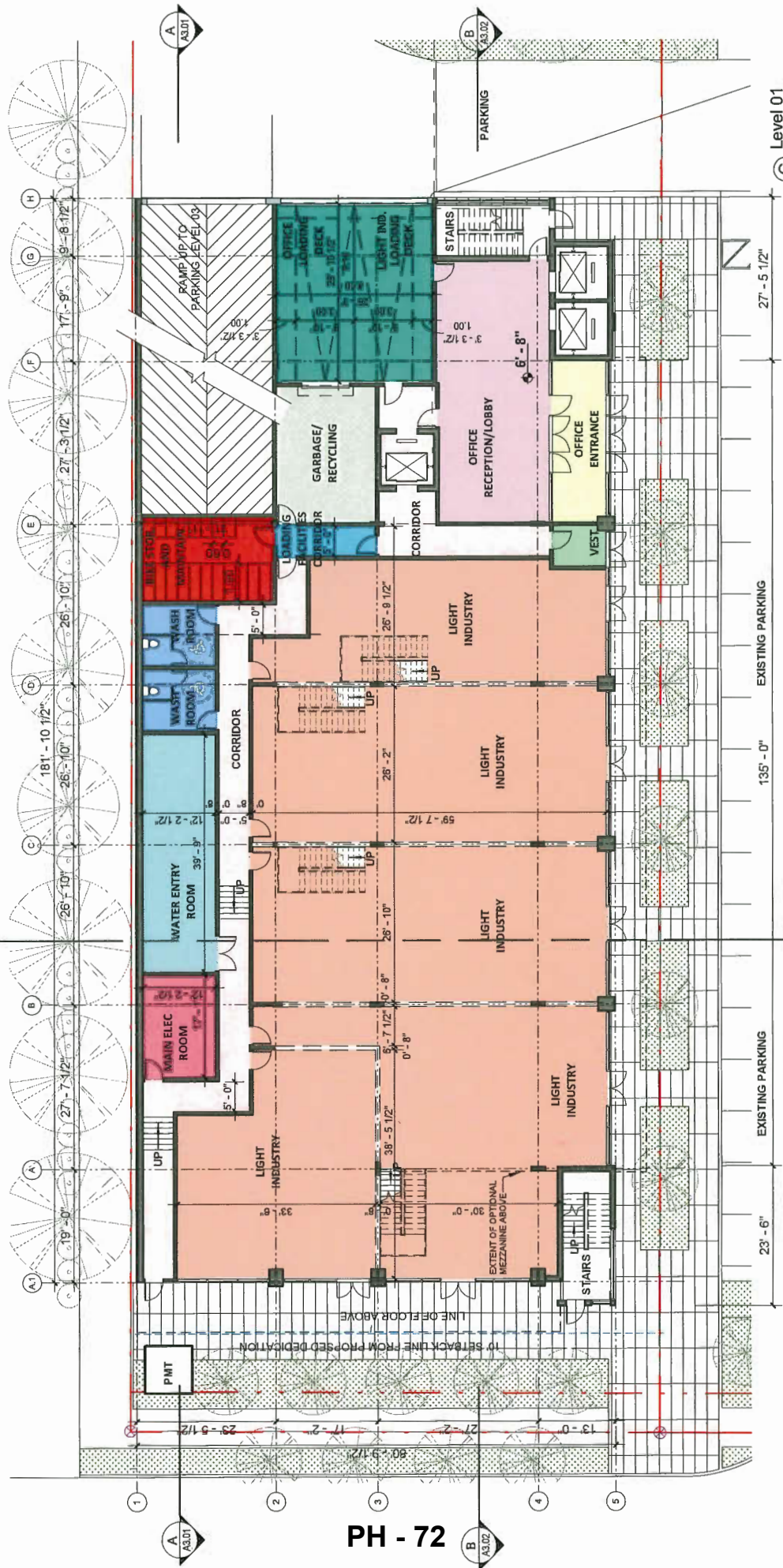
04/03/19



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Level 01 - Floor Plan



Level 01
1/16" = 1'-0"

A1.01

9520 BECKWITH RD

2019-04-11

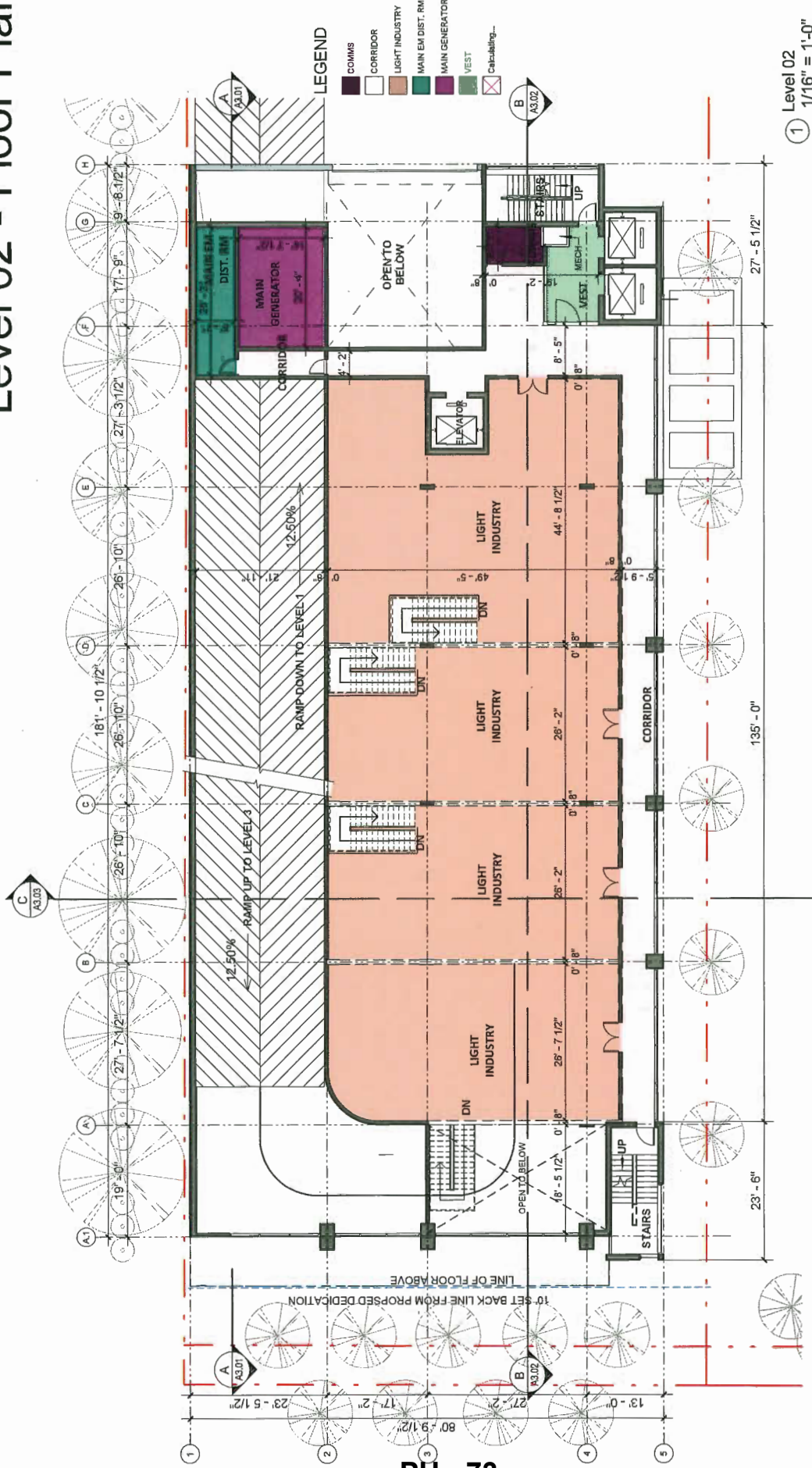


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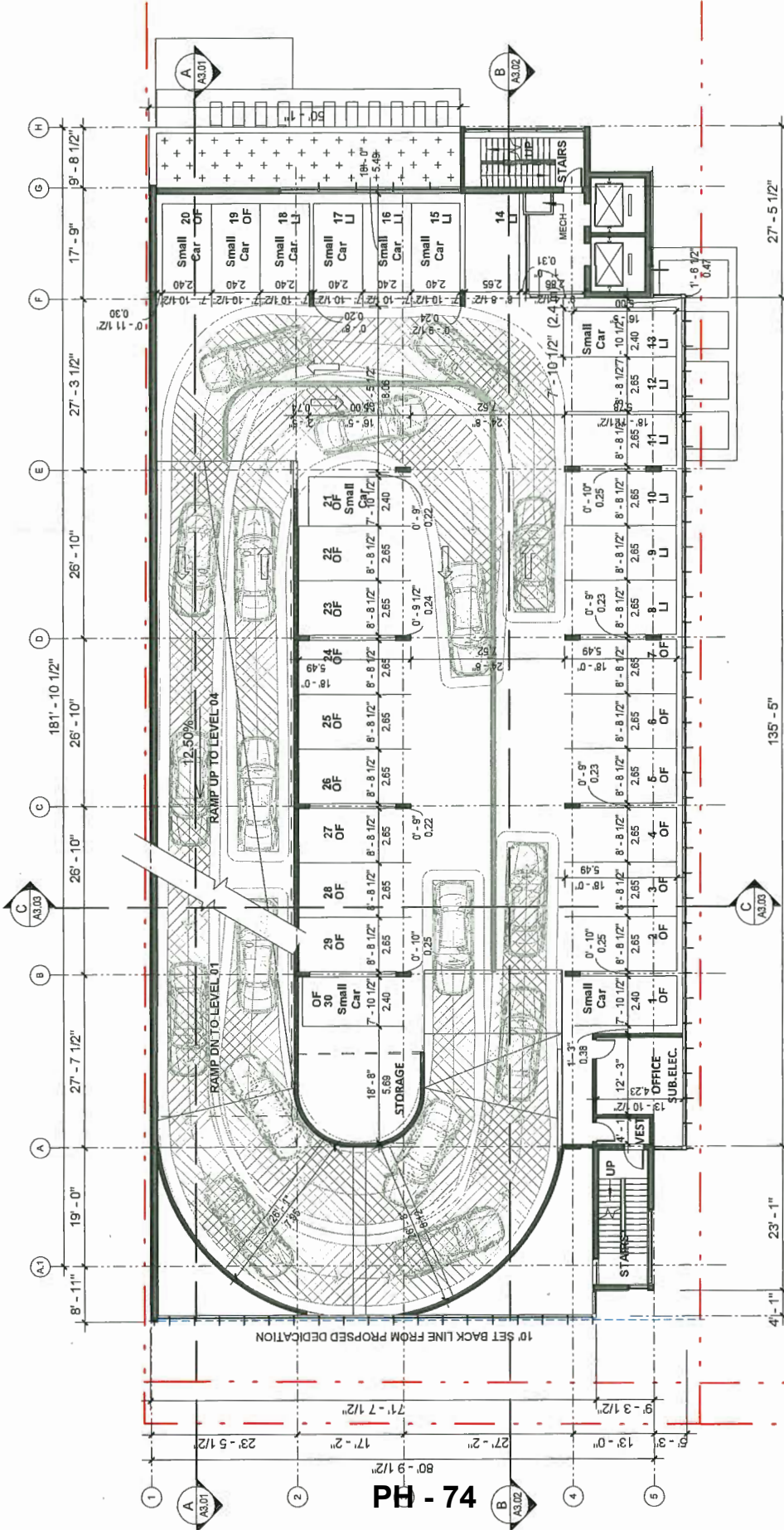


PH - 72

Level 02 - Floor Plan



Parking Level 03 - Floor Plan



① Parking Level 03
1/16" = 1'-0"

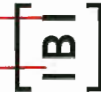
A1.03

9520 BECKWITH RD

2019-04-11

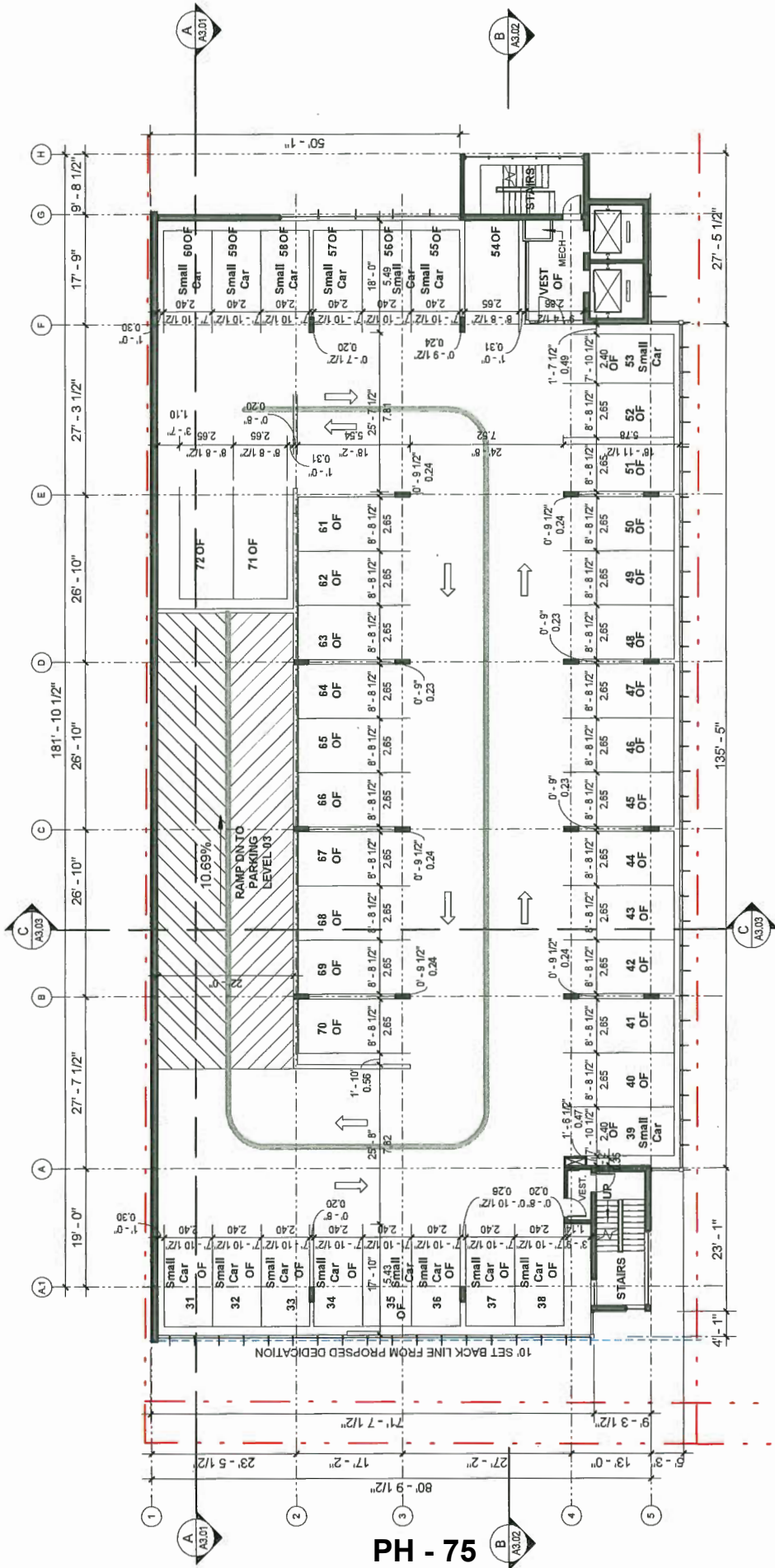


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PH - 74

Parking Level 04 - Floor Plan



PH - 75

1 Parking Level 04
1/16" = 1'-0"

A1.04

9520 BECKWITH RD

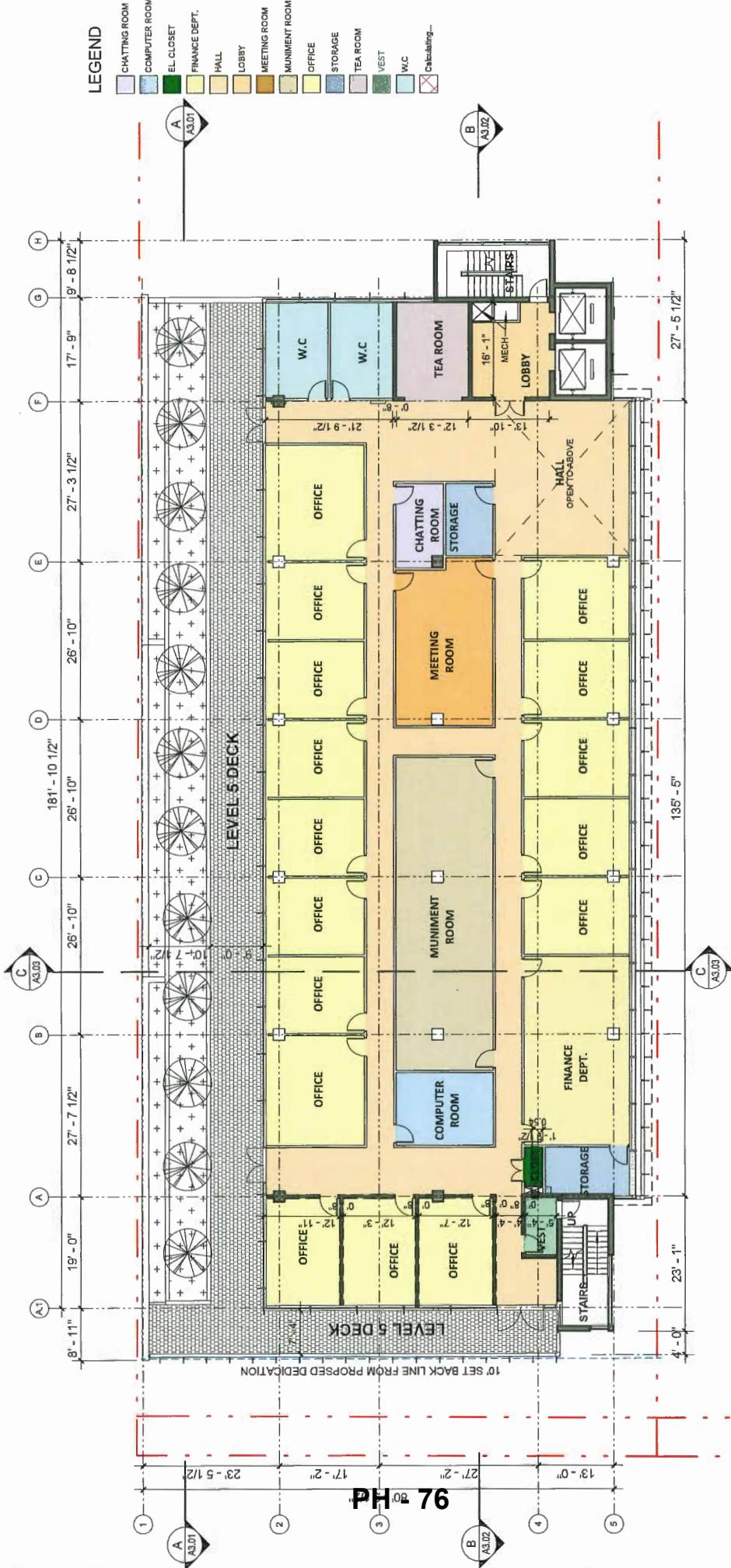
2019-04-11



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Level 05 - Floor Plan



① Level 05
 1/16" = 1'-0"
A1.05

9520 BECKWITH RD

2019-04-11

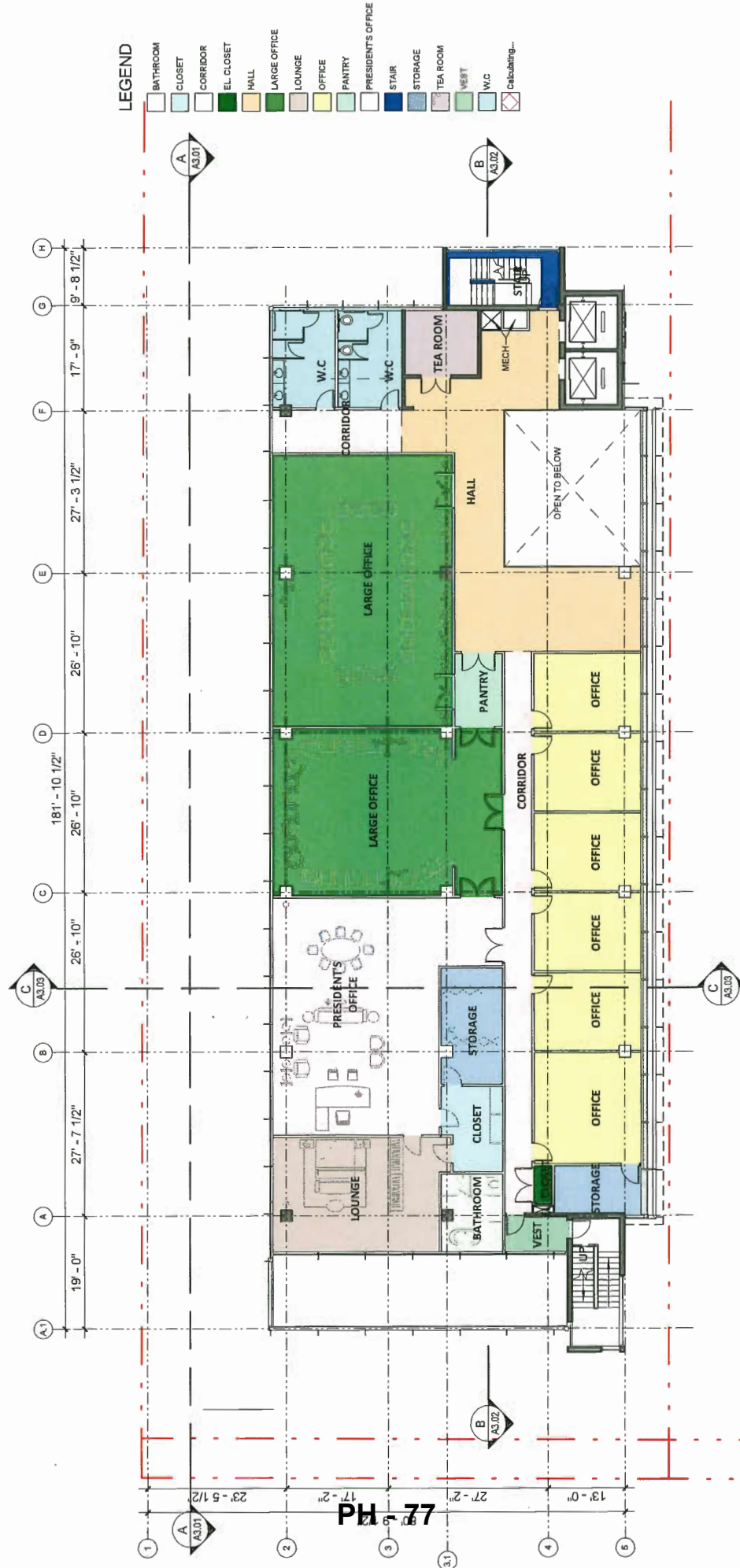


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PH 76

Level 06 - Floor Plan



PH 77

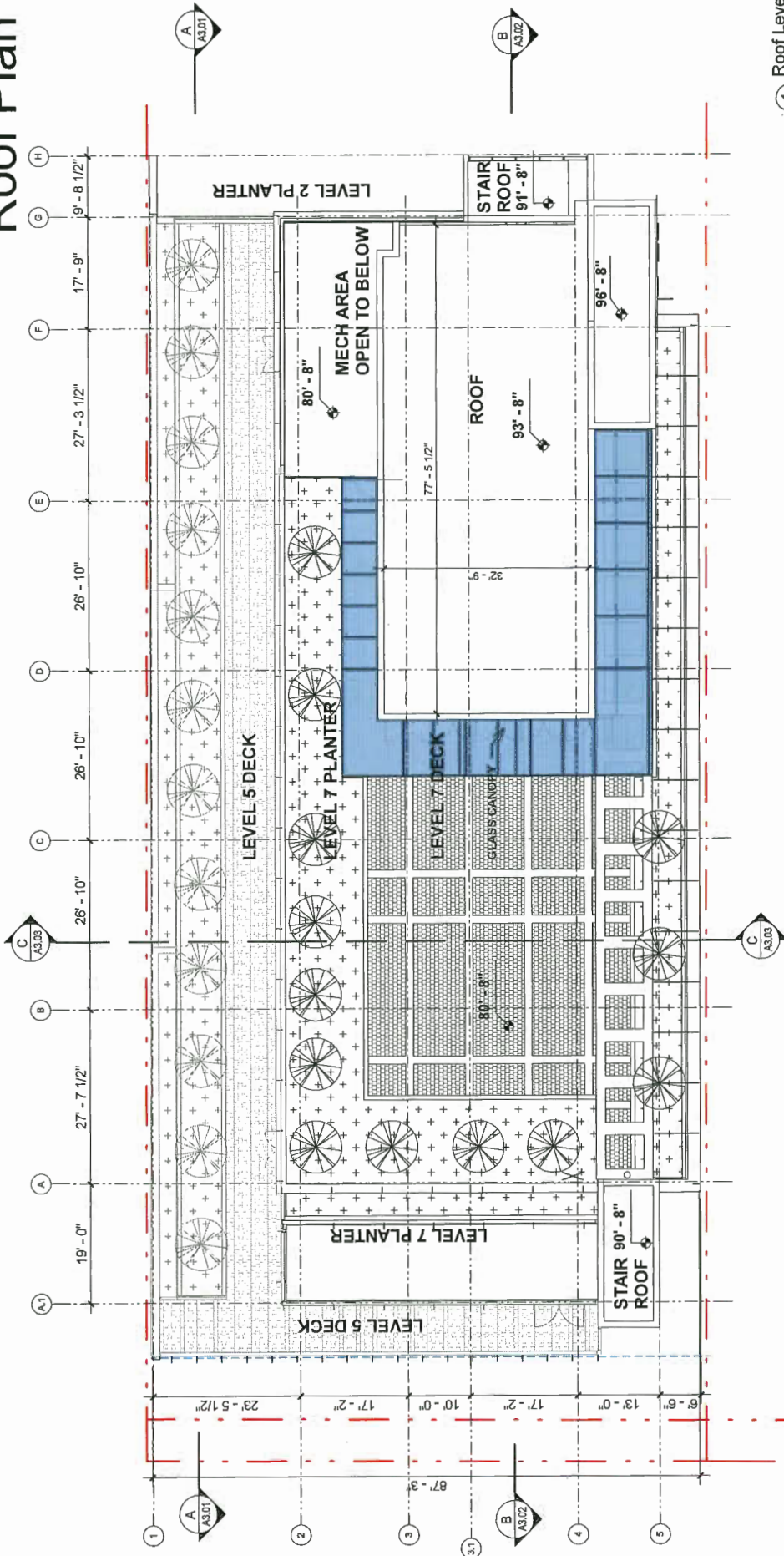


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A1.06

9520 BECKWITH RD

Roof Plan



① Roof Level
1/16" = 1'-0"



2019-04-11

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9520 BECKWITH RD

A1.08

North Elevation

MATERIAL LIST

- 1A LOW-E GLAZED WINDOW SYSTEM
- 1B FROSTED GLASS WINDOW SYSTEM
- 1C SPANDREL GLAZED WINDOW SYSTEM
- 2 STORE FRONT GLAZING
- 3 METAL PANEL CLADDING
- 4 PAINTED CONCRETE



① North Elevation
1/16" = 1'-0"

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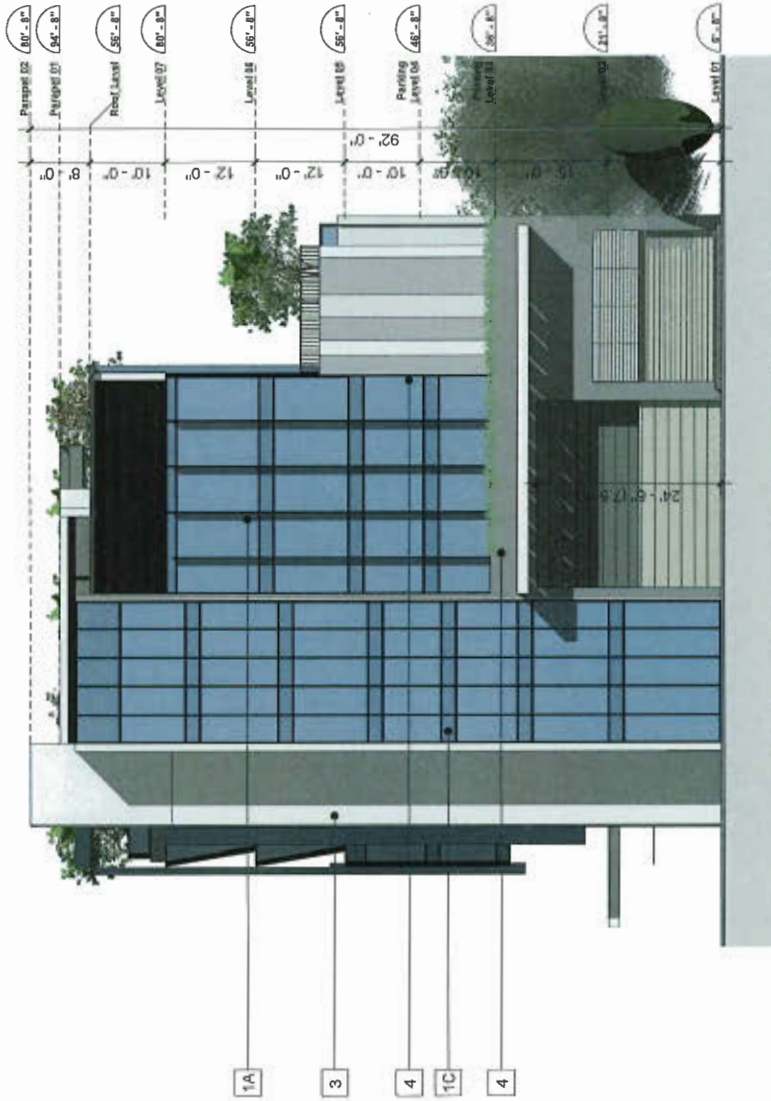
2019-02-20

A2.01

South Elevation

MATERIAL LIST

- 1A LOW-E GLAZED WINDOW SYSTEM
- 1B FROSTED GLASS WINDOW SYSTEM
- 1C SPANDREL GLAZED WINDOW SYSTEM
- 2 STORE FRONT GLAZING
- 3 METAL PANEL CLADDING
- 4 PAINTED CONCRETE



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2019-02-20

A2.02

West Elevations

MATERIAL LIST

- 1A LOW-E GLAZED WINDOW SYSTEM
- 1B FROSTED GLASS WINDOW SYSTEM
- 1C SPANDREL GLAZED WINDOW SYSTEM
- 2 STORE FRONT GLAZING
- 3 METAL PANEL CLADDING
- 4 PAINTED CONCRETE



PH - 82



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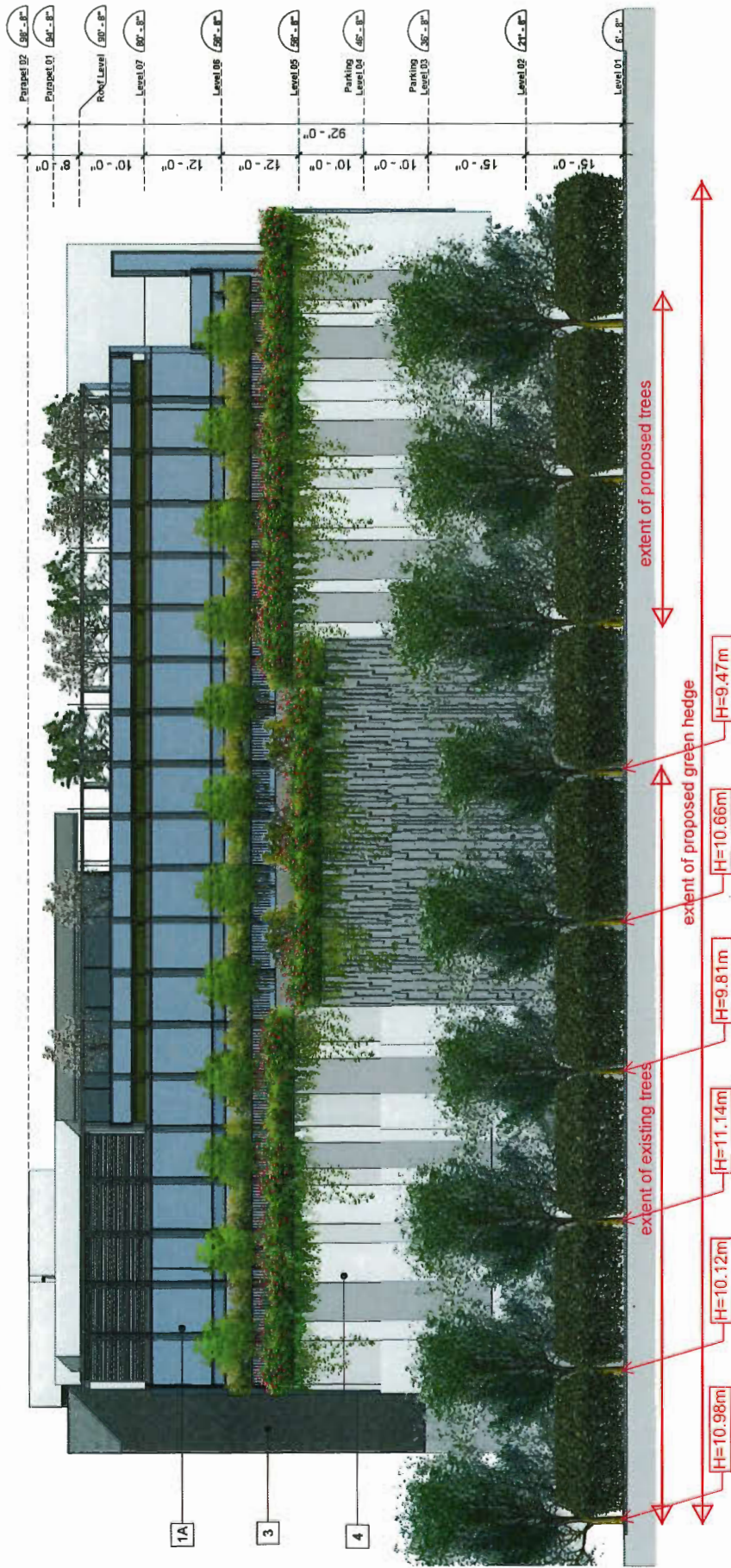
2019-02-20

A2.03

East Elevation

MATERIAL LIST

- 1A LOW-E GLAZED WINDOW SYSTEM
- 1B FROSTED GLASS WINDOW SYSTEM
- 1C SPANDREL GLAZED WINDOW SYSTEM
- 2 STORE FRONT GLAZING
- 3 METAL PANEL CLADDING
- 4 PAINTED CONCRETE



PH - 83

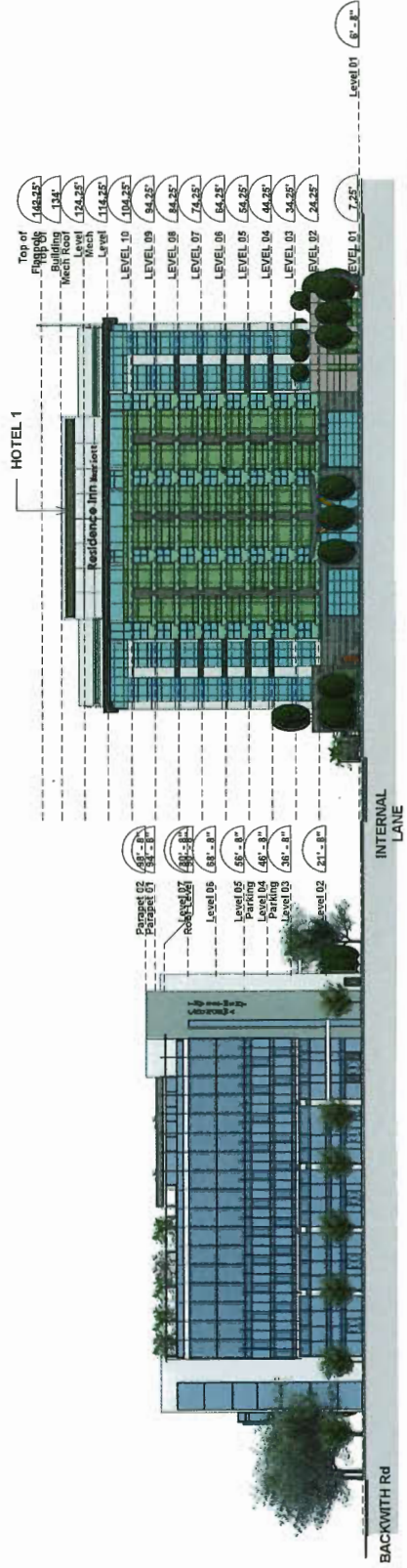


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2019-02-20

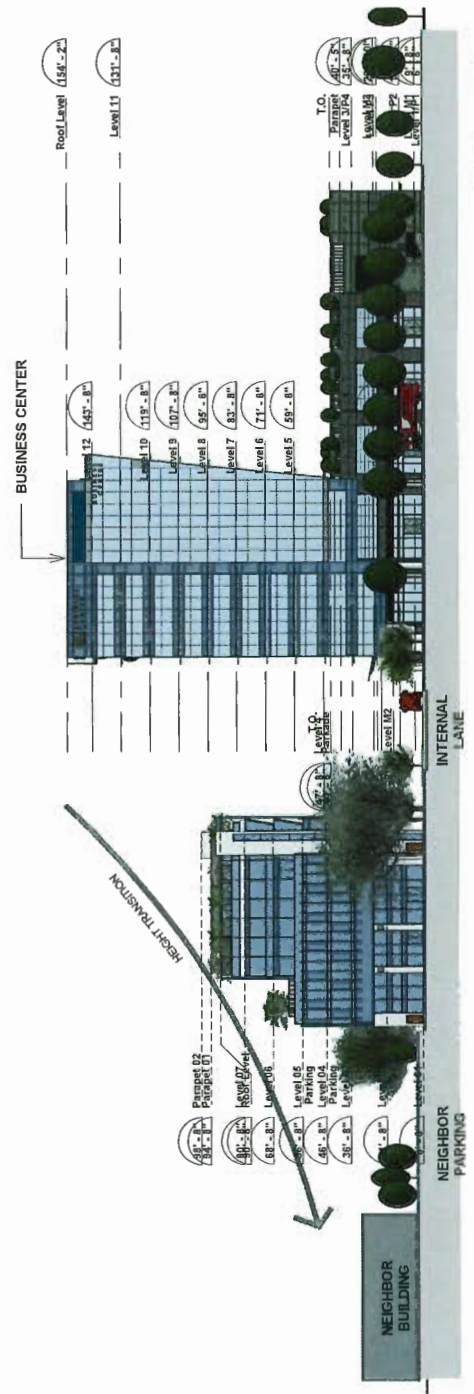
A2.04

Streetscapes



ALONG NORTH SOUTH INTERNAL LANE

PH - 84



Backwith Streetscape



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2019-02-20

A2.05

South-West View



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2019-02-20

A2.06

North-West View



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2019-02-20

A2.07

South-East View



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2019-02-20

A2.08

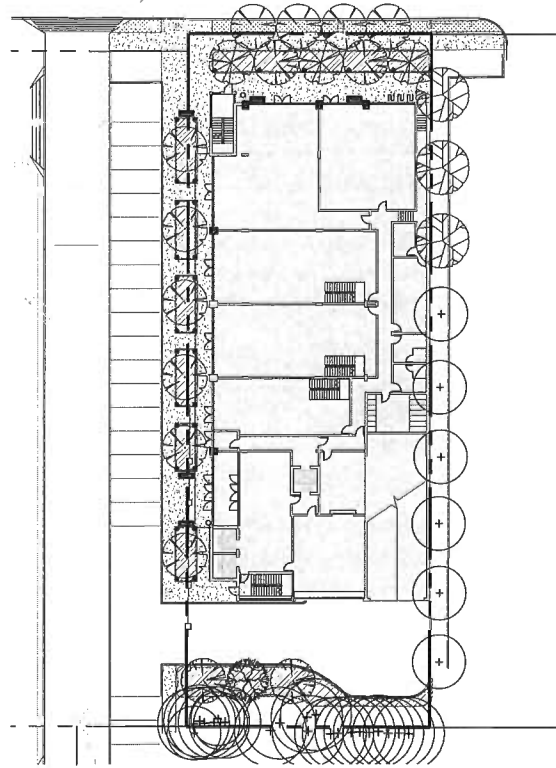
9520 Beckwith Road

Issued for Development Permit

Contact Information van der Zalm + associates inc. Project: 1500 West Pender Street Suite 1 - 2017 57th Avenue Vancouver, BC V6P 4G9 T: 604 682 0024 F: 604 682 0042 Primary project contact: Andrew Damsken a. 604 548 0371 Alternate contact (business hours): Merit van der Zalm m. 604 548 0371 Project Manager: Christopher Damsken c. 604 548 0300	Other Key Contacts: Chungwa Investment Co. Ltd. Project Owner Unit 1900 - 570 Gannett Street Vancouver, BC V6C 3P1 T: 604 683 8737
Legal Address and Description:	

Sheet List Table

Sheet Number	Sheet Title
L-01	COVER PAGE
L-02A	SITE PLAN - LEVEL 1
L-02B	SITE PLAN - LEVEL 5
L-02C	SITE PLAN - LEVEL 7
L-03A	PLANTING PLAN - LEVEL 1
L-03B	PLANTING PLAN - LEVEL 5
L-03C	PLANTING PLAN - LEVEL 7
L-04	OFF-SITE PLAN - ADJACENT SITE TO EAST
L-05	TREE PRESERVATION PLAN
LD-01	DETAILS
LD-02	DETAILS
LD-03	DETAILS
LD-04	DETAILS



1 SITE PLAN OVERVIEW
Scale: 1:50



2 LOCATION MAP
Scale: 1:50

Drawn: AD Checked: MWZ Approved: MWZ Scale: AS SHOWN Original Sheet Size: 24"X36"	Project: 9520 Beckwith Road Location: 9520 Beckwith Road Richmond, BC
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No.	By	Description	Date
REVISIONS TABLE FOR SHEET			
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

3	AD	Issued for Development Permit	March 19, 2019
2	AD	Issued for Development Permit	February 20, 2019
1	AD	Issued for Development Permit	February 20, 2019

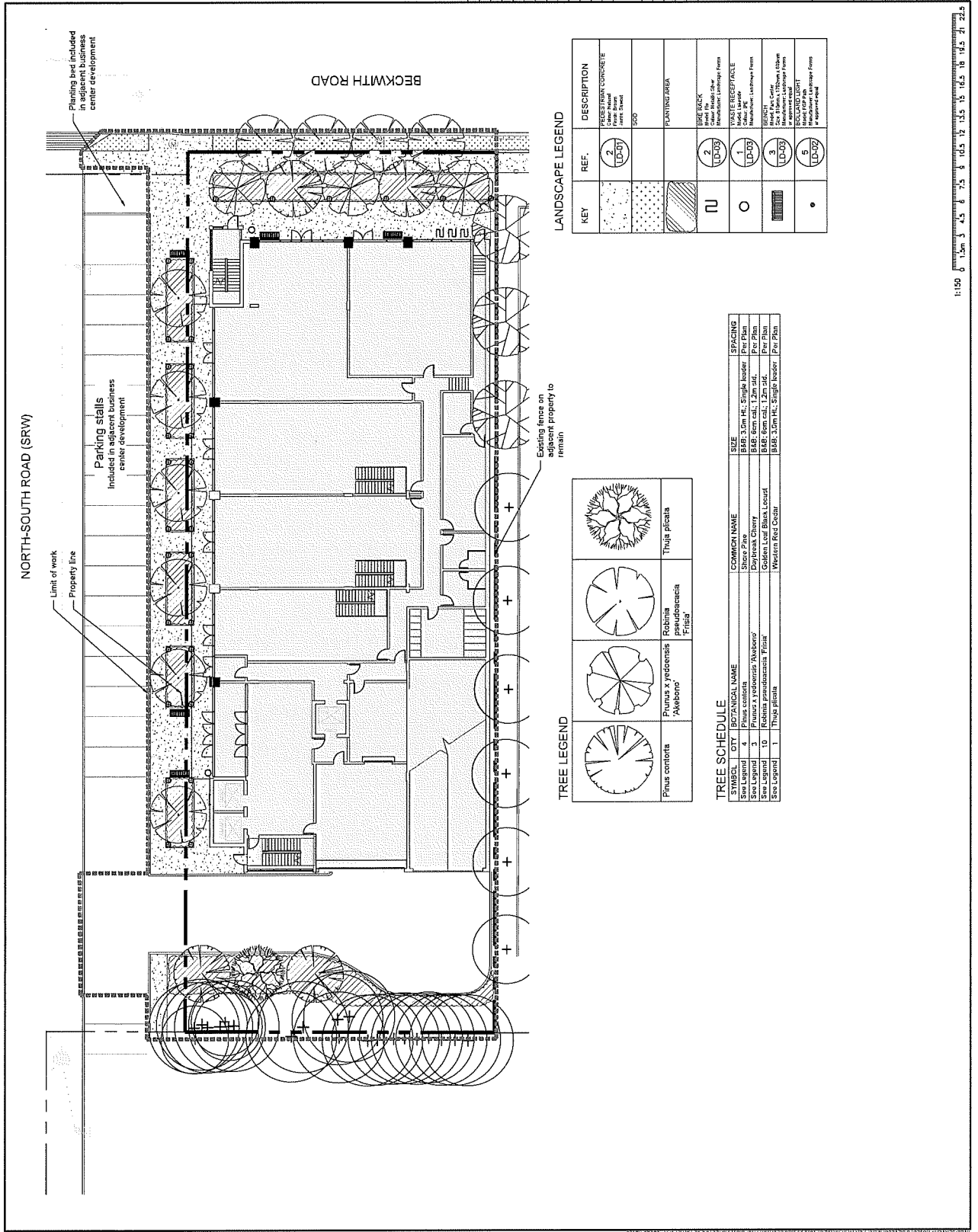
REVISIONS TABLE FOR DRAWINGS
 *Original drawings, this sheet has design to be prepared & issued for development permit.
 **Original drawings, this sheet has design to be prepared & issued for development permit.

Drawing #: L-01
 VZD Project #: DP2018-29
 Drawing Title: COVER PAGE
 van der Zalm + associates inc.
 Project: 1500 West Pender Street
 Suite 1 - 2017 57th Avenue
 Vancouver, BC V6P 4G9
 T: 604 682 0024 F: 604 682 0042
 Primary project contact:
 Andrew Damsken
 a. 604 548 0371
 Alternate contact (business hours):
 Merit van der Zalm
 m. 604 548 0371
 Project Manager:
 Christopher Damsken
 c. 604 548 0300





van der Zalm + associates inc.
 1000 West Beaver Creek Road
 Suite 1000
 Richmond, BC V6X 3A9
 Tel: 604.273.8888
 Fax: 604.273.8889
 www.vdz.com



LANDSCAPE LEGEND

KEY	REF.	DESCRIPTION
(Symbol)	1	PEDESTRIAN CONCRETE
(Symbol)	2	GRASS
(Symbol)	3	PLANTING AREA
(Symbol)	4	SPRINKLER
(Symbol)	5	WATER TROUGH
(Symbol)	6	WATER TROUGH
(Symbol)	7	WATER TROUGH
(Symbol)	8	WATER TROUGH
(Symbol)	9	WATER TROUGH
(Symbol)	10	WATER TROUGH
(Symbol)	11	WATER TROUGH
(Symbol)	12	WATER TROUGH
(Symbol)	13	WATER TROUGH
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(Symbol)	16	WATER TROUGH
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(Symbol)	45	WATER TROUGH
(Symbol)	46	WATER TROUGH
(Symbol)	47	WATER TROUGH
(Symbol)	48	WATER TROUGH
(Symbol)	49	WATER TROUGH
(Symbol)	50	WATER TROUGH

TREE LEGEND

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME
(Symbol)	1	Pinus contorta	Western Red Cedar
(Symbol)	2	Prunus x yedoensis 'Akebono'	Wakon Red Cedar
(Symbol)	3	Robinia pseudacacia 'Frisia'	Wakon Red Cedar
(Symbol)	4	Taxus plicata	Wakon Red Cedar

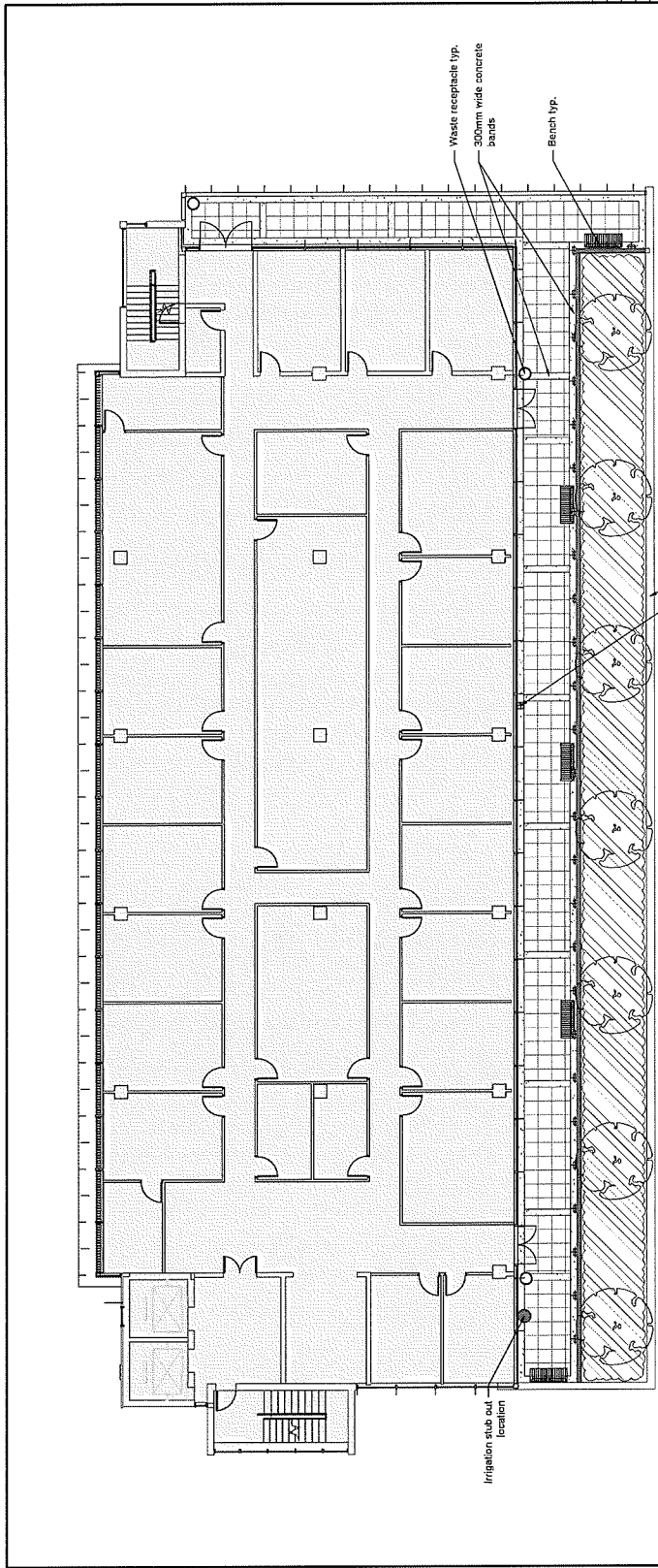
TREE SCHEDULE

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
(Symbol)	1	Pinus contorta	Western Red Cedar	3.0m Ht. Single leader	Per Plan
(Symbol)	2	Prunus x yedoensis 'Akebono'	Wakon Red Cedar	3.0m Ht. Single leader	Per Plan
(Symbol)	3	Robinia pseudacacia 'Frisia'	Wakon Red Cedar	3.0m Ht. Single leader	Per Plan
(Symbol)	4	Taxus plicata	Wakon Red Cedar	3.0m Ht. Single leader	Per Plan

1:150
 0 1.5m 3 4.5 6 7.5 9 10.5 12 13.5 15 16.5 18 19.5 21 22.5



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 Fax: 604.273.8889
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LANDSCAPE LEGEND

KEY	REF.	DESCRIPTION
○	1 (D-09)	WASTE RECEPTACLE Metal Litterbox Manufacturer: Litterbox Films
▨	2 (D-02)	UNRESERVED STUBS Curb, 300mm wide Manufacturer: Litterbox Films
▨	3 (D-03)	IRRIGATION STUBS Curb, 300mm wide Manufacturer: Litterbox Films
▨	4 (D-04)	CONCRETE BAND 300mm wide Manufacturer: Litterbox Films
▨	5 (D-05)	PLANTING BED
▨	6 (D-06)	PLANTING BED
▨	7 (D-07)	PLANTING BED

TREE LEGEND - LEVEL 5

	7	Acer glaberrimum
	8	Acer glaberrimum

TREE SCHEDULE - LEVEL 5

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
7		Acer glaberrimum	Vine Maple	18x8, 3.0m HL	Per Plan

1:100
 0 1m 2 3 4 5 6 7 8 9 10 11 12 13 14 15

Drawn: AD
 Checked: MVDZ
 Approved: MVDZ
 Scale: 1:100
 Original Sheet Size: 20"X30"

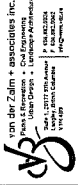
Project: 9920 Beckwith Road
 Location: 9920 Beckwith Road, Richmond, BC

REVISIONS TABLE FOR DRAWINGS

No.	Rev.	Description	Date
1	1	Issue for Development Permit	March 16, 2018
2	1	Issue for Construction Permit	March 16, 2018
3	1	Issue for Construction Permit	Jan. 29, 2019

REVISIONS TABLE FOR SHEET

No.	Rev.	Description	Date
1	1	Issue for Development Permit	March 16, 2018
2	1	Issue for Construction Permit	March 16, 2018
3	1	Issue for Construction Permit	Jan. 29, 2019



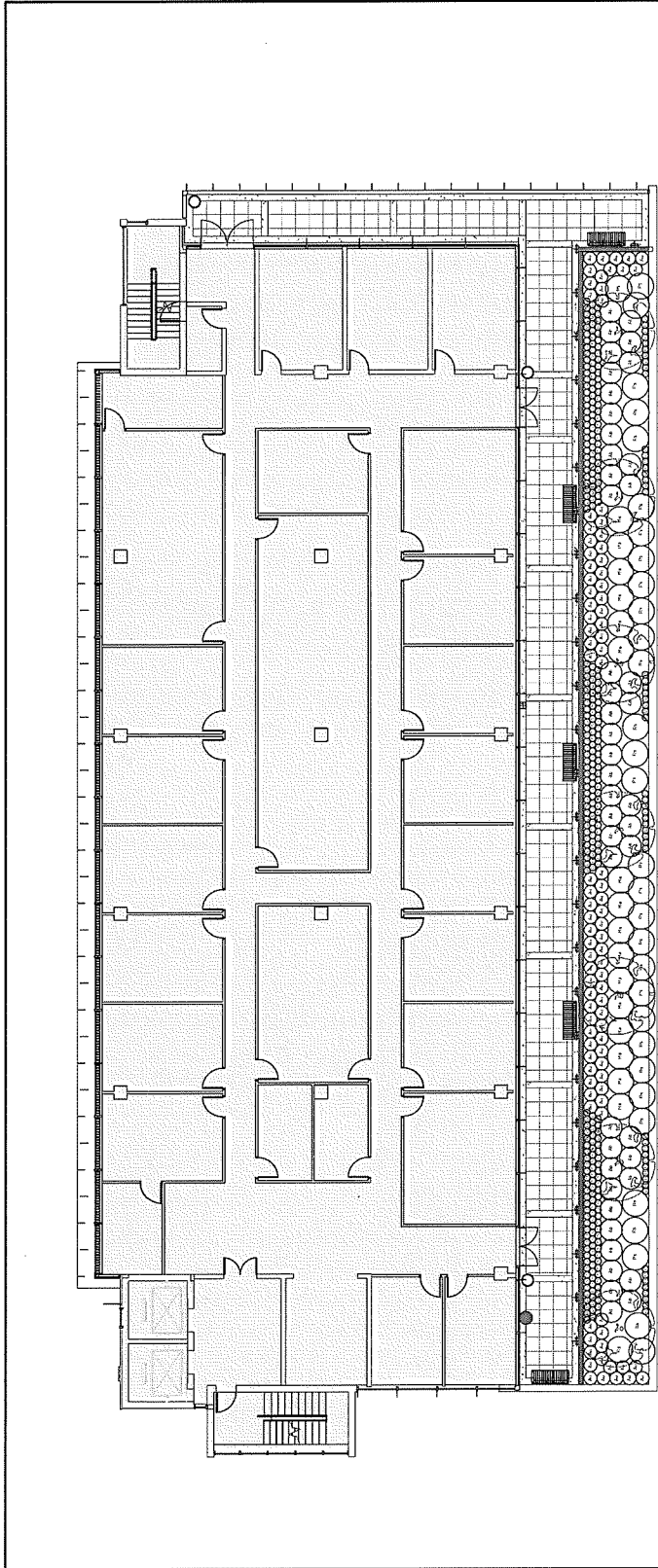
van der Zalm & Associates Inc.
 Plant & Irrigation • Civil Engineering
 10000 144th Street, Unit 100, Richmond, BC V6V 2G9
 Tel: 604.273.8888 Fax: 604.273.8889
 Email: info@vzai.com Website: www.vzai.com

PLANTING PLAN - LEVEL 5



Project # VZD-2018-29

Drawing # L-03B

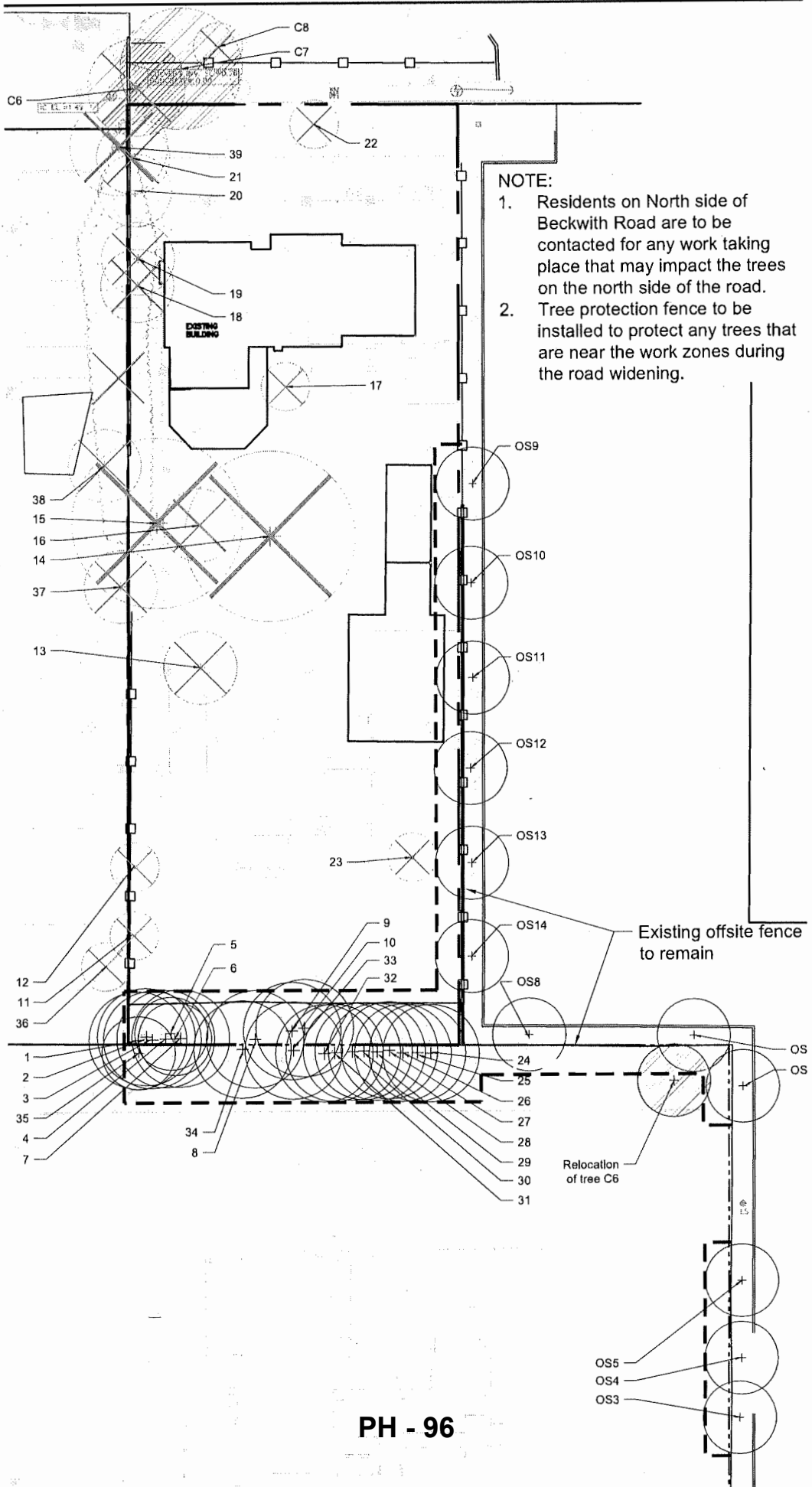


PLANT SCHEDULE			
SYMBOL	PLANT NAME / COMMON NAME	COEFF. OF EXPOSURE	SPACING
A1	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A2	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A3	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A4	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A5	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A6	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A7	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A8	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A9	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A10	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A11	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A12	Artemisia tridentata / Desert Sparrow	42 Fm	1m
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A14	Artemisia tridentata / Desert Sparrow	42 Fm	1m
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A71	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A72	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A73	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A74	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A75	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A76	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A77	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A78	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A79	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A80	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A81	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A82	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A83	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A84	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A85	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A86	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A87	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A88	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A89	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A90	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A91	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A92	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A93	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A94	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A95	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A96	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A97	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A98	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A99	Artemisia tridentata / Desert Sparrow	42 Fm	1m
A100	Artemisia tridentata / Desert Sparrow	42 Fm	1m

- All plant material shall meet or exceed standards required by Canadian Landscape Standards guidelines.
- Plant material shall be from a reputable source. A full analysis of the growing medium will be required at the contractor's expense, submit to landscape consultant for approval.
- Amend growing medium per soil analysis recommendations prior to spreading on site. Rejected growing medium shall be removed off site immediately at the landscape contractor's expense.
- Growing medium depths for planting as follows:
 - Topsoil: 100mm
 - Sub: 150mm
 - Tree pits: 1000mm with 300mm (below root ball)
- 25mm minus compost mulch to be installed in all shrub planting areas.
- All landscaped areas to be irrigated.



Scale: 1:100



- NOTE:**
1. Residents on North side of Beckwith Road are to be contacted for any work taking place that may impact the trees on the north side of the road.
 2. Tree protection fence to be installed to protect any trees that are near the work zones during the road widening.



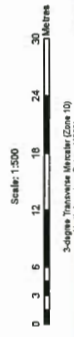
- Legend**
- Existing Trees to Remain
 - Building Footprint
 - Construction Footprint
 - Project Area - 9520 Beckwith Road
 - Limit of Work
 - Environmentally Sensitive Area (ESA)
 - ESA Outside Project Area (Area Not Included in Compensation)
 - Building Footprint
 - Crown
 - Private
 - RoW
- Note:**
All site features are approximate.
ESA = Environmentally Sensitive Area

Draft



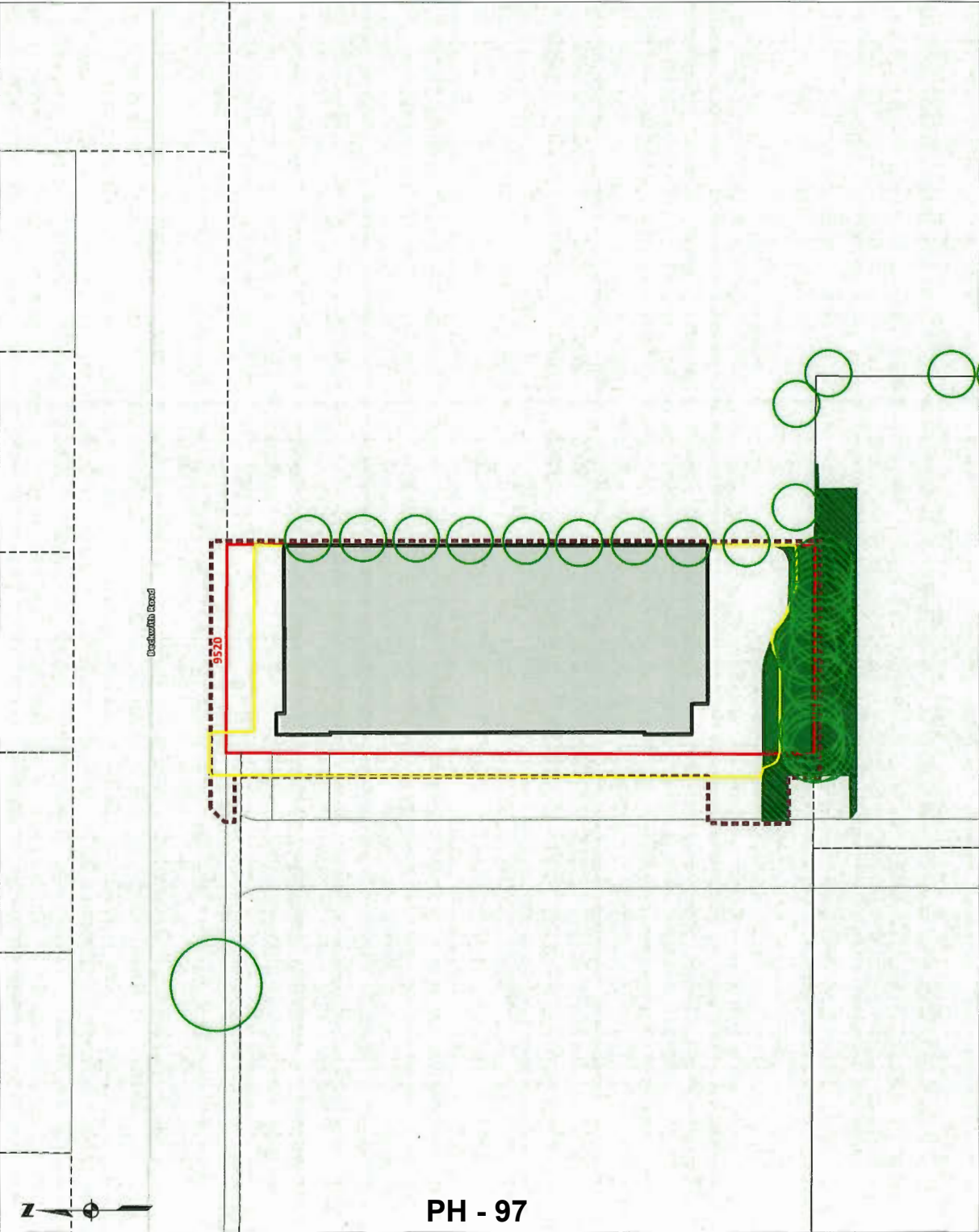
Environmentally Sensitive Area - 9520 Beckwith Road, Richmond

Figure 2: Site Diagram
9520 Beckwith Road
Richmond, B.C.



Report By: KT
WSP Job #: 19-0281-02
Revision #: 1.0
Reviewed By: CL
Office: 70

Notes: Sources: Imagery Source: Valplus Imagery Service (2017)





- Legend**
- Existing Trees to Remain
 - Project Area - 9520 Beckwith Road
 - Limit of Work
 - Landscape Areas
 - Environmentally Sensitive Area (ESA)
 - ESA Outside Project Area (Area Not Included in Compensation)
 - Building Footprint
 - Parking Stalls - Adjacent Business Centre
 - Paved Area
 - Pedestrian Concrete
 - Row
 - Crown
 - Private

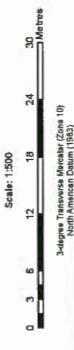
Note:
 All site features are approximate.
 All Areas of Proposed Urban Habitat are Approximate
 ESA = Environmentally Sensitive Area

Draft



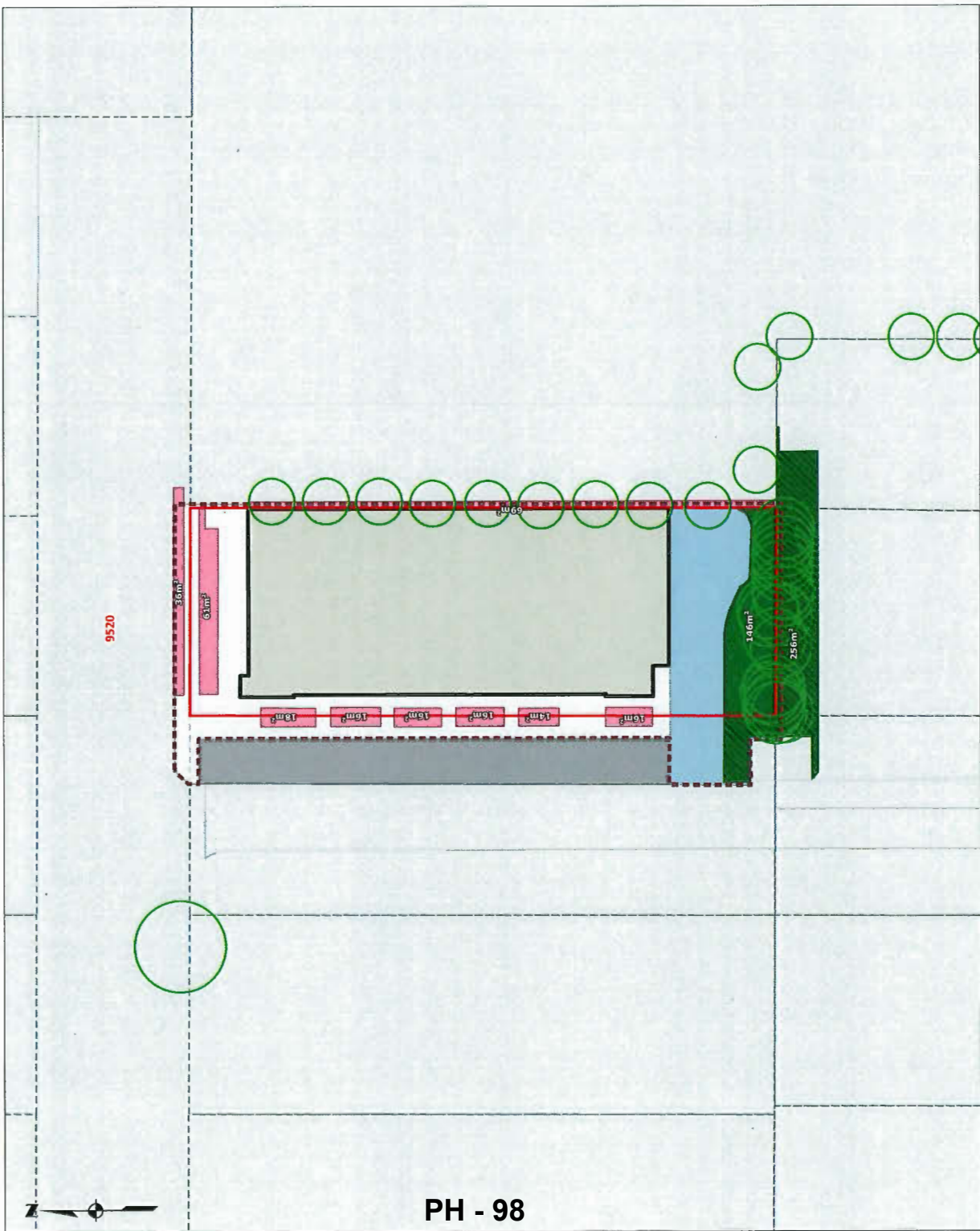
Environmentally Sensitive Area - 9520 Beckwith Road, Richmond

Figure 3: Proposed Urban Habitat 9520 Beckwith Road Richmond, B.C.



wsp
 Report By: KT
 Date: March 19, 2019
 Drawn By: AS
 Revised By: CL
 Office: TD

Notes: Notes: Imagery Source: Velibus Imagery Service [2017]





Legend

- ESA Compensation / Urban Habitat Areas
- Office Space/Building
- Hardpressed Slabs and Concrete Floors

Note:
 All site features are approximate.
 All Areas of Proposed Urban Habitat are Approximate

Draft



Environmentally
 Sensitive Area – 9520
 Beckwith Road,
 Richmond

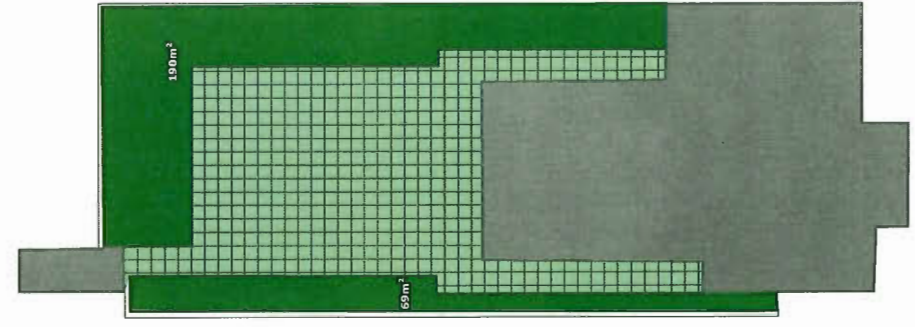
**Figure 4: ESA and ESA
 Compensation Areas
 9520 Beckwith Road
 Richmond, B.C.**



Report By: KT
 Drawn By: AS
 Reviewed By: CL
 Cells: 10
 WSP Job #: 19-00811-00
 Date: March 13, 2019

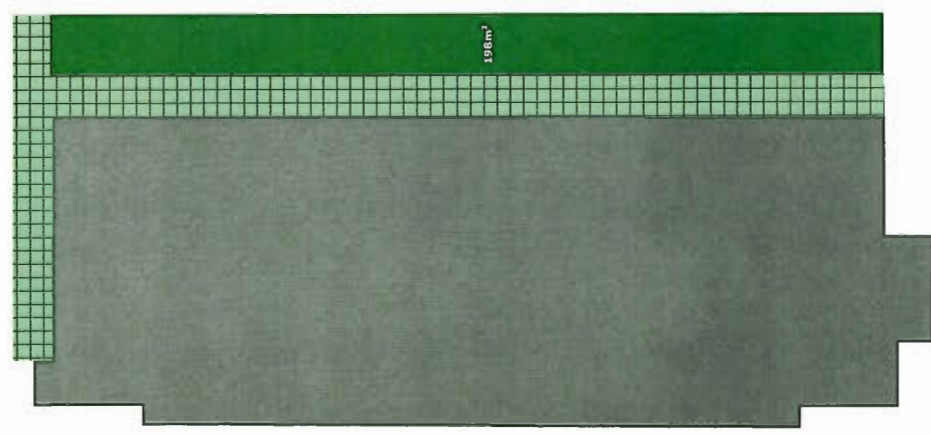
Notes: Notes: Imagery Source: Valplus Imagery Service (2017)

9520 Beckwith Road



Level 7 Layout

9520 Beckwith Road



Level 5 Layout





Address: 9520 Beckwith Road (2777 Jow Street)

File No.: RZ 18-821103

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9931, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw 10019.
2. Provincial Ministry of Transportation & Infrastructure Approval.
3. Approval of a subdivision plan that provides 2.0 m of road dedication along the entire Beckwith Road frontage of the subject property.
4. Submission of a Landscape Security in the amount of \$13,000 (\$500/replacement tree) to ensure that a total of 26 replacement trees are planted and maintained for the total of 13 trees proposed to be removed from the property if Development Permit Plan landscape plan and security is not provided with a minimum of 26 replacement trees on the subject site. (Note: The minimum replacement tree sizes are to be as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees).
5. Payment of \$1300 to the City's Tree Compensation Fund is required for removal of tree #C-8, and developer's relocation of trees #C-6 and #C-7 located within the Beckwith Road allowance. These relocated trees are required to be moved by a certified tree moving company, at the developer's cost, to a new location on City property subject to prior City Parks review and approval (Tree reference numbers are in the Project Arborist Report prepared by VDZ + A Consulting Inc., 1st Revision dated April 4, 2019 on file with the City).
6. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
7. Submission of a Tree Survival Security to the City in the amount of \$80,000 for the 10 trees to be retained (tag #1, 2, 3, 4, 5, 6, 7, 8, 9, 10 in the arborist report prepared by VDZ + A Consulting Inc., 1st Revision dated April 4, 2019 on file with the City), with the security to be held for a period of three years after occupancy of the building on the subject site. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
8. Registration of a legal agreement on title limiting subdivision to a maximum of one strata lot or one air space parcel per storey within the building.
9. Registration of an aircraft noise indemnity covenant on title.
10. Registration of a legal agreement on title for the proposed development stating that the building 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 8856 and that noise generated from rooftop HUAC units will comply with the City's Noise Bylaw.
11. Registration of a flood indemnity (Area A) covenant on title.
12. The developer is required to address the Environmentally Sensitive Area (ESA) on the site as generally provided in the report by WSP Consultants (the "QEP") dated April 4, 2019 on file with the City (called the "Stage 1 ESA Report") by preparing a follow-up QEP report for the Development Permit (called the "Stage 2 ESA Report") to for the ESA areas to be maintained on the subject site at 9520 Bridgeport Rd and the adjacent site at 9533 Bridgeport Rd:
 - a. Include a detailed invasive species removal plan.
 - b. Include detailed site planting and construction monitoring plans.
 - c. Remove any invasive species specified for the other identified Landscape Areas outside of the ESA and ESA compensation areas.
 - d. Provide irrigation plans for the ground-level ESA and roof-top ESA compensation areas.
 - e. Provide estimates for the value of the ground-level and roof-top portions of the works/plantings, and the cost of a QEP five-year monitoring plan.

13. Registration of a legal agreement with covenant and statutory right-of-way provisions for the purposes of planting and maintaining the ground-level and roof-top ESA and ESA compensations areas comprising a minimum total on-site area of 603 m² on 9520 Beckwith Rd and adjacent off-site area of 256 m² on 9533 Beckwith Rd both included within the Stage 1 and Stage 2 ESA Reports prepared by the QEP and confirmed by a BCLS surveyor. The agreement will provide for:
 - a. Owner to complete all works and plantings;
 - b. Owner maintenance of works and plantings;
 - c. Owner liability for works and plantings;
 - d. Provision of a maintenance security with the security being released three (3) years after completion of the works/plantings if 100% of the plantings are in place to the satisfaction of the QEP and City; with an extension of the maintenance period to five (5) years after completion if determined to be required by the City and QEP with release of 75% of the security at three (3) years, and the release of the remaining 25% of the security upon confirmation that 100% of the plantings are in place to the satisfaction of the City after five (5) years; and
 - e. Ability of the City to enter into the ground-level and roof-top ESA areas to undertake and/or maintain works and plantings if required.
14. Registration of a cross-access easement, statutory right-of-way, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, for the location of four vehicle parking spaces on the adjacent lot at 9466 Beckwith Road (9788 Jow Street) adjacent to the existing registered north-south road SRW (Jow Street) and share one WB17 (large) loading space on this lot, in favour of the subject property at 9520 Beckwith Road (2777 Jow Street).
15. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
16. City acceptance of the developer's offer to voluntarily contribute \$0.46/ft² for office and \$0.25/ft² for light industrial buildable area (e.g. \$15,235.16) to the City's public art fund.
17. City acceptance of the developer's voluntary contribution in the amount of \$12,130.80 (i.e. \$0.30/ft² of buildable area) to future City community planning studies, as set out in the City Centre Area Plan.
18. Registration of a restrictive covenant and statutory right of way and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU) and granting the statutory right of way(s) necessary for supplying the DEU services to the building(s), which covenant and statutory right of way and/or legal agreement(s) will include, at minimum, the following terms and conditions:
 - a. No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering.
 - b. If a low carbon energy plant district energy utility (LCDEU) service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no building permit will be issued for a building on the subject site unless:
 - i. the owner designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), a low carbon energy plant to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU; and
 - ii. the owner enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the low carbon energy plant to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site;
 - c. The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC.
 - d. If a DEU is available for connection and the City has directed the owner to connect, no final building inspection permitting occupancy of a building will be granted unless, and until:
 - i. the building is connected to the DEU;

- ii. the owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
 - iii. prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
 - e. If a DEU is not available for connection, but a LCDEU service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted unless and until:
 - i. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - ii. the building is connected to a low carbon energy plant supplied and installed by the owner, at the owner's sole cost, to provide heating, cooling and domestic hot water heating to the building(s), which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;
 - iii. the owner transfers ownership of the low carbon energy plant on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
 - iv. prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
 - v. prior to subdivision (including Air Space parcel subdivision and Strata Plan.
19. As a Development Permit application (DP 18-829207) for the project was received prior to the City's adoption of the Energy Step Code on July 16, 2018, the subject project is not covered by the BC Energy Step Code; and the development is required to be Leadership in Energy and Environmental Design (LEED) Silver equivalent with the submission of a LEED v.4 Scorecard with a silver rating prior to consideration of the Development Permit by Development Permit Panel and consideration of approval of Zoning Bylaw 9931 by Council (In order to continue to be grandfathered from the BC Energy Step Code, the applicant must also be issued a Building Permit prior to December 31, 2019).
20. Enter into a Servicing Agreement* for the design and construction of the Engineering and Transportation works. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to, the Engineering works in **Appendix A** and the following Transportation works:
 - a. The developer is responsible for the design and construction of the following frontage works along the Beckwith Road frontage: widening on the southern half of Beckwith Road to accommodate the following ultimate cross-section (from south to north):
 - 2.0m wide concrete sidewalk at the property line
 - 1.5m wide landscaped boulevard
 - 0.15m wide concrete curb/gutter
 - 1.8m wide bike lane
 - 3.25m wide curb lane
 - 3.1m wide centre laneNote: The above works would be mirrored on the northern half of Beckwith Road upon development of lots on the north side of road in the future.
 - b. Proper tie-in's (minimum 20:1 tapers) are to be provided as part of this project to existing Beckwith Road east & west of the site.

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

1. The developer is required to include the ESA planting plans within in the required Stage 2 ESA Report within the Development Permit landscape plans for this project to the satisfaction of the Director of Development.

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

1. Submission of an acoustical report confirming the detailed building permit plans are compliance with the City's Noise Bylaw as required under the legal agreement registered on title.
2. 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 works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed _____

Date _____

Appendix A

RZ 18-821103 – 9520 Beckwith Rd - Engineering Servicing Requirements:

Scope: *IBI GROUP ARCHITECTS (CANADA) INC. has applied to the City of Richmond for permission to rezone 9520 Beckwith Road (RS1/F) from Single Family Dwelling (RS1/F) to a site-specific zone in order to construct a building with Light Industrial and Office components.*

A servicing agreement is required to design and construct the following works.

1) Water Works:

- a) Using the OCP Model, with the upgrades identified below, there will be 314 L/s of water available at a 20 psi residual at the Beckwith Road frontage. Based on your proposed development, your site requires a minimum fire flow of 250 L/s.
- b) At Developer's cost, the Developer is required to:
 - i) Submit, as part of the first servicing agreement submission, Fire Underwriter Survey (FUS) fire flow calculations confirming that the available fire flow of 314 L/s with water main upgrades is adequate for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer.
 - ii) Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized during the building permit process (or via the servicing agreement process, if one is required).
 - iii) Upgrade the existing 150 water main along Beckwith Road to 300 mm, from the east property line of the development site to the existing 300 mm PVC water main at the Gage Road intersection (approximately 300 m) and provide hydrants per City spacing requirements.
(1) Note: the section of water main from the west property line of the development site to Gage Road is also a requirement of the development at 9466 Beckwith Road, which is farther along in the development process at the time of this report being written. However, in case 9466 Beckwith Road does not proceed or in case 9520 Beckwith Road wishes to develop in advance of 9466 Beckwith Road upgrading the water main, 9520 Beckwith Road shall be required to construct these upgrades instead.
 - iv) Install a new water connection, complete with meter and meter box, to serve the proposed development.
- c) At Developer's cost, the City is to:
 - i) Install a new fire hydrant near the northwest corner of the development site to meet hydrant spacing requirements for the proposed land use.
 - ii) Reconnect all existing water service connections to the new water main.
 - iii) Complete all tie-ins for the proposed works to existing City infrastructure.

2) Storm Sewer Works:

- a) At 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 servicing agreement design.
 - ii) Upgrade the existing 900 mm storm sewer along the development's Beckwith Road frontage to 1050 mm, approximately 30 m.
 - iii) Install a new storm service connection, complete with inspection chamber, to serve the proposed development.
 - iv) Remove the existing 600 mm storm culvert along the development's Beckwith Road frontage. Connect the ditches to the east and west to the proposed storm sewer on the north side of Beckwith Road.
- b) At Developer's cost, the City is to:
 - i) Reconnect all existing connection to the new storm sewer.

Appendix A

- i) Complete all tie-ins for the proposed works to existing City infrastructure.

3) Sanitary Sewer Works:

- a) At Developer's cost, the City is to:
 - i) Install a new sanitary connection, complete with inspection chamber, to serve the proposed development.
 - ii) Cap the existing sanitary connection at the northwest corner of the site at the inspection chamber. The inspection chamber shall be retained to serve 9466 Beckwith Road.

4) Frontage Improvements:

- a) At Developer's cost, the Developer is required to:
 - i) 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.
 - ii) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the development's site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
 - iii) Provide street lighting along all road frontages according to the following street light types:
 - a) NOTE: Lighting requirements MUST match what is approved for the neighbour @ 9451, 9491, 9511, 9531 & 9551 Bridgeport Road & 9440, 9460 & 9480 Beckwith Road (RZ 10-539048)
 - b) Beckwith Road
 - a. Pole colour: Grey
 - b. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, irrigation, or duplex receptacles.
 - c) On-Site (SRW) Publicly-Accessible Street (Developer owned & maintained)
 - a. Pole colour: Grey
 - b. Roadway/Pedestrian lighting: : Type 7 (LED) and/or Type 7 (LED), as needed to satisfy required lighting levels & urban design objectives
 - c. NOTE: The City has no requirements for banner arms, flower basket holders, irrigation, and/or duplex receptacles, but such features may be incorporated at the discretion of the developer.

5) General Items:

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

Appendix A

- i) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
- ii) Provide a video inspection report of the existing storm and sanitary sewers along the Beckwith Road frontage prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.
- iii) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.
- iv) 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.
- v) A portion of the development site falls within the 100 m setback to the Kinder Morgan Jet Fuel Line along Bridgeport Road. Prior to any construction or site preparation (including preload, soil densification; and excavation) within the 100 m setback, the developer is required to coordinate with Kinder Morgan.
- vi) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9931 (RZ 18-821103)
9520 Beckwith Road (2777 Jow Street)**

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

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

"23.19 Light Industrial and Office (ZI19) – Bridgeport Village (City Centre)

23.19.1 Purpose

The zone provides for **general industrial, office** and other compatible uses.

23.19.2 Permitted Uses

- **industrial, general**
- **office**
- **manufacturing, custom indoor**

23.19.3 Secondary Uses

- **education, commercial**

23.19.4 Permitted Density

1. The maximum **floor area ratio** of the **site** is 1.85.

23.19.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 75% for **buildings**.

23.19.6 Yards & Setbacks

1. The minimum **setback** from Beckwith Road is 3.0 m.
2. The minimum **setback** from a **rear lot line** is 10.0 m.
3. The minimum **setback** from the east **side lot line** is 0.0 m.
4. The minimum **setback** from the west **side lot line** is 0.5 m.

23.19.7 Permitted Heights

1. The maximum **height** for **buildings** is 30.0 m.
2. The maximum **height** for **accessory buildings** and **accessory structures** is 4.0 m.

23.19.8 Subdivision Provisions/Minimum Lot Size

1. There are no minimum **lot width, lot depth** or **lot area** requirements.

23.19.9 Landscaping & Screening

1. **Landscaping and screening** shall be provided in accordance with the provisions of Section 6.0.

23.19.10 On-Site Parking and Loading

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

23.19.11 Other Regulations

1. **Industrial, general and manufacturing, custom indoor uses** shall comprise a combined minimum **floor area** of 1,500 m².
 2. **Industrial, general and manufacturing, custom indoor uses** shall not share a common entrance with any of the other **permitted** or **secondary uses**.
 - The first two storeys of any **building** are restricted to **industrial, general or manufacturing, custom indoor uses**, and shall not include **office or education, commercial uses** with the exception of entrance lobbies and staircase areas.
 3. **Telecommunication antenna** must be located a minimum 20.0 m above the ground (i.e., on a roof of a building).
 4. 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 “**Light Industrial and Office (ZI19) – Bridgeport Village (City Centre)**”:

P.I.D. 003-864-995
Parcel "A" (Explanatory Plan 25441) Lots 18 And 19 Section 22 Block 5 North Range 6
West New Westminster District Plan 8931
 3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9931**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

ADOPTED

MAYOR

MAY 13 2019

CITY OF RICHMOND
APPROVED 
APPROVED by Director or Solicitor 

CORPORATE OFFICER



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 10019 (RZ 18-821103)
9520 Beckwith Road (2777 Jow Street)**

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

1. Richmond Official Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan) is amended by:
 - a) deleting the existing text in the “Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions” with regard to “Maximum Average Net Development Site Density” for “Urban Centre T4 (25m)” and replacing it with the following:

“For **Area A**:

- 1.2

For **Area B**:

- 1.2, provided that:
 - a) the total floor area of non-industrial uses may not exceed that of industrial uses (excluding parking);
 - b) non-industrial uses do not share a common building entrance with industrial uses (excluding accessory uses).

Additional density above 1.2, where applicable:

- Industrial Reserve – “Limited Commercial”: To be determined on a site specific basis via City development application processes.
- 1.85, specifically for 9455 and 9533 Bridgeport Road and 9466 Beckwith Road (2788, 2888 and 2899 Jow Street) provided that the total net floor area of non-industrial uses does not exceed 60% of the net floor area for the entire site.
- 1.85, specifically for 9520 Beckwith Road (2777 Jow Street), provided that the total net floor area of non-industrial uses does not exceed 60% of the net floor area for the entire site.”

2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10019”**.

FIRST READING

MAY 13 2019

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 10034**

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

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

a) deleting and replacing the fourth bullet within the definition of “Industrial Reserve”, in Appendix 1 – Definitions, as follows:

“• provides for additional density over and above that permitted by the underlying Transect, provided that:

a) the Area Plan designates the affected development site as Industrial Reserve – “Limited Commercial”;

b) the floor area of non-industrial uses on the development site does not exceed that of industrial uses, unless otherwise determined to the satisfaction of Council;

c) the additional density provides a benefit to industry;

d) where applicable, the additional density helps to facilitate public open spaces, streets, and other Area Plan objectives; and

e) the subdivision of any floor area within a building (including floor area over and above that permitted by the underlying Transect) that is used for office shall be limited to one strata lot or air space parcel per storey of the building or per 1,858 m² (20,000 ft²) of office floor area, unless otherwise determined to the satisfaction of Council.”

b) inserting a third bullet after the existing text in the definition of “Village Centre Bonus”, in Appendix 1 – Definitions, as follows:

“• for development sites where the Village Centre Bonus permits additional density for non-residential uses to exceed 1.0 FAR, the subdivision of any Village Centre Bonus floor area within a building (including floor area over and above that density permitted by the underlying Transect) that is used for office shall be limited to one strata lot or air space parcel per storey of the building or per 1,858 m² (20,000 ft²) of office floor area, unless otherwise determined to the satisfaction of Council.”

2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10034”**.

FIRST READING

MAY 13 2019

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED



MAYOR

CORPORATE OFFICER