



To: Planning Committee **Date:** December 2, 2019
From: Wayne Craig **File:** RZ 18-807640
Director of Development
Re: **Application by IBI Group Architects to Amend Schedule 2.10 of Official Community Plan Bylaw 7100 (City Centre Area Plan), Amend the Residential/Limited Commercial (RCL3) Zone, and Rezone 5740, 5760, and 5800 Minoru Boulevard from Industrial Retail (IR1) to Residential/Limited Commercial (RCL3)**

Staff Recommendation

1. That Official Community Plan Bylaw 7100, Amendment Bylaw 10050, for amending Schedule 2.10 of Official Community Plan Bylaw 7100 (City Centre Area Plan), Section 2.2 “Jobs and Business” and the “Specific Land Use Map: Lansdowne Village”, to encourage office development along the east side of Minoru Boulevard (between Ackroyd Road and Alderbridge Way) and pedestrian-oriented retail uses at grade along Lansdowne Road (between No. 3 Road and Minoru Boulevard), be introduced and given first reading.
2. That Official Community Plan Bylaw 7100, Amendment Bylaw 10102, for amending Schedule 2.10 of Official Community Plan Bylaw 7100 (City Centre Area Plan), to facilitate the construction of a high-rise, high density, mixed use development including the designation of a strip of land along the north side of 5740 Minoru Boulevard as City “Park” and the designation of the remainder of 5740, 5760, and 5800 Minoru Boulevard as “Village Centre Bonus” (to permit an additional 1.0 floor area ratio for office use only), be introduced and given first reading.
2. That Bylaw 10050 and Bylaw 10102, 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*.
3. That Bylaw 10050 and Bylaw 10102, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby found not to require further consultation.

- 4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10051, which makes minor amendments to the "Residential/Limited Commercial (RCL3)" zone specific to 5740, 5760, and 5800 Minoru Boulevard and rezones 5740, 5760, and 5800 Minoru Boulevard from "Industrial Retail (IR1)" to "School and Institution Use (SI)" and "Residential/Limited Commercial (RCL3)", be introduced and given first reading.

Wayne G.
 Wayne Craig
 Director of Development
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 Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Social Development	<input checked="" type="checkbox"/>	<i>De Evers</i>
Engineering	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Sustainability	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

Staff Report

Origin

IBI Group Architects has applied to the City of Richmond for permission to rezone lands at 5740, 5760, and 5800 Minoru Boulevard, in the City Centre's Lansdowne Village area (Attachments 1, 2, and 3), from "Industrial Retail (IR1)" to "School and Institution Use (SI)" and "Residential/Limited Commercial (RCL3)", and to make amendments to the "Residential/Limited Commercial (RCL3)" zone, to permit the construction of a high-rise, high density, mixed use development including:

1. A combined total floor area of 45,103 m² (485,484 ft²) comprised of:
 - a) 15,034 m² (161,828 ft²) of office in a single tower;
 - b) 2,327.5 m² (25,052.7 ft²) of ground floor retail; and
 - c) 27,741.1 m² (298,603.0 ft²) of residential uses (380 dwellings), including:
 - 333 market units in a combination of three towers and street-front townhouses; and
 - A stand-alone affordable housing building, constructed to a turnkey level of finish at the developer's sole cost, containing 47 low-end-of-market-rental (LEMR) units (secured with a Housing Agreement), which units shall be managed by a non-profit housing operator and have a habitable floor area equal to at least 10% of the development's total residential floor area (as per the City's Affordable Housing Strategy);
2. Affordable replacement non-profit social service agency space, including at least 426 m² (4,582 ft²) of gross leasable space in the form of two tenant units (constructed to a shell level of finish), together with common circulation, parking, and other ancillary spaces (constructed to a turnkey level of finish), all at the developer's sole cost and secured in perpetuity with legal agreements registered on title;
3. Transfer of a 7 m (23 ft.) wide strip of land (i.e. 859 m² /9,248 ft²) along the subject site's Lansdowne Road frontage to the City (as fee simple) for use as linear park, at the developer sole cost (i.e. Development Cost Charge credits shall not apply); and
4. Off-site works, including utility upgrades, street widening and frontages improvements along three sides of the subject site (including the conversion of an existing lane to a local street along the site's east side), and park construction, will be the subject of the City's standard Servicing Agreement processes, secured with Letters of Credit. Development Cost Charge credits may apply to road and utility works only (i.e. not to park works).

To facilitate the subject development, amendments are proposed to Schedule 2.10 of Official Community Plan Bylaw 7100 (City Centre Area Plan), including changes:

1. To encourage office development along the east side of Minoru Boulevard (between Ackroyd Road and Alderbridge Way) and pedestrian-oriented retail uses at grade along Lansdowne Road (between No. 3 Road and Minoru Boulevard); and
2. Site-specific changes to the CCAP (i.e. applicable only to the subject site), to designate a 7 m (23 ft.) wide strip of land along the north side of 5740 Minoru Boulevard as City "Park" and designate the remainder of the subject site as "Village Centre Bonus" (to permit an additional 1.0 floor area ratio for office use only).

Findings of Fact

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

Subject Site Existing Housing Profile

There are no existing dwellings on the subject site.

Existing Site Development

The subject site is comprised of three lots occupied by older low-rise industrial-type buildings with surface parking that are currently tenanted with a mix of commercial, education, recreation, automotive, and non-profit social service agency uses.

Surrounding Development

Development surrounding the subject site includes the following:

- To the North: Lansdowne Road, beyond which are 5520, 5560, and 5660 Minoru Boulevard, which are currently occupied by a mix of low-rise automotive, recreation, and light industrial uses and are subject to a rezoning application for a high-rise mixed-use development (RZ 16-744658). In addition, northeast of the subject site is an approved high density (4 FAR), high-rise (47 m /154 ft.) mixed use development, including 365 dwelling in three towers (including 20 affordable housing units), ground floor retail, an office tower, and 557 m² (6,000 ft²) of community amenity space (Towline Ventures Inc. / RZ 17-779262).
- To the South: A property used for car sales and related activities, beyond which are Ackroyd Road and a high-rise mixed use development containing the recently constructed City Centre Community Centre and Trinity Western University.
- To the East: An existing service lane (designated under the CCAP for widening to become a future street), beyond which are a variety of older low-rise commercial and high-rise mixed use buildings with frontages on No. 3 Road.
- To the West: Minoru Boulevard, beyond which is a mix of older low-rise industrial-type buildings tenanted with a mix of light industrial, commercial, recreation, and automotive uses.

Related Policies & Studies

Development of the subject site is affected by the Official Community Plan (OCP), City Centre Area Plan (CCAP), and other City policies (e.g., affordable housing) and studies. An overview of those policies and studies is provided below and in the “Analysis” section of this report

1. OCP Aircraft Noise Sensitive Development (ANSD) Policy: The subject site is located within ANSD “Area 3”, which permits consideration of all aircraft noise sensitive land use types provided that the building design satisfies City standards and potential purchasers are made aware of potential noise conditions. Prior to rezoning adoption, a covenant will be registered on title requiring that the developer satisfies all City requirements (e.g., acoustic report and noise mitigation measures).

2. NAV Canada Building Height: Transport Canada regulates maximum permitted building heights in City Centre locations that may impact airport operations. The developer has submitted a letter, prepared by a BCLS registered surveyor, confirming that the development's proposed maximum building height of 47 m (154 ft.) GSC complies with all applicable Transport Canada regulations.
3. Floodplain Management Implementation Strategy: City Centre buildings are required to comply with Richmond Flood Plain Protection Bylaw 8204. Prior to rezoning adoption, a flood indemnity covenant will be registered on title.

Public Consultation

A rezoning sign has been installed on the subject property. At the time of writing this report, correspondence regarding the subject rezoning application had been received from the following parties:

1. The Richmond Society for Community Living (RSCL) and Community Mental Wellness Association of Canada (CMWAC), both of which have been consulted by staff and the developer and have provided correspondence regarding the developer's non-profit social services replacement space proposal described later in this report (Attachments 6 & 7); and
2. Robert Grosz, who has written to indicate that he supports the subject rezoning application, but has legal issues with the developer/owner (Attachment 8).

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. 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 because the Land Reserve is not affected.
Richmond School Board	No referral necessary because the proposed amendment will not increase the permitted amount of residential floor area nor increase the projected number of school-age children. (See below)
The Board of Metro Vancouver	No referral necessary because the Regional District is not affected.
The Councils of adjacent Municipalities	No referral necessary because adjacent municipalities are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary because First Nations are not affected.
TransLink	No referral necessary because the proposed amendment will not result in road network changes.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary because the port is not affected.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary because the proposed amendment does not affect Transport Canada's maximum permitted building height or the OCP Aircraft Noise Sensitive Development (ANSD) policy.

Stakeholder	Referral Comment (No Referral necessary)
Richmond Coastal Health Authority	No referral necessary because the Health Authority is not affected.
Community Groups and Neighbours	No referral necessary, but the public will have an opportunity to comment on the proposed amendment at the Public Hearing.
All relevant Federal and Provincial Government Agencies	No referral necessary because Federal and Provincial Government Agencies are not affected.

Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10050 and Bylaw 10102, 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. Public notification for the Public Hearing will be provided as per the Local Government Act.

School District

The OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by School District No. 38 (Richmond), directs that OCP amendments that generate less than 50 additional school aged children (over and above existing OCP population projections) do not need to be referred to the School District. The subject rezoning application's proposed residential development complies with existing CCAP policy. The developer's proposed OCP amendments would permit increased office only (i.e. not residential). As the proposed OCP amendment will not generate any additional children over and above what is anticipated under the current CCAP, the subject rezoning application has not been referred to the School District.

Analysis

The proposed development is consistent with the objectives of the CCAP, which generally designates properties near the Lansdowne Canada Line station as the high density, high-rise, mixed use heart of Lansdowne Village and Lansdowne Road (along the subject site's north side) as a key civic spine and pedestrian/cycling route linking Lansdowne Village with the Oval Village and Richmond Olympic Oval.

Proposed CCAP Amendment

The City Centre Area Plan designates the subject site as "Urban Centre T5 (35 m)", which permits commercial and residential uses to a maximum density of 2.0 FAR and a typical maximum height of 35 m (115 ft.). To facilitate the subject development, amendments are proposed to Schedule 2.10 of Official Community Plan Bylaw 7100 (City Centre Area Plan), including changes:

1. To encourage office development along the east side of Minoru Boulevard (between Ackroyd Road and Alderbridge Way) and pedestrian-oriented retail uses at grade along Lansdowne Road (between No. 3 Road and Minoru Boulevard).

Staff are supportive of the proposed CCAP amendments on the basis that:

- a) Properties along the east side of Minoru Boulevard (between Ackroyd Road and Alderbridge Way) are within a 5-minute walk (i.e. 400 m / 1,312 ft. radius) of the Lansdowne Canada Line station. This makes them a desirable location for higher density, mixed use, transit-oriented development, including office employment uses. Moreover, as

demonstrated by recently approved applications, proximity to the Canada Line is a key factor influencing the development of new larger-floorplate office towers on or near the City Centre's No. 3 Road corridor (including office towers proposed or under construction by the International Trade Centre in Bridgeport Village, Pinnacle Living and Yuanheng Holdings in Capstan Village, Bene Development in Aberdeen Village, South Street Development Group and Townline Ventures in Lansdowne Village, and Keltic Development and iFortune in Brighthouse Village).

- b) The development of street-fronting pedestrian-oriented retail uses along Lansdowne Road will complement increased office employment in the local area, enhance pedestrian and cycling access to/from the Lansdowne Canada Line station, and contribute towards residential livability.
2. Site-specific changes to the CCAP (i.e. applicable only to the subject site), to designate a 7 m (23 ft.) wide strip of land along the north side of 5740 Minoru Boulevard as City "Park" and designate the remainder of the subject site as "Village Centre Bonus" (to permit an additional 1.0 floor area ratio for office use only).

Staff are supportive of the proposed site-specific CCAP amendments on the basis that:

- a) The proposed linear park along the south side of Lansdowne Road (i.e. north side of 5740 Minoru Boulevard) will:
 - Complement the Plan's currently designated linear park along the street's north side and enhance the corridor's role and image as an important civic spine, recreational amenity, and pedestrian/cycling route;
 - Broaden the overall width of the Lansdowne corridor by 7 m (23 ft.), which will improve solar access to public spaces and increase opportunities for tree planting and soft landscape; and
 - Be designed, constructed, and transferred to the City (as fee simple), all to the City's satisfaction and at the developer's sole cost (i.e. not eligible for Development Cost Charge credits); and
- b) The subject site's proposed Village Centre Bonus designation:
 - Is consistent with standard CCAP practice, which permits the Village Centre Bonus in key locations to encourage the development of employment uses and, where appropriate, limits the use of the permitted bonus floor area to office to improve the diversity of downtown employment opportunities; and
 - Will be applied only to the subject site, which will allow the City to consider possible future office-related density bonuses on adjacent properties on a case-by-case basis.

CCAP Office Subdivision Restriction

On June 17, 2019, Council amended the CCAP's Village Centre Bonus to encourage the creation of larger strata and air space parcels for office use in order to better meet the employment and business needs of Richmond's downtown. The subject developer proposes to strata-title the project's office building on a floor-by-floor basis, which is consistent with the size restrictions set out in the CCAP policy. The developer's office tower floorplates are proposed to range in size from 1,105 m² (11,891 ft²) to 1,552 m² (16,701 ft²). Prior to rezoning adoption, a legal agreement will be registered on title to ensure that the office tower can only be subdivided (strata or air space) on a floor-by-floor basis.

Proposed Zoning Bylaw Amendment

The developer proposes to rezone the subject site to "Residential/Limited Commercial (RCL3)", a standard City Centre zone intended for use in village centre locations that provides for a maximum density of 3.0 FAR, including a 1.0 FAR Village Centre Bonus. The developer proposes to amend the RCL3 zone to restrict the use of the Village Centre Bonus on the subject site to office use only and make site-specific density adjustments.

Staff are supportive of the proposed amendments to the RCL3 zone on the basis that:

1. Restricting the subject development's use of the Village Centre Bonus to office is consistent with the proposed OCP amendment; and
2. The site-specific density adjustment is consistent with CCAP policy, which permits density to be calculated on park and road dedications that are not identified for land acquisition purposes in Richmond's Development Cost Charge (DCC) program.

Zoning Variance

The RCL3 zone, as amended, permits a maximum height of 47 m (154 ft.) geodetic, except in locations, like the subject site, that the CCAP designates for 35 m (115 ft.) maximum. The developer has requested a height variance to permit three of the project's four proposed towers to exceed 35 m (115 ft.), including two residential towers at 37 m (127 ft.) and 42 m (136 ft.) and one office tower at 47 m (154 ft.) geodetic (Attachment 5). The CCAP allows for increased height where the proposed form of development provides for increased public benefit and the additional height does not compromise sun to public spaces or other objectives of the Plan.

Staff are supportive of the proposed height variance on the basis that:

1. The proposed building heights do not conflict with Transport Canada requirements (i.e. maximum height of 47 m / 154 ft. geodetic);
2. Shadow studies show the increased height to have negligible impact on surrounding public spaces;
3. The proposed tower heights are varied to provide visual interest and contribute towards a gradual transition between the designated mid-rise area (i.e. 25 m / 82 ft.) west of the subject site and the designated high-rise area (i.e. 47 m / 154 ft. geodetic) to its east; and
4. The proposed height increase enables the developer to increase on-site employment uses (1.0 FAR office) and public open space (City park) without compromising livability or other CCAP objectives.

Prior to rezoning adoption, a Development Permit (DP) application must be processed to the satisfaction of the Director of Development. Through the DP review process, the developer's requested height variance will be considered in greater detail.

Housing

1. Affordable Housing: The CCAP and RCL3 zone require that the subject development provides at least 10% of its total residential floor area in the form of affordable low-end-of-market-rental (LEMR) housing units secured in perpetuity with a Housing Agreement. The developer proposes to provide the required LEMR units in a stand-alone mid-rise affordable housing

building, which will be managed by a non-profit operator. The proposed stand-alone building is located along the subject site’s east frontage and shall include, among other things:

- a) At least 2,774 m² (29,860 ft²) of habitable affordable housing dwelling unit floor area, based on 10% of maximum permitted residential floor area (as per City policy), including (as indicated in the table below):
 - 47 LEMR units;
 - 100% Basic Universal Housing (BUH) units (constructed to comply with Zoning Bylaw standards); and
 - 59% (28) family-friendly, 2- and 3-bedroom units.

(Note: Through the Development Permit process, staff will work with the developer to secure a greater proportion of 3-bedroom units.)

LEMR Unit Types	Min LEMR Unit Area	Max LEMR Unit Rent***	Max Household Income**	Project Unit Targets		
				#	Mix**	BUH*
Bachelor	37 m ² (400 ft ²) /unit	\$811/mo.	\$34,650 or less	2	+/-5%	N/A
1-Bedroom	50 m ² (535 ft ²) /unit	\$975/mo.	\$38,250 or less	17	+/-36%	100%
2-Bedroom	69 m ² (741 ft ²) /unit	\$1,218/mo.	\$46,800 or less	25	+/-53%	100%
3-Bedroom	91 m ² (980 ft ²) /unit	\$1,480/mo.	\$58,050 or less	3	+/-6%	100%
TOTAL	2,774 m² (29,860 ft²)	Varies	Varies	47	100%	100%

* BUH means those units that are designed and constructed to satisfy the Zoning Bylaw’s Basic Universal Housing standards. (The Zoning Bylaws permits a floor area exemption of 1.86 m² / 20 ft² per BUH unit.)

** The unit mix will be confirmed to the satisfaction of the City through the Development Permit* process. The recommended unit mix is indicated in the table; however, based on approved design, which may take into account non-profit housing operator input, the unit mix may be varied provided that at least 50% of total affordable housing units are some combination of “family friendly”, 2- and 3-bedroom units.

*** Rate shall be adjusted periodically as provided for under adopted City policy.

- b) Lobby and ancillary uses for the exclusive use of the affordable housing occupants.
- c) Indoor and outdoor amenity spaces for the exclusive use of the affordable housing occupants (i.e. not shared with market residents), including:
 - 156 m² (1,678 ft²) of indoor amenity space, including 19 m² (205 ft²) for the non-profit operator’s use for administration and program purposes (which is 50% greater than the CCAP minimum requirement of 100 m² / 1,076 ft²); and
 - 331.0 m² (3,562.8 ft²) of outdoor amenity space, including 50% children’s play space (which is 17% greater than the CCAP minimum requirement of 282 m² / 3,035 ft²).
- d) 39 resident parking spaces (equipped with electric vehicle charging equipment) for exclusive affordable housing occupant use and shared use of the project’s short-term (i.e. hourly) commercial parking for visitors, as required under the Zoning Bylaw, together with 5 additional parking spaces for the exclusive use of visitors to the affordable housing building.
- e) 94 secured “Class 1” bike storage spaces (equipped with electric vehicle charging equipment) for exclusive affordable housing occupant use, as required under the Zoning Bylaw, which shall include 10% over-sized lockers plus a bicycle maintenance and wash facility.

The developer is working with staff to engage a non-profit affordable housing operator. More information will be provided regarding this arrangement at Development Permit stage.

Staff are supportive of the developer’s proposal, which is generally consistent with City policy. Typically, the City would prefer to see the provision of shared amenity spaces for the common use of affordable housing occupants and market residents. However, in the case of the subject development, staff are agreeable to the provision of indoor and outdoor amenity space for the exclusive use of the affordable housing occupants on the basis that the spaces will satisfy all OCP requirements and greater control over the spaces will assist the non-profit housing operator in managing costs (which cost shall not be passed on to tenants as fees). Moreover, the developer’s proposal to co-locate the affordable housing building with non-profit social services space (see the Community Amenity Space section of this report) may provide special synergies that could benefit from the non-profit housing operator having full control over the amenity spaces and how they are used.

2. Dwelling Unit Mix: The OCP and CCAP encourage the development of a variety of unit types and sizes supportive of the diverse needs of Richmond’s population including, but not limited to, households with children.

Staff support the developer’s proposal for 42% bachelor and 1-bedroom units and 58% family-friendly, 2- and 3-bedroom units (273 units) as indicated in the table below.

Housing Types	Bachelor	1-BR	2-BR	3-BR	Total
• Market Housing	2 (1%)	139 (41%)	165 (50%)	27 (8%)	333
• Affordable Housing	2 (5%)	17 (36%)	25 (53%)	3 (6%)	47
Total	4 (1%)	156 (41%)	190 (50%)	30 (8%)	380

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

Staff support the developer’s proposal, which is consistent with City policy and will include:

- Barrier-free lobbies, common areas, and amenity spaces;
- Aging-in-place features in all units (e.g., blocking for grab bars, lever handles, etc.); and
- 20% Basic Universal Housing (BUH) units (i.e. 76 of 380 units), including 12% of market units (i.e. 40 of 333 units) and 100% of affordable housing units (i.e. 47 units).

Community Amenity Space

1. Village Centre Bonus (VCB): Under the CCAP and Zoning Bylaw, developments that make use of the density bonus provisions of the Village Centre Bonus (i.e. 1.0 FAR for office) must make a community amenity contribution based on 5% of bonus VCB floor area. Prior to rezoning adoption, the developer proposes to provide a construction-value contribution to Richmond’s Leisure Facilities Reserve Fund – City Centre Facility Development Sub-Fund in lieu of constructing community amenity space on-site. The proposed voluntary contribution shall be based on a construction-value amenity transfer rate of \$700/ft² and the amount of amenity transferred off-site (i.e. 5% of the maximum VCB floor area permitted on the subject site under the proposed Residential/Limited Commercial (RCL3) zone), as indicated in the table below.

Use	Maximum Permitted VCB Bonus Floor Area as per the RCL3 Zone	VCB Community Amenity Space Area (5% of Bonus Area)	Construction-Value Amenity Transfer Contribution Rate	Minimum Voluntary Developer Cash Contribution
TOTAL	15,034 m ² (161,828 ft ²)	752 m ² (8,091 ft ²)	\$700/ft ²	\$5,663,980 (1)

- (1) In the event that the developer contribution is not provided within one year of the rezoning application receiving third reading of Council (Public Hearing), the Construction-Value Amenity Transfer Contribution shall be increased annually thereafter based on the Statistics Canada "Non-Residential Building Construction Price Index" yearly quarter-to-quarter change for Vancouver, where the change is positive.

Staff are supportive of the developer's proposed construction-value cash-in-lieu amenity contribution on the basis that this approach (rather than construction of an on-site amenity) will better meet the downtown's anticipated amenity needs by allowing for the City to direct the developer's contribution to larger amenity projects and key locations.

2. Non-Profit Social Services Space: The CCAP encourages that community social services uses are provided in the downtown to meet the needs of its growing population, but non-profit agencies find it difficult to afford high downtown rents and are being increasingly displaced by new development. At the October 15, 2019 Council meeting, the recommendations of the "Non-Profit Social Services Agency Current and Future Space Needs" report, dated September 20, 2019, from the Director, Community Social Development, were approved, including the following recommendation:

That the City and key stakeholders seek immediate opportunities to prevent the loss of at-risk, high priority social service agencies in Richmond as described in the staff report titled "Non-Profit Social Service Agency Current and Future Space Needs", dated September 20, 2019 from the Director, Community Social Development.

That report identified, among other things, a list of agencies that are subject to insecure tenures (i.e. month-to-month rent), including two agencies occupying a combined total of 426 m² (4,582 ft²) of gross leasable space on the subject site:

- Richmond Society for Community Living (RCSL) occupies a 286 m² (3,082 ft²) unit for the purpose of providing programs and services for adults with developmental disabilities; and
 - Community Mental Wellness Association of Canada (CMWAC) occupies a 139 m² (1,500 ft²) unit for the purpose of providing culturally appropriate programs and services for people with mental illness and their families.
- a) **Developer's Proposal**: In the absence of any City policy, the developer voluntarily proposes to mitigate the impact of the subject development on the two non-profit social service agencies located on the subject site through the developer's provision, at the developer's sole cost, of:
- Affordable non-profit social service replacement space, co-located with the development's proposed stand-alone affordable housing building and secured by legal agreement for exclusive use by City-approved non-profit social service agencies. Key features of the developer proposal includes:
 - i) A flexible design that is suitable for use by the RCSL and CMWAC or other City-approved non-profit social service agencies;
 - ii) At least 426 m² (4,582 ft²) of gross leasable space on the development's second floor, in the form of two units sized to meet the current and projected needs of the RCSL and CMWAC (constructed to a shell level of finish);

- iii) A second floor lobby, hallway, and 23 parking spaces secured with a legal agreement for the exclusive use of the non-profit social service agencies (constructed to a turnkey level of finish);
 - iv) A ground floor lobby and elevator shared with the tenants of the affordable housing building (constructed to a turnkey level of finish);
 - v) Net rental rate capped at 50% of net market rent (i.e. based on comparable commercial spaces in Richmond's City Centre); and
 - vi) A legal agreement registered on title to secure the space, rental rates, and related features in perpetuity to the satisfaction of the City.
- Tenant relocation assistance including:
 - i) Three months advance notice of the date when the existing agencies must vacate their current premises;
 - ii) The assistance of a commercial real estate broker to find new spaces for the two existing agencies, which spaces may be temporary or permanent (as determined at the discretion of the individual agency operators); and
 - iii) First right of refusal with respect to occupying the proposed replacement space within the subject development upon completion of construction.
 - b) **Non-Profit Consultation:** The RSCL and CMWAC have been consulted by staff and the developer. Both agencies have provided letters of support indicating that they are appreciative of the developer's proposed contribution; however, both have concerns regarding service disruption to their clients and the costs of relocation and tenant improvements (Attachment 6 & 7).
 - c) **Zoning Bylaw:** On the basis that the proposed space would be affordable and secured in perpetuity exclusively for City-approved non-profit social services uses (with a legal agreement registered on title), under the Zoning Bylaw, the space would be considered to be "community amenity space". The subject site's proposed zoning district, "Residential/Limited Commercial (RCL3)", permits 0.1 FAR for "community amenity space", which is adequate to accommodate the developer's proposal.

In the absence of a City policy regarding developer obligations with respect to non-profit social services tenants or uses, staff are supportive of the developer's proposed voluntary contribution on the basis that:

- The developer's provision of affordable replacement space will not reduce or otherwise alter the developer's Village Centre Bonus amenity contribution (as described on page 10 of this report);
- The proposed rental rate (i.e. 50% of net market rent) is comparable to the rents that the RSCL and CMWAC pay for their current accommodation on the subject site;
- The replacement space has been designed to meet the needs of the RSCL and CMWAC and, in the event that one or both agencies decide not to locate in the subject development, its central location and design will make it well-suited to other City-approved non-profit social services organizations; and
- Co-location of the non-profit social services replacement space with the developer's proposed stand-alone affordable housing building will provide for potential synergies between the two uses and their operators and occupants.

Transportation

The CCAP requires various road, pedestrian, and cycling network improvements on and around the subject site. The Zoning Bylaw permits parking reductions for City Centre developments that incorporate transportation demand management and other measures to the City's satisfaction. Consistent with these CCAP and Zoning Bylaw requirements, the proposed development provides for a variety of transportation improvements and related features, all at the developer's sole cost, to be secured through a combination of legal agreements registered on title to the satisfaction of the Director of Transportation and the City's standard Servicing Agreement processes (secured with letters of credit). Development Cost Charge (DCC) credits will be applicable to works identified on the City's DCC Program.

Staff support the developer's proposal, which is consistent with City policy and includes:

1. Road widening and frontage improvements including:
 - a) Road, sidewalk, bike lane, and related upgrades and landscape features along Lansdowne Road and Minoru Boulevard;
 - b) Conversion of the existing lane along the subject site's east side to a new local street; and
 - c) Limiting vehicle access to a single driveway (on the site's east side) to minimize potential pedestrian and cycling conflicts;
2. Parking measures including:
 - a) 145 commercial "public" parking spaces (i.e. 50% of total commercial parking) secured with a covenant on title for short-term use by the general public (e.g., hourly);
 - b) 23 parking spaces secured for the exclusive use of the development's City-approved non-profit social services agencies; and
 - c) Secured residential visitor parking (i.e. five for each tower and the affordable housing building), together with shared visitor use of the commercial "public" parking;
3. Cycling measures including:
 - a) End-of-trip cycling facilities (e.g., showers, change rooms, and related features) co-located with Class 1 (secure) bicycle storage spaces for the use of commercial and non-profit social services tenants;
 - b) Bike maintenance/wash facilities for residential tenants (i.e. one set for each tower and the affordable housing building); and
 - c) For the affordable housing occupants, increased Class 1 bike storage (2.0 bikes/unit instead of 1.2/unit) including 10% over-sized bike lockers;
4. Transit pass programs, including monthly transit (2-zone) passes for one year for 100% of the affordable housing units and \$40,000 for a commercial tenant program; and
5. Two on-site parking spaces dedicated for car-share use and equipped with electric vehicle charging infrastructure (located at the parkade entrance for 24/7 public access), together with two car-share vehicles and a 3-year contract with a car-share operator.

Parks

The proposed City-owned linear park along the north side of the subject site will be approximately 859 m² (9,248.4 ft²) in size. In addition, prior to rezoning adoption, a statutory right-of-way will be registered on the subject site (along the south side of the park) to secure on-site publicly-accessible open space for expanded plaza, walkway, and landscape purposes. A conceptual design has been prepared for the linear park and related publicly-accessible areas and is attached to the Rezoning Consideration (Attachment 9). Prior to rezoning adoption, the developer shall enter into a Servicing Agreement for the design and construction of the park and related improvements, at the developer's sole cost, to the satisfaction of the Director, Parks Services and Director of Development. Development Cost Charge (DCC) credits shall not apply.

Tree Retention & Replacement

No bylaw-size trees are currently located on the subject site.

The conversion of the east lane to a new local road along the east side of the subject site requires the removal of an existing landscaped median in Lansdowne Road in order to construct a new intersection with left-turn lanes on Lansdowne Road to City standards. The required works include the relocation of one small City tree (through the Servicing Agreement process) and the removal of seven others. Prior to rezoning adoption, the developer will contribute \$9,100 to the City's Tree Compensation Fund (i.e. \$1,300 per tree) for Richmond's planting of trees elsewhere in the city.

Site Servicing & Frontage Improvements

City policy requires that the developer is responsible for the design and construction of road, water, storm sewer, and sanitary sewer upgrades, together with related public and private utility improvements, arising as a result of the proposed development, as determined to the satisfaction of the City. Prior to rezoning adoption, the developer will enter into standard City Servicing Agreements, secured with a letters of credit, for the design and construction of all required off-site rezoning works, as set out in the attached Rezoning Considerations (Attachment 9). Development Cost Charge (DCC) credits will be applicable to works identified on the City's DCC Program.

Sustainability

The CCAP encourages the coordination of private and City development and infrastructure objectives with the aim of advancing opportunities to implement environmentally responsible buildings, services, and related features. Locations undergoing significant change, such as the subject site, are well suited to this endeavour.

Staff support the developer's proposal, which is consistent with City policy and includes:

1. District Energy Utility (DEU): A City Centre DEU service area bylaw for the subject site will be presented for consideration by Council under a separate report. Prior to rezoning adoption, a standard DEU covenant will be registered on title requiring the developer to design and construct a low carbon energy plant, at the developer's sole cost, and transfer it to the City, together with compatible building and mechanical systems, to facilitate the development's connection to a City District Energy Utility.
2. BC Energy Step Code: On July 16, 2018, Council adopted requirements that new buildings be designed and constructed to the BC Energy Step Code. Residential buildings (like the

subject development) that are greater than 6 storeys and include a low carbon energy plant (as discussed above) must comply with “Step 2”. Prior to rezoning adoption, through the Development Permit process, the developer will be required to conduct energy modelling and provide a statement to the City confirming that the proposed design can meet the applicable Step Code requirements.

3. Electric Vehicle (EV) Measures: The developer proposes to satisfy Zoning Bylaw requirements with respect to the installation of EV charging equipment for 100% of residential parking spaces (240V) and 10% of Class 1 bike storage spaces (120V). In addition, the developer proposes to equip two dedicated car-share parking spaces with EV charging (240V) infrastructure.

Public Art

The CCAP encourages voluntary developer contributions towards public art and identifies the Lansdowne Road corridor as an “art walk”. Prior to rezoning adoption, the developer proposes to make a voluntary cash-in-lieu contribution towards public art based on City-approved developer contribution rates and the maximum buildable floor area permitted under the RCL3 zone (excluding affordable housing and non-profit social services space). The developer’s proposal to voluntarily contribute \$319,771 complies with City policy and may be applied, at the direction of Council, to public art and/or related features along the Lansdowne “art walk” or elsewhere in the downtown.

Community Planning

Under the CCAP, the subject rezoning application is required to contribute towards future City community planning studies at a rate of \$3.01/m² (\$0.28/ft²), based on the maximum buildable floor area permitted under the RCL3 zone (excluding affordable housing and non-profit social services space). The developer’s proposal to voluntarily contribute \$127,574, based on a floor area of 42,329 m² (455,623 ft²), complies with City policy.

Development Phasing

Prior to rezoning adoption, a restrictive covenant will be registered on title to ensure that completion of the subject development will include the timely completion of community amenities and other features. In brief, the covenant will ensure that:

1. Prior to “first occupancy” of a building on the subject site, in whole or in part, the developer must complete all requirements with respect to DEU, non-profit social services spaces, and Servicing Agreement (transportation, engineering, and parks) works;
2. Prior to occupancy of any commercial uses on the subject site, in whole or in part, the developer must complete the “first occupancy” requirements, together with all public parking, non-residential bike features, car-share, transit pass program, and related requirements; and
3. Prior to occupancy of any residential uses on the subject site, in whole or in part, the developer must complete the “first occupancy” requirements, together with all affordable housing, public and visitor parking, EV charging, and related requirements.

Built Form & Architectural Character

The developer proposes to construct a high-rise, high density, mixed use development within a 5-minute walk (400 m/1,312 ft.) of the Lansdowne Canada Line station, the City Centre Community Centre, and existing/future park and amenities. The proposed development accommodates all City requirements with respect to transportation and public open space improvements and the built form, which combines articulated streetwall building elements and towers, generally conforms to the CCAP's Development Permit Guidelines. More specifically, the development has successfully demonstrated:

1. A strong urban concept contributing towards a high-density, high-amenity, mixed-use, transit-oriented environment, comprising pedestrian-oriented commercial, an office tower, non-profit social services space, a stand-alone affordable housing building, and a variety of dwelling types (including 58% family-friendly, 2- and 3-bedroom units);
2. Variations in massing contributing towards streetscape interest, solar access to the Lansdowne Road linear park corridor and usable rooftops, and upper- and mid-level views across the site for residents and neighbours;
3. An articulated building typology with a distinct identity and features contributing to a sense of human scale and pedestrian interest; and
4. Sensitivity to future development south of the subject site by setting towers back a minimum of 17.5 m (57 ft.) from the common property line (i.e. 50% of the area's recommended 35 m / 115 ft. minimum tower separation).

Prior to rezoning adoption, the developer will register a legal agreement on title to the subject site requiring that the proposed development is designed and constructed in a manner that mitigates potential development impacts including, among other things, view obstruction, noise or nuisance associated with retail and restaurant activities, shading, reduced privacy, and related issues that may arise as a result of development on the lands and/or future development on surrounding properties.

Development Permit (DP) approval, to the satisfaction of the Director of Development, will be required prior to rezoning adoption. At DP stage, additional design development is encouraged with respect to, among other things, the following items:

- a) Tower Form (Zoning Variance): Design development is encouraged to refine the form and character of the project's towers taking into account skyline interest, shadowing, adjacencies, and potential height variances.
- b) Office Streetscape: Opportunities must be explored to create a distinctive, high amenity image that complements the emerging character and quality of the Lansdowne Road corridor and surrounding residential, employment, and community uses.
- c) Park Interface: Opportunities must be explored to contribute towards a distinctive, high amenity public realm, particularly with respect to the park's interface with the office building and fronting retail uses, the programming and animation of the park, plaza, and walkway, and image of the Lansdowne Road corridor as a dynamic, visually-engaging civic and recreation spine and art walk.
- d) Stand-Alone Affordable Housing Building: Design development is required to take into account input from a non-profit operator.

- e) Non-Profit Social Services Space: Design development is required to maximize the ability of the proposed facility to meet the needs of potential tenants and explore opportunities for synergy with the affordable housing building and its potential operator.
- f) Common Amenity Spaces: All indoor and outdoor common amenity spaces must meet or exceed OCP and CCAP DP Guidelines rates. More information is required with respect to the programming, design, and landscaping of these spaces to ensure they satisfy City objectives.
- g) Accessibility: Through the DP process the design and distribution of accessible units and common spaces and uses must be refined.
- h) Sustainability: The developer must undertake energy modelling (to confirm that the proposed design can meet the applicable Step Code requirements) and undertake design development to ensure that enhanced building performance is coordinated with a high standard of architectural quality and expression.
- i) Electric Vehicle (EV) Measures: In addition to the developer's proposed EV charging measures for car-share use, residential parking, and Class 1 bicycle storage, through the DP process consideration will be given to EV charging measures for commercial parking.
- j) Emergency Services: Fire Department requirements identified at the rezoning stage must be confirmed and refined through the DP design and approval processes (e.g., Fire Department response points, addressing plan, etc.).
- k) Crime Prevention through Environmental Design (CPTED): The City has adopted policies intended to minimize opportunities for crime and promote a sense of security. A CPTED checklist and plans demonstrating surveillance, defensible space, and related measures must be finalized through the DP process.
- l) Parking, Loading & Waste Management: The development proposal is consistent with the Zoning Bylaw and related City requirements. The design of vehicle parking and circulation, truck manoeuvring, waste management activities, and related features and spaces must be finalized through the DP process.

Existing Legal Encumbrances

Development of the subject site is not encumbered by existing legal agreements on title.

Financial Impact or Economic Impact

As a result of the proposed development, the City will take ownership of developer contributed assets such as road works, waterworks, storm sewers, sanitary sewers, street lights, street trees, and traffic signals. The anticipated operating budget impact for the ongoing maintenance of these assets is \$11,000. This will be considered as part of the 2021 Operating budget.

Conclusion

IBI Group Architects has applied to the City of Richmond for permission to rezone lands at 5740, 5760, and 5800 Minoru Boulevard from "Industrial Retail (IR1)" to "School and Institution Use (SI)" and "Residential/Limited Commercial (RCL3)" to permit the development of a 44,844 m² (482,700 ft²) mixed use project comprising an office tower, ground floor retail, and 380 dwellings including a 47-unit stand-alone affordable housing building (secured in

perpetuity with a Housing Agreement), affordable non-profit social service agency space (secured in perpetuity with legal agreements), and a new City-owned 859 m² (0.2 acres) linear park along the south side of Lansdowne Road.

Proposed amendments to the City Centre Area Plan and "Residential/Limited Commercial (RCL3)" zone would permit an additional 1.0 floor area ratio (Village Centre Bonus) for office use only on the subject site and designate the proposed City-owned park space as "Park".

Off-site works, including utility upgrades, street widening and frontages improvements along three sides of the site, and park construction, will be the subject of the City's standard Servicing Agreement processes (secured with Letters of Credit).

An analysis of the developer's proposal shows it to be consistent with the CCAP's development, livability, sustainability, and urban design objectives. On this basis, it is recommended that Official Community Plan Amendment Bylaw 10050 and Richmond Zoning Bylaw 8500, Amendment Bylaw 10051 be introduced and given first reading.



Suzanne Carter-Huffman
Senior Planner / Urban Design

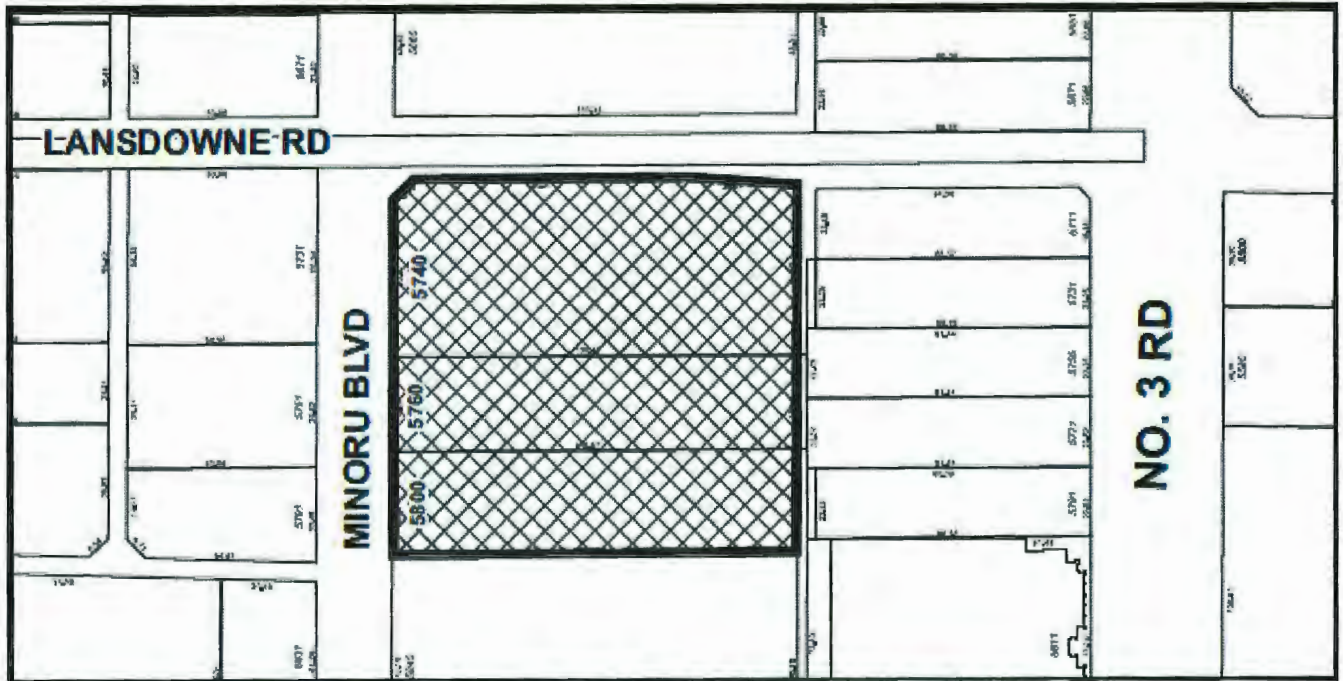
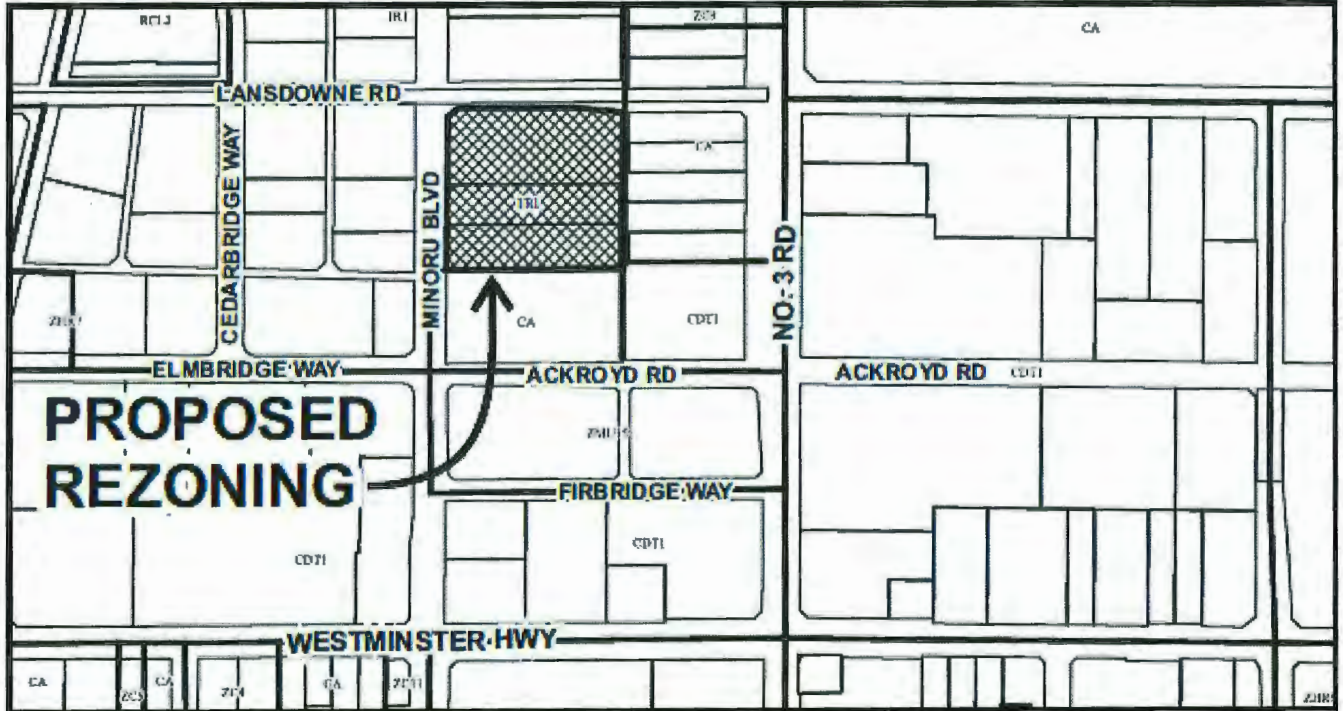
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Attachments:

- 1) Location Map
- 2) Aerial Photograph
- 3) Existing City Centre Area Plan – Specific Land Use Map: Lansdowne Village
- 4) Development Application Data Sheet
- 5) Conceptual Development Plans
- 6) Letter – Richmond Society for Community Living (RSCL)
- 7) Letter – Community Mental Wellness Association of Canada (CMWAC)
- 8) Letter – Robert Grosz
- 9) Rezoning Considerations



City of Richmond



RZ 18-807640

Original Date: 02/28/18

Revision Date:

Note: Dimensions are in METRES

PLN - 166



City of
Richmond



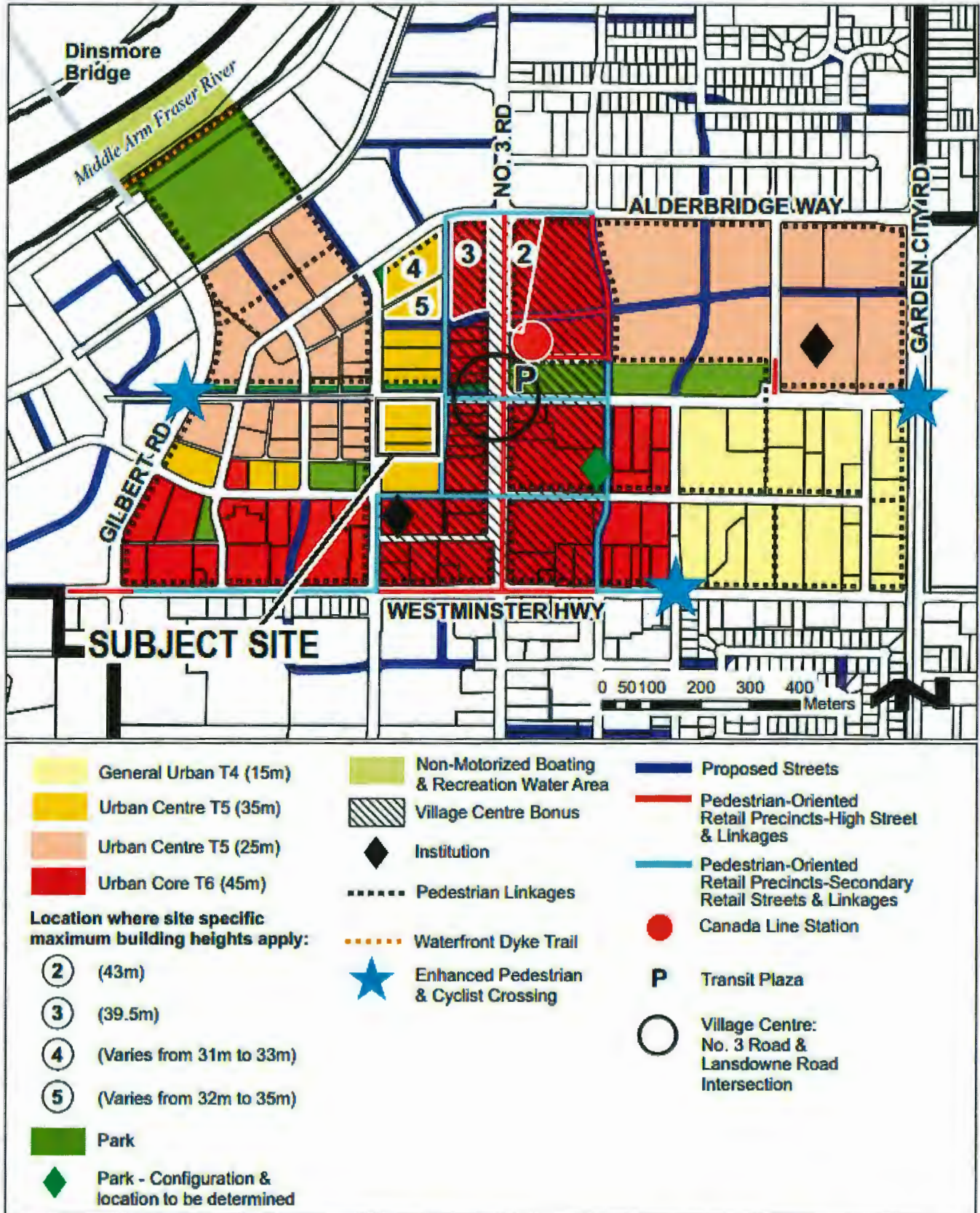
RZ 18-807640

Original Date: 02/28/18

Revision Date:

Note: Dimensions are in METRES

Specific Land Use Map: Lansdowne Village (2031)



Maximum building height may be subject to established Airport Zoning Regulations in certain areas.



RZ 18-807640

Address: 5740, 5760, and 5800 Minoru Boulevard

Applicant: IBI Group Architects

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

Existing		Proposed				
Owner	<ul style="list-style-type: none"> Minoru View Homes Ltd. 	<ul style="list-style-type: none"> No change 				
Site Size	<ul style="list-style-type: none"> 15,604.2 m² (167,962.2 ft²) 	<ul style="list-style-type: none"> Road & Park Contributions: <ul style="list-style-type: none"> Density-Eligible Park: 859.2 m² (9,248.4 ft²) Density-Eligible Road: 1,210.3 m² (13,027.6 ft²) Other Road: 569.9 m² (6,134.4 ft²) Net Site: 12,964.8 m² (139,551.9 ft²) 				
Land Uses	<ul style="list-style-type: none"> Commercial, recreation & light industry 	<ul style="list-style-type: none"> Office, pedestrian-oriented commercial & multi-family residential 				
OCP Designation	<ul style="list-style-type: none"> Mixed Use 	<ul style="list-style-type: none"> Mixed Use 				
City Centre Area Plan (CCAP) Designation	<ul style="list-style-type: none"> Urban Centre T5 (35 m) (2 FAR) Pedestrian-Oriented Retail Precinct – Secondary Retail Streets & Linkages Proposed Streets 	<ul style="list-style-type: none"> As per the existing CCAP, PLUS: <ul style="list-style-type: none"> Village Centre Bonus (office only) (1.0 FAR) Park Pedestrian-Oriented Retail Precinct – High Street & Linkages 				
Zoning	<ul style="list-style-type: none"> Industrial Retail (IR1) 	<ul style="list-style-type: none"> Residential/Limited Commercial (RCL3) 				
Number of Units	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> 380 units, including: <ul style="list-style-type: none"> 333 Market Units 47 Affordable Housing 				
Unit Mix	<ul style="list-style-type: none"> N/A 	Housing Types	Bachelor	1-BR	2-BR	3-BR
		<ul style="list-style-type: none"> Market Units (333) 	2 (1%)	139 (41%)	165 (50%)	27 (8%)
		<ul style="list-style-type: none"> Affordable H. (47) 	2 (5%)	17 (36%)	25 (53%)	3 (6%)
		Total (380 Units)	4 (1%)	156 (41%)	190 (50%)	30 (8%)
Note: 3-BR Market Units include 10 townhouses & 17 apartments						
Affordable Housing: Low-End-of-Market-Rental (LEMR)	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> At least 2,774.1 m² (29,860.3 ft²) of habitable unit area: (i.e. 10% of total proposed residential floor area), together with common space and related uses/spaces (e.g., lobby and parking), secured in perpetuity as a Affordable Housing Stand-Alone Building (co-located with Affordable Non-Profit Social Service Agency Replacement Space) 				
Basic Universal Housing (BUH)	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> At least 20% of total units (76 units), including: <ul style="list-style-type: none"> 12% Market Units (40 units) 100% Affordable Housing (47 units) 				
Non-Profit Social Services Agency	<ul style="list-style-type: none"> 425.7 m² (4,582 ft²) GLA 2 tenants (month-to-month rent) 	<ul style="list-style-type: none"> Community Amenity Space: At least 425.7 m² (4,582.0 ft²) GLA, together with common space and related uses/spaces (e.g., lobby and parking), secured in perpetuity as Affordable Non-Profit Social Service Agency Replacement Space (co-located with the Affordable Housing Stand-Alone Building) 				

	RCL3 Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR)	<p>Adjusted for density-eligible road & park contributions:</p> <ul style="list-style-type: none"> Max. 3.479 FAR, including: <ul style="list-style-type: none"> Base (including AH): 2.319 FAR VCB (Office only): 1.160 FAR <p>Additional density:</p> <ul style="list-style-type: none"> Community amenity space: 0.1 FAR max. 	<ul style="list-style-type: none"> Max. 3.479 FAR, including: <ul style="list-style-type: none"> Base (including AH): 2.319 FAR VCB (Office only): 1.160 FAR Additional density: <ul style="list-style-type: none"> Community amenity space: At least 0.3 FAR for GLA, plus common space and related uses/spaces. 	None permitted
Buildable Floor Area*	<ul style="list-style-type: none"> Max. 45,102.9 m² (485,483.6 ft²), including: <ul style="list-style-type: none"> Base (Residential & Retail): Max. 30,068.6 m² (323,655.7 ft²) VCB (Office only): Max. 15,034.3 m² (161,827.9 ft²) Additional floor area: <ul style="list-style-type: none"> Community amenity space: 1,296.5 m² (13,955.2 ft²) max. 	<ul style="list-style-type: none"> Max. 45,102.9 m² (485,483.6 ft²), including: <ul style="list-style-type: none"> Residential: 27,741.1 m² (298,603.0 ft²) Commercial: 17,361.8 m² (186,880.6 ft²) <ul style="list-style-type: none"> a) Retail: 2,327.5 m² (25,052.7 ft²) b) Office: 15,034.3 m² (161,827.9 ft²) Additional floor area: <ul style="list-style-type: none"> Community amenity space: 480.8 m² (5,175.0 ft²), including at least 425.7 m² (4,582.0 ft²) GLA, plus common spaces/uses (e.g., 2nd floor lobby) 	None permitted
Lot Coverage	<ul style="list-style-type: none"> For buildings & landscaped roofs over parking: Max. 90% 	<ul style="list-style-type: none"> 90% 	None
Lot Size	<ul style="list-style-type: none"> Area: 4,000.0 m² (43,055.6 ft²) Width: 45.0 m (147.6 ft.) Depth: 40.0 m (131.2 ft.) 	<ul style="list-style-type: none"> Area: 12,964.8 m² (139,551.9 ft²) Width: 126.3 m (414.4 ft.) Depth: 118.5 m (388.8 ft.) 	None
Setbacks	<ul style="list-style-type: none"> Front & Exterior Side Yards: Min. 6.0 m (19.7 ft.), but may be reduced to 3.0 m (9.8 ft.) with a proper interface (subject to City approval via a Development Permit process) Interior Side Yards: Nil 	<ul style="list-style-type: none"> Front & Exterior Side Yards: Min. 3.0 m (9.8 ft.) (subject to City approval via a Development Permit process) Interior Side Yards: Nil 	None
Height	<ul style="list-style-type: none"> CCAP typical max.: 35.0 m (114.8 ft.) measured to finished grade 	<ul style="list-style-type: none"> Office tower: 45 m (147.6 ft.) measured to finished grade (47 m geodetic) Residential (measured to finished grade): <ul style="list-style-type: none"> - Tower A: 35.0 m (114.8 ft.) - Tower B: 38.6 m (126.6 ft.) - Tower C: 41.5 m (136.2 ft.) 	Height variance of 3.1 m, 6.5 m & 10.0 m
Parking – TOTAL	<ul style="list-style-type: none"> Total: 672 spaces, including - <ul style="list-style-type: none"> Commercial: 290 Non-Profit Social Services: 23 Residents & Visitors: 359 	<ul style="list-style-type: none"> Total: 721 spaces, including - <ul style="list-style-type: none"> Commercial: 290 Non-Profit Social Services: 23 Residents & Visitors: 408 	None
Parking – Non-Residential	<ul style="list-style-type: none"> Total: 313 spaces Commercial: 322 spaces LESS 10% TDM = 290 spaces, including: <ul style="list-style-type: none"> Retail/Office (1st & 2nd floors): 4,052.5 m² (43,620.8 ft²) @ 3.75/100 m² GLA = 152 sp. Office (above 2nd floor) 13,309.5 m² (143,262 ft²) @ 1.275/100 m² GLA = 170 spaces Non-Profit Social Services: 23 spaces, including (estimated distribution based on existing operations): <ul style="list-style-type: none"> CMWAC: 8 spaces RSCL: 15 spaces 	<ul style="list-style-type: none"> Total: 313 spaces Commercial: 290, including - <ul style="list-style-type: none"> 50% Public: 145 spaces secured via a legal agreement on title for shared use by the general public (including residential & Non-Profit Social Services guests) 50% Assignable: 145 spaces that may be sold, leased or otherwise assigned for exclusive use by specific people, tenants or businesses Non-Profit Social Services: 23 spaces for exclusive use of the Non-Profit Social Services tenants & their guests 	None

	RCL3 Bylaw Requirement	Proposed	Variance
Parking – Residential	<ul style="list-style-type: none"> Total: 359 spaces Residents: 339 spaces <ul style="list-style-type: none"> Market Units: 333 units @ 1.0/unit = 333 LESS 10% TDM = 300 spaces Affordable Housing: 47 units @ 0.9/unit = 43 LESS 10% TDM = 39 spaces Visitors: 20 spaces <ul style="list-style-type: none"> 380 units @ 0.2/unit = 76 LESS 56 shared with commercial Public parking = 20 spaces 	<ul style="list-style-type: none"> Total: 408, including: <ul style="list-style-type: none"> Market Units: 349 spaces Affordable Housing: 39 spaces Visitor Parking: 20 spaces, including 5 spaces assigned for the exclusive use of each tower & 5 spaces assigned for the exclusive use of the Affordable Housing Building 	None
Class 1 Bike Storage – TOTAL	<ul style="list-style-type: none"> Total: 556 spaces, including - <ul style="list-style-type: none"> Non-Residential: 45 (estimate) Residents: 511 	<ul style="list-style-type: none"> Total: 556 spaces, including - <ul style="list-style-type: none"> Non-Residential: 45 (estimate) Residents: 511 	None
Class 1 Bike Storage – Non-Residential	<ul style="list-style-type: none"> (16,450.0 m² – 100 m²) @ 0.27 / 100 m²GLA = 45 secured bike spaces based on estimated GLA of commercial & Non-Profit Social Services uses 	<ul style="list-style-type: none"> Total (estimate): 45 bike spaces for shared use by commercial & Non-Profit Social Services tenants (estimate) 	None
Class 1 Bike Storage – Residential	<ul style="list-style-type: none"> Total: 511 secured bike spaces, including: <ul style="list-style-type: none"> Market Units: 333 units @ 1.25/unit = 417 Affordable Housing: 47 units @ 2.0/unit = 94, including 10% over-size lockers for family bike storage (e.g., bike trailers), electric-assist vehicles (e.g., mopeds), and similar equipment/uses 	<ul style="list-style-type: none"> Total: 511, including: <ul style="list-style-type: none"> Market Units: 417 Affordable Housing: 94, including 10% over-size lockers 	None
Class 2 Bike Storage	<ul style="list-style-type: none"> Total: 142, including: <ul style="list-style-type: none"> Non-Residential: (16,450.0 m² – 100 m²) @ 0.4/100 m² GLA = 66 based on estimated GLA of commercial & Non-Profit Social Services uses Residential: 380 units @ 0.2/unit = 76 	<ul style="list-style-type: none"> Total: 142 (located outdoors around the perimeter of the building for general public use) 	None
Residential Amenity Space – Indoor	<ul style="list-style-type: none"> Total: Min. 785.0 m² (8,449.7 ft²), including: <ul style="list-style-type: none"> Market Units: 333 units @ 2.0 m² / unit = 666.0 m² (7,168.8 ft²) Affordable Housing: 119 m² (1,280.9 ft²), including 100.0 m² (1,076.4 ft²) plus 19.0 m² (204.5 ft²) for the operator's use for administration and programs 	<ul style="list-style-type: none"> Total: 785.0 m² (8,449.7 ft²), including: <ul style="list-style-type: none"> Market Units: 666.0 m² (7,168.8 ft²) for exclusive market resident use Affordable Housing: 155.9 m² (1,678.1 ft²) for exclusive affordable housing occupant use, including 19.0 m² (204.5 ft²) for the operator's use for administration and programs 	None
Residential Amenity Space – Outdoor (OCP)	<ul style="list-style-type: none"> Total: Min. 749.0 m² (8,062.2 ft²), including: <ul style="list-style-type: none"> Market Units: 333 units @ 6.0 m² (64.6 ft²) /unit = 1,998.0 m² (21,506.3 ft²) Affordable Housing: 47 units @ 6.0 m² (64.6 ft²) /unit = 282.0 m² (3,035.4 ft²) Note: For each use, 50% of outdoor amenity space shall be designed as children's play space (to a maximum of 600 m²) 	<ul style="list-style-type: none"> Total: 3,224.0 m² (34,703.3 ft²), including: <ul style="list-style-type: none"> Market Units: 2,893.0 m² (31,140.5 ft²) for exclusive market resident use Affordable Housing: 331.0 m² (3,562.8 ft²) for exclusive affordable housing occupant use Note: For each use, 50% of outdoor amenity space shall be designed as children's play space (to a maximum of 600 m²) 	None
Additional Landscape Space (CCAP)	<ul style="list-style-type: none"> 10% of net site area = 1,296.5 m² (13,955.2 ft²) 	<ul style="list-style-type: none"> 1,296.5 m² (13,955.2 ft²) 	None

Other: Tree replacement compensation is required for the removal of City trees within Lansdowne Road. (There are no existing bylaw-size trees on the subject site.)

* Preliminary estimate (exclusive of parking garage). The exact building size shall be determined through Zoning Bylaw compliance review at Building Permit stage



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5740, 5760, 5800 Minoru Blvd., Richmond
 Richmond, B.C. Canada Project Number 112938 Issue Date: OCT. 22, 2019

3D VISUALIZATION - Minoru / Lansdowne Corner

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3D VISUALIZATION - AERIAL NORTH WEST

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3D VISUALIZATION - AERIAL SOUTH WEST

22

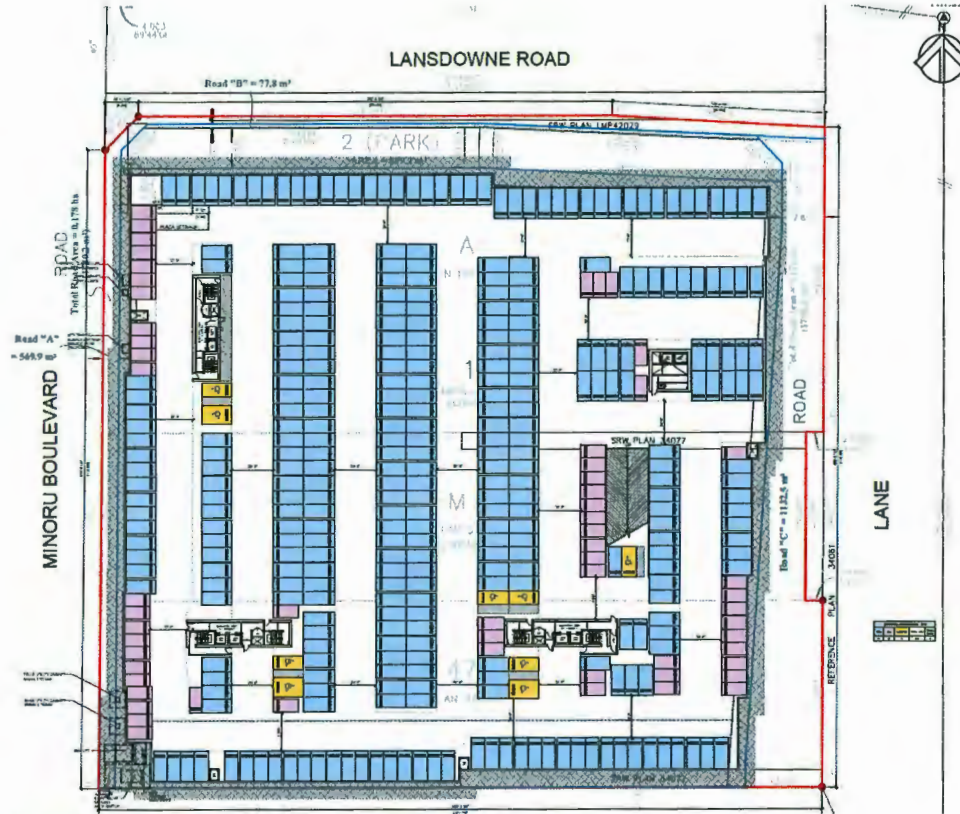


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5740, 5760, 5800 Minoru Blvd., Richmond
 Richmond, B.C. Canada Project Number: 112938 Issue Date: OCT. 22, 2019

3D VISUALIZATION - EAST LANE VIEW

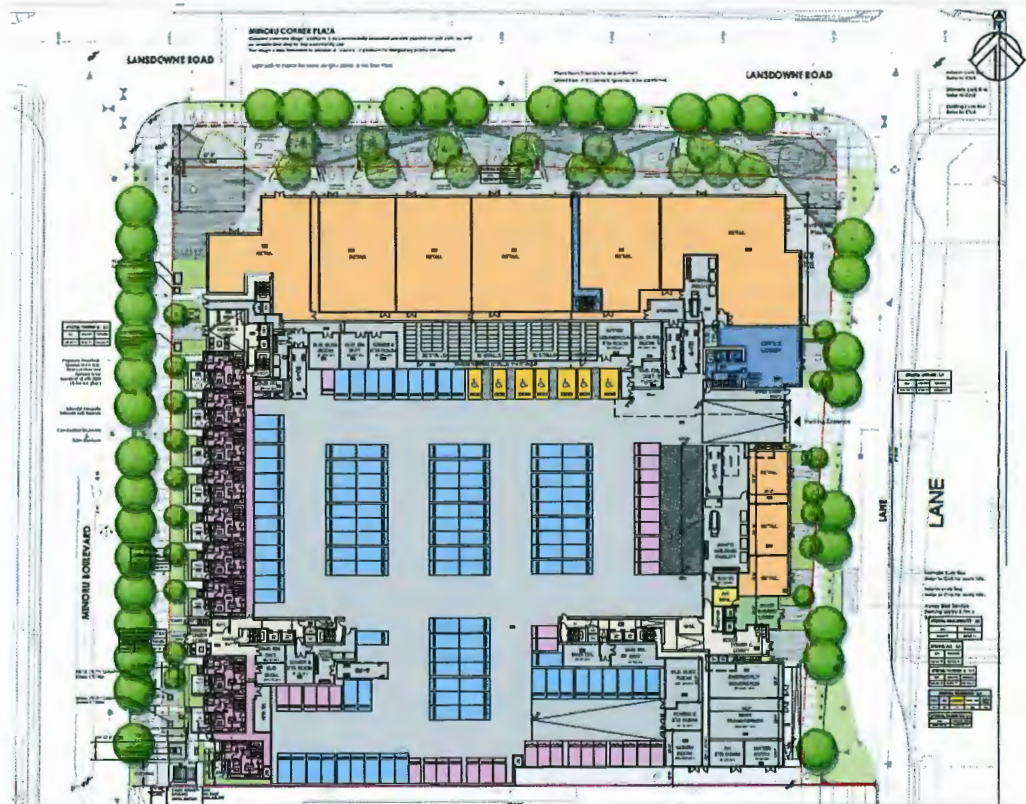
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P1 PARKING LEVEL PLAN

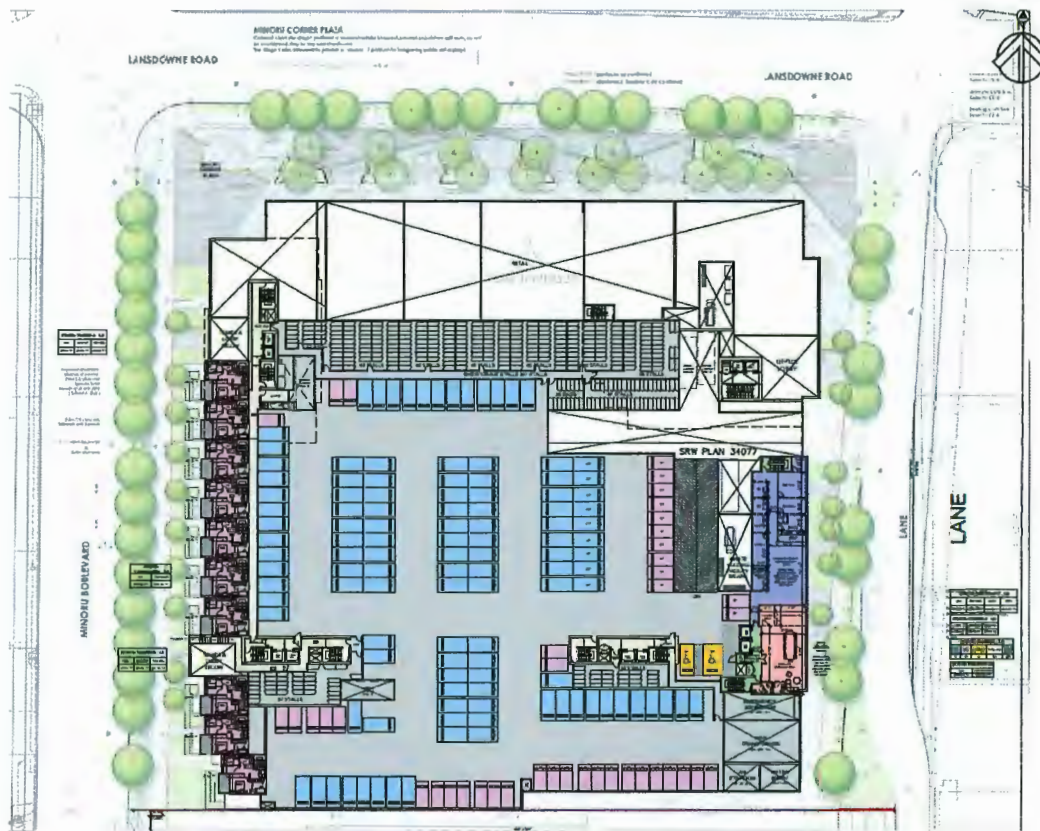


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LEVEL 1 FLOOR PLAN

PLN - 174



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Richmond, B.C. Canada Project Number 112928 Issue Date: OCT. 22, 2019

LEVEL 2 (MEZZANINE) FLOOR PLAN

43



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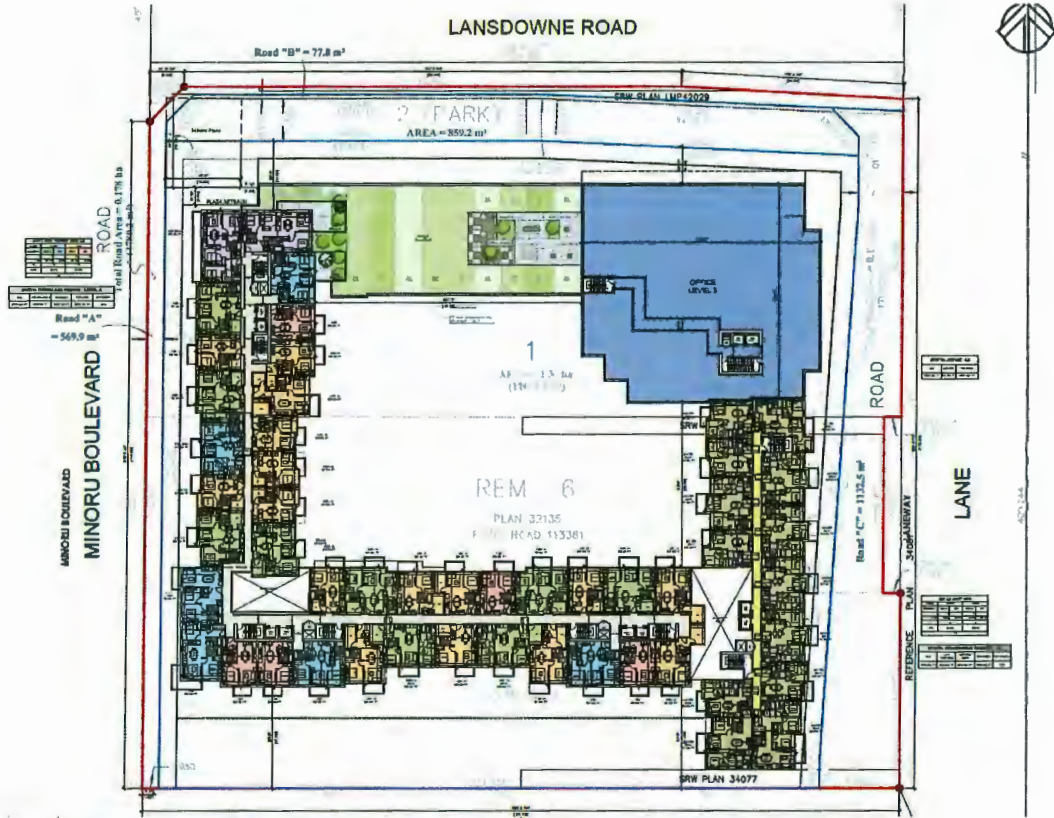
5740, 5760, 5800 Minoru Blvd., Richmond

Richmond, B.C. Canada Project Number 112928 Issue Date: OCT. 22, 2019

LEVEL 3 FLOOR PLAN

PLN - 175

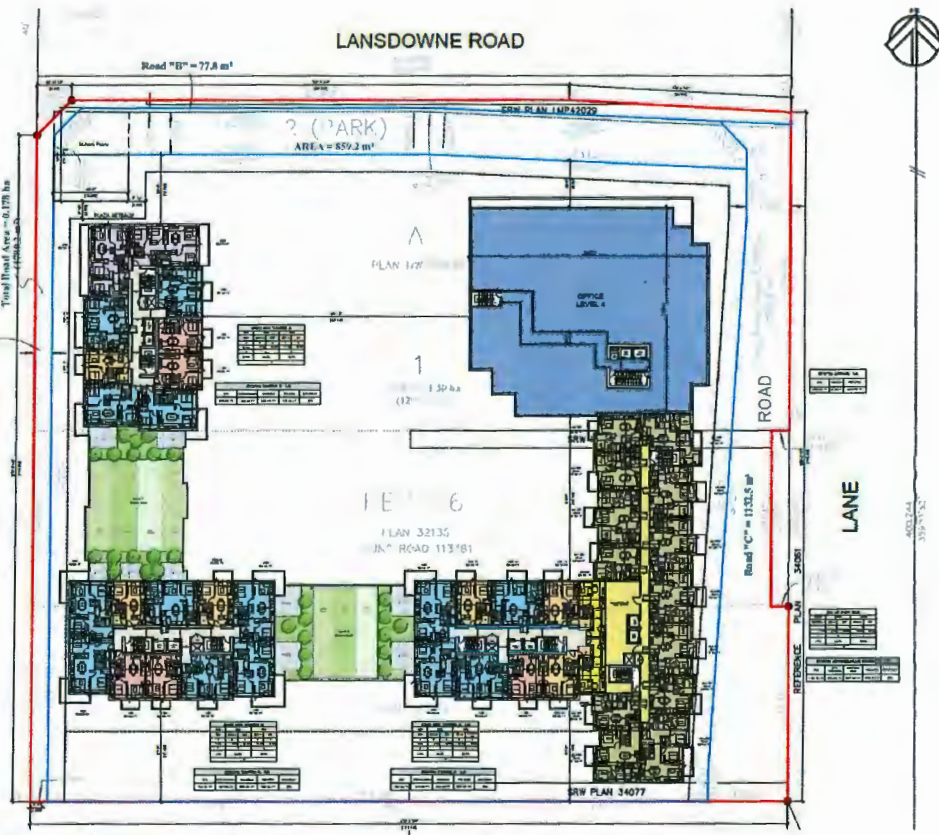
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5740, 5760, 5800 Minoru Blvd., Richmond **LEVEL 4 FLOOR PLAN**

Richmond, B.C. Canada Project Number 112938 Issue Date: OCT. 22, 2019

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700 - 1285 West Pender Street
Vancouver BC V6E 4B1 Canada
Tel 604 683 5727 Fax 604 683 5492
ibi@ibi.com

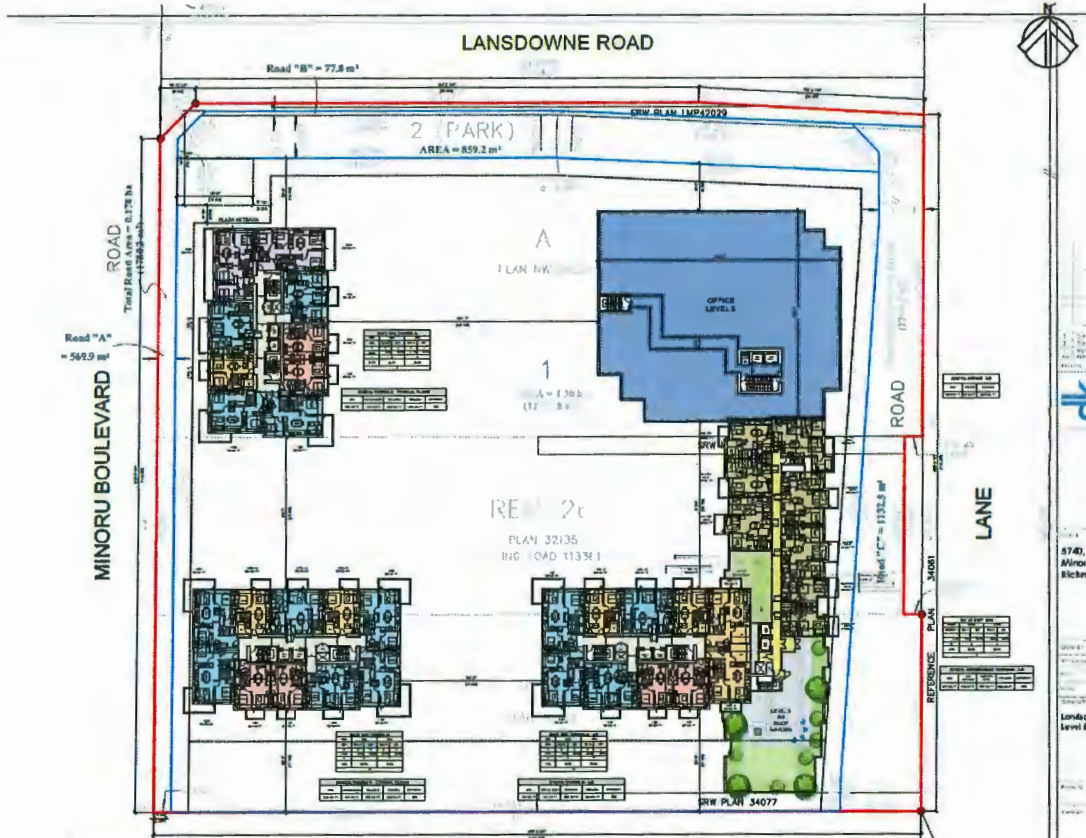


5740, 5760, 5800 Minoru Blvd., Richmond **LEVEL 5 FLOOR PLAN**

Richmond, B.C. Canada Project Number 112938 Issue Date: OCT. 22, 2019

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PLN - 176

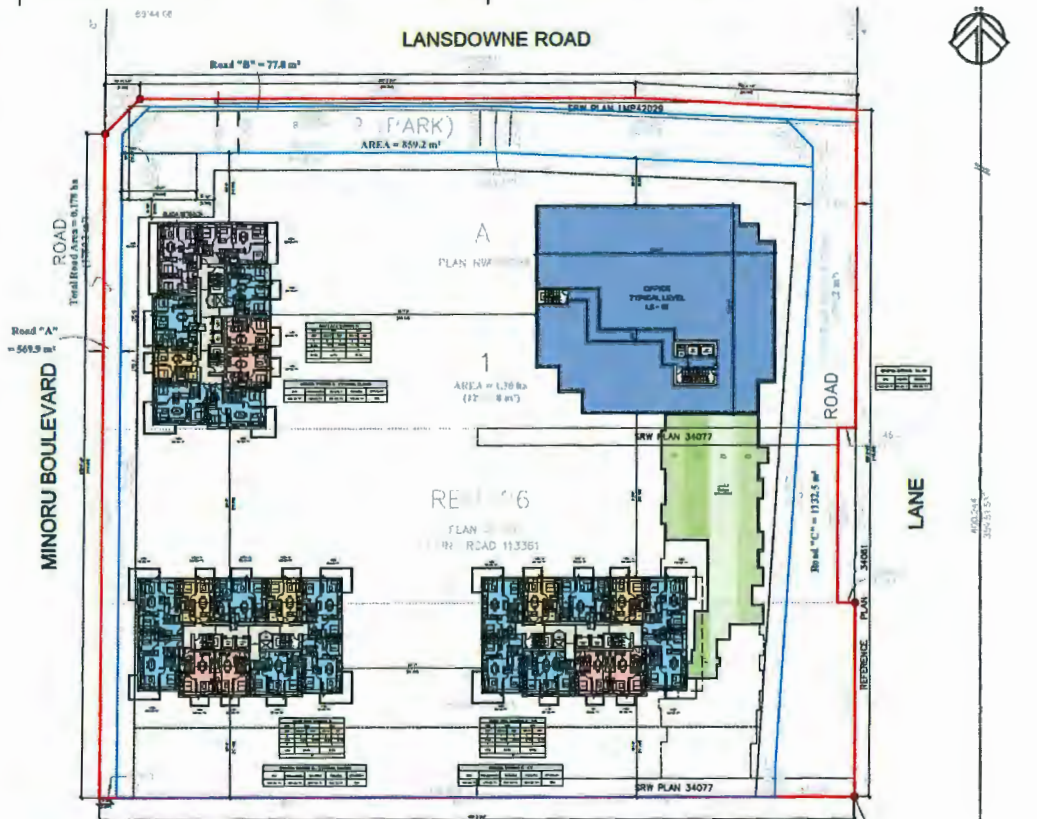


5740, 5760, 5800 Minoru Blvd., Richmond

LEVEL 6 FLOOR PLAN

Richmond, B.C. Canada Project Number 112038 Issue Date: OCT. 22, 2019

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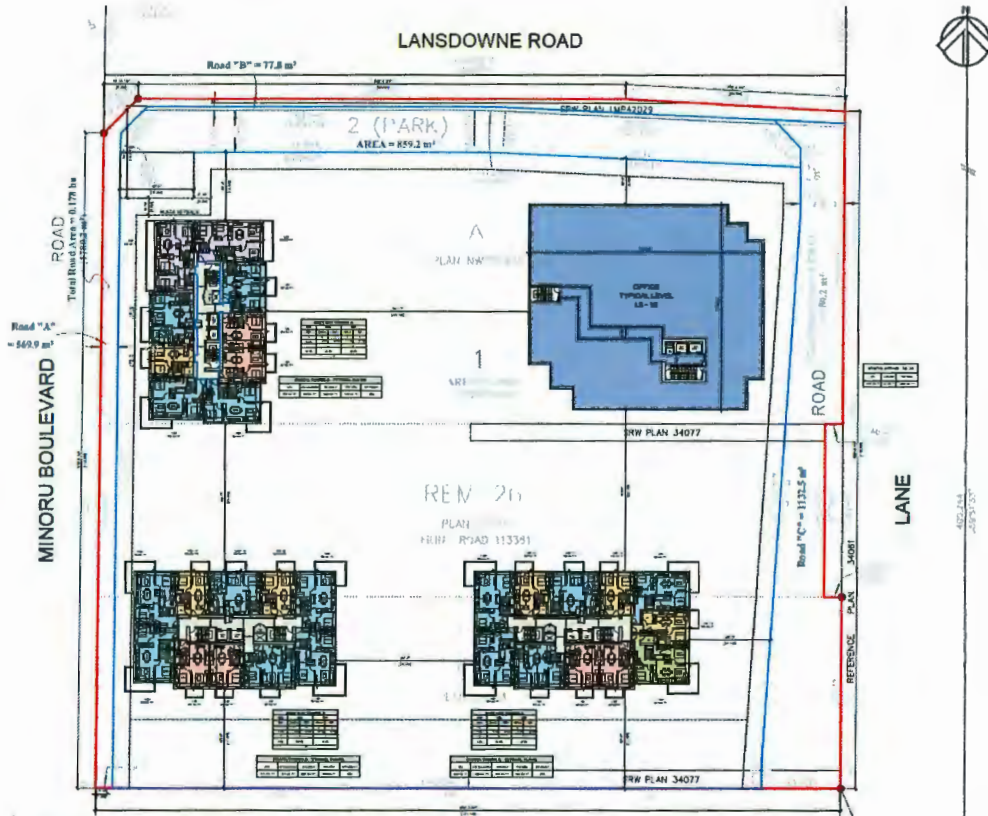


5740, 5760, 5800 Minoru Blvd., Richmond

LEVEL 7 FLOOR PLAN

Richmond, B.C. Canada Project Number 112853 Issue Date: OCT. 22, 2019

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LEVEL 8-10 FLOOR PLAN

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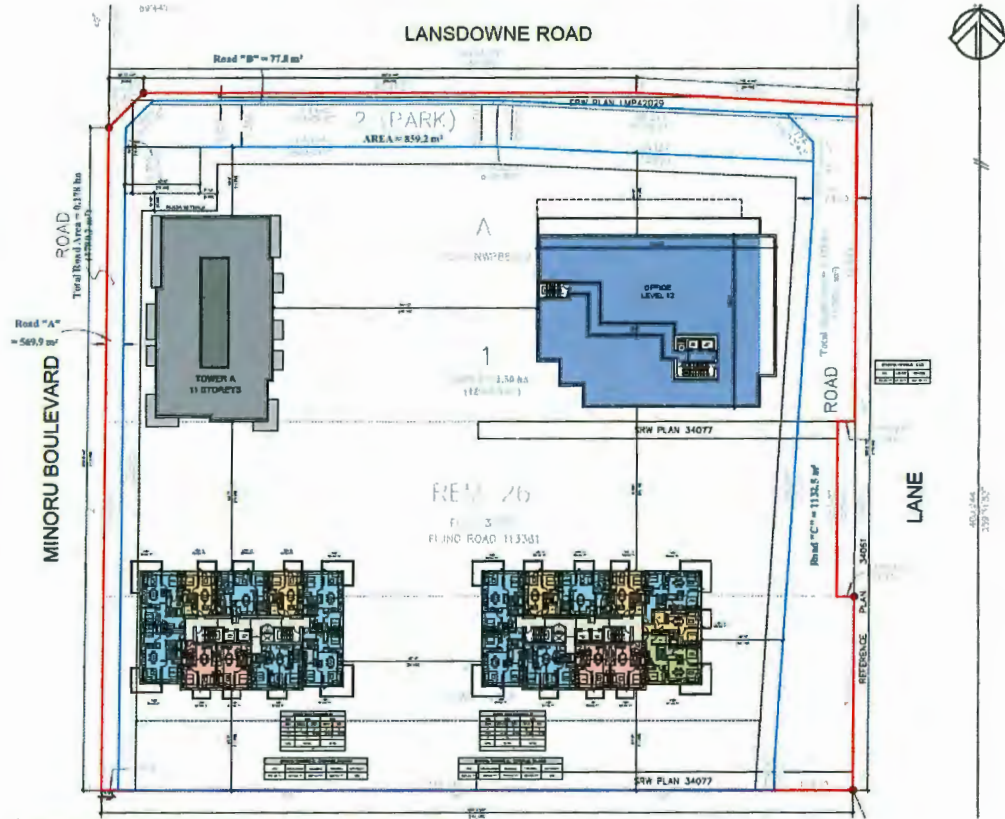
5740, 5760, 5800 Minoru Blvd., Richmond

LEVEL 11 FLOOR PLAN

Richmond, B.C. Canada Project Number 112938 Issue Date: OCT. 22, 2019



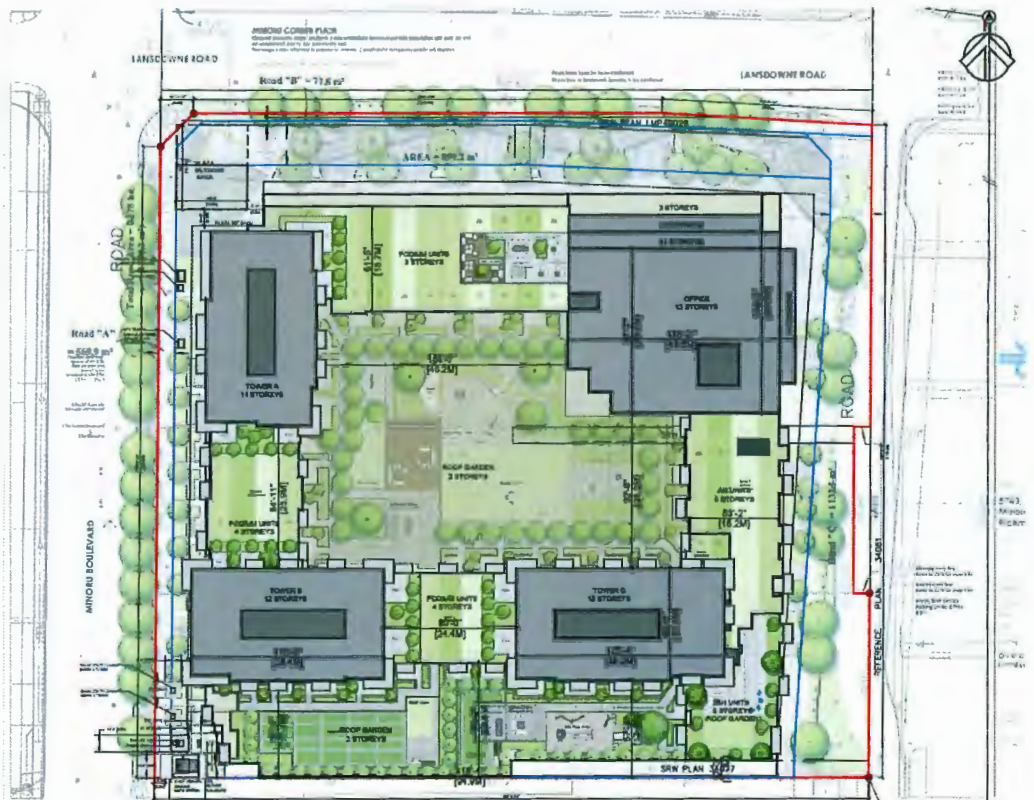
PLN - 178



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5740, 5760, 5800 Minoru Blvd., Richmond
Richmond, B.C. Canada Project Number 11298 Issue Date: OCT. 22, 2019

LEVEL 12 FLOOR PLAN

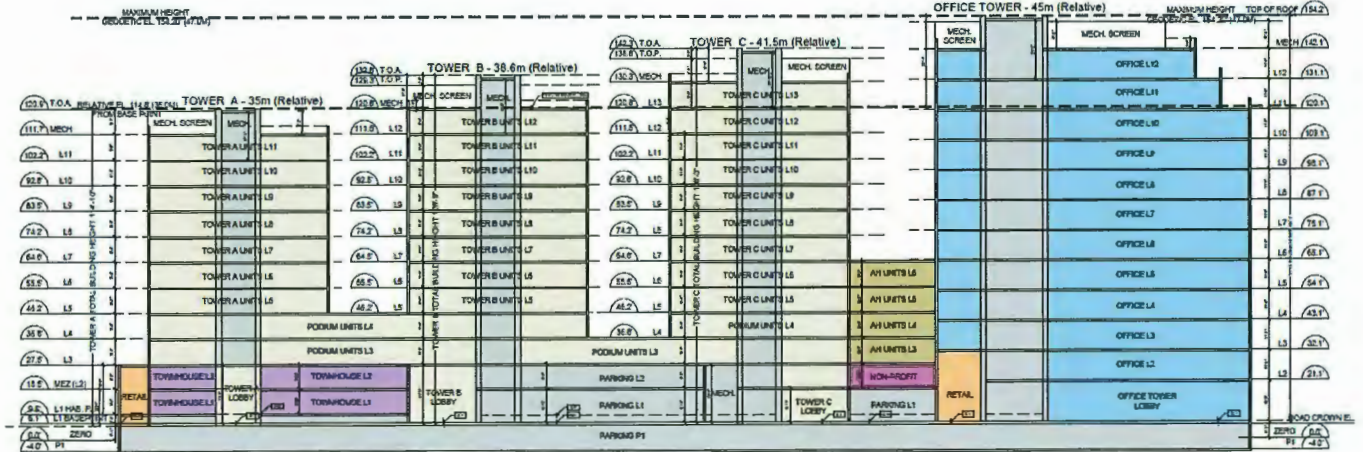


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5740, 5760, 5800 Minoru Blvd., Richmond
Richmond, B.C. Canada Project Number 11298 Issue Date: OCT. 22, 2019

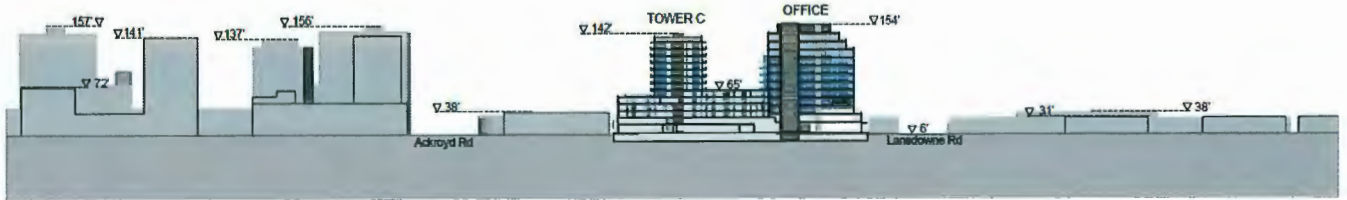
ROOF FLOOR PLAN

PLN -179

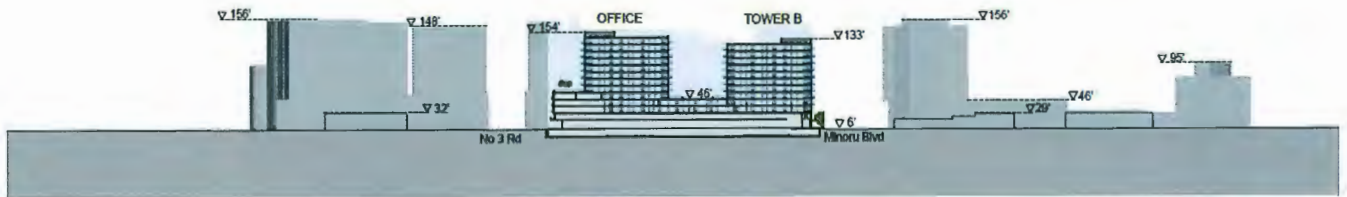


5740, 5760, 5800 Minoru Blvd., Richmond
 Richmond, B.C. Canada Project Number 112938 Issue Date: OCT. 22, 2019

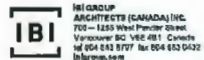
TOWER FULL SECTION



STREET SECTION - EAST



STREET SECTION - NORTH



5740, 5760, 5800 Minoru Blvd., Richmond
 Richmond, B.C. Canada Project Number 112938 Issue Date: OCT. 22, 2019

SITE SECTION



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 Richmond, B.C. Canada Project Number 112938 Issue Date: OCT. 22, 2019

WEST ELEVATION

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 Richmond, B.C. Canada Project Number 112938 Issue Date: OCT. 22, 2019

SOUTH ELEVATION

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5740, 5760, 5800 Minoru Blvd., Richmond
 Richmond, B.C. Canada Project Number 112938 Issue Date: OCT. 22, 2019

EAST ELEVATION



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5740, 5760, 5800 Minoru Blvd., Richmond
 Richmond, B.C. Canada Project Number 112938 Issue Date: OCT. 22, 2019

NORTH ELEVATION



**Richmond
Society for
Community
Living**

*Seeing beyond disability...
... to ability*

October 31, 2019

City of Richmond
Attention: Lesley Sherlock, Social Planner
6911 No. 3 Road
Richmond BC V6Y 2C1

Re: Thind Properties Development 5740, 5760, 5800 Minoru Blvd. Richmond

Dear Lesley:

I am writing to you to communicate the Richmond Society for Community Living's (RSCL) opinion regarding the proposal to build a replacement program space for one of our Community Inclusion Programs (i.e. Quantum) in the Thind Properties Development at the corner of Minoru Boulevard and Lansdowne. As you are aware, RSCL had three separate programs located in the buildings on this property. These three programs serve over 70 people with an intellectual disability five days a week. The Thind Properties Development proposal will accommodate one of our three programs. As a result of the development application for this property, we have already relocated the other two programs. These programs were moved in September 2019 to Ironwood (outside City Centre) due to the cost and availability of space in City Centre. The cost of renovating and moving the two programs to the new location was substantial and will impact service.

With respect to the proposal to build a program space for one of our programs in the new development, we are pleased that an option has been developed that recognizes the impact and displacement of our program in City Centre. In the absence of a clear City policy to address this growing problem, we are pleased that the developer has agreed to accommodate us in the new development. Moreover, the agreement to lease the space for 50% of current market rates (not including operating costs) will allow us to have a presence in City Centre in the future.

Although the proposal is a positive development, it will not address all our challenges. Specifically;

- We have already incurred the costs of relocating two other programs from this location to Ironwood;
- We will have to find and relocate the third program to a temporary location for at least three years and incur the cost of this relocation;
- The proposed space does not include Tenant Improvement (TI) costs and therefore, we will have to incur the costs of all the leasehold improvements to the space once it is built;
- The disruption and impact on the people in receipt of service and their families will be significant.

In summary, we applaud the efforts of City staff and the developer to try and accommodate us in the new development. However, the proposal will not address all our concerns related to the development of this property. Furthermore, we believe a comprehensive strategy and City policy is required to address the displacement of social agencies and services in the City Centre as a result of development.

Sincerely,

Janice Barr
Executive Director

CC: Melanie Amis, Chair, RSCL Board of Director



Community Mental Wellness Association of Canada

加拿大社區情緒健康協會

#250-5726 Minoru Blvd., Richmond, BC, V6X 2A9

Tel: (604) 273-1791 Fax: (604) 273-1751

E-mail: info@cmwac.ca www.cmwac.ca

November 5th, 2019

Suzanne Carter-Huffman
Senior Planner/Urban Design
Planning & Development
City of Richmond
6911 NO. 3 Road
Richmond, BC
V6Y 2C1

Dear Suzanne,

Thank you for your recent plans for non-profit space in the new building and for your inclusion of CMWAC in your plan.

After meetings with you we are very appreciative that our needs and concerns have been mostly addressed in your plan, which you have tried to tailor to our requirements as follows:

1. Administration office
2. Consultation room
3. Conference room / multi-purpose room where we can hold health conferences, workshops, meetings and other activities
5. Space: At least 1,500 sq. ft.

The maximum rent we can currently afford for the space is \$1500.00.

To ensure a smooth transition we need an affordable temporary accommodation for the Association before the building is demolished.

Lastly, we would like to thank you again for considering our needs in your development plan. and it is hoped that the above could be included.

Sincerely yours,

Ahlay Chin, Executive Director/Founder
Community Mental Wellness Association of Canada
Cc: Lesley Sherlock
CMWAC Board

ROBERT W.G. GROSZ, J.D.

1012-13325 102A Avenue
Surrey, BC Canada V3T 0J5

robgrosz@yahoo.com | robgrosz@gmail.com | robertgrosz@hotmail.com
604-500-0794

Monday, July 15, 2019

Ms. Suzanne Carter-Huffman
Senior Planner
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

scarter@richmond.ca

Dear Ms. Carter-Huffmann,

RE: 5740, 5760 & 5800 Minoru Blvd. Richmond, Rezoning Application 18-807640

Regarding the above-noted rezoning application and further to our conversation this morning in which I asked to be added to the roster for notice of the forthcoming Public Hearing and Planning Committee Hearing, I hereby put the City of Richmond on notice of my intention to make a submission not regarding the merits of the application which I believe admirably speaks for itself based on the documents in the public file that I have reviewed, but rather on my request that the financial interests of all persons with rights to the three parcels at issue be adequately protected.

I am the former designated paralegal of Ms. Hong Chen *aka* Hong Guo, the widely reported Richmond lawyer who was intimately involved in the assembly of the three parcels beginning in 2010 or thereabouts and through their purported sale to Minoru View Homes Ltd., which is now on title as owner. However the rezoning applicant was Vancouver Soho Holding Ltd. which purportedly sold the parcels. Ms. Guo (Chen)'s Guo Law Corporation suffered the theft of over \$7.5 million from its clients' trust account in early 2016 before I began working for it. The theft caused it to become insolvent, so it is under bankruptcy protection (SCBC Vancouver B170021). I am a creditor of it long with others whose existing or anticipated claims are about \$7.5 million. Without providing particulars, suffice it to say I think the theft proximately related to the parcels. Accordingly, all the creditors presumably have an equitable if not legal interest in the parcels, despite the fact that there has not yet been legal notice of those rights filed on the respective titles.

However there were Certificates of Pending Litigation filed on all three parcels on June 22, 2016 which were briefly lifted by court order on October 3, 2017, refiled on November 17, 2017, and released on April 3, 2018. Copies of the Certificates, Order, and Charge Release are attached. These Certificates were issued pursuant to claims of shareholder oppression and fraud in the civil matter of *Kai Ming Yu et al v. Zhong Ping Xu et al* (SCBC Vancouver S165682/S187297). Moreover, on March 14, 2019 a court order was made authorizing distribution of \$10 million from the trust account of Mr. Marvin Lithwick, lawyer, purportedly holding the proceeds of the sale of the parcels (from Vancouver Soho to Minoru View Homes) to the petitioners/plaintiffs and respondents/defendants in the amount of \$5 million to each side. A copy of the order is attached. Also attached is a copy of the Form B regarding a mortgage of up to \$42.7 million on the parcels.

ROBERT W.G. GROSZ, J.D.

Ms. Suzanne Carter-Huffman
City of Richmond

RE: 5740, 5760 & 5800 Minoru Blvd. Richmond, Rezoning Application 18-807640

Monday, July 15, 2019

On July 5, 2019 I requested from the lawyer for Minoru View Homes, Mr. Aneez N. Devji, proof that the full consideration of \$59.8 million was paid as reflected by the attached Title Searches. However Mr. Devji declined to reply to my letter. Therefore on July 12, 2019 I briefly met with Mr. Jeffrey Lowe, QC, Managing Partner of Richards Buell Sutton LLP, and Mr. Devji, at which time Mr. Lowe advised me, *inter alia*, that his firm was acting in accordance with instructions from its clients and would not respond to any more communications from me, but that his firm has not participated in, aided, or abetted any fraudulent activities or transactions in its 144 year history and it is not going to do so in the future. The latter was comforting to hear. However the issue of proof that the full consideration was paid is still very alive. The lawyer who released the Certificates, Mr. Jeffrey Wittmann, of Wiebe Wittmann El-Khatib LLP acting on behalf of the petitioners/plaintiffs, was replaced by Mr. Glen Forrester of Forrester & Company. Furthermore, its clients have engaged a forensic accountant who is taking instructions from Mr. Forrester, and the issue of whether the full consideration was paid is being investigated. But I think it was not.

I think that the purported sale was actually a non arms-length transfer whereby Vancouver Soho and Minoru View Homes obtained mortgage financing (probably from China) that is managed by Trez Capital Limited Partnership, and from this the previous mortgages were retired, overdue city taxes and legal fees paid, \$10 million was distributed under authority of the court as noted above, and the remainder is being used to fund the rezoning application costs of the IBI Group. If this is correct, but I hasten to note that I have no proof that it is, and the full consideration was not paid, then transfer of title to the parcels may have violated the Fraudulent Conveyance Act.

I intend to promptly apply for leave to bring a derivative action against the Guo Law Corporation and be appointed as its Receiver, dismiss the Trustee appointed by the bankruptcy court, and take such steps as the court approves to defend claims against it, pursue claims by it, liquidate real properties hypothecated for it, and take such steps as necessary to make whole all of its creditors.

In conclusion, I support the rezoning application and wish to see it gain prompt approval, but I first request the City of Richmond take such steps as necessary to obtain proof from the lawyers both for Vancouver Soho and Minoru View Homes that the full \$59.8 million consideration was paid and that the remainder of the \$58.8 million in sale proceeds is held in trust by Mr. Lithwick. I further request that the findings of the City of Richmond in this regard be publicly disclosed.

Yours truly,



Robert W.G. Grosz, J.D.

Attachments: as stated above.



Address: 5740, 5760, and 5800 Minoru Boulevard

File No.: RZ 18-807640

Prior to final adoption of Richmond OCP Amendment Bylaw No. 10102 and Zoning Amendment Bylaw No. 10051, the developer/owner is required to complete the following:

1. NAV Canada Building Height: Submit a letter of confirmation from a registered surveyor assuring that the proposed building heights are in compliance with Transport Canada regulations.
(Note: This consideration has been satisfied. REDMS #6158501)
2. Site Contamination (Dedicated and/or Transferred Land): Prior to rezoning bylaw adoption, submission to the City of sufficient information and/or other assurances satisfactory to the City in its sole discretion to support the City's acceptance of the proposed dedicated or transferred land. Such assurances could include one or more of the following:
 - 2.1. A contaminated sites legal instrument (e.g. Certificate of Compliance (COC) or Final Site Determination (FSD) showing no contamination in the dedication lands);
 - 2.2. Evidence satisfactory to the City, in its sole discretion, that the lands to be dedicated to the City are in a satisfactory state from an environmental perspective; and
 - 2.3. The registration of a legal agreement on the title to the Lands which provides that:
 - 2.3.1. No occupancy of any building on the Lands shall be granted until such time that the Owner/Developer has satisfied the City in its sole discretion that the lands to be dedicated to the City are in a satisfactory state from an environmental perspective and a contaminated sites legal instrument has been obtained for the proposed dedication lands; and
 - 2.3.2. The Owner/Developer shall release and indemnify the City from and against any and all claims or actions that may arise in connection with those portions of the lands being dedicated to the City being contaminated in whole or in part.
3. Subdivision: Registration of a subdivision plan to the satisfaction of the City.

Prior to the registration of the Subdivision Plan, the following conditions shall be satisfied:

- 3.1. City Road: Dedication of at least 1,780.2 m² (19,162.0 ft²) for road and related purposes, as per the Preliminary Subdivision Plan (Schedule A), including at least:
 - 3.1.1. 569.9 m² (6,134.4 ft²) for road widening along the south side of Lansdowne Road and the east side of Minoru Boulevard (for which Development Cost Charge/DCC credits shall apply); and
 - 3.1.2. 1,210.3 m² (13,027.6 ft²) for sidewalk widening along the south side of Lansdowne Road and lane widening for the purpose of establishing a new minor street along the subject site's east side (for which Development Cost Charge/DCC credits shall not apply).
- 3.2. City-Owned Park: Transfer of at least 859.2 m² (9,248.4 ft²) to the City as fee simple for park and related purposes, as indicated on the Preliminary Subdivision Plan (**Schedule A**). The primary business terms of the required land transfers shall be to the satisfaction of the Manager, Real Estate Services, the City Solicitor, and the Director of Development. All costs associated with the land transfer shall be borne by the developer/owner. (Note: Development Cost Charge/DCC credits shall not apply.)
- 3.3. Lot Consolidation: The creation of one (1) lot for development purposes with an area of approximately 12,964.8 m² (139,551.9 ft²), as per the Preliminary Subdivision Plan (**Schedule A**).

PLN - 187

Initial: _____

3.4. Statutory Right-of-Way (SRW) – City-Owned Park Enhancement Area: Registration on title of a restrictive covenant and SRW agreement for public access, open space, and related purposes with respect to an irregular strip of land along the entire north edge of the subject site, comprised of a rectangular “plaza expansion” area adjacent to Minoru Boulevard, measuring approximately 8.0 m (26.3 ft.) deep and 13.0 m (42.7 ft.) wide, and a “linear park expansion” area, measuring at least 3.0 m (9.8 ft.) deep at its west end and tapering towards the east, as generally indicated in the Preliminary Statutory Right-of-Way Plan (**Schedule B**). The SRW area shall be designed, constructed, and maintained at the sole cost of the developer/owner for the purpose of providing for the seamless expansion of the proposed City-Owned Park (e.g., public plaza, landscape features, and related furnishings and infrastructure), as determined to the satisfaction of the City. Prior to adoption of the OCP and Zoning Amendment Bylaws, the agreement shall be registered as a blanket SRW (accompanied by a sketch plan) and shall include provisions for a replacement agreement at Development Permit*, Building Permit*, and/or occupancy, as determined to the satisfaction of the City, at the developer/owner’s cost, for the purpose of accurately reflecting the City-approved permits and replacing the sketch plan with a survey plan (which may be volumetric). The specific location, configuration, design, and related terms of the agreement shall be confirmed through the development’s Development Permit*, Servicing Agreement*, and/or other City approval processes, to the satisfaction of the City, taking into account the following items.

3.4.1. The right-of-way shall provide for:

- a) 24 hour-a-day, year-round, universally accessible, public access in the form of paved walkway(s) and related landscape features, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, and storm water management measures, to the satisfaction of the City;
- b) Public art;
- c) Public access to/from fronting uses/spaces including, among other things, fronting on-site commercial units;
- d) Emergency and service vehicle access, City bylaw enforcement, and related or similar City-authorized activities; and
- e) City utilities including, but not limited to, streetlights, traffic control infrastructure (e.g., signals, detector loops, and equipment kiosks), and related or similar features.

2.3.1. Encroachments shall only be permitted within the “plaza expansion” portion of the SRW area (i.e. not within the “linear park expansion” portion) and shall satisfy the following requirements, as determined to the City’s satisfaction:

- a) Encroachments shall not conflict with the design, construction, operation, or intended quality or public amenity of the SRW area (e.g., tree planting, accessible grades, underground utilities);
- b) Permanent encroachments shall be approved by the City through the Development Permit*, Servicing Agreement*, and/or other City approval processes, as applicable, and shall be limited to:
 - A parking structure concealed below the finished grade of the SRW area;
 - Weather protection, architectural appurtenances, and building projections, located at least 2.5 m (8.2 ft.) clear above the finished grade of the SRW area; and
 - Commercial signage, provided that it is integrated into the permitted permanent encroachments described above and is located at least 2.5 m (8.2 ft.) clear above the finished grade of the SRW area; and
- c) Temporary encroachments shall be limited to:
 - Movable furnishings, planters, displays, and similar features (but excluding sandwich boards and other commercial signage);
 - Commercial business operations limited to temporary food service vendors (fresh and/or prepared foods) in the form of food carts and/or knock-down units (operating independently or in coordination with fronting on-site commercial uses/units), provided that they occupy a maximum combined total area of 20.0 m² (215.3 ft²); and
 - Outdoor dining and related furnishings associated with temporary food service vendors (described above) and/or fronting on-site commercial uses/units, provided that

such outdoor dining is not fenced, roofed, or otherwise arranged to restrict casual or free public access through and around the area occupied by the outdoor dining.

Note: Outdoor dining area designated for the exclusive use of a specific on-site commercial use/unit or temporary food service vendor shall not be considered a “temporary encroachment” and will not be permitted within the SRW area.

- 3.4.2. Design and construction of the SRW area shall be the subject of a Servicing Agreement* and Development Permit*, which shall be undertaken at the sole cost and responsibility of the developer/owner, as determined to the satisfaction of the City. Among other things, works essential for public access within the required SRW area are to be included in the Servicing Agreement* and the design of the SRW area must be prepared in accordance with good engineering practice with the objective of optimizing public safety. After completion of the SRW works, the owner is required to provide a certificate of inspection for the works or equivalent, prepared and sealed by the owner’s engineer, architect, and/or landscape architect, as determined to the City’s satisfaction, in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design.
 - 3.4.3. Maintenance of and liability with respect to the SRW area shall be at the sole cost and responsibility of the owner, except for City utilities, City park improvements, and/or other features that are identified, to the City’s satisfaction, through the Servicing Agreement* for maintenance by the City following the expiry of the Servicing Agreement* maintenance period.
 - 3.4.4. The owner shall be permitted to close public access to the “plaza expansion” portion of the SRW area (i.e. not the “linear park expansion” portion), in whole or in part, to facilitate maintenance, repairs, or construction of the SRW area or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as either determined to the City’s satisfaction through the Development Permit* and specified in the SRW agreement(s) or approved by the City in writing in advance of any such closure.
 - 3.4.5. “No development” shall be permitted on the subject site, restricting Development Permit* issuance for any building on the subject site, in whole or in part, unless the permit includes the design of the SRW area, to the City’s satisfaction.
 - 3.4.6. No Building Permit* shall be issued for a building on the subject site, in whole or in part (excluding parking located below the finished grade of the SRW area indicated in the approved Servicing Agreement*), unless the permit includes the design of the SRW area, to the City’s satisfaction.
 - 3.4.7. “No occupancy” of the development shall be permitted, in whole or in part, unless the development is completed in accordance with a City-approved Occupancy Staging Plan.
4. Other Rights-of-Ways, Indemnifications, Releases & Agreements: As determined to the sole satisfaction of the City via the Servicing Agreement*, Development Permit*, development approval, and/or Building Permit* processes.
 5. Aircraft Noise: Registration on title of a standard City of Richmond (mixed use) aircraft noise sensitive use covenant.
 6. Flood Construction: Registration on title of a standard City of Richmond (“Area A”) flood indemnity covenant.
 7. View and Other Development Impacts: Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, requiring that the proposed development must be designed and constructed in a manner that mitigates potential development impacts including without limitation view obstruction, increased shading, increased overlook, reduced privacy, increased ambient noise, increased ambient night-time light, and increased public use of fronting streets, sidewalks, and open spaces caused by or experienced as a result of, in whole or in part, development on the lands and future development on or the use of surrounding properties. In particular, as the proposed development is mixed use, the covenant shall notify residential tenants of potential noise and/or nuisance that may arise due to proximity to retail, restaurant, and other commercial uses and activities. The owner shall provide written notification of potential view and development impacts to all initial purchasers through the disclosure statement, and erect signage in the initial sales centre advising purchasers of the potential for such impacts. The legal agreement shall include a Report prepared by an appropriate registered professional, which demonstrates that adequate development impact mitigation measures will be incorporated into the building’s design and construction

and, prior to Development Permit* and Building Permit* issuance, the owner shall submit letters of assurance prepared by an appropriate registered professional confirming that the building has been designed in conformance with the Report.

8. **Tree Removal:** The City’s acceptance of the developer’s voluntary contribution to the City’s Tree Compensation Fund (Account # 2336-10-000-00000-0000) for the planting of replacement trees within the City, as indicated in the table below.

TABLE 1

Use	No. of City Trees Proposed for Removal	Min. Developer Contribution Rate	Min. Developer Contribution
TOTAL	7 (Lansdowne Road median removal)	\$1,300/tree	\$9,100 (1)

- (1) In the event that the developer contribution is not provided within one year of the rezoning application receiving third reading of Council (Public Hearing), the Minimum Developer Contribution Rate shall be revised to comply with the City contribution rate in effect at the time of rezoning bylaw adoption, where the change is positive.

Note: In addition to the above, through the required Servicing Agreement*, the developer shall be required, at the developer’s sole cost, to remove a small existing City tree from the Lansdowne Road median (*Chamaecyparis obtuse*) and relocate it elsewhere in Richmond, as determined to the satisfaction of the Director, Parks Services.

9. **Public Art:** The City’s acceptance of the developer’s voluntary cash-in-lieu contribution towards public art (i.e. 15% to Public Art Provision Account # 7500-10-000-90337-0000 and 85% to Account # 7600-80-000-90173-0000), as indicated in the table below.

TABLE 2

Use	Max. Permitted Floor Area Under RCL3 Zone	Affordable Housing Dwelling Unit Exemption (1)	Min. Developer Contribution Rate (2)	Min. Developer Contribution
Residential	27,741.1 m ² (298,603.0 ft ²)	2,774.1 m ² (29,860.3 ft ²)	\$0.87/ft ²	\$233,806.15
Retail	2,327.6 m ² (25,052.7 ft ²)	Nil	\$0.46/ft ²	\$11,524.24
Office (VCB)	15,034.3 m ² (161,827.9 ft ²)	Nil	\$0.46/ft ²	\$74,440.83
TOTAL	45,102.9 m² (485,483.6 ft²)	2,774.1 m² (29,860.3 ft²)	Varies	\$319,771.22 (3)

- (1) As per City policy, floor area excludes the habitable floor area of the development's proposed affordable housing units.
 (2) The Council-approved contribution rates in effect at the time of writing these Rezoning Considerations.
 (3) The actual value of the developer contribution shall be confirmed and updated, as necessary, based on the floor areas approved through the Development Permit. In addition, in the event that the developer contribution is not provided within one year of the rezoning application receiving third reading of Council (Public Hearing), the Minimum Developer Contribution Rate shall be revised to comply with the Council-approved contribution rates in effect at the time of rezoning bylaw adoption, where the change is positive.

10. **Community Planning:** The City’s acceptance of the developer’s voluntary contribution towards future City community planning initiatives (CC-Community Planning and Engineering Account # 3132-10-520-00000-0000), as set out in the City Centre Area Plan, as indicated in the table below.

TABLE 3

Use	Max. Permitted Floor Area Under RCL3 Zone	Affordable Housing Dwelling Unit Exemption (1)	Min. Developer Contribution Rate (2)	Min. Developer Contribution
TOTAL	45,102.9 m² (485,483.6 ft²)	2,774.1 m² (29,860.3 ft²)	\$0.28/ft²	\$127,574.52 (3)

- (1) As per City policy, floor area excludes the habitable floor area of the development's proposed affordable housing units.
 (2) The Council-approved contribution rates in effect at the time of writing these Rezoning Considerations.
 (3) In the event that the developer contribution is not provided within one year of the rezoning application receiving third reading of Council (Public Hearing), the Minimum Developer Contribution Rate shall be revised to comply with the Council-approved contribution rate in effect at the time of rezoning bylaw adoption, where the change is positive.

11. Village Centre (Office-Only) Bonus (VCB): The City’s acceptance of the developer’s voluntary contribution and legal agreement(s) registered on title to the lot, to the satisfaction of the City, for the purpose of satisfying OCP, Zoning Bylaw, and related City requirements with the respect to the developer’s proposed bonus office density, including:

11.1. Amenity Contribution: Submission of a voluntary developer cash contribution, in the amount of \$5,663,980, to Richmond’s Leisure Facilities Reserve Fund – City Centre Facility Development Sub-Fund, in lieu of constructing community amenity space on-site, as determined based on a construction-value amenity transfer rate of \$700/ft² and an amount of amenity transferred off-site based on 5% of the maximum VCB buildable floor area permitted on the subject site under the proposed Residential/Limited Commercial (RCL3) zone, as indicated in the table below.

TABLE 4

Use	Maximum Permitted VCB Bonus Floor Area as per the RCL Zone	VCB Community Amenity Space Area (5% of Bonus Area)	Construction-Value Amenity Transfer Contribution Rate	Minimum Voluntary Developer Cash Contribution
TOTAL	15,034.3 m² (161,827.9 ft²)	751.7 m² (8,091.4 ft²)	\$700.00/ft²	\$5,663,980.00 (1)

(1) In the event that the developer contribution is not provided within one year of the rezoning application receiving third reading of Council (Public Hearing), the Construction-Value Amenity Transfer Contribution shall be increased annually thereafter based on the Statistics Canada “Non-Residential Building Construction Price Index” yearly quarter-to-quarter change for Vancouver, where the change is positive..

11.2. Office Subdivision Restriction: Registration on title of a restrictive covenant or alternative legal agreement, to the satisfaction of the City, to require that the subdivision of any Village Centre Bonus floor area within the building that is used for office shall not exceed one strata lot or air space parcel per storey of the building.

11.3. Commercial Parking: Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, for the purpose of restricting the use of parking provided on-site in respect to non-residential uses and providing for the shared use of that parking with visitors to the subject development’s market residential uses and Affordable Housing Stand-Alone Building. More specifically, Commercial Parking requirements for the subject development shall include the following.

11.3.1. Commercial Parking shall mean any parking spaces needed to satisfy Zoning Bylaw or other transportation requirements, as determined to the satisfaction of the City through the rezoning and/or an approved Development Permit*, including spaces required for the use of:

- a) The general public;
- b) Businesses and tenants on the lot, together with their employees, visitors, customers, and guests; and
- c) Residential visitors.

11.3.2. Commercial Parking shall include:

- a) No less than 50% Public Parking spaces, which spaces shall be designated by the owner/operator exclusively for short-term parking (e.g., drop-off/pick-up or hourly) by the general public; and
- b) No more than 50% Assignable Parking spaces, which spaces may be designated, sold, leased, reserved, signed, or otherwise assigned by the owner/operator for the exclusive use of employees or specific persons or businesses.

11.3.3. Public Parking spaces shall:

- a) Include at least 85% of the commercial parking spaces located at the entry level of the lot’s parking structure or as otherwise determined to the satisfaction of the Director of Transportation; and
- b) Be available for use 365 days per year for a daily duration equal to or greater than the operating hours of transit services within 400 m (5 minute walk) of the lot, businesses located on the lot, or as otherwise determined by the City.

- 11.3.4. Visitors to the subject development's market housing and affordable housing units/tenants and Non-Profit Social Service uses shall have shared use of the Public Parking on the same terms as members of the general public.
- 11.3.5. Commercial Parking shall not include tandem parking.
- 11.3.6. Commercial Parking (both Public Parking and Assignable Parking) must include a proportional number of handicapped parking spaces and small car parking spaces in compliance with the Zoning Bylaw or as otherwise determined to the satisfaction of the Director of Transportation.
- 11.3.7. "No development" shall be permitted on the lot, restricting Development Permit* issuance for a building on the lot, in whole or in part, unless the permit provides for the required Commercial (Public and Assignable) Parking and related features to the satisfaction of the City.
- 11.3.8. No Building Permit* shall be issued for a building on the lot, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless the permit provides for the required Commercial (Public and Assignable) Parking and a letter of confirmation is submitted by the architect assuring that the facilities satisfy the City's objectives.
- 11.3.9. "No occupancy" of the development shall be permitted, in whole or in part, unless the development is completed in accordance with a City-approved Occupancy Staging Plan.
- 11.4. Non-Residential Tenant Cycling Facilities: Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, for the purpose of requiring that the developer/owner provides, installs, and maintains cycling facilities for the exclusive use of the development's non-residential tenants (including Non-Profit Social Service use tenants), to the satisfaction of the City as determined via the Development Permit* review and approval processes. More specifically:
 - 11.4.1. The developer/owner shall, at its sole cost, design, install, and maintain cycling facilities on the lot for the shared use of the development's non-residential tenants (including Non-Profit Social Service use tenants), including:
 - a) End-of-trip cycling facilities in the form of a handicapped-accessible suite of rooms designed to accommodate use by four or more people (of the same or different genders) at one time, as determined to the City's satisfaction through the Development Permit* review and approval process, including at least two (2) shower/change cubicles with doors, two (2) change cubicles with doors, two (2) toilet cubicles with doors, two (2) wash basins, and a common change room with a bench(s), grooming station (i.e. mirror, counter, and electrical outlets), and lockers;
 - b) A maintenance facility in the form of a bike repair and maintenance station comprising a foot-activated pump, repair stand with integrated tools, and a bike wash; and
 - c) EV-equipped storage facilities in the form of "Class 1" bike storage spaces for the commercial tenants of the building, as per the Zoning Bylaw, which storage must include 120V energized (duplex) outlets for the shared use of cyclists at a rate of 1 energized (duplex) outlet for each 10 bike storage spaces or portion thereof in each bike storage room (which energized outlets shall be located to facilitate shared use by bikes in the storage room);
 - 11.4.2. For ease of use and security, the required cycling facilities shall be clustered together on the building's ground floor and provide for convenient and safe access to/from the office tower's elevator/stair core, unless an alternative location is approved, at the sole discretion of the Director of Transportation, through the Development Permit* review and approval processes;
 - 11.4.3. "No development" shall be permitted on the lot, restricting Development Permit* issuance for any building on the lot, in whole or in part, unless the permit provides for the required cycling facilities to the satisfaction of the City;
 - 11.4.4. No Building Permit* shall be issued for a building on the lot, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless the permit provides for the required cycling facilities to the satisfaction of the City and a letter of confirmation is submitted by the architect assuring that the design of the facilities satisfies all applicable City's requirements; and

- 11.4.5. "No occupancy" of the development shall be permitted, in whole or in part, unless the development is completed in accordance with a City-approved Occupancy Staging Plan.
- 11.5. Commercial Tenant Transit Pass Program: Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, for the purpose of securing the developer/owner's commitment towards implementing, at the developer/owner's sole cost, a coordinated strategy providing transit passes for commercial tenants (valued at \$40,000). "No occupancy" of the development shall be permitted, in whole or in part, unless the development is completed in accordance with a City-approved Occupancy Staging Plan.
- 11.6. Car-Share Measures: Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, for the purpose of securing the developer/owner's commitment towards implementing, at the developer/owner's sole cost, a car-share strategy comprised of designated car-share parking spaces, car-share vehicles, and contractual arrangements with a car-share operator, all to the satisfaction of the City.
- 11.6.1. The car-share parking facility shall provide for the following:
- a) Two (2) car-share parking spaces located together on the ground floor of the building where they will be secure, universally-accessible, and provide for safe and convenient 24/7 public pedestrian and vehicle access, as determined to the City's satisfaction;
 - b) Operating electric vehicle (EV) quick-charge (240 V) charging stations for the exclusive use of and simultaneous charging of the car-share vehicles parked in the required car-share spaces; and
 - c) Pedestrian and vehicle access, signage, lighting, and other features necessary to the operation of the car-share facility and vehicles as determined to the satisfaction of the City.
- 11.6.2. The required car-share spaces shall be provided by the developer/owner in addition to that parking provided to satisfy Zoning Bylaw parking requirements with respect to residential and commercial uses on the lot.
- 11.6.3. Users of the car-share spaces shall not be subject to parking fees or EV charging fees, except as otherwise determined at the sole discretion of the City.
- 11.6.4. The developer/owner shall, to the City's satisfaction, enter into a contract with a car-share operator for the operation of the car-share parking facility for a minimum term of three (3) years, which contract shall require, among other things, that:
- a) The developer/owner provides two (2) car-share cars at no cost to the operator;
 - b) The car-share cars shall be electric vehicles, unless otherwise determined to the satisfaction of the car-share operator and the City; and
 - c) The required car-share parking facility and vehicles will be 100% available for use upon the required occupancy of the car-share parking facility as set out in a City-approved Occupancy Staging Plan.
- 11.6.5. "No development" shall be permitted on the subject site, restricting Development Permit* issuance for a building on the subject site, in whole or in part, unless the developer, to the City's satisfaction:
- a) Designs the subject site to provide for the required car-share parking facility to the City's satisfaction;
 - b) Secures the car-share parking facility via a statutory right-of-way(s) and easement(s) registered on title and/or other legal agreements, as determined to the City's satisfaction;
 - c) Provides a Letter of Credit (LOC) to the City to secure the developer's commitment to the provision of two (2) car-share vehicles, the value of which shall be the estimated retail value of the two (2) car-share cars at the time of purchase or as otherwise determined to the satisfaction of the Director of Transportation and Director of Development; and
 - d) Registers legal agreement(s) on title requiring that, unless otherwise agreed to in advance by the City, in the event that the car-share parking facility is not operated for car-share purposes as intended via the subject rezoning application (e.g., the operator's contract is terminated or expires), control of the car-share facility shall be transferred to the City, at no cost to the City, and the City at its sole discretion, without penalty or cost, shall determine how the facility shall be used going forward.

11.6.6. No Building Permit* shall be issued for a building on the subject site, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the developer provides for the required car-share parking facility to the City's satisfaction and a letter of confirmation is submitted by the architect assuring that the design of the facility satisfies all applicable City's requirements.

11.6.7. "No occupancy" of the development shall be permitted, in whole or in part, unless the development is completed in accordance with a City-approved Occupancy Staging Plan.

12. Residential Requirements:

12.1. Maximum Residential Floor Area: Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, for the purpose of restricting the maximum buildable residential floor area (including affordable housing and market strata) on the subject site to 27,741.1 m² (298,603.0 ft²), exclusive of residential indoor amenity space and standard Zoning Bylaw floor area exclusions (e.g., parking and elevator/stair cores).

12.2. Affordable Housing: The City's acceptance of the developer/owner's offer to voluntarily contribute affordable housing, in the form of low-end market rental (LEMR) units, constructed to a turnkey level of finish on the subject site at the sole cost of the developer, the terms of which voluntary contribution shall include, but will not be limited to, the registration of the City's standard Housing Agreement and Covenant on title to secure the affordable housing units. The form of the Housing Agreements and Covenant shall be agreed to by the developer and the City prior to final adoption of the subject rezoning application; after which time, only the Housing Covenant may be amended or replaced and any such changes will only be permitted for the purpose of accurately reflecting the specifics of the Development Permit* for the subject site and other non-materials changes resulting thereof and made necessary by the Development Permit* approval requirements, as determined to the satisfaction of the Director of Development and Director of Community Social Development. The terms of the Housing Agreement and Covenant shall indicate that they apply in perpetuity and provide for, but will not be limited to, the requirements set out in the Affordable Housing Stand-Alone Building Terms of Reference (**Schedule C**). "No occupancy" of the development shall be permitted, in whole or in part, unless the development is completed in accordance with a City-approved Occupancy Staging Plan.

12.3. Market Resident Cycling Facilities: Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, for the purpose of requiring that the developer/owner provides, installs, and maintains bike maintenance facilities and "Class 1" bike storage on-site for the use of the occupants of the subject development's market residential units (i.e. not the affordable housing units), which measures shall generally be clustered together adjacent to each of the market residential housing's 3 elevator/stair cores, as determined to the satisfaction of the City through the Development Permit* review and approval processes. More specifically:

12.3.1. The developer/owner shall, at its sole cost, design, install, and maintain cycling facilities on the lot for the shared use of the development's market residential tenants (i.e. not shared with the Affordable Housing Stand-Alone Building occupants), including:

- a) Bike repair and maintenance facilities, at a rate of 1 per elevator/stair core (i.e. 3 in total), each of which shall comprise a foot-activated pump, repair stand with integrated tools, and a bike wash; and
- b) EV-equipped storage facilities in the form of "Class 1" bike storage spaces for the market residential tenants of the building, at a rate of 1.25 bike spaces/unit (as per the Zoning Bylaw), which bike storage must include 120V energized (duplex) outlets for the shared use of cyclists at a rate of 1 energized (duplex) outlet for each 10 bike storage spaces or portion thereof in each bike storage room (which energized outlets shall be located to facilitate shared use by bikes in the storage room).

12.3.2. "No development" shall be permitted on the lot, restricting Development Permit* issuance for any building on the lot, in whole or in part, unless the permit provides for the required cycling facilities to the satisfaction of the City;

12.3.3. No Building Permit* shall be issued for a building on the lot, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless the permit provides for the required cycling facilities to the satisfaction of the City and a letter of confirmation is submitted by the architect assuring that the design of the facilities satisfies all applicable City's requirements; and

12.3.4. "No occupancy" of the development shall be permitted, in whole or in part, unless the development is completed in accordance with a City-approved Occupancy Staging Plan.

12.4. Residential Visitor Parking: Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, for the purpose of requiring that the developer/owner provides, installs (including appropriate signage), and maintains 20 designated parking spaces for the use of visitors to the subject development's market housing and affordable housing units/tenants on the basis of:

12.4.1. 5 spaces for the exclusive use of each market residential tower (i.e. 15 in total); and

12.4.2. 5 spaces for the exclusive use of the Affordable Housing Stand-Alone Building.

In addition, as indicated with respect to the required "Commercial Parking" covenant, visitors to the subject development's market housing and affordable housing units/tenants shall have shared use of the Public Parking on the same terms as members of the general public.

Note: Compliance with this section and the "Commercial Parking" covenant shall be understood to fully satisfy the subject development's visitor parking requirements with respect to the Zoning Bylaw.

13. Non-Profit Social Service Agency Accommodation Measures: The City's acceptance of the developer's offer to voluntarily contribute affordable community amenity space for operation by non-profit social service agencies, together with tenant relocation assistance, as determined to the satisfaction of the City. The terms of the developer's contribution shall include, but shall not be limited to, the developer's design and construction (to a shell level of finish, at the developer's sole cost) of at least 425.7 m² (4,582.0 ft²) of gross leasable space on the east side of subject site (co-located with the Affordable Housing Stand-Alone Building), together with related uses/spaces (e.g., lobby, circulation, parking), to the satisfaction of the City. The form of the legal agreements securing the developer's commitment shall be agreed to by the developer and the City prior to final adoption of the subject rezoning application; after which time, the agreement(s) may only be amended or replaced for the purpose of accurately reflecting the specifics of the Development Permit* for the subject site and other non-materials changes resulting thereof and made necessary by the Development Permit* approval requirements, as determined to the satisfaction of the Director of Development and Director of Community Social Development. The terms of the legal agreements shall indicate that they apply in perpetuity and provide for, but will not be limited to, the requirements set out in the Non-Profit Social Service Agency Accommodation Measures Terms of Reference. "No occupancy" of the development shall be permitted, in whole or in part, unless the development is completed in accordance with a City-approved Occupancy Staging Plan.

Note: For the purposes of calculating maximum permitted floor area under the Zoning Bylaw, the non-profit social service agency tenant units, circulation intended for the exclusive use of the non-profit social service agency tenants and their visitors, and any lobby and/or vertical circulation shared by the non-profit social service agency tenants and the occupants of the Affordable Housing Stand-Alone Building shall be treated as "community amenity space" to a maximum of 0.1 FAR, as permitted under the Residential/Limited Commercial (RCL3) zone.

14. Driveway Crossings: Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, to ensure that all vehicle access to the subject site shall be from the new City Road along the east side of the subject site (i.e. not from Minoru Boulevard).

15. Tandem Parking: Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, to ensure that:

15.1. Resident Parking: Where two parking spaces are provided in a tandem arrangement for the use of resident parking (excluding Affordable Housing Stand-Alone Building parking), as per the Zoning Bylaw, both parking spaces must be assigned to the same dwelling unit; and

15.2. Elsewhere: Tandem parking shall be prohibited for all other purposes including, but not limited to, parking for the Affordable Housing Stand-Alone Building occupants and Commercial (Public and Assignable) Parking.

Initial: _____

16. District Energy Utility (DEU): Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement(s) will include, at minimum, the following terms and conditions:
- 16.1. 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;
 - 16.2. 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:
 - 16.2.1. 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
 - 16.2.2. 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. Such restrictive covenant and/or asset transfer agreement shall include a warranty from the owner with respect to the on-site DEU works (including the low carbon energy plant) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City;
 - 16.3. 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.
 - 16.4. 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:
 - 16.4.1. The building is connected to the DEU;
 - 16.4.2. 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
 - 16.4.3. 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.
 - 16.5. 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:
 - 16.5.1. The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - 16.5.2. 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;
 - 16.5.3. 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;
 - 16.5.4. 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

- 16.5.5. Prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all additional Covenants, Statutory Right-of-Way(s) and/or easements necessary for supplying the services to the building and the operation of the low carbon energy plant by the City and/or the City's DEU service provider, LIEC.
- 16.6. If a DEU is not available for connection, and a LCDEU service area bylaw which applies to the site has not 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 until:
 - 16.6.1. The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU; and
 - 16.6.2. The owner grants or acquires any additional Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building, registered prior to subdivision (including Air Space parcel subdivision and strata plan filing).
17. Occupancy Staging Agreement: Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, securing that should the developer/owner request that occupancy of the building proceeds in stages (e.g., tower-by-tower), that "no occupancy" shall be permitted of any portion of the building, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless the developer/owner satisfies the following:
 - 17.1. Prior to first occupancy of the building on the subject site, in whole or in part (exclusive of any provisional occupancy permitted exclusively for construction and/or tenant improvement purposes), the developer/owner shall:
 - 17.1.1. Complete the prior-to-first-occupancy requirements to the satisfaction of the Director of Development, Director of Transportation, Director, Parks Services, and Director of Engineering including:
 - a) All District Energy Utility requirements;
 - b) All Affordable Non-Profit Social Service Agency Replacement Space ("Replacement Space") requirements (including, but not limited to tenant improvements and parking); and
 - c) All engineering, transportation, and parks works subject to a Servicing Agreement* including, but not limited to, the Minoru Corner Plaza Expansion (SRW). (Note: For off-site works and improvements within SRW areas, completion to the City's satisfaction shall mean, among other things, that the works have received a Certificate of Completion, final Building Permit* inspection granting occupancy, or alternate City approval(s), as determined to be applicable at the sole discretion of the City.)
 - 17.1.2. Submit a letter prepared by the architect confirming that all prior-to-first-occupancy requirements are complete.
 - 17.2. Prior to occupancy of any commercial uses on the subject site, in whole or in part (exclusive of any provisional occupancy permitted exclusively for construction and/or tenant improvement purposes), the developer/owner shall complete the following to the satisfaction of the Director of Development and Director of Transportation and receive, as applicable, a Certificate of Completion and/or final Building Permit* inspection granting occupancy for those features:
 - 17.2.1. 100% of the prior-to-first-occupancy requirements;
 - 17.2.2. 100% of the Public Parking portion of the development's required Commercial Parking spaces;
 - 17.2.3. 100% of the Non-Residential Tenant Cycling Facilities;
 - 17.2.4. 100% of the Car-Share Measures, including the developer/owner's required contract with a car-share operator;
 - 17.2.5. A proportional share of the Assignable Parking portion of the development's required Commercial Parking spaces;

- 17.2.6. A proportional share of EV charging infrastructure for vehicles and bikes, loading and waste management facilities, and other features as required to satisfy the Zoning Bylaw and Development Permit*;
 - 17.2.7. Implementation, to the City's satisfaction, of the required Commercial Tenant Transit Pass Program (as secured by legal agreement registered on title to the lot); and
 - 17.2.8. Submission of a letter prepared by the architect confirming that all applicable prior-to-commercial occupancy-requirements are complete.
- 17.3. Prior to occupancy of any residential uses on the subject site, in whole or in part (exclusive of any provisional occupancy permitted exclusively for construction activities and/or tenant improvement purposes), the developer/owner shall complete the following to the satisfaction of the Director of Development, Director of Transportation, and Manager of Community Social Development and receive as applicable, a Certificate of Completion and/or final Building Permit* inspection granting occupancy for those features:
- 17.3.1. 100% of the prior-to-first-occupancy requirements;
 - 17.3.2. 100% of the Affordable Housing Stand-Alone Building and all related features/requirements (e.g., Basic Universal Housing units, parking, cycling facilities, and related EV charging infrastructure, indoor and outdoor amenity spaces, and waste management facilities), together with implementation, to the City's satisfaction, of the required Affordable Housing Transit Pass Program (as secured by legal agreement registered on title to the lot);
 - 17.3.3. 100% of the development's required Residential Visitor Parking spaces for the use of visitors to the market housing and affordable housing units/tenants;
 - 17.3.4. 100% of the Public Parking portion of the development's required Commercial Parking spaces;
 - 17.3.5. A proportional share of residential parking, residential cycling facilities, and related EV charging infrastructure, indoor and outdoor amenity spaces, loading and waste management facilities, and other features as required to satisfy the Zoning Bylaw and Development Permit*; and
 - 17.3.6. Submission of a letter prepared by the architect confirming that all applicable prior-to- residential occupancy-requirements are complete.
- 17.4. Related Permits Holds:
- Note: For clarity, the following restrictions are NOT intended to apply to tenant improvements undertaken with respect to the existing building or construction activity required with respect to tenant improvements to commercial units in the subject development, as determined at the City's discretion.
- 17.4.1. "No development" shall be permitted on the subject site, restricting Development Permit* issuance for any building on the subject site, unless the permit includes the entirety of the subject development.
 - 17.4.2. No Building Permit* shall be issued for a building on the subject site unless the permit, which may be issued in parts (e.g., partial permit issuance for foundation works), includes the entirety of the subject development and a letter of confirmation is submitted by the architect assuring that the design of the building and related features satisfies all applicable City's requirements.
 - 17.4.3. "No occupancy" shall be permitted of a building on the lot, in whole or in part (exclusive of any provisional occupancy permitted exclusively for construction activities and/or tenant improvement purposes), unless the building and related features are completed in accordance with the City-approved Occupancy Staging Plan (which may be amended subject to an approved Development Permit) to the satisfaction of the City and a letter of confirmation is submitted by the architect assuring that the building and related features satisfy all applicable City's requirements.
18. Development Permit*: The submission and processing of a Development Permit* for the entirety of the subject development to a level deemed acceptable by the Director of Development.

19. **Servicing Agreement***: Enter into a Servicing Agreement* for the design and construction, at the developer's sole cost, of full upgrades across the subject site's frontages, together with various engineering, transportation, and parks works, to the satisfaction of the City. Prior to rezoning adoption, all Servicing Agreement* works must be secured via a Letter(s) of Credit, as determined by the City. All works shall be completed prior to first occupancy of the building on the lot, in whole or in part (excluding parking intended as an ancillary use to non-parking uses on the site), unless otherwise permitted by a City-approved Occupancy Staging Plan.

Servicing Agreement* works shall include, but may not be limited to, the following:

- 19.1. **Engineering Servicing Agreement* Requirements**: The developer shall be responsible for the design and construction of water, storm sewer, sanitary sewer, frontage improvements, and general engineering works to the satisfaction of the Director of Engineering, which works shall include, but may not be limited to, those set out in **Schedule E**. (Development Cost Charge (DCC) credits may apply.)
- 19.2. **Transportation Servicing Agreement* Requirements**: The developer shall be responsible for the design and construction of road and related improvements, to the satisfaction of the Director of Transportation, which works shall include, but may not be limited to, those set out in **Schedule F, Schedule G, and Schedule H**. (Development Cost Charge (DCC) credits may apply.)
- 19.3. **Parks Servicing Agreement* Requirements**: The developer shall be responsible for the design and construction of park and related improvements, to the satisfaction of the Director, Parks (Services) and Director of Development, which works shall include, but may not be limited to, those set out in **Schedule I**. (Development Cost Charge (DCC) credits shall not apply.)

Prior to a Development Permit* being forwarded to the Development Permit Panel for consideration, among other things the developer/owner must complete the following requirements:

- 1. Submission of a letter prepared by a BCLS registered surveyor confirming that information submitted prior to Council consideration of the rezoning application remains up to date with respect to building height compliance with Transport Canada regulations.
- 2. Submission of an acoustical and mechanical report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

- 3. Richmond Fire Department (RFD) review, which may include, but may not be limited to:
 - Addressing (e.g., visible from the street, contrasting colours);
 - Fire hydrant measurements (e.g., principle entrance, RFD connection);
 - Fire panel (e.g., operation sequence, stages, elevator operation);
 - RFD connection (e.g., inter-connected, connections at amenities, podium roof, other accessible rooftops and open spaces);
 - Fire ratings (e.g., podium);
 - RFD access route measurements (e.g., widths, lengths, dead ends);
 - Smoke control measures (e.g., vestibules, stairwells, kitchens);
 - Tank permits (e.g., emergency generator);

- Emergency generator (e.g., power) and the spaces serviced (e.g., firefighter elevator, annunciator panel, emergency lights);
- Designated firefighter elevator;
- Firefighter voice communication;
- Fire extinguisher installation areas (e.g., measurements); and
- Alarm-activated front door release.

Prior to Building Permit issuance, among other things the developer/owner must complete the following requirements:

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit* plans in compliance with the approved rezoning and/or Development Permit*.
3. Receipt of a Building Permit* 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:

- The asterisk (*) indicates that a separate application is required.
- 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 copy on file

Signed

Date

SUBDIVISION PLAN OF
LOT 47 PLAN 34383,
LOT A PLAN NWP88228, AND
LOT 26 EXCEPT: EAST 10 FEET, PLAN 32135
ALL OF SECTION 5 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT

PLAN EPP _____
DRAFT

BCOS 020.015

LEGEND

SCALE 1:500

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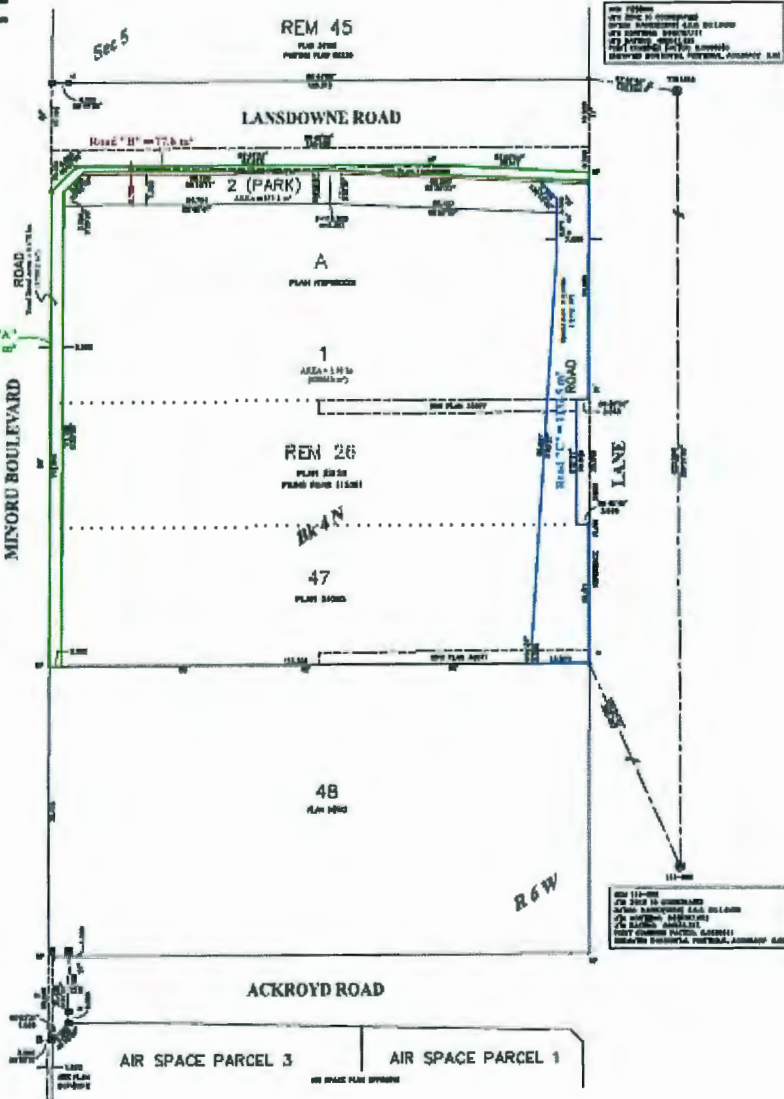
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BY AND ASSIGNED
LAND DEVELOPMENT LTD.
2000 - 1000 Street
Surrey BC V3R 5K7
Tel: 604-591-1111
Fax: 604-591-1112

THE PLAN LIES WITH THE
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CITY OF NEW WESTMINSTER
FOR THE CITY OF NEW WESTMINSTER
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CITY ENGINEER - CITY OF NEW WESTMINSTER

Preliminary Statutory Right-of-Way Plan (City-Owned Park Enhancement Area)



RZ 18-807640

Affordable Housing Stand-Alone Building Terms of Reference

Prior to final adoption of Richmond OCP Amendment Bylaw No. 10050 and Bylaw No. 10102 and Zoning Amendment Bylaw No. 10051, the developer/owner is required to complete the following:

Affordable Housing: The City's acceptance of the developer/owner's offer to voluntarily contribute affordable housing, in the form of low-end market rental (LEMR) units, constructed to a turnkey level of finish on the subject site at the sole cost of the developer, the terms of which voluntary contribution shall include, but will not be limited to, the registration of the City's standard Housing Agreement and Covenant on title to secure the affordable housing units. The form of the Housing Agreements and Covenant shall be agreed to by the developer and the City prior to final adoption of the subject rezoning application; after which time, only the Housing Covenant may be amended or replaced and any such changes will only be permitted for the purpose of accurately reflecting the specifics of the Development Permit for the subject site and other non-materials changes resulting thereof and made necessary by the Development Permit* approval requirements, as determined to the satisfaction of the Director of Development and Director of Community Social Development. The terms of the Housing Agreement and Covenant shall indicate that they apply in perpetuity and provide for, but will not be limited to, the requirements set out in the Affordable Housing Stand-Alone Building Terms of Reference. "No occupancy" of the development shall be permitted, in whole or in part, unless the development is completed in accordance with a City-approved Occupancy Staging Plan.*

1. **Stand-Alone Building & Not-for-Profit Operator:** The developer/owner have indicated to the City that they plan to pursue an agreement with a not-for-profit organization to manage the development's required LEMR units. To support this partnership, the City is willing to accept clustering of the required LEMR units in the form of a stand-alone building, together with the clustering of other building features intended for the exclusive use of the affordable housing occupants (e.g., parking, Class 1 bike storage, indoor and outdoor amenity spaces, and waste management features).
 - a) The affordable housing shall occupy one (1) stand-alone building fronting the new City Road along the east frontage of the subject site;
 - b) The stand-alone building shall be integrated with the development's underground parking structure, roof deck, and related features, but will be designed to function as an independent building that does not share common circulation (e.g., lobbies, hallways, elevators, and stairs), emergency exit routes, or indoor/outdoor residential amenity spaces with the market-residential or commercial uses on the subject site; and
 - c) The "stand-alone" affordable housing building shall be located within an Air Space Parcel approved by the City. Legal agreements shall be registered on title, to the satisfaction of the City, to ensure that the affordable housing building occupants, not-for-profit operator, guests, and designates have adequate access to and enjoyment of facilities intended for their exclusive use (e.g., parking, "Class 1" bike storage, indoor/outdoor amenity spaces, waste management facilities, and related spaces and uses) and shared use with other occupants (residential and commercial) of the development (e.g., driveways, loading, waste management facilities, and related spaces and uses), as determined to the City's satisfaction through the Development Permit*. Use of any such exclusive or shared facilities shall result in no additional charge to the affordable housing building occupants (i.e. no monthly rents or other user fees shall apply for casual, shared, or other use). In the event that any exclusive or shared facilities are not part of the Air Space Parcel (e.g., parking) and the not-for-profit operator is subject to additional charges for the use of such facilities, any such charges may not exceed the rates charges to other users on the lot for access to/use of similar uses and spaces, as determined to the City's satisfaction.
2. **Minimum Required Floor Area:** The required minimum floor area of the affordable housing building, exclusive of parking, bike storage, and ancillary uses not intended for the exclusive use of the affordable housing occupants, shall comprise the combined total area of the following ,as determined to the satisfaction of the Director of Development and Director of Community Social Services and set out in an approved Development Permit*:

- a) At least 2,774.1 m² (29,860.3 ft²) of habitable affordable housing dwelling unit floor area, based on 10% of the maximum residential floor area permitted on the subject site (as per the Maximum Residential Floor Area agreement required to be registered on title to the lot);
- b) Circulation (e.g., lobbies, hallways, elevators, and stairs) intended for the exclusive use of the affordable housing occupants;
- c) Indoor amenity space within and around the affordable housing building, designed and secured for the exclusive use of the affordable housing occupants, the size of which space shall comply at a minimum with standard City OCP and City Centre Area Plan (CCAP) policy as applicable to a “stand alone” building without access to amenities shared with another building; and
- d) All walls, mechanical, electrical, and similar spaces required to facilitate the developer/owner’s provision of the proposed “stand alone” affordable housing building on the lot.

3. **Housing Requirements:** The developer/owner shall, as generally indicated in the table below:

- a) Ensure that the types, sizes, rental rates, and occupant income restrictions for the affordable housing units are in accordance with the City’s Affordable Housing Strategy and guidelines for Low End Market Rental (LEMR) housing, unless otherwise agreed to by the Director of Development and Director, Community Social Development; and
- b) Achieve the Project Targets for unit mix and Basic Universal Housing (BUH) standard compliance or as otherwise determined to the satisfaction of the Director, Community Social Development through an approved Development Permit*.

Unit Types	Minimum Unit Area	Maximum Monthly LEMR Unit Rent***	Total Maximum Household Income**	Project Unit Targets	
				Unit Mix**	BUH Units*
Bachelor	37 m ² (400 ft ²)	\$811	\$34,650 or less	+/-5% (2)	N/A
1-Bedroom	50 m ² (535 ft ²)	\$975	\$38,250 or less	+/-36% (17)	100%
2-Bedroom	69 m ² (741 ft ²)	\$1,218	\$46,800 or less	+/-53% (25)	100%
3-Bedroom	91 m ² (980 ft ²)	\$1,480	\$58,050 or less	+/-6% (3)	100%
TOTAL	Varies	Varies	Varies	100% (47)	100%

* BUH units mean those units that are designed and constructed to satisfy the Zoning Bylaw’s Basic Universal Housing standards. (NOTE: The Zoning Bylaws permits a floor area exemption of 1.86 m² / 20 ft² per BUH unit.)

** The unit mix will be confirmed to the satisfaction of the City through the Development Permit* process. The recommended unit mix is indicated in the table; however, based on approved design, which may take into account non-profit housing operator input, the unit mix may be varied provided that at least 50% of total affordable housing units are some combination of “family friendly”, 2- and 3-bedroom units.

*** Rate shall be adjusted periodically as provided for under adopted City policy.

- c) Occupants of the affordable housing units shall, to the satisfaction of the City (as determined prior to Development Permit* approval), enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces provided with respect to the affordable housing building as per OCP, City Centre Area Plan, and Development Permit* requirements, at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of any amenities).

4. **Transportation Requirements:**

- a) Transportation Demand Management (TDM) Measures: Among other things, the terms of the Housing Covenant (or an alternative legal agreement if so determined by the City) shall secure various TDM measures for the purpose of satisfying Zoning Bylaw (TDM) requirements permitting affordable housing parking reductions of up to 10% , including:
 - i. Affordable Housing Cycling Facilities: The developer/owner’s provision of bike-related measures for the exclusive use of the occupants of the Affordable Housing Stand-Alone Building, which measures shall be clustered together adjacent to the Affordable Housing Stand-Alone Building’s elevator/stair

core, as determined to the satisfaction of the City through the Development Permit* review and approval processes, including:

- EV-equipped “Class 1” bike storage spaces at a rate of 2.0 bikes/affordable housing unit (i.e. increased from the Zoning Bylaw rate of 1.25 bikes/unit), which bike storage must include 120V energized (duplex) outlets for the shared use of cyclists at a rate of 1 energized (duplex) outlet for each 10 bike storage spaces or portion thereof in each bike storage room (which energized outlets shall be located to facilitate shared use by bikes in the storage room);
- 10% of the required “Class 1” bike storage in the form of over-size lockers for family bike storage (e.g., bike trailers), electric-assist vehicles (e.g., mopeds), and similar equipment/uses; and
- A bike repair and maintenance facility comprised of a foot-activated pump, repair stand with integrated tools, and a bike wash.

ii. Affordable Housing Transit Pass Program: The developer/owner’s implementation, at the developer/owner’s sole cost, of a coordinated strategy providing for monthly transit (2-zone) passes for 1 year for 100% of the affordable housing units.

b) Transportation Features: On-site parking, “Class 1” bike storage, and related electric vehicle (EV) charging stations shall be provided for the use of affordable housing occupants as per the OCP, Zoning Bylaw, and approved Development Permit* at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of the parking spaces, bike storage, EV charging stations, or related facilities by affordable housing tenants), which features may be secured via legal agreement(s) on title prior to Development Permit* issuance or as otherwise determined to the satisfaction of the City. (For clarity, those occupants of the affordable units who utilize the vehicle EV charging stations may be required to pay for the cost of their utility usage, but not for their use of the EV charging equipment or associated parking.)

Features	Min. Rate	Min. Number	Min. Energized Outlets
Vehicle Parking	(0.9 spaces/unit – 10%) x 47 units (secured for exclusive use)	39 spaces	100% of spaces (1)
Visitor Parking	5 spaces (secured for exclusive use) plus visitors shall have shared use of Commercial “Public” Parking Spaces on the same terms as the general public		N/A
Class 1 (Secured) Bike Storage	2.0 spaces/unit x 47 units, including 10% over-size lockers for family bike storage (e.g., bike trailers), electric-assist vehicles (e.g., mopeds), and similar equipment/uses (secured for exclusive use)	94 spaces, including 10 over-size lockers	1 per each 10 bikes or portion thereof in a bike storage room (which Energized Outlet shall be located to facilitate shared use by bikes in the storage room).
Bike Maintenance	1 Facility (3) (secured for exclusive use)	1 Facility	N/A

- (2) Vehicle Parking Energized Outlet shall mean all the wiring, electrical equipment, and related infrastructure necessary to provide Level 2 charging or higher to an electric vehicle, as per the Zoning Bylaw
- (3) Class 1 (Secured) Bike Storage Energized Outlet shall mean an operational 120V duplex outlet for the charging of an electric bicycle and all the wiring, electrical equipment, and related infrastructure necessary to provide the required electricity for the operation of such an outlet.
- (4) Bike Maintenance facility shall mean a bike repair and maintenance station comprising a foot-activated pump, repair stand with integrated tools, and a bike wash.

NOTE: For ease of use and security, the required Class 1 (Secured) Bike Storage and Bike Maintenance Facility shall be clustered together and have convenient and safe access to the Affordable Housing building’s elevator/stair core.

5. **Building Features**: The affordable housing units, related uses (e.g., parking, garbage/recycling, hallways, amenities, lobbies), and associated landscaped areas shall be completed, to a turnkey level of finish, at the sole cost of the developer, to the satisfaction of the Director of Development and Director, Community Social Development. Building features shall include, but may not be limited to the following items.

- a) Indoor amenity space shall be provided within and around the affordable housing building; which spaces shall be designed and secured for the exclusive use of the affordable housing occupants and satisfy standard City OCP and City Centre Area Plan (CCAP) policies with respect to minimum amenity size, which for clarity shall:
 - i. Be calculated based on a rate of at least 100 m² (1,076 ft²) or 2.0 m² (21.5 ft²) per affordable housing unit, whichever is greater, for some combination of social, recreational, cultural, and/or educational purposes; and
 - ii. In addition to the above, include at least 19 m² (200 ft²) for use as administrative (e.g., office) space for the use of the not-for-profit housing operator.
- b) Outdoor residential amenity space shall be provided for the shared recreational and social use of the affordable housing occupants at a rate of at least 6 m² (65 ft²) per affordable housing unit, in compliance with standard City OCP and City Centre Area Plan (CCAP) policies, together with additional landscaped space made necessary by the developer’s proposed “stand-alone” affordable housing building including, as applicable and to the satisfaction of the City, landscaped areas required for access to/from/around the outdoor amenity and to buffer it from sensitive neighbouring uses.
- c) The affordable housing building, including its housing units and common areas (e.g., circulation, lobbies, indoor/outdoor amenity spaces, parking, bike storage, and waste management areas), shall be accessible to people with disabilities, in compliance with the BC Building Code or as otherwise determined to the satisfaction of the Director of Community Social Development and Manager of Building Approvals.
- d) The affordable housing building, including their common areas and housing units, shall be equipped with an audio/visual alarm systems.

6. **Prior-to Requirements:**

- a) “No development” shall be permitted on the subject site, restricting Development Permit* issuance for a building on the site, in whole or in part, until the developer, to the City’s satisfaction:
 - i. Submits, for consideration by the City, a memorandum of understanding with a not-for-profit operator demonstrating, among other things, support for the developer’s proposed clustered affordable housing unit arrangement and unit mix on the lot;
 - ii. Designs the lot to provide for the affordable housing units and required ancillary spaces and uses comprising the developer’s proposed “stand-alone” affordable housing building (e.g., Basic Universal Housing units, parking, cycling facilities, and related EV charging infrastructure, indoor and outdoor amenity spaces, and waste management facilities);
 - iii. Amends or replaces the Housing Covenant to accurately reflect the specifics of the affordable housing units and ancillary spaces and uses as per the approved Development Permit*; and
 - iv. As required, registers additional legal agreements on title to the site to facilitate the detailed design, construction, operation, and/or management of the affordable housing units and/or ancillary spaces and uses (e.g., parking) as determined by the City via the Development Permit* review and approval processes.
- b) No Building Permit* shall be issued for a building on the subject site, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless:
 - i. The developer provides for the required affordable housing units and ancillary spaces and uses comprising the proposed “stand-alone” affordable housing building (e.g., Basic Universal Housing units, parking, cycling facilities, and related EV charging infrastructure, indoor and outdoor amenity spaces, and waste management facilities) in the permit;
 - ii. The detailed design shall of the “stand-alone” affordable housing building and all related spaces and features are satisfactory to the Director of Development and Director, Community and Social Development in their sole discretion; and
 - iii. A letter of confirmation is submitted by the architect assuring that the design of the facilities satisfies all applicable City requirements.
- c) As set out in the Occupancy Staging Plan requirements, prior to occupancy of any residential use on the subject site, in whole or in part (exclusive of any provisional occupancy permitted exclusively for construction and/or tenant improvement purposes), the developer/owner shall:

Schedule C

- i. Complete the required affordable housing units and ancillary spaces and uses comprising the developer's proposed stand-alone affordable housing building (e.g., Basic Universal Housing units, parking, cycling facilities, and related EV charging infrastructure, indoor and outdoor amenity spaces, and waste management facilities) to the satisfaction of the City; and
- ii. Implement the required Affordable Housing Transit Pass Program to the satisfaction of the City (as secured by legal agreement registered on title to the lot).

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Non-Profit Social Service Agency Accommodation Measures

Terms of Reference

Prior to final adoption of Richmond OCP Amendment Bylaw No. 10050 and Bylaw No. 10102 and Zoning Amendment Bylaw No. 10051, the developer/owner is required to complete the following:

Non-Profit Social Service Agency Accommodation Measures: The City's acceptance of the developer's offer to voluntarily contribute affordable community amenity space for operation by non-profit social service agencies, together with tenant relocation assistance, as determined to the satisfaction of the City. The terms of the developer's contribution shall include, but shall not be limited to, the developer's design and construction (to a shell level of finish typical of commercial/office lease industry standards, at the developer's sole cost) of at least 425.7 m² (4,582.0 ft²) of gross leasable space on the east side of subject site (co-located with the Affordable Housing Stand-Alone Building), together with related uses/spaces (e.g., lobby, circulation, parking), to the satisfaction of the City. The form of the legal agreements securing the developer's commitment shall be agreed to by the developer and the City prior to final adoption of the subject rezoning application; after which time, the agreement(s) may only be amended or replaced for the purpose of accurately reflecting the specifics of the Development Permit for the subject site and other non-materials changes resulting thereof and made necessary by the Development Permit* approval requirements, as determined to the satisfaction of the Director of Development and Director of Community Social Development. The terms of the legal agreements shall indicate that they apply in perpetuity and provide for, but will not be limited to, the requirements set out in the Non-Profit Social Service Agency Accommodation Measures Terms of Reference. "No occupancy" of the development shall be permitted, in whole or in part, unless the development is completed in accordance with a City-approved Occupancy Staging Plan.*

Note: For the purposes of calculating maximum permitted floor area under the Zoning Bylaw, the non-profit social service agency tenant units, circulation intended for the exclusive use of the non-profit social service agency tenants and their visitors, and any lobby and/or vertical circulation shared by the non-profit social service agency tenants and the occupants of the Affordable Housing Stand-Alone Building shall be treated as "community amenity space" to a maximum of 0.1 FAR, as permitted under the Residential/Limited Commercial (RCL3) zone.

- A. **Intent:** To mitigate the impact of the subject development on two non-profit social service agencies currently located on the subject site through the developer/owner's provision, at the developer/owner's sole cost, of:
1. Affordable Non-Profit Social Service Agency Replacement Space ("Replacement Space") on the subject site; and
 2. Tenant Relocation Assistance (as described in Section C).

Prior to adoption of the Rezoning Bylaw, legal agreements must be registered on title, to the City's satisfaction, to provide for the following Non-Profit Social Service Agency Accommodation Measures.

B. **Affordable Non-Profit Social Service Agency Replacement Space ("Replacement Space"):**

3. **Minimum Required Floor Area:** As determined to the satisfaction of the City through an approved Development Permit* application, the minimum floor area of the Affordable Non-Profit Social Service Agency Replacement Space ("Replacement Space") shall include:
 - a) At least 425.7 m² (4,582.0 ft²) of gross leasable space in the form of non-profit social service agency tenant units capable of accommodating program spaces, administration, and ancillary spaces/uses (e.g., private washrooms);
 - b) Spaces/uses intended for shared use by the non-profit social service agency tenants and their visitors (e.g., circulation and common washrooms);
 - c) Any lobby and/or vertical circulation shared by the non-profit social service agency tenants and the occupants of the Affordable Housing Stand-Alone Building; and
 - d) Ancillary uses/spaces (e.g., parking, loading, secure bicycle storage, and waste management) required to satisfy the Official Community Plan (OCP), Zoning Bylaw, and/or other City policies, objectives, or guidelines.

4. Location: The Replacement Space shall be co-located with the Affordable Housing Stand-Alone Building on the east side of subject site, which co-located arrangement may include, but may not be limited to the following, as determined to the satisfaction of the City through an approved Development Permit* application:
 - a) Above the second storey, spaces/uses secured for the exclusive use of the occupants of Affordable Housing Stand-Alone Building;
 - b) At the second storey, non-profit social service agency tenant units, together with an elevator lobby and related circulation, spaces, and uses for the exclusive use of the non-profit social service agency tenants and their visitors, the design of which shall, among other things, provide for convenient, universally-accessible, and safe public access to/from the parking structure and take into account the needs of people with mobility issues and wheelchairs with attendants;
 - c) At the ground floor, a universally accessible lobby (the design of which must take into account the needs of people with mobility issues and wheelchairs with attendants) for shared use by the occupants of the Affordable Housing Stand-Alone Building, non-profit social service agency tenants, and visitors, which lobby shall provide direct access to the fronting street and a shared elevator/stair providing for:
 - i. Above the second storey, 24/7 access for the exclusive use of the Affordable Housing Stand-Alone Building occupants and their visitors; and
 - ii. At the ground and second storeys, unrestricted public access during regular business hours and secure access for non-profit social service agency tenants and Affordable Housing Stand-Alone Building occupants outside of regular business hours; and
 - d) Within the development’s parkade structure, parking, loading, waste management facilities, bike storage and end-of-trip cycling facilities, and related uses/spaces for the use of the non-profit social service agency tenants (on a shared and/or exclusive basis, as determined to the City’s satisfaction through an approved Development Permit* application).

5. Parking, Loading & Waste Management Requirements: As determined to the satisfaction of the City through an approved Development Permit* application, the subject development shall include, but may not be limited to:
 - a) At least 23 parking spaces for the exclusive use of the non-profit social service agency tenants (including applicable signage), which parking shall:
 - i. Be clustered together on the first parking level above the ground floor and located to provide for convenient/direct and safe public access to/from the Replacement Space’s second floor lobby (the design of which must take into account people with mobility issues and wheelchairs with attendants);
 - ii. Include at least 1 Accessible Space and 1 Van-Accessible Space;
 - iii. Not include more than 12 small car spaces;
 - iv. For at least 12 of the 23 spaces (including some combination of accessible, standard, and small car spaces), energized electric vehicle (EV) charging equipment (i.e. including all the wiring, electrical equipment, and related infrastructure necessary to provide Level 2 charging or higher to an electric vehicle, as per the Zoning Bylaw);
 - b) Bike storage provided in accordance with Zoning Bylaw requirements for retail/office uses, including:
 - i. Class 1 (secured) bike storage equipped with energized EV charging equipment (i.e. operational 120V duplex outlets and all the wiring and related infrastructure necessary to provide their operation) for the exclusive use of the non-profit social service tenants, which bike storage should be co-located with the Non-Residential Tenant Cycling Facilities “End-of-Trip Facilities”; and
 - ii. Class 2 (unsecured/public) for public use;
 - c) Shared use (secured by legal agreement) of the development’s:
 - i. Non-Residential Tenant Cycling Facilities “End-of-Trip Facilities”;
 - ii. Retail/office loading facilities; and
 - iii. Retail/office waste management facilities; and
 - d) Designated (i.e. marked with signage) short-term curb-side parking along the fronting street for exclusive use as a public passenger drop-off/pick-up zone for taxis, Handi Dart, and private vehicles (i.e. NOT for the exclusive use of the non-profit social service agency tenants).

6. Tenant Eligibility: As determined to the satisfaction of the City, all eligible tenants of the Replacement Space must be verifiable non-profit social services agencies that provide Richmond-serving programs. As determined at the City’s discretion, preference may be given to agencies that, among other things:
 - a) Are exclusively Richmond-based;

- b) Provide services aimed at addressing one or more City priorities (e.g., recognized local needs);
 - c) Support City objectives for inclusiveness, community building, and livability of Richmond and its downtown; and/or
 - d) Demonstrate opportunities for synergy with the operator and/or tenants of the Affordable Housing Stand-Alone Building.
7. Rental Terms: Rental rates and terms shall be approved by the City with the aim of ensuring that the Replacement Space shall:
- a) Be secured in perpetuity for exclusive use as “affordable” space for non-profit social service programs, operations, and related activities/uses conducted by eligible tenants that have been pre-qualified by the developer/owner and approved by the Director of Community Social Development or their alternate.
 - b) Be subject to maximum rental rates such that:
 - i. The net rent applicable to the gross leasable area of the non-profit social service tenant units shall not exceed 50% of net market rent (i.e. based on comparable commercial spaces in Richmond’s City Centre);
 - ii. An applicable base rent, together with a mechanism for periodic rent increases (i.e. every 5 years), shall be determined to the satisfaction of the City, together with an obligation to deliver to the City annual statutory declarations as to the tenant(s) and current net rent;
 - iii. The tenants of the non-profit social service tenant units shall not be subject to additional rents or other fees with respect to their casual, shared, or exclusive use of:
 - common spaces shared among the non-profit social service tenants, with the Affordable Housing Stand-Alone Building occupants, and/or with other tenants of the development (e.g., loading and waste management facilities);
 - parking provided as part of the developer/owner’s Assignable Commercial Parking Spaces (secured by legal agreement), except for electrical costs with respect to the tenants’ use of the EV charging equipment; or
 - Class 1 (secured) bike storage provided for the exclusive use of the non-profit social service tenants, except for electrical costs with respect to the tenants’ use of the EV charging equipment.
8. Developer/Owner Responsibility: The developer/owner will be responsible (at the sole cost of the developer/owner) for the following:
- a) Design and construction of the Replacement Space, at the developer’s cost, as determined to the satisfaction of the City through an approved Development Permit* and Building Permit*, including:
 - i) At least 425.7 m² (4,582.0 ft²) of gross leasable space in the form of non-profit social service agency tenant units, which spaces shall be constructed to a shell level of finish typical of commercial/office lease industry standards (which, for clarity, shall include, among other things, plumbing rough-ins for two accessible washrooms and a kitchen/kitchenette in each of the two tenant units); and
 - ii) Spaces/uses intended for shared use by the non-profit social service agency tenants and their visitors (e.g., circulation and common washrooms), any lobby and/or vertical circulation shared by the non-profit social service agency tenants and the occupants of the Affordable Housing Stand-Alone Building, and ancillary uses/spaces (e.g., parking, loading, secure bicycle storage, and waste management) required to satisfy the Official Community Plan (OCP), Zoning Bylaw, and/or other City policies, objectives, or guidelines, which spaces shall be constructed to a turnkey level of finish;
 - b) Pre-qualifying of potential tenants for review and selection by the City;
 - c) Renting of the Replacement Space to eligible, City-approved tenants; and
 - d) Maintenance of the Replacement Space and related uses/spaces in good repair (exclusive of tenant improvements).
9. City Responsibility: The Director of Community Social Development or their alternate will be responsible for:
- a) Defining the Replacement Space tenant eligibility criteria and, as determined to be necessary by the City in its sole discretion, updating the criteria on a periodic basis;
 - b) Setting the Council-approved rental rates for the Replacement Space and reviewing and updating the rates on a periodic basis (e.g., once every five years) as required to the City’s satisfaction; and

- c) Approving tenants from a list of applicants that are pre-qualified by the developer/owner based on City-approved Replacement Space eligibility criteria. (Selection will be done via a selection panel or as otherwise determined to the sole satisfaction of the City.)

10. Tenure:

- a) **Ownership:** Developer-owned; however, the Replacement Space may be sold to an alternate owner, provided that the Replacement Space is sold as a single unit and all rights (e.g., parking, waste facilities, access, rental terms) are transferred with the Replacement Space, to the satisfaction of the City.
- b) **Legal:** Prior to adoption of the Rezoning Bylaw, legal agreements must be registered on title, to the City’s satisfaction, to:
 - i. Secure the Replacement Space in perpetuity (including uses/spaces shared with the Affordable Housing Stand-Alone Building) for exclusive use as “affordable” space for non-profit social service programs, operations, and related activities/uses conducted by eligible tenants (pre-qualified by the developer/owner and approved by the Director of Community Social Development or their alternate);
 - ii. Secure easement(s) and/or alternate agreements as required with respect to parking, shared use of loading and access, rental terms, maintenance, and other considerations; and
 - iii. Provide for “no development”, “no build”, and “no occupancy” covenants, an option for the City to purchase (at a nominal charge), and other measures as the City determines to be necessary.
- c) **Subdivision:** Air Space Parcel (ASP)

C. **Tenant Relocation Assistance:** The developer/owner shall, at the developer’s sole cost and to the satisfaction of the City, provide relocation assistance to the two non-profit social service agencies currently located on the subject site including:

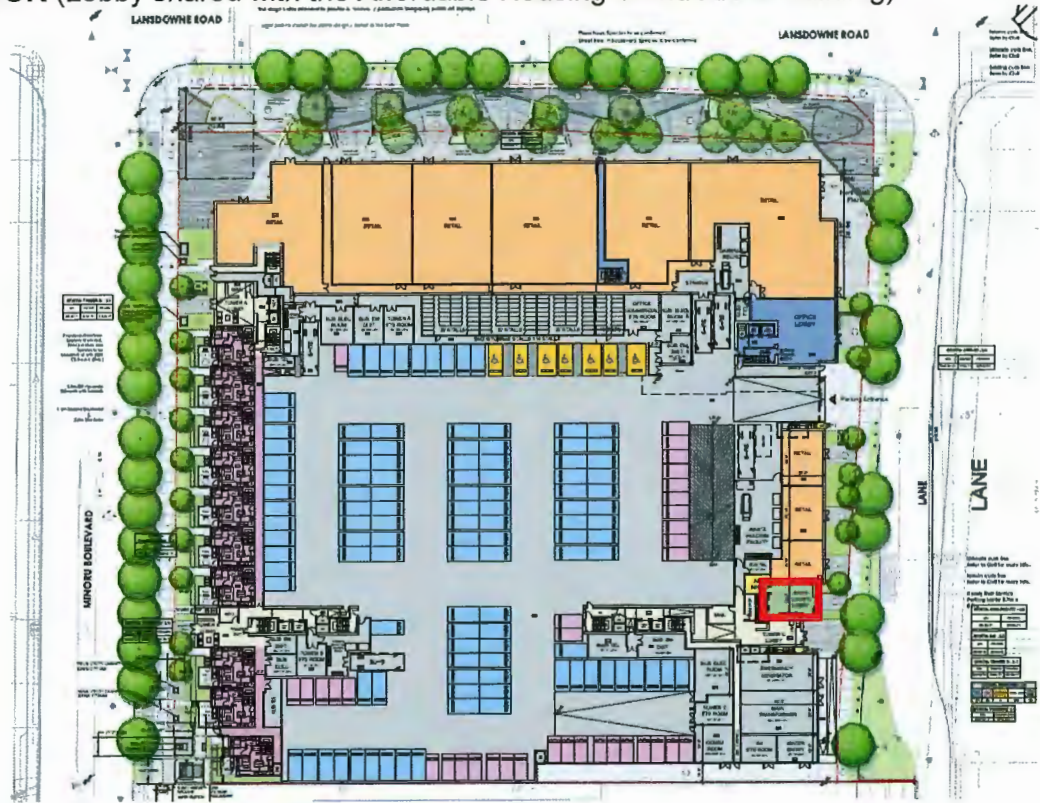
- 1. Three months advance notice of the date when the agencies’ current premises must be vacated;
- 2. Assistance of a commercial real estate broker to find new spaces for the two agencies, which spaces may be temporary or permanent (as determined at the discretion of the individual agency operators); and
- 3. First right of refusal with respect to relocating to the tenant units within the on-site Replacement Space.

D. **Prior-to Requirements:**

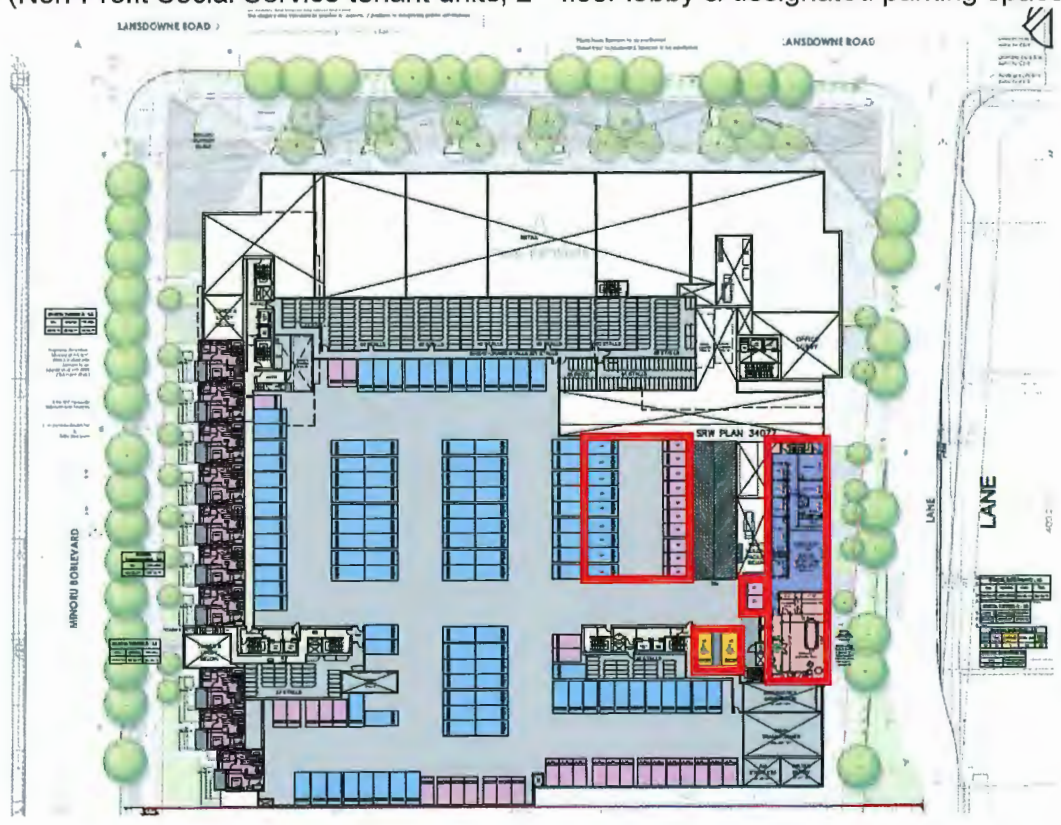
- 1. “No development” shall be permitted on the subject site, restricting Development Permit* issuance for any building on the subject site, in whole or in part, unless the developer designs the on-site Replacement Space to the satisfaction of the City.
- 2. No Building Permit* shall be issued for a building on the subject site, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless:
 - a) The required on-site Replacement Space is incorporated in the Building Permit* drawings/specifications to the satisfaction of the Director of Development, Director of Transportation, and Director of Community Social Development; and
 - b) The developer/owner has provided for the required Tenant Relocation Assistance to the satisfaction of the Director of Community Social Development.
- 3. As set out in the Occupancy Staging Plan requirements, prior to first occupancy of the building on the subject site, in whole or in part (exclusive of any provisional occupancy permitted exclusively for construction and/or tenant improvement purposes), the developer/owner shall complete the required on-site Replacement Space to the satisfaction of the Director of Development, Director of Transportation, and Director of Community Social Development.

Non-Profit Social Service Replacement Space: Conceptual Layout

GROUND FLOOR (Lobby shared with the Affordable Housing Stand-Alone Building)



SECOND FLOOR (Non-Profit Social Service tenant units, 2nd floor lobby & designated parking spaces)



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Engineering Servicing Agreement Requirements:

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

1. Water Works:

- a. Using the OCP Model, there is 435.0 L/s of water available at a 20 psi residual at the Minoru Boulevard frontage, 320.0 L/s of water available at a 20 psi residual at the new north-south road frontage, 359.0 L/s of water available at a 20 psi residual at the Lansdowne Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b. At Developer's cost, the Developer is required to:
 - i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
 - ii. Install approximately 125 m of new 300 mm water main in the new north-south road, complete with hydrants and a blow-off at the south end per City specifications.
 - iii. Install approximately 125 m of new 300 mm water main along Minoru Boulevard from Lansdowne Road to the south property line of the development site. At both Lansdowne Road and the south property line, the water main is to tie-in the existing water mains on both the east and west side of Minoru Boulevard.
 - iv. Remove the existing water main on the east side of Minoru Boulevard along the development frontage.
 - v. Fill and abandon the existing water main on the west side of Minoru Boulevard along the development frontage.
 - vi. Review hydrant spacing on all existing and new road frontages and provide fire hydrants as required to meet City spacing requirements for commercial land use. Fire department approval is required for all fire hydrant installations and relocations.
 - vii. Provide a right-of-way for the water meter and meter chamber, at no cost to the City. Exact right-of-way dimensions to be finalized during the servicing agreement process.
- c. At Developer's cost, the City is to:
 - i. Cut, cap, and remove all existing water service connections and meters to the development site.
 - ii. Reconnect all existing water service connections and hydrant leads to the new water main.
 - iii. Install one new water service connection, meter to be located onsite in a right of way.
 - iv. 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. Perform a capacity analysis to size the proposed storm sewers and drainage conveyances in Minoru Boulevard and the new north-south road. The analysis shall consider both the existing condition and the 2041 OCP condition, and include runoff from the future roads proposed in the OCP. Storm sewers shall be interconnected where possible. Minimum pipe size shall be 600 mm.
 - ii. Install approximately 130 m of new storm sewer in Minoru Boulevard, sized via the required capacity analysis. The new storm sewer shall tie in to the existing storm sewer in the lane south of 5791 Minoru Boulevard, and to the box culvert in Lansdowne Road to the north.
 - iii. Remove the existing storm sewer on the east side of Minoru Boulevard along the development frontage.
 - iv. Fill and abandon the existing storm sewer on the west of Minoru Boulevard along the development frontage.
 - v. Install approximately 130 m of new storm sewer in the new north-south street, sized via the required capacity analysis. The new storm sewer shall tie in to the existing lane drainage to the south of the development site, and to the box culvert in Lansdowne Road to the north.
 - vi. Confirm that the existing temporary storm service in the lane (new north-south road) has been removed. If not, remove.
 - vii. Install one new storm service connection, complete with inspection chamber. Inspection chamber to be located in a right-of-way onsite.
 - viii. Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement.

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- b. At Developer's cost, the City is to:
 - i. Cut and cap all existing storm service connections to the development site and remove inspection chambers.
 - ii. Reconnect all existing storm connections, catch basins, and lawn basins to the proposed storm sewers.
 - iii. Complete all tie-ins for the proposed works to existing City infrastructure.

3. Sanitary Sewer Works

- a. At Developer's cost, the Developer is required to:
 - i. Ensure that 5840 Minoru Boulevard has uninterrupted sanitary service during and after site preparation and building construction.
 - ii. Discharge the sanitary sewer right-of-way at the common property line of 5760 & 5740 Minoru Boulevard (plan number 34077) after removal of the existing sanitary connection.
- b. At Developer's cost, the City is to:
 - i. Install one new sanitary service connection, complete with inspection chamber. Inspection chamber to be located in a right-of-way onsite.
 - ii. Cut and cap all existing service connections serving the development site, and remove inspection chambers. Note: the existing sanitary connection at the common property line of 5760 & 5740 Minoru Boulevard must be removed and capped at the main prior to start of the site preparation works.

4. Frontage Improvements:

- a. The Developer is required to:
 - i. Provide street lighting along all road frontages according to the following street light types:
 - a) City Streets
 - a. Lansdowne Road (South side of street)
 - i. **IMPORTANT:** The following streetlight type shall apply to all 4 corners @ the Lansdowne/Minoru intersection & all 4 corners @ the Lansdowne/New North-South intersection
 - ii. Pole colour: Grey
 - iii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, banner arms, and 1 duplex receptacle, but EXCLUDING any pedestrian luminaires, flower basket holders, or irrigation.
 - iv. Pedestrian lighting @ buffer strip between sidewalk and off-street bike path: Type 8 (LED) INCLUDING 2 pedestrian luminaires and 1 duplex receptacle, but EXCLUDING any banner arms, flower basket holders, or irrigation. (NOTE: "Pedestrian luminaires" are intended to light the sidewalk and off-street bike path. Luminaire arms must be set perpendicular to the direction of travel.)
 - b. New North-South Street @ City-owned lane widening along site's east side (West side of street)
 - i. **IMPORTANT:** The streetlight type shall transition north of the Ackroyd/ New North-South Street intersection. For clarity, all 4 corners @ the Ackroyd/ New North-South Street intersection shall be (blue) City Centre Type; HOWEVER, north of the intersection shall be (grey) Type 7.
 - ii. Pole colour: Grey
 - iii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, banner arms, and 1 duplex receptacle, but EXCLUDING any pedestrian luminaires, flower basket holders, or irrigation.
 - c. Minoru Boulevard (East side of street)
 - i. **IMPORTANT:** The streetlight type shall transition north of the Ackroyd/ Minoru intersection. For clarity, all 4 corners @ the Ackroyd/ Minoru intersection shall be (blue) City Centre Type; HOWEVER, north of the intersection shall be (grey) Type 7 & Type 8.
 - ii. Pole colour: Grey
 - iii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, banner arms, and 1 duplex receptacle, but EXCLUDING any pedestrian luminaires, flower basket holders, or irrigation.
 - iv. Pedestrian lighting @ buffer strip between sidewalk and off-street bike path: Type 8 (LED) INCLUDING 2 pedestrian luminaires and 1 duplex receptacle, but EXCLUDING any banner arms, flower basket holders, or irrigation. (NOTE: "Pedestrian luminaires" are intended to

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- light the sidewalk and off-street bike path. Luminaire arms must be set perpendicular to the direction of travel.)
- v. *NOTE: Staff must confirm if the Minoru cross-section will include an off-street bike path. Streetlight requirements may change if an on-street bike lane is required.*
- b) Off-Street Publicly-Accessible Walkways & Opens Spaces
- a. Lansdowne Road (South side of the park) (City owned & City maintained)
- i. Pole colour: Grey
 - ii. Pedestrian lighting within the park: Type 8 (LED) INCLUDING 1 pedestrian luminaire and 1 duplex receptacle, but EXCLUDING any banner arms, flower basket holders, or irrigation.
- ii. Coordinate with BC Hydro, Telus and other private communication service providers:
- a) To underground the overhead lines and poles along the new north-south road. All above-ground boxes required to facilitate undergrounding shall be located onsite (as in, not within the public realm).
 - b) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - c) To locate/relocate all proposed/existing underground structures (e.g. junction boxes, pull boxes, service boxes, etc.) outside of bike paths and sidewalks.
 - d) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - e) To locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and undergrounding works, and all existing above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (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 functional plan 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 – 1.0 x 1.0 m
 - Traffic signal UPS – 2.0 x 1.5 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m

5. General Items:

- a. The Developer is required to:
- i. Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations. Particularly, the developer is required to confirm that there will be no impact to the existing asbestos cement (AC) storm sewer and water mains fronting the development site; if there is the potential for impact, then the developer may be required to replace these utilities prior to commencing site preparation activities. Note: the developer is required to upgrade these utilities regardless of whether or not there is impact – it is only the timing of the replacement that will depend on whether there is impact due to the site preparation works.
 - ii. Provide a video inspection report of the existing storm and sanitary sewers along the development's frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection report after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) is required to assess the condition of the existing utilities and provide recommendations. Any utilities damaged by the pre-load, de-watering, or other development-related activity shall be replaced at the Developer's cost.
 - iii. 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.
 - iv. 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.

Schedule E

- v. Submit a proposed strategy at the building permit stage for managing excavation de-watering. Note that the City's preference is to manage construction water onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the Developer will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of construction water, the Developer will be required to enter into a de-watering agreement with the City to discharge treated construction water to the storm sewer system.
- vi. Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures.
- vii. Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream. The developer's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
 - (a) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
 - (b) Pipe sizes, material and slopes.
 - (c) Location of manholes and fire hydrants.
 - (d) Road grades, high points and low points.
 - (e) Alignment of ultimate and interim curbs.
 - (f) Proposed street lights design.
- viii. 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.

Initial: _____

RZ 18-807640

Transportation Servicing Agreement* Requirements

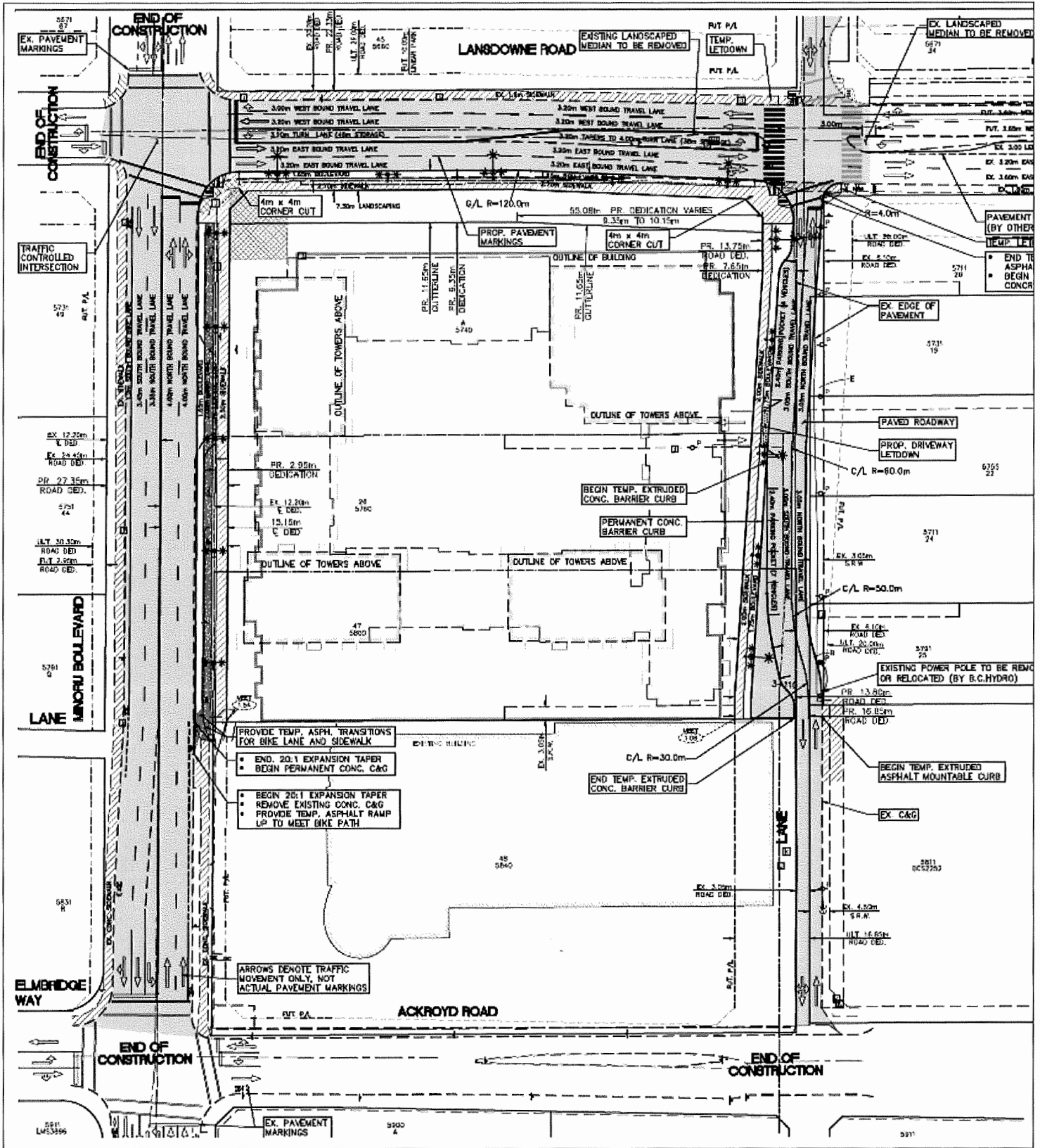
The developer shall be responsible for the design and construction of road and related improvements, to the satisfaction of the Director of Transportation, which works shall include, but may not be limited to, those set out in **Schedule G**.

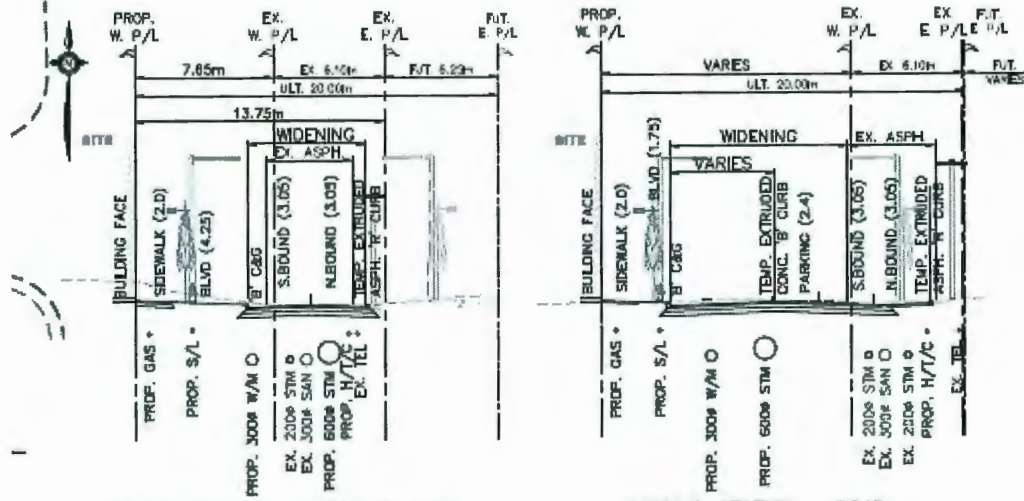
1. Road Works: At a minimum, the developer will be responsible for the design and construction of the following frontage works to the satisfaction of the Director of Transportation, as generally illustrated in the Functional Road Plan – Interim (**Schedule G**). Note that, among other things, the design and construction of the required road improvements shall take into account the Functional Road Plan – Ultimate (**Schedule H**).
 - 1.1. Along the Minoru Road frontage: Road widening to include (from the new property line to west): 2.5m wide sidewalk, 1.0m wide lighting strip/buffer, 2.0m wide off-street bike path, 1.5m wide boulevard, 0.15m wide curb and gutter, and pavement widening to tie to existing
 - 1.2. Along the eastern site frontage: Road widening to include (from the new property line to east): 2.0m wide sidewalk, 1.6m wide boulevard, 0.15m wide curb and gutter, pavement widening (existing curb / road edge along the east side of the lane remains where it is)
 - 1.3. Along the Lansdowne Road frontage: Road widening to include (from the new property line to north): 2.7m wide sidewalk, 1.5m wide boulevard, 0.15m wide curb and gutter, and pavement widening. (Existing landscaped raised median, between Minoru Boulevard and No 3 Road, be removed and converted to accommodate left-turn lane.)
 - 1.4. Intersection upgrades:
 - a) Upgrade of the existing traffic signal at the Minoru Boulevard/Lansdowne Road intersection (to accommodate the required road widening noted above), which shall include, but may not be limited to the following: Upgrade and/or replace signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, traffic cameras, APS (Accessible Pedestrian Signals) and illuminated street name sign(s); and
 - b) Pre-ducting for a future special crosswalk on Minoru Boulevard, approximately mid-point between Lansdowne Road and Elmbridge Way.
2. City Tree Removal & Relocation: Through the required Servicing Agreement* (road works), the developer shall be required, at the developer's sole cost, to remove a small existing City tree from the Lansdowne Road median (*Chamaecyparis obtuse*) and relocate it elsewhere in Richmond, as determined to the satisfaction of the Director, Parks Services.

(Note: Required compensation for the developer's removal of 7 additional trees from the Lansdowne Road median is addressed elsewhere in these Rezoning Considerations.)

Initial: _____

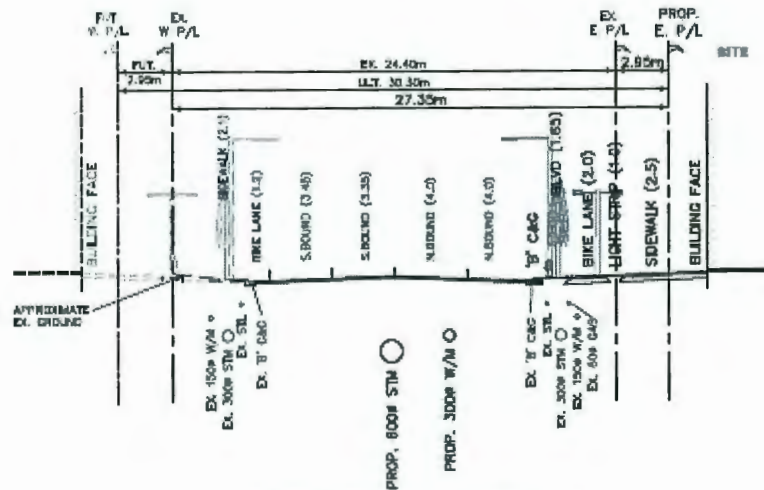
Schedule G
Functional Road Plan – Interim (Excerpt)



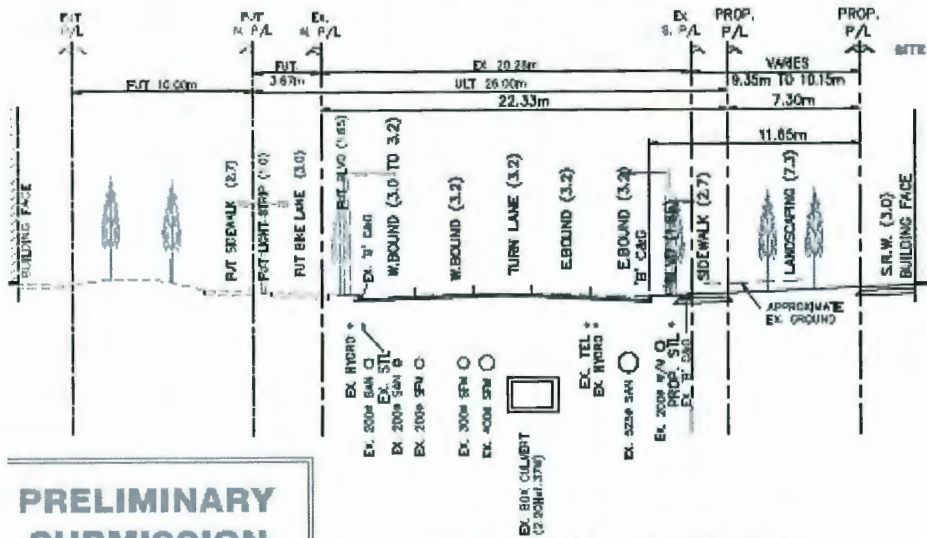


TYPICAL SECTION - ROAD (3+010)
SCALE: 1:200 HOR N.T.S. VER

TYPICAL SECTION - ROAD
SCALE: 1:200 HOR N.T.S. VER



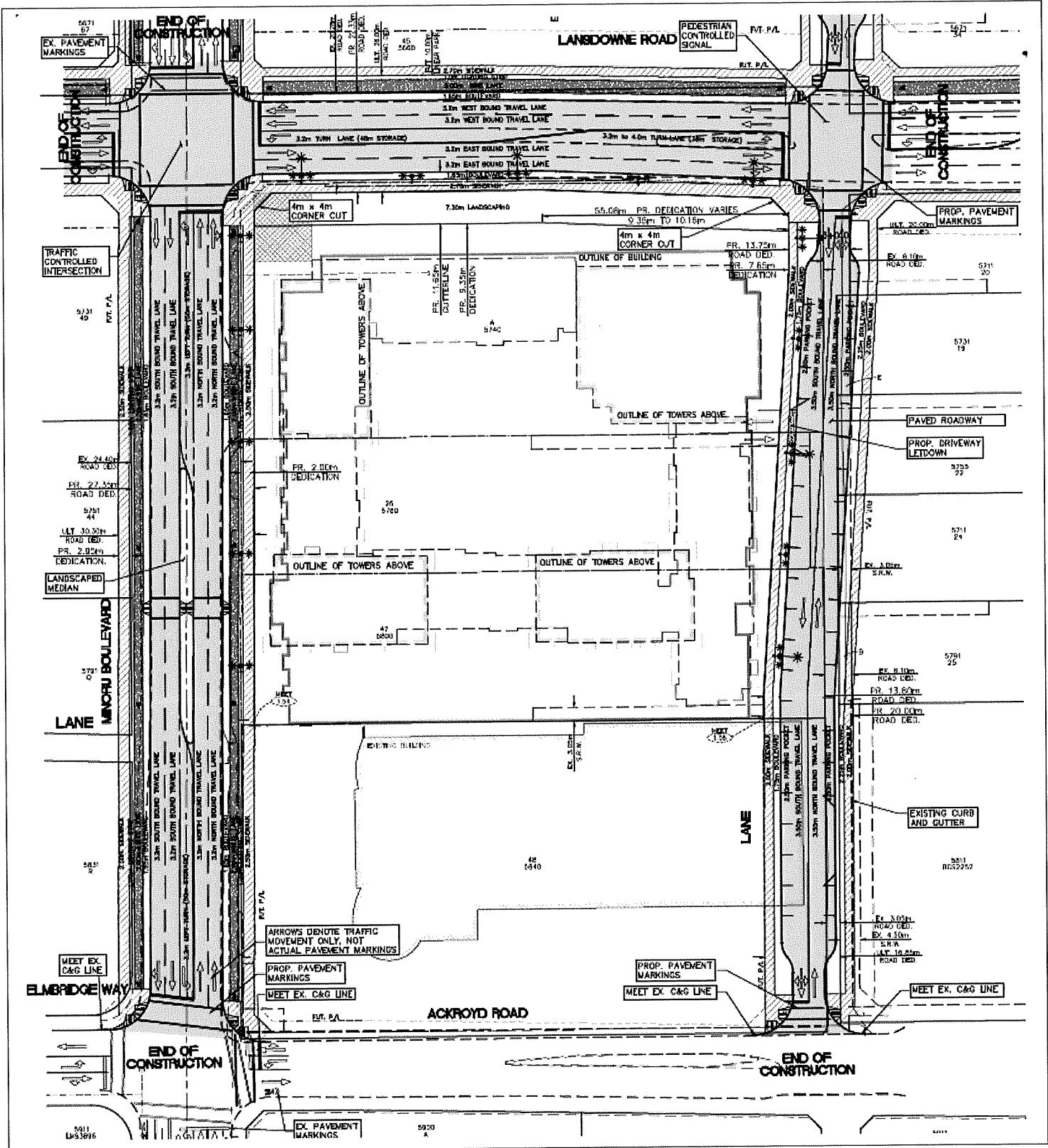
TYPICAL SECTION - MINORU BLVD
SCALE: 1:200 HOR N.T.S. VER

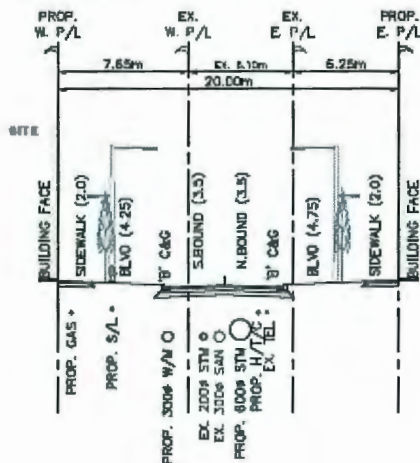


TYPICAL SECTION - LANSDOWNE RD
SCALE: 1:200 HOR N.T.S. VER

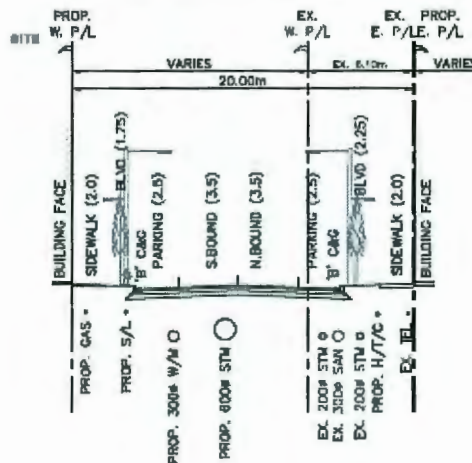
**PRELIMINARY
SUBMISSION**

Schedule H
Functional Road Plan – Ultimate (Excerpt)

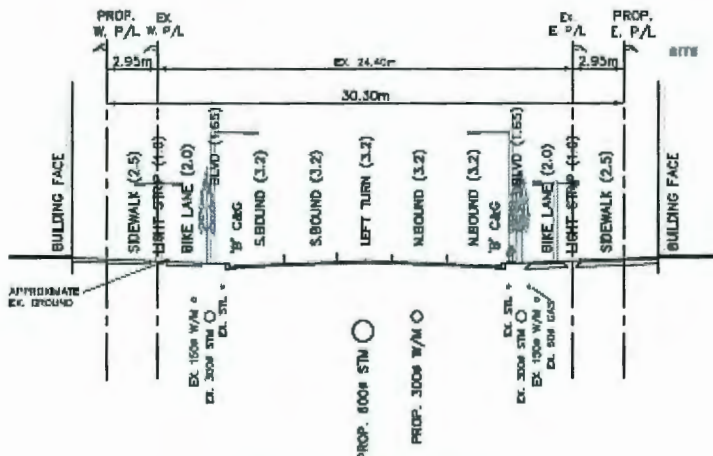




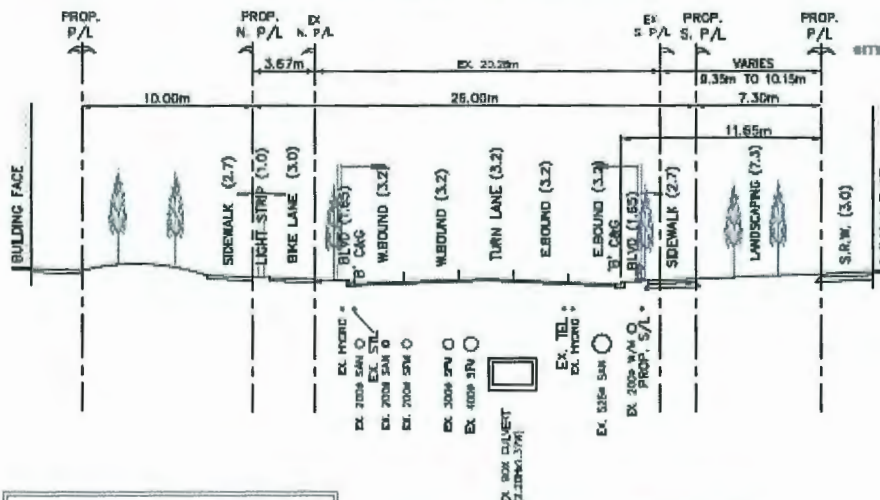
TYPICAL SECTION - LANE (3+010)
SCALE: 1:200 HOR N.T.S. VER



TYPICAL SECTION - LANE
SCALE: 1:200 HOR N.T.S. VER



TYPICAL SECTION - MINORU BLVD
SCALE: 1:200 HOR N.T.S. VER



TYPICAL SECTION - LANSDOWNE RD
SCALE: 1:200 HOR N.T.S. VER

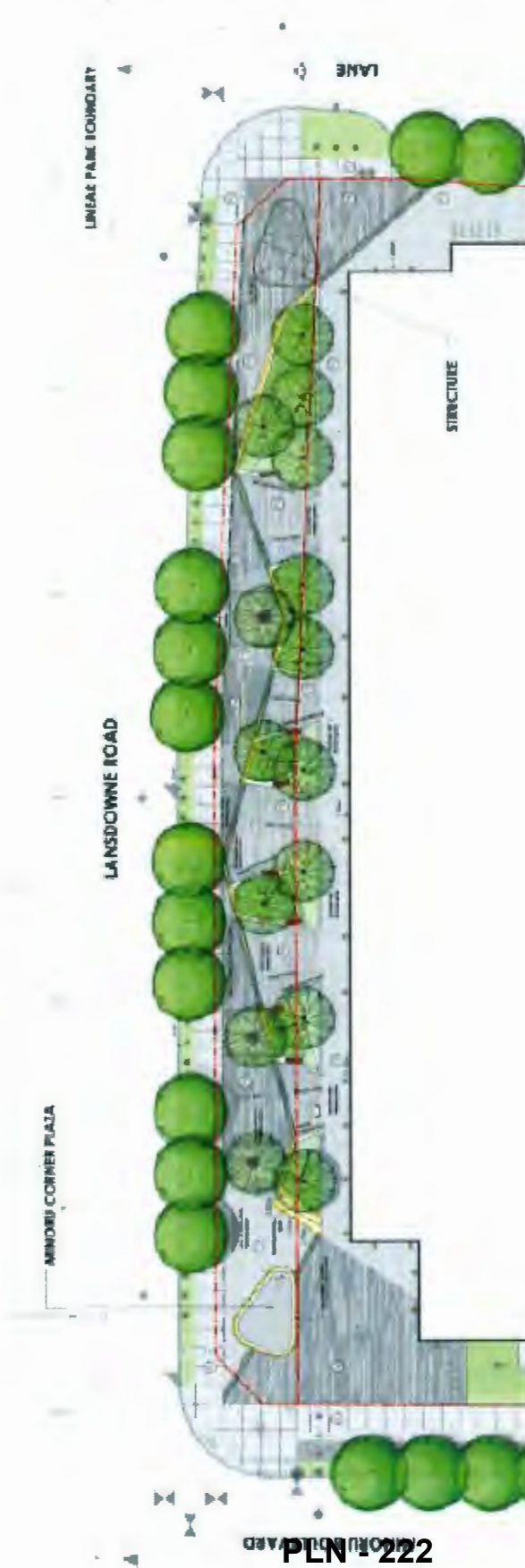
**PRELIMINARY
SUBMISSION**

City of Richmond

Initial: _____

RZ 18-807640

Parks Servicing Agreement* Requirements



LANSDOWNE LINEAR PARK - OVERALL PLAN

5740, 5760, 5800 Minoru Blvd., Richmond

Richmond B.C. Canada Project Number: 112038 Issue Date: OCT 22, 2016

IBI GROUP
ARCHITECTS (CANADA) INC.
307 - 725 West Pender Street
Vancouver BC V6E 4B1 Canada
Tel: 604.683.8107 Fax: 604.683.0100
ibi@group.com



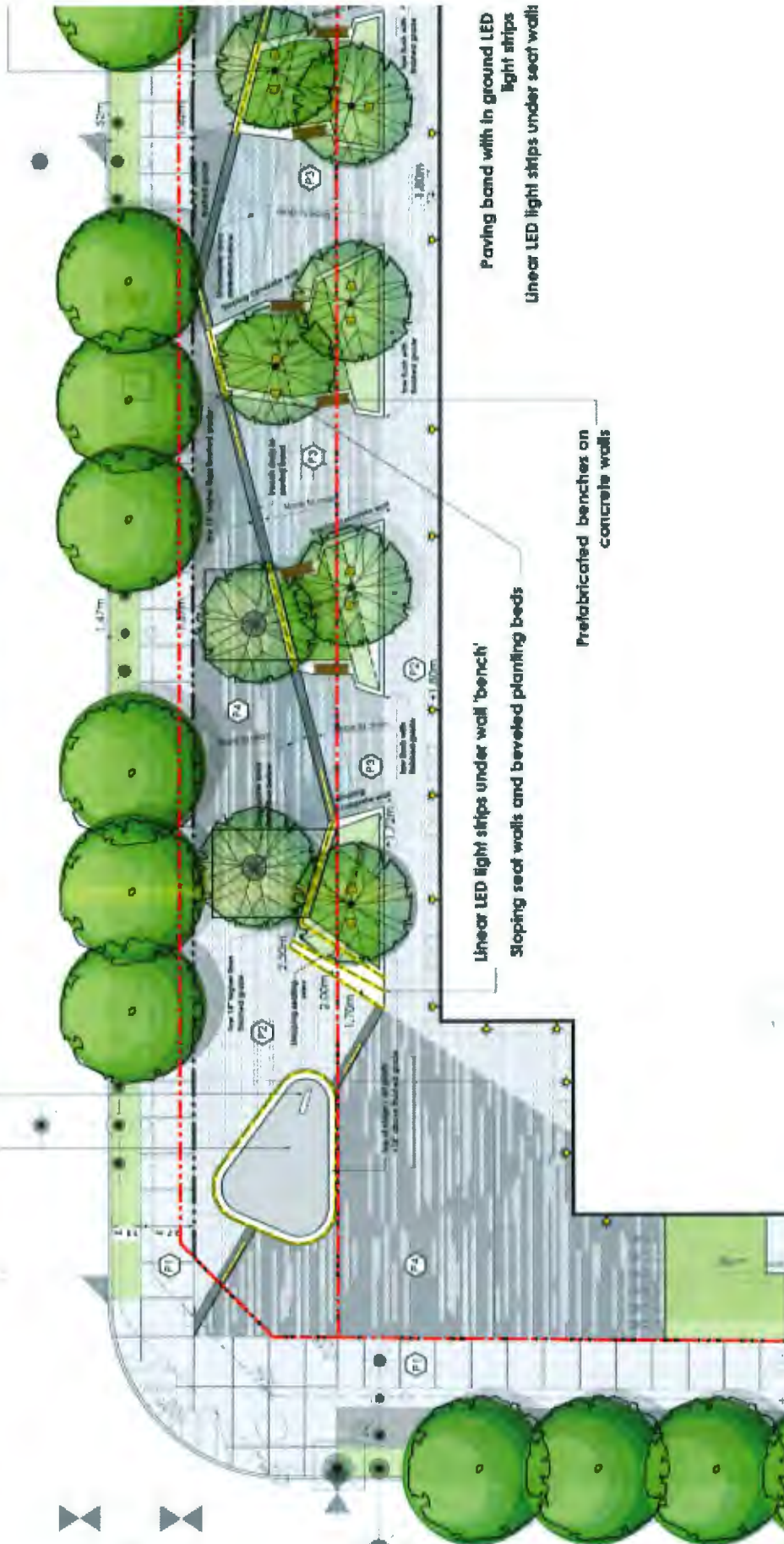
Initial: _____

MINORU CORNER PLAZA

Colored concrete stage/ platform to accommodate seasonal parade population spill outs, as well as weekly and day to day community use. The stage is also intended to provide a 'canvas' / podium for temporary public art displays

Light pole to match the same design / detail as the East Plaza

LANSLOWNE ROAD



PLN - 223

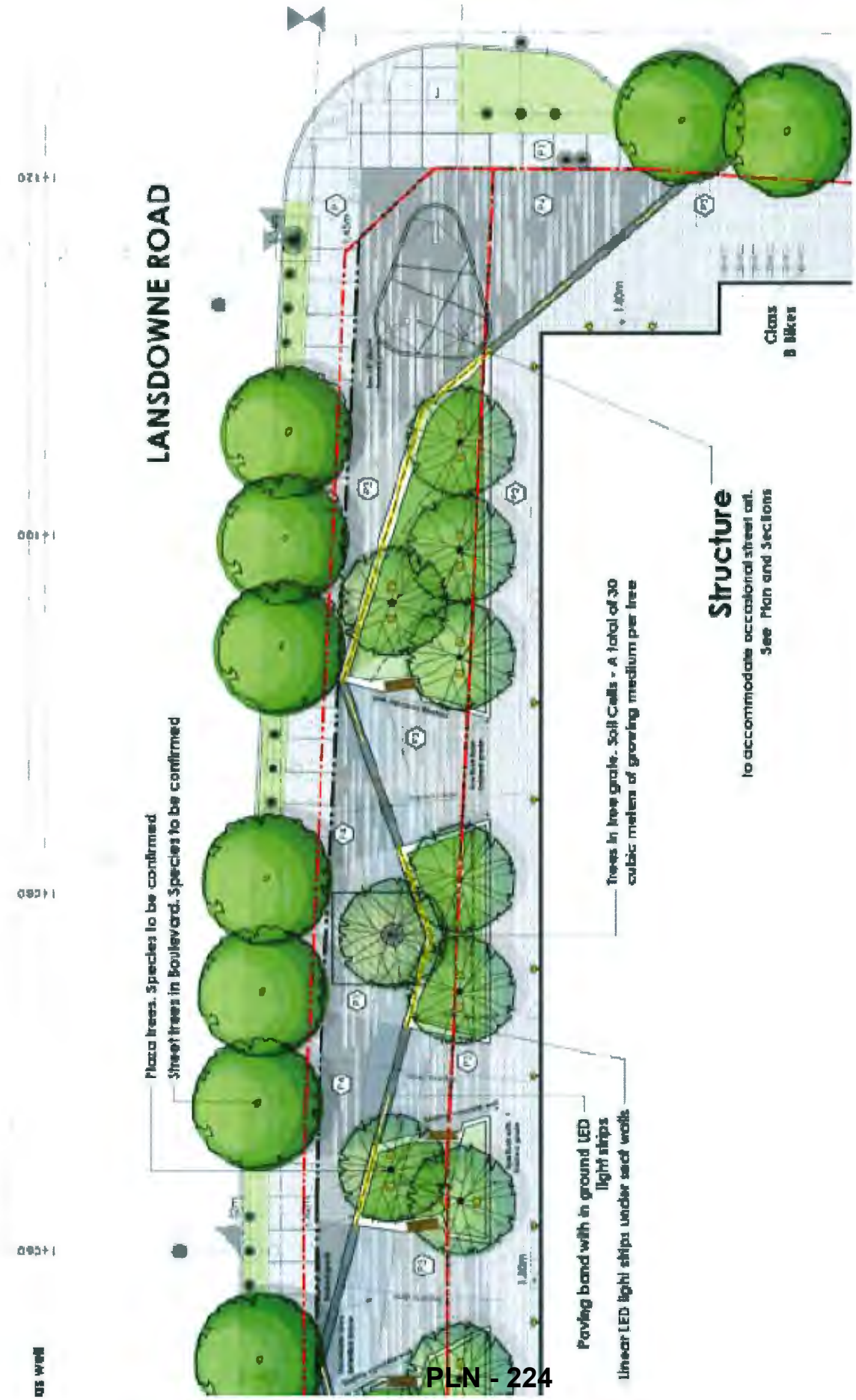
LANSLOWNE LINEAR PARK - WEST

5740, 5760, 5800 Minoru Blvd., Richmond

Richmond B.C., Canada Project Number: 112038 Issue Date: OCT. 22, 2018

IBI GROUP ARCHITECTS (CANADA) INC.
770 - 1380 West Pender Street
Vancouver BC V6E 4B1, Canada
Tel: 604 683 8777 Fax: 604 683 0822
ibi@ibigroup.com





LANSDOWNE ROAD

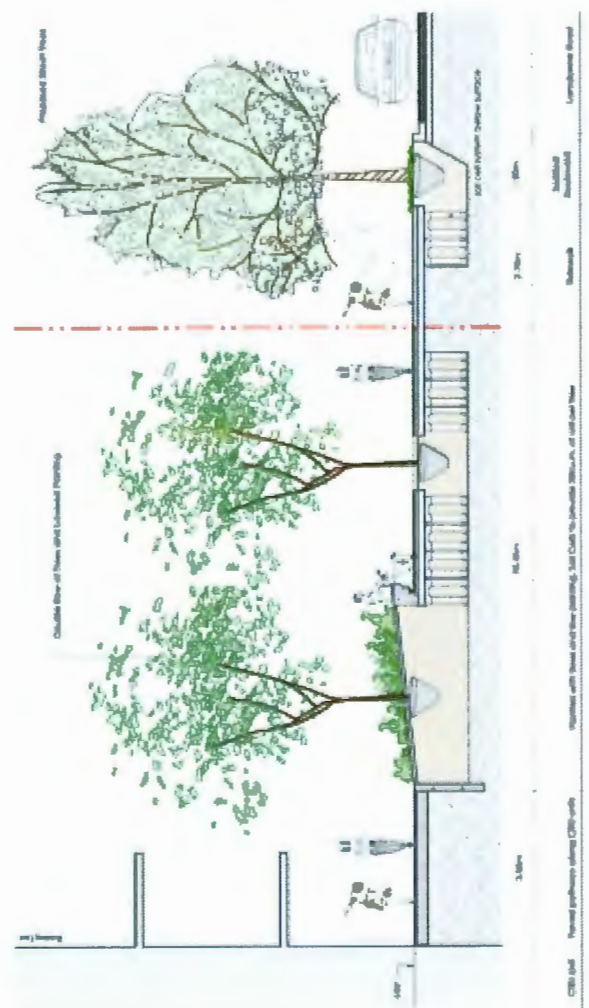
LANSDOWNE LINEAR PARK - EAST

PLN - 224

5740, 5760, 5800 Minoru Blvd., Richmond

Richmond, B.C. Canada Project Number 112506 Issue Date OCT. 22, 2019

IBI
 GROUP
 ARCHITECTS (CANADA) INC.
 701 - 1025 BC Street
 Vancouver, BC V6C 1A8
 TEL: 604.681.1777 FAX: 604.681.1772
 www.ibigroup.com



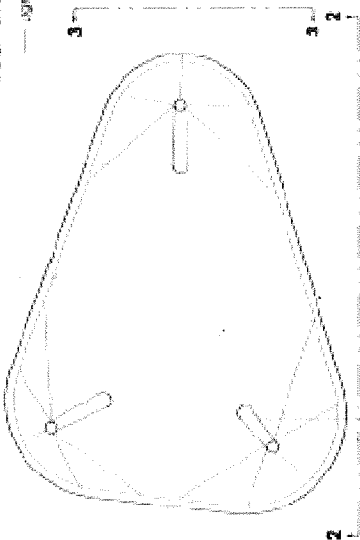
IBI GROUP
ARCHITECTS (CANADA) INC.
700 - 725 West Pender Street
Vancouver BC V6C 4R1 Canada
Tel: 604 683 8707 Fax: 604 683 0492
ibi@ibigroup.com

5740, 5760, 5800 Minoru Blvd., Richmond
Richmond, B. C., Canada Project Number 112938 Issue Date OCT 22, 2019

LANSDOWNE LINEAR PARK - SECTIONS

Initial: _____

- Post 7m height
- under beams, maintaining for feasibility for hanging art
- Post - return outward angle
- 8m height
- Metal frame suspended by cables
- Lighting lead incorporated into frame and posts



Structure Description / Terms of Reference:

The structure designed to provide a visually light and interesting element in the park that contributes to the daily pedestrian experience and provides a framework in which to display public art. The concept design/development stage requires components to be refined during the design development process:

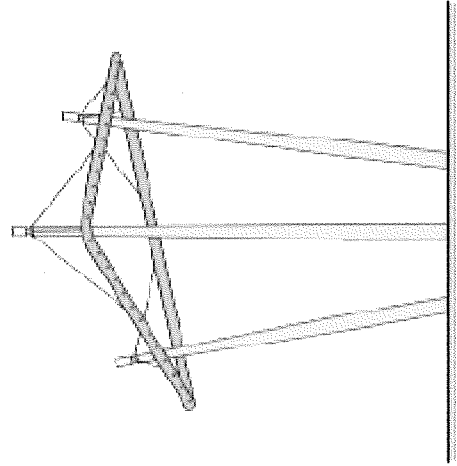
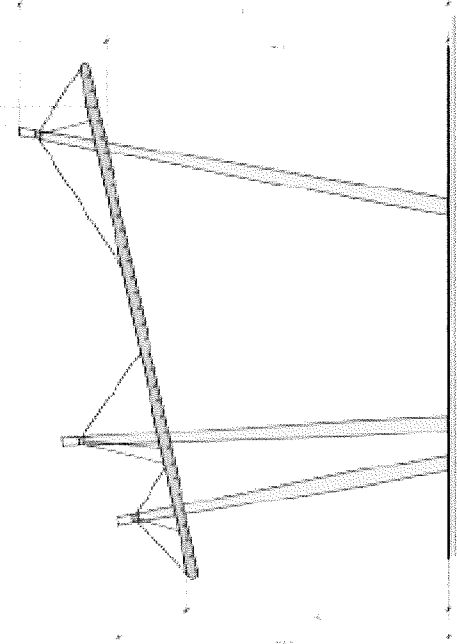
- Because connections will be provided in the structure - connected to City power system.
- Lighting will be included in the frame and posts - details and specifications to be developed.
- The structure will provide opportunity for future electrical connections.
- The overall structure to be designed such that there is flexibility in connection points to accommodate a variety of art pieces.
- Proper clearances are to be confirmed with City staff.
- Structural Engineering consultation may affect some details of the design.
- Structural capacity for hanging art pieces to be confirmed and reviewed by a structural engineer.
- At the Memory Corner area (west side), a pole is to be incorporated into the design. The pole is to incorporate lighting (including opportunity for electrical connections). The pole would resemble the same design vocabulary as the rest of the structure.

- Post 6m height
- Frame height of 1m (lower post)



- Structure metal post with cable connections
- Metal frame
- Steel cables suspending metal frame
- Lighting lead incorporated into frame and posts

Note: This is conceptual design and all material, size and detailing is to be reviewed by a structural engineer, including loading details.



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 Vancouver BC V6E 4R1 Canada
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 ibigroup.com



5740, 5760, 5800 Minoru Blvd., Richmond
 Richmond, B.C. Canada Project Number 110338 Issue Date OCT 23, 2010

LANSDOWNE LINEAR PARK - SECTIONS

Initial: _____



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 10050 (RZ 18-807640)
5740, 5760, and 5800 Minoru Boulevard**

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

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

1.1. In section 2.2 Jobs & Business:

a) designating the properties located along the east side of Minoru Boulevard, between Ackroyd Road and Alderbridge Way, as:

i. “Key Mixed-Uses Areas & Commercial Reserve” on the “Jobs & Business Concept Map” on page 2-13;

ii. “Mixed-Use Core” on the “Key Commercial Areas Map” on page 2-17; and

iii. “Mixed Use” on the “Key Office-Friendly Areas Map” on page 2-18 and revise the last line of the table below the map as follows:

Designation	Maximum Permitted Density	Typical Maximum Building Height	Maximum Floorplate Above 25 m (82 ft.)
Mixed Use	2 – 3 FAR, plus Village Centre Bonus where applicable	35 – 45 m (115 – 148 ft.)	650 m ² (6,997 ft ²), but larger floorplates may be permitted for office buildings

b) designating Lansdowne Road between No. 3 Road and the west side of Minoru Boulevard as “Retail High Streets & Linkages” on the “Pedestrian-Oriented Retail Precincts Map” on page 2-20;

1.2. On the “Specific Land Use Map: Lansdowne Village”, designating Lansdowne Road between No. 3 Road and the west side of Minoru Boulevard as “Pedestrian-Oriented Retail Precincts – High Streets & Linkages”; and

1.3. Making minor text and graphic revisions as necessary to accommodate the identified bylaw amendments and ensure consistency throughout the Plan.

2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10050”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by
APPROVED by Manager or Solicitor



Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 10102 (RZ 18-807640)
5740, 5760, and 5800 Minoru Boulevard

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

- 1. Richmond Official Community Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan), as amended, is further amended by:
1.1. On the "Generalized Land Use Map (2031)" and "Overlay Boundary - Village Centre Bonus Map (2031)", designating the following area as "Village Centre Bonus":
That area shown cross-hatched and indicated as "B" on "Schedule A attached to and forming part of Bylaw No. 10102";
1.2. On the "Specific Land Use Map: Lansdowne Village":
a) designating the following area as "Park":
That area shown cross-hatched and indicated as "A" on "Schedule A attached to and forming part of Bylaw No. 10102"; and
b) designating the following area as "Village Centre Bonus":
That area shown cross-hatched and indicated as "B" on "Schedule A attached to and forming part of Bylaw No. 10102"; and
1.3. In the "Specific Land Use Map: Lansdowne Village - Detailed Transect Descriptions", with respect to "Urban Centre (T5)", inserting a new bullet below "Additional density, where applicable" as follows:
"Village Centre Bonus: 1.0 for the provision of office only".
2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10102".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Horizontal lines for signature input corresponding to the reading stages.

CITY OF RICHMOND
APPROVED by
APPROVED by Manager or Solicitor

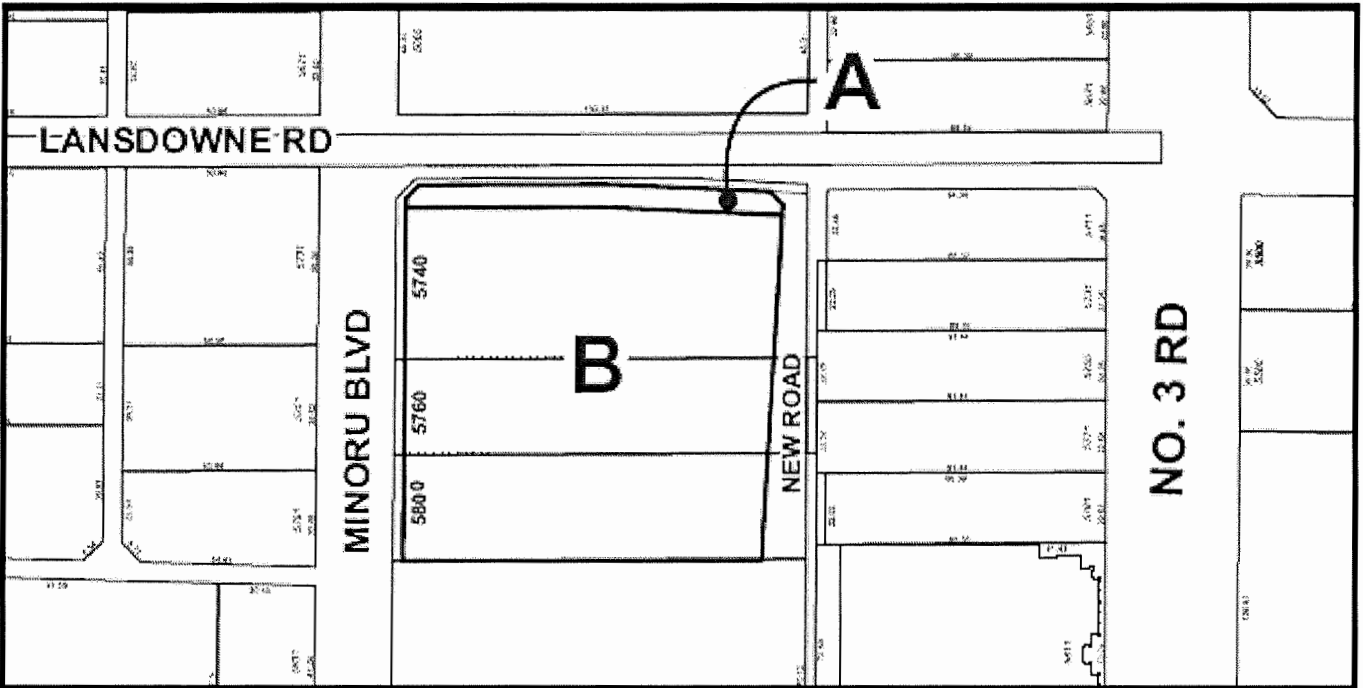
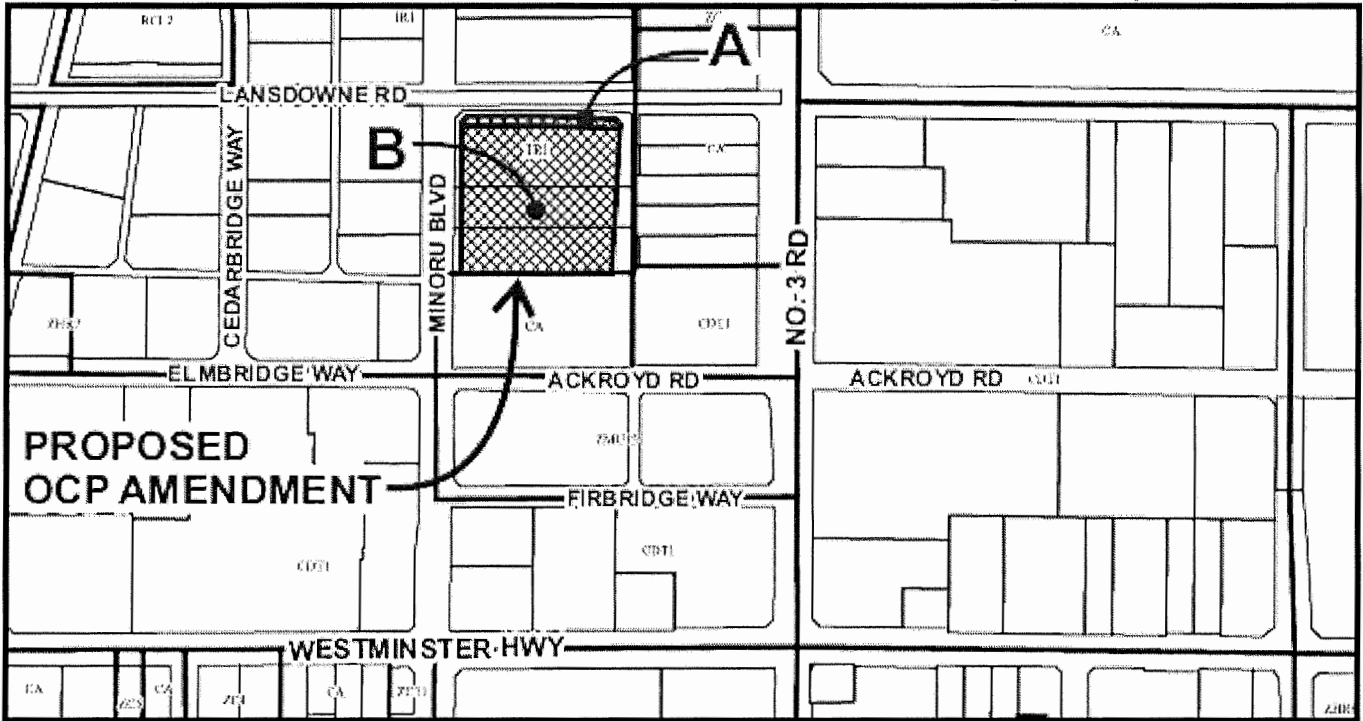
MAYOR

CORPORATE OFFICER



City of
Richmond

"Schedule A attached to and forming part of Bylaw No. 10102"



	<p>OCP Amendment Bylaw 10102 RZ 18-807640</p>	<p>Original Date: 08/09/19 Revision Date: Note: Dimensions are in METRES</p>
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Richmond Zoning Bylaw 8500
Amendment Bylaw 10051 (RZ 18-807640)
5740, 5760, and 5800 Minoru Boulevard

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:

1.1. replacing section 9.4.4.5(b) with the following:

“b) the **owner** uses the additional 1.0 **density bonus floor area ratio** only for non-residential purposes, which non-residential purposes shall provide, in whole or in part, for **convenience retail uses** (e.g., large format grocery store; drug store), **minor health services**, pedestrian-oriented **general retail**, or other **uses** important to the viability of the Village Centre and as determined to the satisfaction of the **City**, except in specific areas identified in the **City Centre Area Plan** where the Village Centre Bonus 1.0 **density bonus floor area ratio** is only permitted to be used for **office**;”

1.2. inserting section 9.4.4.8 as follows:

“8. For the net **site** area of the **site** located within the **City Centre** shown on Figure 1 below, notwithstanding Section 9.4.4.3, the maximum **floor area ratio** for the RCL3 zone shall be 2.319 and, notwithstanding Section 9.4.4.5, the maximum **floor area ratio** for the RCL3 zone shall be 1.160, provided that the **owner**:

a) complies with the conditions set out in Section 9.4.4.3 and Section 9.4.4.5 and uses the permitted Village Centre Bonus 1.0 **density bonus floor area ratio** only for **office**; and

b) dedicates not less than 1,210.3 m² of the **site** as **road** and transfers not less than 859.2 m² of the **site** to the **City** as fee simple for **park** purposes.

Figure 1



1.3. replacing section 9.4.6.1(b) with the following:

“b) no parking or loading areas are located along the public **road**.”

1.4. replacing section 9.4.7.1 with the following:

- “1. The maximum **height** for **buildings** zoned RCL1, RCL3, and RCL5 is 47.0 m geodetic, except in specific areas identified in the **City Centre** Area Plan where the specified maximum permitted **height** for **buildings** is lower.”

1.5. replacing section 9.4.11.2 with the following:

- “2. For the RCL3 **zone** and RCL5 **zone** only, **congregate housing** and **apartment housing** must not be located on the **first storey** of the **building**, exclusive of common lobbies, along **road** frontages identified in the **City Centre** Area Plan as Pedestrian-Oriented Retail Precincts.”

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:

2.1. **“SCHOOL & INSTITUTION USE (SI)”**

That area shown cross-hatched and indicated as “A” on “Schedule A attached to and forming part of Bylaw 10051”

2.2. **“RESIDENTIAL/LIMITED COMMERCIAL (RCL3)”**

That area shown cross-hatched and indicated as “B” on “Schedule A attached to and forming part of Bylaw 10051”

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10051”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

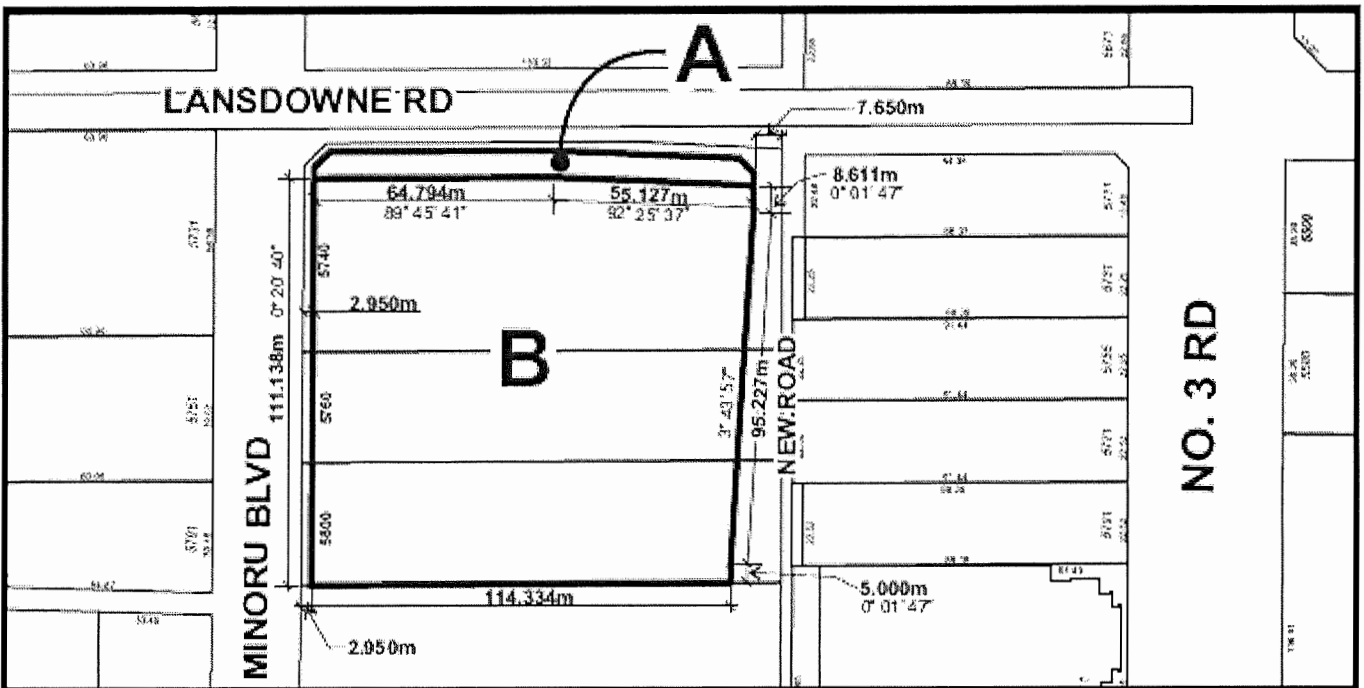
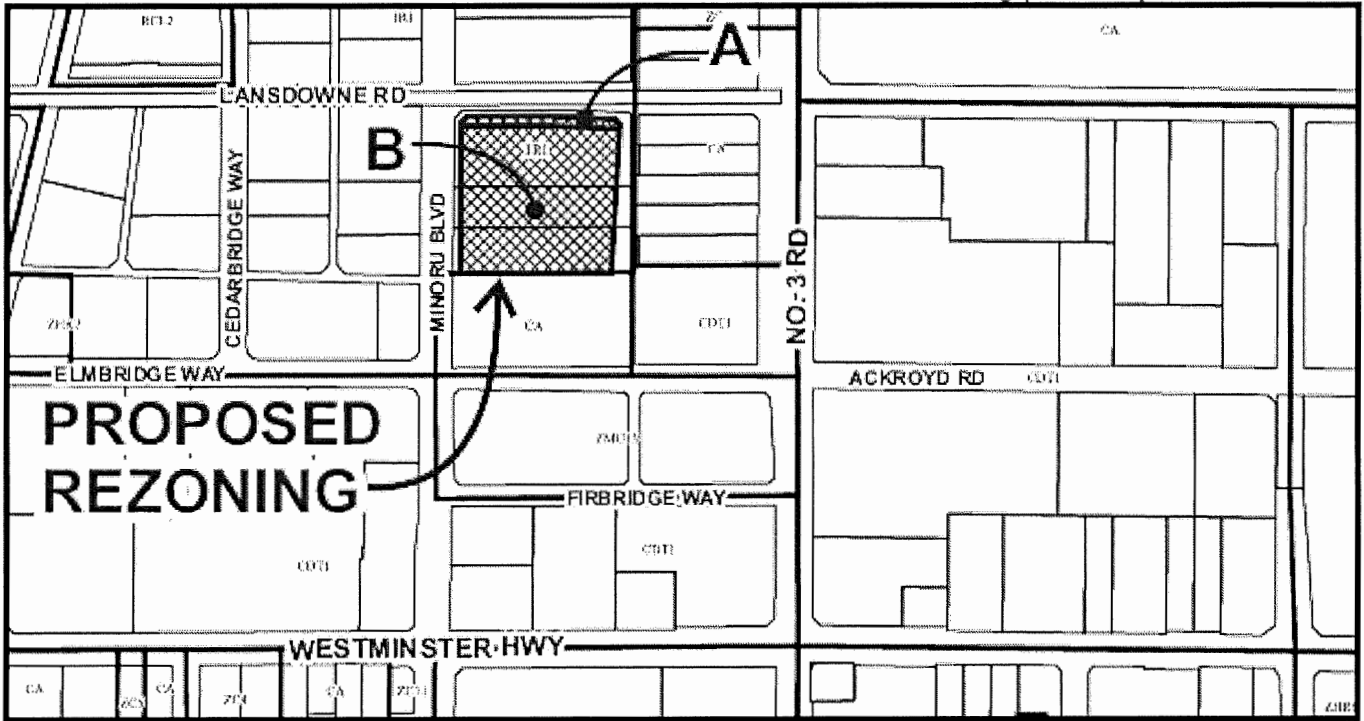
CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by
APPROVED by Director or Solicitor



City of
Richmond

"Schedule A attached to and forming part of Bylaw No. 10051"



	<p>Zoning Amendment Bylaw 10051 RZ 18-807640</p>	<p>Original Date: 05/28/19 Revision Date: 11/15/19 Note: Dimensions are in METRES</p>
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