



To: Planning Committee

Date: May 30, 2017

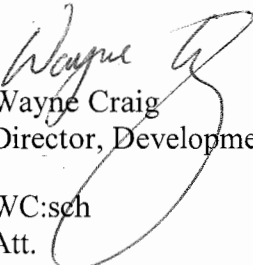
From: Wayne Craig
Director, Development

File: RZ 15-699647

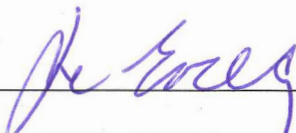
Re: **Application by GBL Architects for Rezoning at 8091 Capstan Way from Auto-Oriented Commercial (CA) to Residential/Limited Commercial (RCL5)**

Staff Recommendation

1. That Official Community Plan Amendment Bylaw 9676, to amend the definition of "Village Centre Bonus", Appendix 1 – Definitions, Schedule 2.10 (City Centre Area Plan), to change minimum net development site size requirements, be introduced and given first reading.
2. That Bylaw 9676, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*.
3. That Bylaw 9676, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9677, which makes minor amendments to the "Residential / Limited Commercial (RCL5)" zone specific to 8091 Capstan Way and rezones 8091 Capstan Way from "Auto-Oriented Commercial (CA)" to "Residential / Limited Commercial (RCL5)", be introduced and given first reading.


Wayne Craig
Director, Development

WC:sch
Att.

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

Staff Report

Origin

GBL Architects has applied to the City of Richmond for permission to rezone lands at 8091 Capstan Way, from “Auto-Oriented Commercial (CA)” to “Residential/Limited Commercial (RCL5)”, to permit the construction of a two-tower, high-density, mixed use development in the City Centre’s Capstan Village area (Attachments 1 & 2). The proposed development includes a combined total floor area of 15,737 m² (169,393 ft²), comprised of:

- a) 11,2418 m² (120,995 ft²) of residential uses (136 units), including:
 - 10,679 m² (114,945 ft²) market residential (128 units); and
 - 562 m² (6,050 ft²) of affordable housing (8 units); and
- b) 4,496 m² (48,398 ft²) of commercial uses, including:
 - 3,597 m² (38,719 ft²) hotel, including 75 guest rooms; and
 - 900 m² (9,688 ft²) of pedestrian-oriented commercial at grade.

Amendments are proposed to the:

- a) City Centre Area Plan (CCAP) to allow the City to exercise discretion in the minimum net development site size of properties utilizing the Village Centre Bonus (VCB); and
- b) “Residential/Limited Commercial (RCL5)” zone to permit the calculation of density on land dedicated for public open space purposes, as per existing CCAP policy with respect to public open space and road dedications (excluding road widening) that are not identified for land acquisition purposes in Richmond’s Development Cost Charge program.

Road and engineering improvements required with respect to the subject development, including upgrades to the Skyline (sanitary) Pump Station, will be designed and constructed at the developer’s sole cost through the City’s standard Servicing Agreement processes (secured with a Letter of Credit).

Voluntary developer contributions for the future construction of the Capstan Canada Line station will be submitted by the developer prior to Building Permit issuance, based on the rate in effect at the time of Building Permit issuance, as per City policy.

Findings of Fact

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

Surrounding Development

The subject site is a vacant, 5,007 m² (1.2 ac) lot bounded by Capstan Way on the south (a CCAP-designated greenway and off-street bike route) and Corvette Way on the west and north (a local residential street). Development surrounding the subject site includes the following:

To the South: Across Capstan Way is a large area of low density, commercial properties zoned “Auto-Oriented Commercial (CA)” and designated under the CCAP for medium and high density, mid- and high-rise, residential and mixed use development.

To the North: Across Corvette Way is “Wall Centre” (3099, 3111, and 3333 Corvette Way), an existing three-tower, mixed hotel/residential development zoned “Residential/Hotel

(ZMU5) – Capstan Village (City Centre)” and developed to a similar height and density as that proposed for the subject development at 8091 Capstan Way.

To the East: Abutting the subject site is the first phase of a recently approved, three-phase, high-rise, mixed use development targeted for occupancy in 2020 (YuanHeng “View Star”, RZ 12-603040/DP 16-745853), which phase is comprised of 6 residential towers (535 units) with townhouses along Corvette Way and pedestrian-oriented commercial uses fronting Capstan Way. (Phase 2 of YuanHeng “View Star”, including a new City community centre, will be located north of Phase 1 and is targeted for occupancy in 2021.)

To the West: Across Corvette Way is the third (final) phase of the above noted development (YuanHeng, RZ 12-603040/DP 16-745853), which phase will be comprised of two residential towers (approximately 75 units) oriented towards a new riverfront park and is targeted for occupancy in 2023.

Related Policies & Studies

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

NAV Canada Building Height: A letter has been submitted by a BCLS registered surveyor confirming that the proposed building heights are in compliance with Transport Canada regulations.

Public Consultation

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

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

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.

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

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral Necessary)
BC Land Reserve Co.	No referral necessary, as the Land Reserve is not affected.
Richmond School Board	No referral necessary, as the proposed amendment does not provide for increased residential development.
The Board of the Greater Vancouver Regional District (GVRD)	No referral necessary, as the Regional District is not affected.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected.

Stakeholder	Referral Comment (No Referral Necessary)
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as First Nations are not affected.
TransLink	No referral necessary, as the proposed amendment does not result in road network changes.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary, as the proposed amendment does not affect port or related uses.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary, as the proposed amendment does not affect the OCP Aircraft Noise Sensitive Development (ANSO) policy.
Richmond Coastal Health Authority	No referral necessary, as the Health Authority is not affected.
Community Groups and Neighbours	No referral necessary, but the public will have an opportunity to comment on the proposed amendment at the Public Hearing.
All relevant Federal and Provincial Government Agencies	No referral necessary, as the proposed amendment does not affect Government Agencies.

Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9676, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found to not require further consultation.

School District

This application was not referred to School District No. 38 (Richmond) because the proposed amendment only affects commercial uses in the City Centre and will not generate increased residential development. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, developments that generate less than 50 additional school-aged children (i.e. approximately 295 units greater than existing OCP levels) do not need to be referred to the School District. This application involves no additional residential units over and above current OCP levels. (Staff will refer the proposed OCP amendment to the School District as a courtesy.)

Analysis

The developer has applied to rezone the subject site to permit the construction of a two-tower, high-density, mixed use development comprised of 136 residential units (including 8 affordable housing units), 75 hotel guest rooms, and ground floor commercial uses. This proposal is consistent with current OCP and CCAP policies applicable to the subject site, with the exception of minimum development site size, for which an amendment to the CCAP is proposed.

A. CCAP Amendment

To facilitate the subject development, the applicant has requested that the definition of Village Centre Bonus (VCB) in Appendix 1 of the CCAP be amended to permit the City to exercise discretion in the minimum net development site size of properties to which the Bonus may be applied. As currently written, the VCB definition requires eligible properties to have a net development site area of at least:

- a) 4,000 m² (1.0 ac) for projects achieving a density of 3.0 FAR or less; and
- b) 8,000 m² (2.0 ac) for projects achieving a higher density.

These size requirements are intended to help ensure that sites benefitting from the Bonus can reasonably accommodate the additional density and, where applicable, facilitate road network and other improvements. In some instances, however, these conditions may be satisfied despite smaller site sizes (i.e. due to location, lot configuration, frontage conditions, and/or other factors), including for example:

- a) An approved 3.0 FAR project at 8540 Alexandra Road (RZ 08-423207), for which the CCAP was amended in 2011 on a site-specific basis to permit the Bonus to be applied even though the site was just 2,869 m² (0.7 ac) in size, rather than the CCAP minimum of 4,000 m² (1.0 ac); and
- b) The subject development at 8091 Capstan Way, for which staff's review indicates that all necessary road dedications and a density of 3.5 FAR can be satisfactorily accommodated, including the Bonus, even though the site is just 5,007 m² (1.2 ac) in size, rather than the CCAP minimum of 8,000 m² (2.0 ac).

Staff recommend that the current VCB minimum site sizes are retained in the VCB definition as a guide, but that the definition is amended, as per OCP Amendment Bylaw 9676 (see attached), to allow reduced site sizes where it can be demonstrated to the satisfaction of the City that the outcome will be consistent with the broader development, livability, sustainability, and urban design objectives of the CCAP.

B. Proposed Zoning Amendment & Requested Variance

To facilitate the subject development and provide for voluntary developer contributions in compliance with CCAP policy (i.e. affordable housing, Capstan Station Bonus, and community amenity space), the applicant has requested that 8091 Capstan Way be rezoned from "Auto-Oriented Commercial (CA)" to "Residential/Limited Commercial (RCL5)", a standard zone expressly intended for use in Capstan Village's designated high-density, high-rise, mixed use area. In addition, to accommodate site specific conditions, the developer has proposed the following:

- a) Zoning Amendment: A minor amendment to the "Residential/Limited Commercial (RCL5)" zone to permit the calculation of density on land dedicated for public open space purposes.
 - This is consistent with existing CCAP policy, which allows density to be calculated on public open space and road dedications (excluding road widening) that are not identified for land acquisition purposes in Richmond's Development Cost Charge program. The affected portion of the subject site is a 184 m² (1,979 ft²) public open space area required with respect to the Capstan Station Bonus (Attachment 7, Schedule B). The Bonus permits the requisite public open space to be secured through Statutory Right of Way and/or dedication, with the understanding that the developer is permitted to calculate density on the affected area regardless of how it is secured. The space will be designed and constructed, at the developer's sole cost, as an expansion of the Capstan greenway improvements approved through the adjacent development east of the subject site (YuanHeng, RZ 12-603040). As the proposed public open space is contiguous with Capstan Way and the approved Capstan greenway area east of the subject site was secured as road dedication, staff recommend that the subject site's public open space area is likewise secured as road dedication.

Note: The affected 184 m² (1,979 ft²) dedication excludes land required for road widening purposes along the site's frontages (shown in Attachment 7, Schedule A).

- b) Zoning Variance: A reduced setback, from 3.0 m (9.8 ft.) to 2.0 m (6.6 ft.), along the site’s north side.
- This will enable the subject development’s townhouse setbacks to match those of the recently approved townhouses east of the site (YuanHeng, Phase 1 / DP 16-745853).

C. Affordable Housing Strategy

The developer proposes to provide 562 m² (6,050 ft²) of affordable (low-end market rental) housing (8 units), constructed to a turnkey level of finish at the developer’s sole cost and secured with the City’s standard Housing Agreement. The proposed floor area represents 5% of the development’s maximum residential floor area, as per the City’s Affordable Housing Strategy. Units shall be dispersed throughout the development’s north tower and will include a mix of townhouse- and apartment-type units. All 1-storey affordable housing units will satisfy Richmond’s Basic Universal Housing (BUH) standards and a proposed 2-storey townhouse will include aging-in-place features.

Occupants of the affordable housing units will enjoy shared use of all on-site indoor and outdoor residential amenity spaces. These amenity spaces, together with parking, “Class 1” bike storage, and related electric vehicle (EV) charging stations, will be provided by the owner/operator at no additional charge to the affordable housing occupants.

Unit Type	Affordable Housing Strategy Requirements			Project Targets (2)
	Min. Permitted Unit Area	Max. Monthly Unit Rent (1)	Total Max. Household Income (1)	# of Units
<i>Apartment-Type Units (i.e. 1 storey units with shared lobby/corridor access)</i>				
1-BR	50 m ² (535 ft ²)	\$950	\$38,000 or less	4
2- BR	80 m ² (860 ft ²)	\$1,162	\$46,500 or less	1
3-BR	91 m ² (980 ft ²)	\$1,437	\$57,500 or less	1
<i>Townhouse-Type Units (i.e. 1 or 2 storey units with shared lobby/corridor access & private street-front entrances)</i>				
1-BR + den	50 m ² (535 ft ²)	\$950	\$38,000 or less	1
3-BR	91 m ² (980 ft ²)	\$1,437	\$57,500 or less	1
TOTAL	562.0 m² (6,049.8 ft²)	Varies	Varies	8

- (1) May be adjusted periodically, as provided for under adopted City policy.
 (2) “Project Targets” may be amended, to the City’s satisfaction, via the project’s Development Permit process.

D. Community Amenity Contributions

- a) Capstan Station Bonus (CSB): The CSB and “Residential/Limited Commercial (RCL5)” zone permit a residential density bonus of 0.5 FAR for Capstan Village sites that (i) contribute funds towards the future construction of the Capstan Canada Line station and (ii) provide public open space over and above other City open space requirements. The developer proposes to utilize the permitted bonus density and, through the subject rezoning, satisfy the CSB’s requirements as follows:
- Register a legal agreement on title requiring a contribution of approximately \$1.1 million to the Capstan Station Reserve prior to Building Permit issuance (the actual value of which shall be based on the approved number of dwellings and City rate in effect at the time of Building Permit issuance); and
 - Grant 680 m² (7,320 ft²) of land for public open space purposes (i.e. plaza, bike path, and related landscaping) to the City in a combination of Statutory Rights of Way and

dedication, based on the City rate of 5 m² (54 ft²) per dwelling unit and 136 units (Attachment 7, Schedule B).

Note: The size of the development’s public open space contribution shall be fixed regardless of any decrease in the number of units at Development Permit or Building Permit stages. A covenant shall be registered on title limiting the maximum number of units to 136, based on an analysis indicating that the site cannot reasonably accommodate more than 680 m² (7,320 ft²) of ground-level public open space.

- b) Village Centre Bonus (VCB): The VCB and “Residential/Limited Commercial (RCL5)” zone permit a non-residential density bonus of 1.0 FAR for designated VCB sites that construct 5% of the bonus density on-site as community amenity space or, in the event the City determines that community amenity space should be located off-site, provides a construction-value cash contribution to the City to facilitate its off-site construction (by others). The developer proposes to utilize the permitted bonus density and, as recommended by the Community Services Division, has agreed to make a \$1,572,935 cash contribution to Richmond’s Leisure Facilities Reserve Fund – City Centre Facility Development Sub-Fund, based on a Construction Value Contribution Rate of \$6,997/m² (\$650/ft²) and 225 m² (2,420 ft²) of off-site amenity space (i.e. 5% of the maximum permitted VCB bonus floor area). (In the event that the contribution is not provided within one year of the application receiving third reading of Council, the Construction Value Contribution Rate will be increased annually based on the Statistics Canada “Non-residential Building Construction Price Index” for Vancouver.
- c) Public Art: The CCAP encourages voluntary developer contributions towards public art, especially in the case of projects, like the subject development, that are situated along key public open space corridors (e.g., Capstan greenway). In light of this, staff recommend acceptance of the developer’s offer to make a voluntary contribution of at least \$113,917 towards public art, based on City-approved rates and the maximum buildable floor area permitted under the subject site’s proposed “Residential/Limited Commercial (RCL5)” zone, excluding affordable housing (as indicated in the table below). Prior to rezoning adoption, the developer will prepare a public art plan for consideration by the Richmond Public Art Advisory Committee and, as required, Council, followed by the registration of legal agreements on title to secure the implementation of the approved plan to the City’s satisfaction.

Use	Max. Permitted Floor Area Under RCL5 Zone	Affordable Housing Exemption	Min. Developer Contribution Rates	Min. Voluntary Developer Contribution
Residential	11,240.8 m ² (120,995.0 ft ²)	562.0 m ² (6,049.8 ft ²)	\$0.81/ft ²	\$93,106
Non-Residential	4,496.3 m ² (48,397.8 ft ²)	Nil	\$0.43/ft ²	\$20,811
TOTAL	15,737.1 m² (169,392.8 ft²)	562.0 m² (6,049.8 ft²)	Varies	\$113,917

- d) Community Planning: As per CCAP policy, the developer proposes to voluntarily contribute \$40,385.75 towards future City community planning studies, based on \$2.69/m² (\$0.25/ft²) and 15,751 m² (163,343.0 ft²), the maximum permitted buildable floor area under the proposed “Residential/Limited Commercial (RCL5)” zone, excluding affordable housing.

E. Transportation

The CCAP requires road widening and bike network improvements around the subject site, and the Zoning Bylaw provides for parking reductions for Capstan Village developments that incorporate transportation demand management and other measures to the City's satisfaction. In light of this, the proposed development provides for a variety of transportation improvements and related features, all at the developer's sole cost. In brief, this includes:

- a) Widening Capstan Way and Corvette Way to accommodate road, sidewalk, and related upgrades, together with an off-site bike path and landscape features along the Capstan greenway;
- b) Minimizing potential pedestrian and cycling conflicts by limiting vehicle access to one shared residential/commercial driveway on the site's north frontage (away from the Capstan greenway);
- c) \$30,000 towards the City's implementation of a bus shelter and/or related accessibility features, as determined to the satisfaction of the City;
- d) Providing a hotel shuttle bus (at the developer's sole cost), together with designated on-site bus parking/passenger loading facilities and a contract with a bus operator for a minimum of three years (all of which will be secured, prior to rezoning, with a legal agreement on title);
- e) Providing end-of-trip cycling facilities (e.g., showers, change rooms) co-located with Class 1 (secure) bike storage spaces provided for the project's commercial tenants and employees; and
- f) Securing 50% of total commercial parking (with a covenant on title) for short-term use by the general public (i.e. 35 spaces of 70 total commercial spaces will be secured for hourly use).

F. 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. Areas undergoing significant change, such as Capstan Village, are well suited to this endeavour. In light of this, the developer has agreed to the following:

- a) District Energy Utility (DEU): The developer will design and construct 100% of the subject development to facilitate its future connection to a DEU system. (The utility will be constructed by others).
- b) Leadership in Energy and Environmental Design (LEED): The CCAP requires that all rezoning applications greater than 2,000.0 m² (21,527.8 ft²) in size meet LEED Silver (equivalency) or better, paying particular attention to features significant to Richmond (e.g., green roofs, urban agriculture, DEU, storm water management/quality). The developer has agreed to comply with this policy. A LEED Checklist is attached (Attachment 5). Design development will be undertaken through the Development Permit process.
- c) Electric Vehicle (EV) Facilities: The OCP includes minimum rates for the provision of EV charging equipment for residential parking and Class 1 bike storage. The developer's proposal:
 - Exceeds OCP standards for residential parking (100% energized spaces versus 20% energized and 25% roughed-in); and
 - Meets OCP standards for Class 1 bike storage (10% energized).

- d) Flood Management Strategy: The CCAP encourages measures to enhance the ability of developments to respond to flood plain management objectives and adapt to the effects of climate change (e.g., sea level rise). To this end, the developer has agreed to build to the City's recommended Flood Construction Level of 0.3 m (1.0 ft.) above the crown of the fronting road for residential lobbies and street-oriented commercial and 2.9 m (9.5 ft.) GSC for all other uses.
- e) Aircraft Noise Sensitive Development (ANSD): The subject site is situated within ANSD "Area 3", which permits all ANSD uses (i.e. residential, child care, hospital, and school) provided that a restrictive covenant is registered on title and appropriate noise attenuation measures are implemented. The required covenant(s) will be registered prior to rezoning adoption, and other requirements will be satisfied prior to Development Permit and Building Permit issuance, as required.
- f) Accessible Housing: 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. To address the City's policy:
- All lobbies, common areas, and amenity spaces will be barrier-free;
 - All units will include aging-in-place features (e.g., blocking in walls for grab bars, lever handles, etc.); and
 - 24% of residential dwellings (i.e. 33 of 136 units) will comply with Richmond's Basic Universal Housing (BUH) standards, including 20% of market units (i.e. 26 of 128 units) and 88% of affordable housing units (i.e. 7 of 8 units).

G. Site Servicing & Frontage Improvements

The developer shall be responsible for the design and construction of required water, storm sewer, and sanitary sewer upgrades and related public and private utility improvements, as determined to the satisfaction of the City. The developer's design and construction of the required improvements shall be implemented through the City's standard Servicing Agreement (SA) process, secured with a Letter of Credit, as set out in the attached Rezoning Considerations (Attachment 7). Prior to rezoning adoption, the developer will enter into the Servicing Agreement, which generally shall include road, water, drainage, and sanitary sewer upgrades along all street frontages, together with upgrades to the Skyline Pump Station (to be undertaken in coordination with adjacent development, YuanHeng / SA 16-748500).

H. Tree Retention & Replacement

There are no existing trees on or around the subject site. No tree replacement or protection is required.

I. Development Phasing

The developer does not propose to phase the design or construction of the development (i.e. one Development Permit application and one Building Permit application). A covenant will be registered on title prior to rezoning adoption requiring that, in the event the developer wants to phase the occupancy of the project, key features will be completed and ready for occupancy in the first phase (i.e. affordable housing, commercial short-term parking, residential amenity spaces, hotel shuttle bus facilities, and all works subject to the project's Servicing Agreement).

J. Built Form and Architectural Character

The developer proposes to construct a high-rise, high density, mixed use development along the designated Capstan greenway, within walking distance of the riverfront, a recently approved City community centre, and the future Capstan Canada Line Station. The proposed development is consistent with CCAP policy for the provision of land (via a combination of dedication and Statutory Rights of Way) to facilitate required transportation and public open space improvements. Likewise, the proposed form of development, which combines articulated streetwall building elements and towers, generally conforms to the CCAP's Development Permit Guidelines. More specifically, the development has successfully demonstrated:

- a) A strong urban concept contributing towards a high-density, high-amenity, mixed-use, transit-oriented environment, comprising a boutique hotel (on the project's first 4 floors), street-oriented commercial, and a variety of dwelling types (including 57% family-friendly, 2- and 3-bedroom units);
- b) Variations in massing contributing towards streetscape interest, solar access to usable rooftops, and upper- and mid-level views across the site for residents and neighbours;
- c) An articulated building typology with a distinct identity and human scale, including a playful zigzag frame and projecting canopy;
- d) Sensitivity to existing residential neighbours (Wall Centre), by locating commercial and hotel uses to the development's south and west sides and orienting townhouses to Corvette Way;
- e) A coordinated approach to recently approved adjacent development (YuanHeng/DP 16-745853) with respect to building setbacks, building heights, tower spacing, and uses; and
- f) Opportunities to contribute towards a high amenity public realm, particularly along Capstan Way.

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

- a) Skylines: Streetwall heights have been minimized and the centre of the site has been opened up to maximize landscaped podium rooftop space and enhance cross-site views and sun for neighbours. This has resulted in two towers of equal height. Opportunities to sculpt the towers to enhance their individual identities and skyline interest should be explored (together with a coordinated strategy for concealing rooftop equipment).
- b) Residential Streetscape: Further attention is encouraged along the north side of the site to enhance the interface of the north tower and townhouses with the street. The proposed siting of the development's amenity building and indoor pool along this frontage (at the podium rooftop) presents a special opportunity for creating visual interest and a distinctive residential setting.
- c) Commercial Streetscape: Opportunities should be explored to support a vibrant, pedestrian-oriented, commercial streetscape that contributes to the animation and amenity of the area, especially along Capstan Way frontage (e.g., public art; coordination of the building's dynamic expression with retail/hotel identities; signage; furnishings and related features).

- d) Capstan Station Bonus Public Open Space: The size and location of the project's proposed public open space proposed satisfies CCAP and RCL5 rates. (Attachment 2) Information is required regarding the area's programming and landscaping to ensure they satisfy City objectives.
- e) Stand-Alone Hotel: The proposed hotel, which utilizes Village Centre (commercial) Bonus floor area, will be operated independently of the development's residential uses. To facilitate this, a legal agreement (to be registered on title prior to rezoning adoption) will require features such as separate circulation and emergency exiting. More information is required to ensure the hotel design satisfies these requirements.
- f) Common Amenity Spaces: The proposed indoor and outdoor common amenity spaces satisfy OCP and CCAP DP Guidelines rates. (Attachment 4) More information is required with respect to the programming, design, and landscaping of these spaces (including their interface with adjacent development) to ensure they will satisfy City objectives.
- g) Private Amenity Spaces: The City has adopted guidelines for the provision of private outdoor space for residential uses. An assessment of proposed private amenity areas will be undertaken through the DP process.
- h) Accessibility: Through the DP process the design and distribution of accessible units and common spaces and uses will be refined.
- i) Sustainability: A LEED Checklist is attached. (Attachment 5) Opportunities to better understand and enhance the building's performance in coordination with its architectural expression will be explored through the Development Permit process.
- j) Emergency Services: Through the DP process, Fire Department response points, an addressing plan, and related provisions for firefighting must be addressed.
- 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 will be reviewed within the development permit process.
- l) Parking and Loading: A draft functional plan showing internal vehicle circulation, truck manoeuvring, and related features has been provided and will be finalized through the DP process.
- m) Waste Management: A draft waste management plan has been submitted and will be finalized through the DP process.

K. 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 \$5,000. This will be considered as part of the 2019 Operating Budget.

Conclusion

GBL Architects has applied to the City for permission to rezone 8091 Capstan Way, from Auto-Oriented Commercial (CA) to Residential/Limited Commercial (RCL5), for the construction of a 15,737 m² (169,393 ft²), high-rise development in the City Centre's Capstan Village area, comprised of 136 dwellings, 75 hotel guest rooms, and 900 m² (9,688 ft²) of pedestrian-oriented commercial space at grade. Proposed amendments to the CCAP and RCL5 zone will, if approved, allow the City to exercise discretion in the minimum net development site size of Village Centre Bonus developments (including 8091 Capstan Way) and, as per current CCAP policy, permit the calculation of density on part of the subject development's required road dedication. An analysis of the developer's proposal shows it to be well designed and consistent with the CCAP's development, livability, sustainability, and urban design objectives. On this basis, it is recommended that OCP Amendment Bylaw 9676 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9677, be introduced and given first reading.

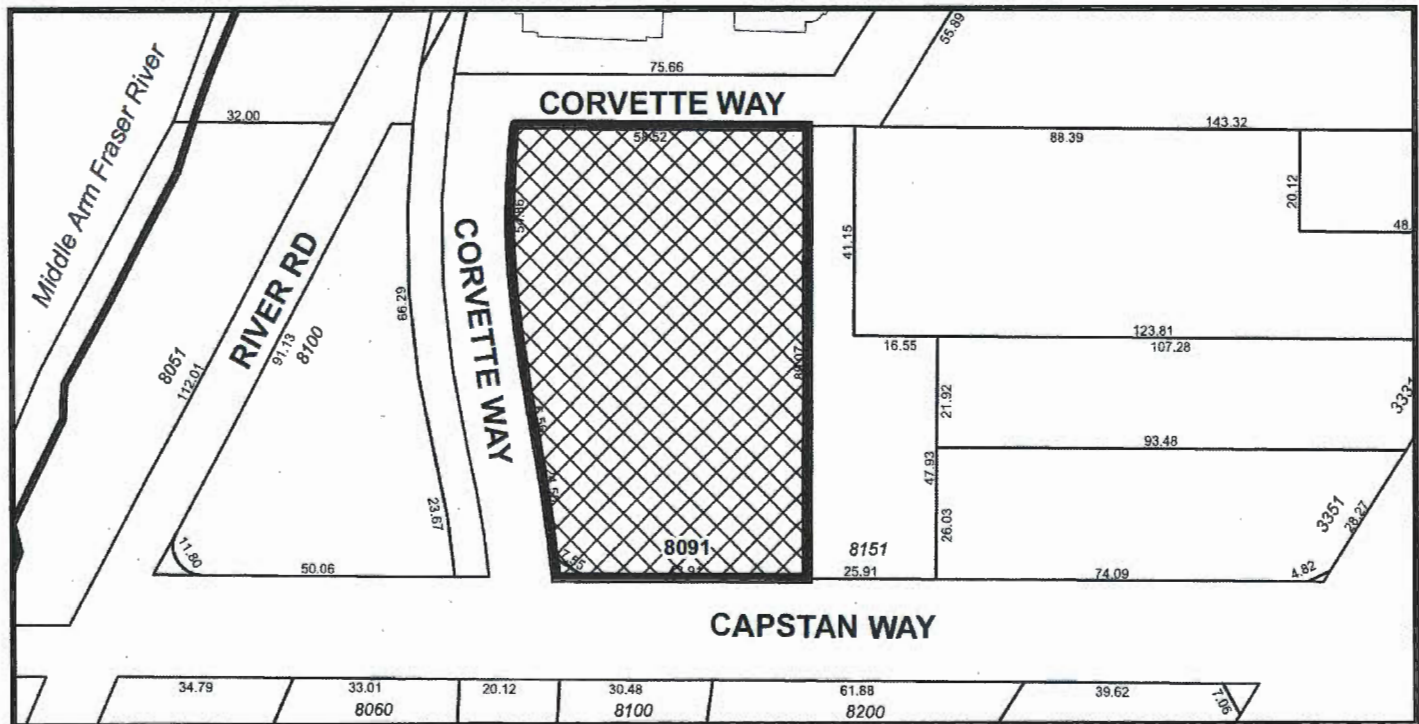
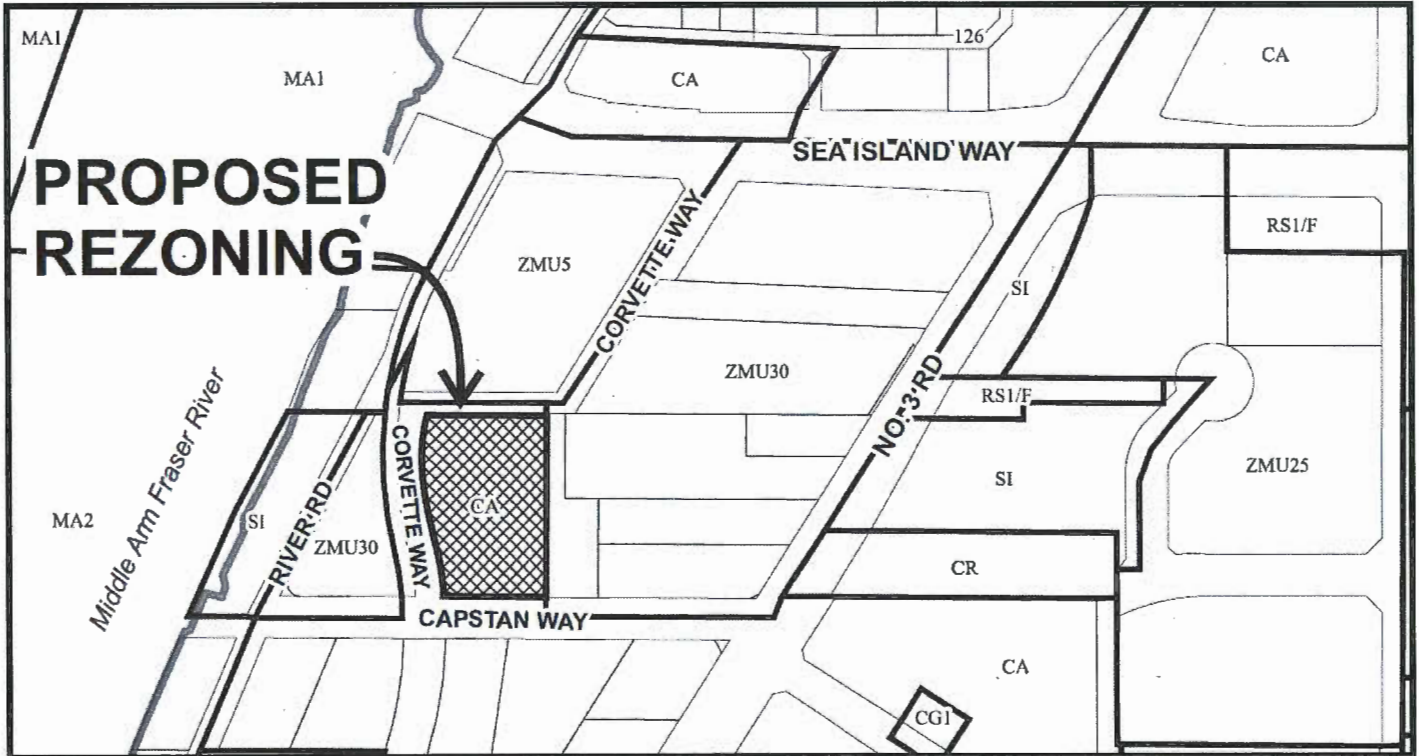


Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:cas

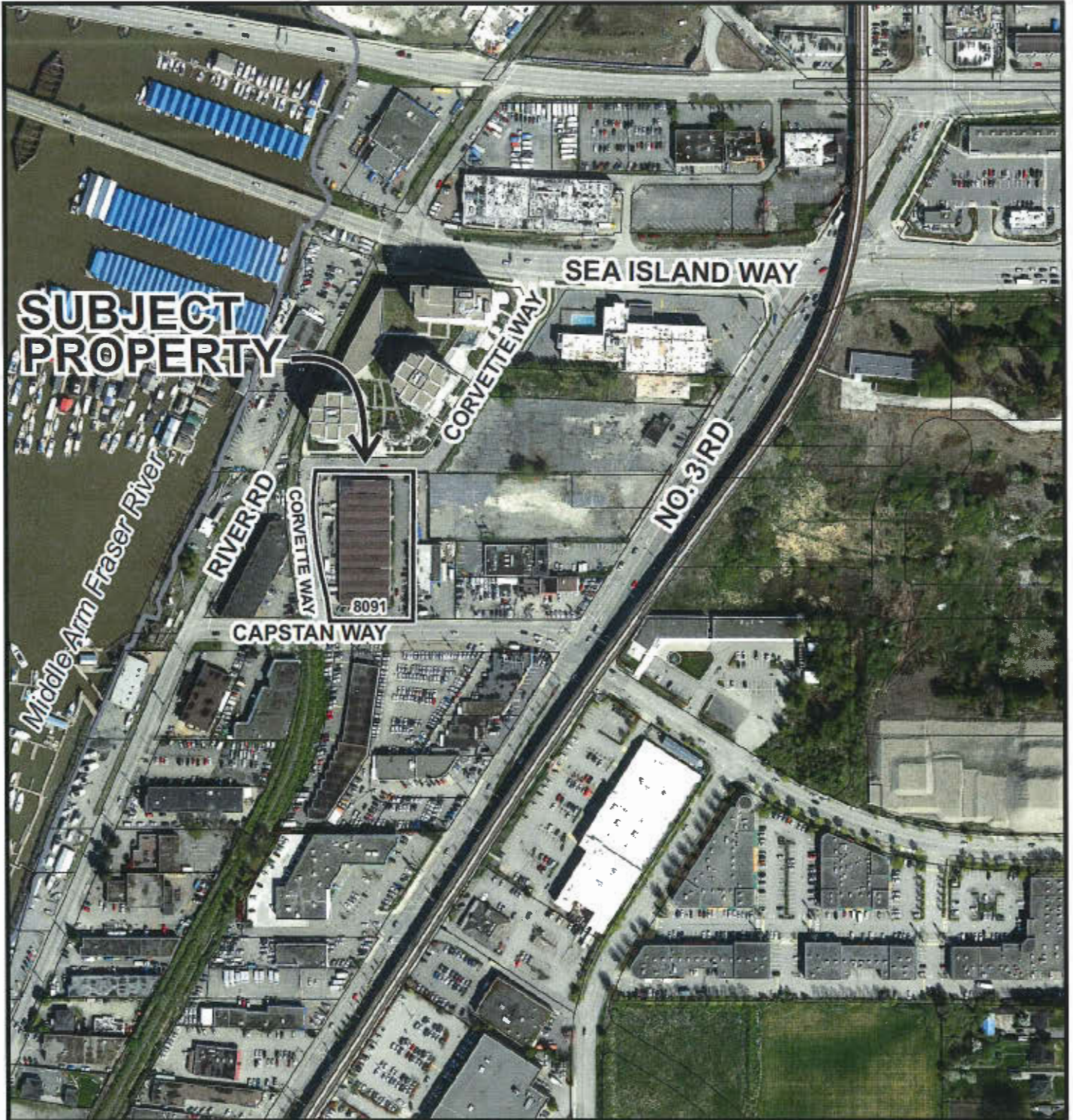
Attachments:

- 1) Location Map
- 2) Aerial Photograph
- 3) City Centre Area Plan (CCAP) Specific Land Use Map: Capstan Village (2031)
- 4) Development Application Data Sheet
- 5) LEED Checklist (REDMS #5405086)
- 6) Conceptual Development Plan
- 7) Rezoning Considerations (REDMS #5341841):
 - Schedule A - Preliminary Road Dedication Plan (REDMS #5395734)
 - Schedule B - Preliminary Capstan Station Bonus Public Open Space Plan (REDMS #5341841)
 - Schedule C - Preliminary Functional Roads Plan (REDMS #5404734)



RZ 15-699647

Original Date: 07/13/15
Revision Date: 06/09/17
Note: Dimensions are in METRES



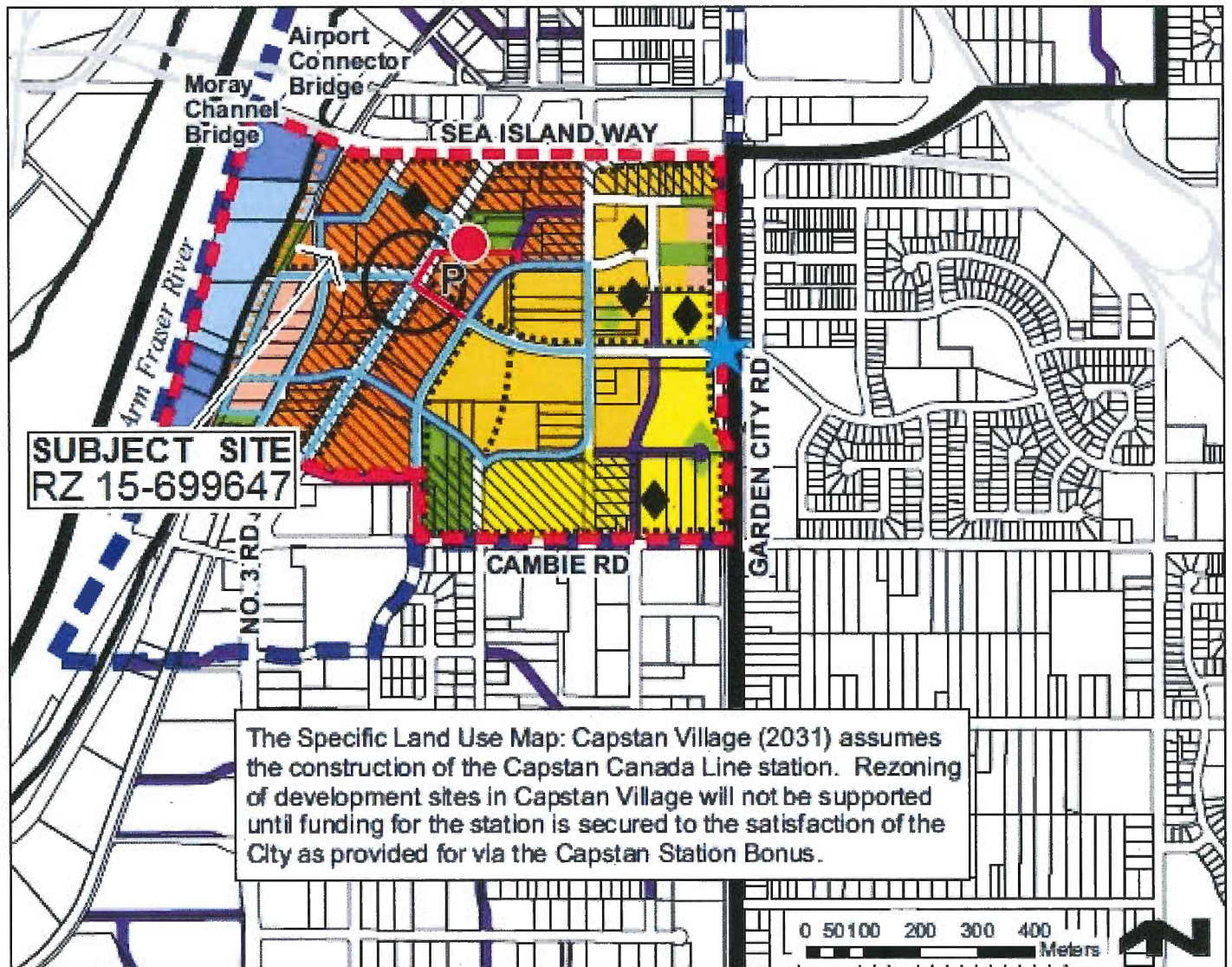
RZ 15-699647

Original Date: 07/13/15

Revision Date: 06/09/17

Note: Dimensions are in METRES

Specific Land Use Map: Capstan Village (2031)





RZ 15-699647

Address: 8091 Capstan Way

Applicant: GBL Architects

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

	Existing	Proposed
Owner	<ul style="list-style-type: none"> 0892691 B.C. Ltd., Inc. 	<ul style="list-style-type: none"> No change
Site Size	<ul style="list-style-type: none"> 5,006.6 m2 (53,890.6 ft2) 	<ul style="list-style-type: none"> After road dedication: 4,496.3 m2 (48,398.0 ft2) After road & additional Capstan Station Bonus (CSB) dedication: 4,312.4 m2 (46,418.6 ft2)
Land Uses	<ul style="list-style-type: none"> Vacant 	<ul style="list-style-type: none"> High density, high-rise mixed residential, hotel & retail uses
OCP Designation	<ul style="list-style-type: none"> Mixed Use 	<ul style="list-style-type: none"> No change
City Centre Area Plan (CCAP) Designation	<ul style="list-style-type: none"> Urban Centre T5 (45 m)/2.0 FAR Capstan Station Bonus (CSB)/0.5 FAR Village Centre Bonus (VCB)/1.0 FAR 	<ul style="list-style-type: none"> No change, EXCEPT the Plan is proposed to be amended to permit the City discretion in the minimum size of sites that may use the Village Centre Bonus (VCB)
Zoning	<ul style="list-style-type: none"> Automobile Oriented Commercial (CA) 	<ul style="list-style-type: none"> Residential / Limited Commercial (RCL5)
# Units	<ul style="list-style-type: none"> Nil 	<ul style="list-style-type: none"> 136 max (limited by a covenant on title), including:
Unit Mix	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Market units: 128, including - <ul style="list-style-type: none"> 42% 1-BR units (54) & 58% 2/3-BR "family" units (74) Affordable housing units: 8, including - <ul style="list-style-type: none"> 63% 1-BR units (5) & 47% 2 & 3-BR "family" units (3) (including 2 townhouse-type units)
Accessible Housing	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Basic Universal Housing (BUH): 33 units (24% of total), including: <ul style="list-style-type: none"> Market units: 26 (20% of market units) Affordable units: 7 (88% of affordable units) Aging-in-Place: All units not designed to BUH standards will include aging-in-place features (e.g., blocking in walls for grab bars, lever door handles, etc.)
Hotel	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> 75 guest rooms
Aircraft Noise Sensitive Development	<ul style="list-style-type: none"> "Area 3"/Moderate Aircraft Noise – All uses permitted. Covenant, acoustic report, air conditioning capacity, etc. are required. 	<ul style="list-style-type: none"> As per existing City policy
Capstan Station Bonus (CSB)	<ul style="list-style-type: none"> Cash contribution @ City approved rate at the time of Building Permit approval Public open space @ 5.0 m2 (53.8 ft2) per unit 	<ul style="list-style-type: none"> Estimated cash contribution: +/- \$1,141,402 CSB public open space: 680.0 m2 (7,319.5 ft2), including: <ul style="list-style-type: none"> Dedication: 183.9 m2 (1,979.4 ft2) SRW: 496.1 m2 (5,340.1 ft2)

On Future Subdivided Lot	Bylaw Requirements	Proposed	Variance
Floor Area Ratio (FAR)	<ul style="list-style-type: none"> 3.5 FAR max., including: <ul style="list-style-type: none"> Residential: 2.5 FAR max Commercial: 1.0 FAR min 	<ul style="list-style-type: none"> As per City policy, adjusted for the additional CSB dedication, as follows: <ul style="list-style-type: none"> Total: 3.65 FAR Residential: 2.61 FAR Commercial: 1.04 FAR 	None permitted
Buildable Floor Area - Total	<ul style="list-style-type: none"> 15,737.1 m2 (169,393.0 ft2) max. 	<ul style="list-style-type: none"> 15,737.1 m2 (169,393.0 ft2) 	None permitted

On Future Subdivided Lot	Bylaw Requirements	Proposed	Variance
Buildable Floor Area - Residential	<ul style="list-style-type: none"> 11,240.8 m² (120,995.0 ft²) max, including: <ul style="list-style-type: none"> 95% market: 10,678.8 m² (114,945.2 ft²) 5% affordable housing: 562.0 m² (6,049.8 ft²) 	<ul style="list-style-type: none"> 11,240.8 m² (120,995.0 ft²), including: <ul style="list-style-type: none"> 95% market: 10,678.8 m² (114,945.2 ft²) 5% affordable housing: 562.0 m² (6,049.8 ft²) 	None permitted
Buildable Floor Area - Commercial	<ul style="list-style-type: none"> Village Centre Bonus (VCB): 4,496.3 m² (48,398.0 ft²) max A construction-value cash contribution is recommended in lieu of an on-site community amenity 	<ul style="list-style-type: none"> 4,496.3 m² (48,398.0 ft²), including: <ul style="list-style-type: none"> Retail: 900.0 m² (9,688.0 ft²) Hotel: 3,597.1 m² (38,719.0 ft²) A construction-value cash contribution is proposed in lieu of the construction on-site of a community amenity (as per City direction) 	None permitted
Lot Coverage	<ul style="list-style-type: none"> Building: 90% max 	<ul style="list-style-type: none"> Building: 90% 	None
Lot Size	<ul style="list-style-type: none"> For RCL5 zoned sites: 4,000.0 m² (43,055.6 ft²) min. 	<ul style="list-style-type: none"> After road & additional Capstan Station Bonus (CSB) dedication: 4,312.4 m² (46,418.6 ft²) 	None
Setbacks to Property Lines	<ul style="list-style-type: none"> Public Road: 6.0 m (19.7 ft.) min, but may be reduced to 3.0 m (9.8 ft.) if a proper interface is provided Interior Side: Nil 	<ul style="list-style-type: none"> Capstan Way: 11.5 m (37.8 ft) Corvette Way (west): 3.0 m (9.8 ft.) Corvette Way (north): 2.0 m (6.6 ft.) Interior Side: Nil 	Corvette Way: Reduce by up to 1.0 m
Tower Spacing	<ul style="list-style-type: none"> 24.0 m (78.7 ft.) min between towers on-site 12.0 m (39.4 ft.) min to interior property line 	<ul style="list-style-type: none"> 24.0 m (78.7 ft.) min between towers on-site 12.0 m (39.4 ft.) min to interior property line 	None
Height	<ul style="list-style-type: none"> 47.0 m (154.2 ft.) GSC 	<ul style="list-style-type: none"> 47.0 m (154.2 ft.) GSC 	None
Parking Spaces – Total (Parking Zone 1)	<ul style="list-style-type: none"> 193 (with 10% TDM relaxation), including: <ul style="list-style-type: none"> Residential: 123 Retail: 30 (Shared with Visitors) Hotel: 40 	<ul style="list-style-type: none"> 193 (with 10% TDM relaxation), including: <ul style="list-style-type: none"> Residential: 123 Commercial: 70 (50% “public” & 50% “assignable” spaces) 	None
Parking Spaces - Residential (Parking Zone 1)	<ul style="list-style-type: none"> 123 (with 10% TDM relaxation), including: <ul style="list-style-type: none"> Market @ 0.9/unit x 128 = 116 min Affordable @ 0.81/unit x 8 = 7 min Visitor parking (25 spaces) shared with commercial (not for exclusive visitor use) 	<ul style="list-style-type: none"> 123 (with 10% TDM relaxation), including: <ul style="list-style-type: none"> Market @ 0.9/unit x 128 = 116 Affordable @ 0.81/unit x 8 = 7 Visitor parking (25 spaces) shared with commercial uses (i.e. not only for visitors) 	None
Parking Spaces - Retail (Parking Zone 1)	<ul style="list-style-type: none"> 30 (with 10% TDM relaxation), including: <ul style="list-style-type: none"> Ground: 3.375/100.0 m² (1,076.4 ft²) gla x 883.0 m² (9,505.0 ft²) = 30 	<ul style="list-style-type: none"> 70 “Commercial Parking” spaces, including: <ul style="list-style-type: none"> 50% (35) min “public parking” for short-term use by the general public 50% (35) max “assignable parking” designated, sold, leased, or otherwise assigned to for the exclusive use of specific persons or businesses 	None
Parking Spaces - Hotel (Parking Zone 1)	<ul style="list-style-type: none"> 40 (with 10% TDM relaxation), including: <ul style="list-style-type: none"> Guest rooms: 0.375/ room x 75 = 29 Meeting/lounge: 7.5/100 m² (1,076.4 ft²) gla x 136.0 m² (1,464.0 ft²) = 11 		
Tandem Parking	<ul style="list-style-type: none"> 50% max of market residential spaces: 57 	<ul style="list-style-type: none"> None proposed 	None
Accessible Parking	<ul style="list-style-type: none"> 2% (min) of spaces provided 	<ul style="list-style-type: none"> As per City policy 	None
Loading	<ul style="list-style-type: none"> 3 medium truck spaces 	<ul style="list-style-type: none"> 3 medium truck spaces 	None
Class 1 Bike Storage (Secure)	<ul style="list-style-type: none"> 182, including: <ul style="list-style-type: none"> Market units: 1.25/unit x 128 = 160 Affordable units: 1.25/unit x 8 = 10 Retail/Hotel: 0.27/100.0 m² (1,076.4 ft²) gla greater than 100.0 m² x 4,380.1 m² (47,147.0 ft²) = 12 	<ul style="list-style-type: none"> 182, including: <ul style="list-style-type: none"> Market units: 160 Affordable units: 10 Retail/Hotel: 12 	None

On Future Subdivided Lot	Bylaw Requirements	Proposed	Variance
Class 2 Bike Storage (Unsecure)	<ul style="list-style-type: none"> ▪ 40, including: <ul style="list-style-type: none"> - Residential: $0.2/\text{unit} \times 136 = 27.2$ - Retail: $0.4/100.0 \text{ m}^2 (1,076.4 \text{ ft}^2) \text{ gla}$ greater than $100.0 \text{ m}^2 \times 783.0 \text{ m}^2 (8,428.1 \text{ ft}^2) = 3.1$ - Hotel: $0.27/100.0 \text{ m}^2 (1,076.4 \text{ ft}^2) \text{ gla}$ greater than $100.0 \text{ m}^2 \times 3,497.1 \text{ m}^2 (37,642.5 \text{ ft}^2) = 9.4$ 	<ul style="list-style-type: none"> ▪ 40 spaces 	None
Electric Vehicle (EV) Charging Equipment	<ul style="list-style-type: none"> ▪ Residential Parking: 20% of spaces with 120V service & 25% pre-ducted for future 120V service ▪ Class 1 Bikes: 10% of bikes with 120V service 	<ul style="list-style-type: none"> ▪ Residential Parking: 100% of spaces with 120V or 240V service ▪ Class 1 Bikes: 10% of bikes with 120V service 	None
End-of-Trip Facilities	<ul style="list-style-type: none"> ▪ Recommended Transportation demand Management (TDM) measure ▪ For the use of commercial tenants 	<ul style="list-style-type: none"> ▪ 2 change rooms (lockers, showers, washrooms & grooming stations) ▪ Co-located with Class 1 (commercial) bike storage 	None
Amenity Space – Indoor:	<ul style="list-style-type: none"> ▪ 272.0 m² (2,927.8 ft²) min. 	<ul style="list-style-type: none"> ▪ 360.0 m² (3,875.0 ft²) 	None
Amenity Space – Outdoor:	<ul style="list-style-type: none"> ▪ 1,247.2 m² (13,425.3 ft²) min, including: <ul style="list-style-type: none"> - OCP: $6.0 \text{ m}^2 (64.5 \text{ ft}^2)/\text{unit} \times 136 = 816.0 \text{ m}^2 (8,783.4 \text{ ft}^2) \text{ min.}$ - CCAP: 10% of net site = $431.2 \text{ m}^2 (4,641.9 \text{ ft}^2)$ 	<ul style="list-style-type: none"> ▪ 2,189.4 m² (23,566.1 ft²), including: <ul style="list-style-type: none"> - Residential shared space @ podium rooftop: $1,693.3 \text{ m}^2 (18,226.0 \text{ ft}^2)$ - Public open space @ grade: $496.1 \text{ m}^2 (5,340.1 \text{ ft}^2)$ 	None

LEED Canada-NC 2009 Project Checklist

CAPSTAN WAY

Yes ? No

51	14	42	Project Totals (pre-certification estimates)	110 Possible Points
Certified 40-49 points Silver 50-59 points Gold 60-79 points Platinum 80 points and above				

Yes ? No

17	1	5	Sustainable Sites	26 Points
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Prereq 1	Construction Activity Pollution Prevention	Required
Credit 1	Site Selection	1
Credit 2	Development Density and Community Connectivity	3, 5
Credit 3	Brownfield Redevelopment	1
Credit 4.1	Alternative Transportation: Public Transportation Access	3, 6
Credit 4.2	Alternative Transportation: Bicycle Storage & Changing Rooms	1
Credit 4.3	Alternative Transportation: Low-Emitting & Fuel-Efficient Vehicles	3
Credit 4.4	Alternative Transportation: Parking Capacity	2
Credit 5.1	Site Development: Protect and Restore habitat	1
Credit 5.2	Site Development: Maximize Open Space	1
Credit 6.1	Stormwater Design: Quantity Control	1
Credit 6.2	Stormwater Design: Quality Control	1
Credit 7.1	Heat Island Effect: Non-Roof	1
Credit 7.2	Heat Island Effect: Roof	1
Credit 8	Light Pollution Reduction	1

High density development providing residents with access to numerous community amenities

1 Community park, accessible green roofs, Hazelbridge plaza

1 Vegetation is more than 50% of the overall development

1 100% underground parking

1 Green roofs combined with high albedo roofing on the lower roofs

1 Interior and exterior light trespass will be minimized and photometric plan will be reviewed.

Yes ? No

6	2	2	Water Efficiency	10 Points
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Prereq 1	Water Use Reduction	Required
Credit 1	Water Efficient Landscaping	2, 4
Credit 2	Innovative Wastewater Technologies	2

50% reduction targeted through high efficiency irrigation, moisture sensors and drought tolerant plants; at grade water features will be used for temporary rain water storage

2 - 4 Low-flow fixtures will be specified

Credit 3 Water Use Reduction

4		
---	--	--

Yes ? No

Credit 3 Water Use Reduction

8	3	24
---	---	----

35 Points

Energy & Atmosphere		
✓		Required
✓		Required
✓		Required
6	1	12
		7
		2
2		3
		2

Prereq 1 Fundamental Commissioning of Building Energy Systems
 Prereq 2 Minimum Energy Performance
 Prereq 3 Fundamental Refrigerant Management
 Credit 1 Optimize Energy Performance
 Credit 2 On-Site Renewable Energy
 Credit 3 Enhanced Commissioning
 Credit 4 Enhanced Refrigerant Management
 Credit 5 Measurement and Verification
 Credit 6 Green Power

1 - 19 A whole building energy model will be completed to confirm the points
 1 - 7
 2 Life cycle calculations will guide equipment selection to achieve this credit.
 3
 2 2-year contract for 35% of electricity supplied from renewable sources if required.

Yes ?		No		14 Points	
4	3	7			
✓					Required
		3			1-3
		1			1
2					1-2 80% diversion rate targeted
1	1				1-2
1	1				1-2 Preference will be given to materials with recycled / regional materials
	1				1-2 Preference will be given to materials with recycled / regional materials
	1				1 Review options for product specifications
		1			1

Yes ?		No		15 Points	
9	5	1			
✓					Required
✓					Required
1					1 Case 1 install CO2 monitors in densely occupied areas and flow station on air handling units
0	1				1 Increase ventilation Rates 30% above ASHRAE 62.1
1					1 IAQ management plan will be executed by contractor
1					1 Flush out or testing will be performed before occupancy
1					1 Low-emitting materials will be specified for the project
1					1 Low-emitting materials will be specified for the project
1					1 Low-emitting materials will be specified for the project
	1				1 review options for product specifications
	1				1 MERV13 filters and appropriate space separation will be provided, and 3m long entryway systems will be evaluated
1					1
	1				1
1					1 Design to meet ASHRAE Standard 55-2004
		1			1
	1				1
1					1

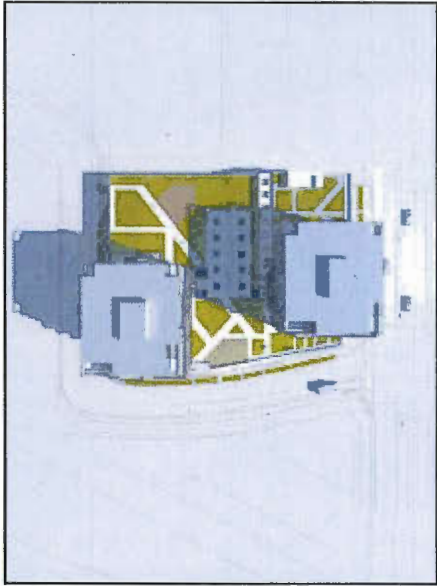
Yes		No		6 Points	
4	0	2		Innovation in Design	
1			1	Credit 1.1	Innovation in Design
1			1	Credit 1.2	Innovation in Design
1			1	Credit 1.3	Innovation in Design
1			1	Credit 1.4	Innovation in Design
1			1	Credit 1.5	Innovation in Design
1			1	Credit 2	LEED® Accredited Professional
1 Exemplary Performance: Access to public transportation					
1 Exemplary Performance: 100% parking underground					
1 Exemplary Performance: 30% EV charging stations.					
1 Urban agriculture					
1 Reduced Mercury in Lighting					
1					
Yes		No		4 Points	
3	0	1		Regional Priority	
			1	Credit 1	Durable Building
1				Credit 2.1	Regional Priority Credit
1				Credit 2.2	Regional Priority Credit
1				Credit 2.3	Regional Priority Credit
1 Construction waste management					
1 Water use reduction					
1 Development density					



PLN - 44



1000 WESTERN AVENUE
VICTORIA BC V8M 1R5
TEL: 250-383-8888
WWW.GBLINC.COM



MAR / SEP 21ST - 12:00 PM



MAR / SEP 21ST - 10:00 AM

1000 WESTERN AVENUE
VICTORIA BC V8M 1R5
TEL: 250-383-8888
WWW.GBLINC.COM

Residential Hotel
Retail and Office
8081 Capstan Way
Richmond BC

SHADOW ANALYSIS

DATE: 12/27
TIME: 12:00 PM
LOCATION: 8081 CAPSTAN WAY
PROJECT: 1227

A-1.06



MAR / SEP 21ST - 2:00 PM

gbl

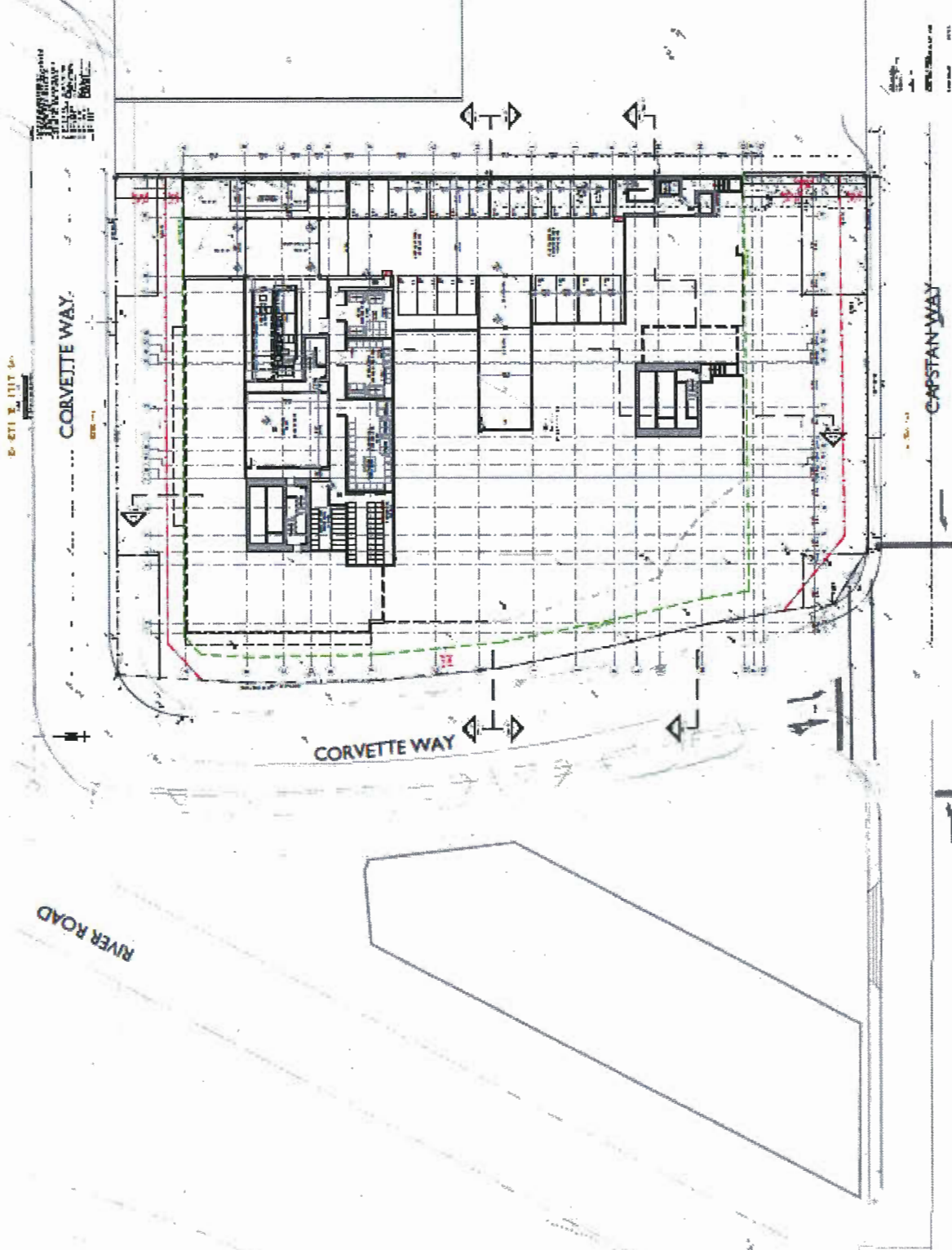
PROPOSED
REVISIONS
DATE
BY
CHECKED
DATE
BY

GENERAL NOTES	
1.	SEE ARCHITECTURAL DRAWINGS FOR FINISHES AND MATERIALS.
2.	SEE ELECTRICAL AND MECHANICAL DRAWINGS FOR DETAILS.
3.	SEE CIVIL DRAWINGS FOR SITE CONDITIONS AND UTILITIES.
4.	SEE STRUCTURAL DRAWINGS FOR FOUNDATION AND FLOOR SLABS.
5.	SEE PLUMBING AND HEATING DRAWINGS FOR FIXTURES AND EQUIPMENT.
6.	SEE PAINT AND FINISHES DRAWINGS FOR WALLS AND CEILING.
7.	SEE LANDSCAPE ARCHITECTURE DRAWINGS FOR EXTERIOR SPACES.
8.	SEE INTERIOR DESIGN DRAWINGS FOR FURNITURE AND FIXTURES.
9.	SEE MECHANICAL, ELECTRICAL AND PLUMBING (MEP) DRAWINGS FOR SYSTEMS.
10.	SEE ALL OTHER DRAWINGS FOR COMPLETE INFORMATION.

REVISIONS		
NO.	DATE	DESCRIPTION
1.	10/15/11	ISSUE FOR PERMIT
2.	11/01/11	REVISIONS TO MECHANICAL AND ELECTRICAL
3.	11/15/11	REVISIONS TO INTERIOR FINISHES
4.	12/01/11	REVISIONS TO EXTERIOR LANDSCAPE
5.	12/15/11	REVISIONS TO CIVIL AND STRUCTURAL
6.	01/01/12	REVISIONS TO PLUMBING AND HEATING
7.	01/15/12	REVISIONS TO PAINT AND FINISHES
8.	02/01/12	REVISIONS TO INTERIOR DESIGN
9.	02/15/12	REVISIONS TO MECHANICAL, ELECTRICAL AND PLUMBING
10.	03/01/12	REVISIONS TO ALL DRAWINGS

Residential, Hotel
Retail and Office
8071 Captain Way
Richmond, BC
LEVEL P1

DATE: 03/01/12
SCALE: 1/8" = 1'-0"
PROJECT: 1227
SHEET: A-2.01



PROJECT: 8091 CAPTAIN WAY PHASE 1
DRAWN: RHC
CHECKED: RHC
DATE: 02/03/2011

CORVETTE WAY

A-8.02

NO.	DESCRIPTION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT (REVISED)	02/03/11	RHC	RHC
2	ISSUED FOR PERMIT	02/03/11	RHC	RHC
3	ISSUED FOR PERMIT	02/03/11	RHC	RHC
4	ISSUED FOR PERMIT	02/03/11	RHC	RHC
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38	ISSUED FOR PERMIT	02/03/11	RHC	RHC
39	ISSUED FOR PERMIT	02/03/11	RHC	RHC
40	ISSUED FOR PERMIT	02/03/11	RHC	RHC

CONCRETE	CONCRETE
WALL	WALL
CEILING	CEILING
FLOOR	FLOOR
MECHANICAL	MECHANICAL
ELECTRICAL	ELECTRICAL
PLUMBING	PLUMBING
PAINT	PAINT
GLASS	GLASS
FINISH	FINISH
OUTLINE	OUTLINE

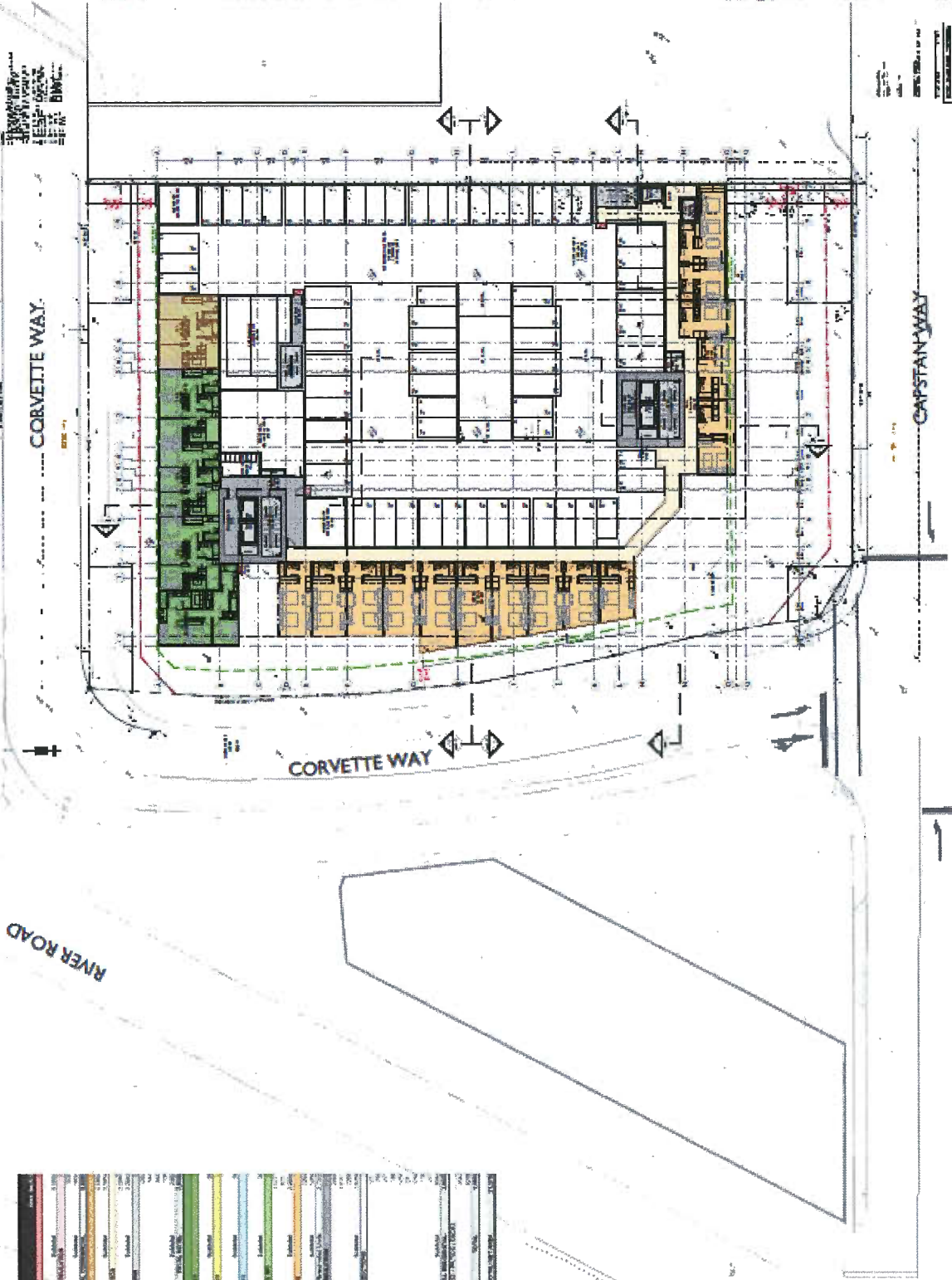
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1/8" = 1'-0"
1/2" = 1'-0"
3/4" = 1'-0"
1" = 1'-0"
1 1/4" = 1'-0"
1 1/2" = 1'-0"

Residential, Hotel,
Retail and Office
8091 Captain Way
Richmond, BC

PS1 - LEVEL 2

DATE: 02/03/11
PROJECT: 8091 CAPTAIN WAY
SHEET: 1227
DRAWN: RHC

PROJECT: 8091 CAPTAIN WAY PHASE 1
DRAWN: RHC
CHECKED: RHC
DATE: 02/03/11



gbl

1000 WEST 10TH AVENUE
SUITE 1000
VANCOUVER, BC V6H 3G9
TEL: 604-278-1111
WWW.GBL.COM

CONSTRUCTION	CONSTRUCTION
1. CONSTRUCTION	1. CONSTRUCTION
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1. 1000 WEST 10TH AVENUE
SUITE 1000
VANCOUVER, BC V6H 3G9
TEL: 604-278-1111
WWW.GBL.COM

Residential, Hotel,
Retail and Office
8091 Capstan Way
Richmond, BC

PSR - LEVEL 6

DATE: 10/15/10
SCALE: 1/8" = 1'-0"
PROJECT: 1000 WEST 10TH AVENUE
DRAWING: 1000-1000-1000-1000

A-8.06

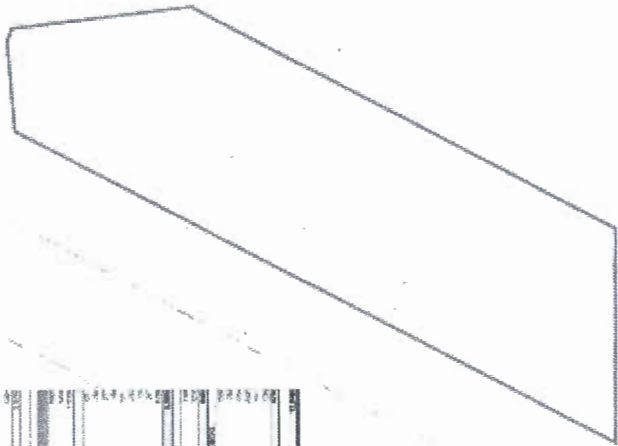
CORVETTE WAY



CORVETTE WAY

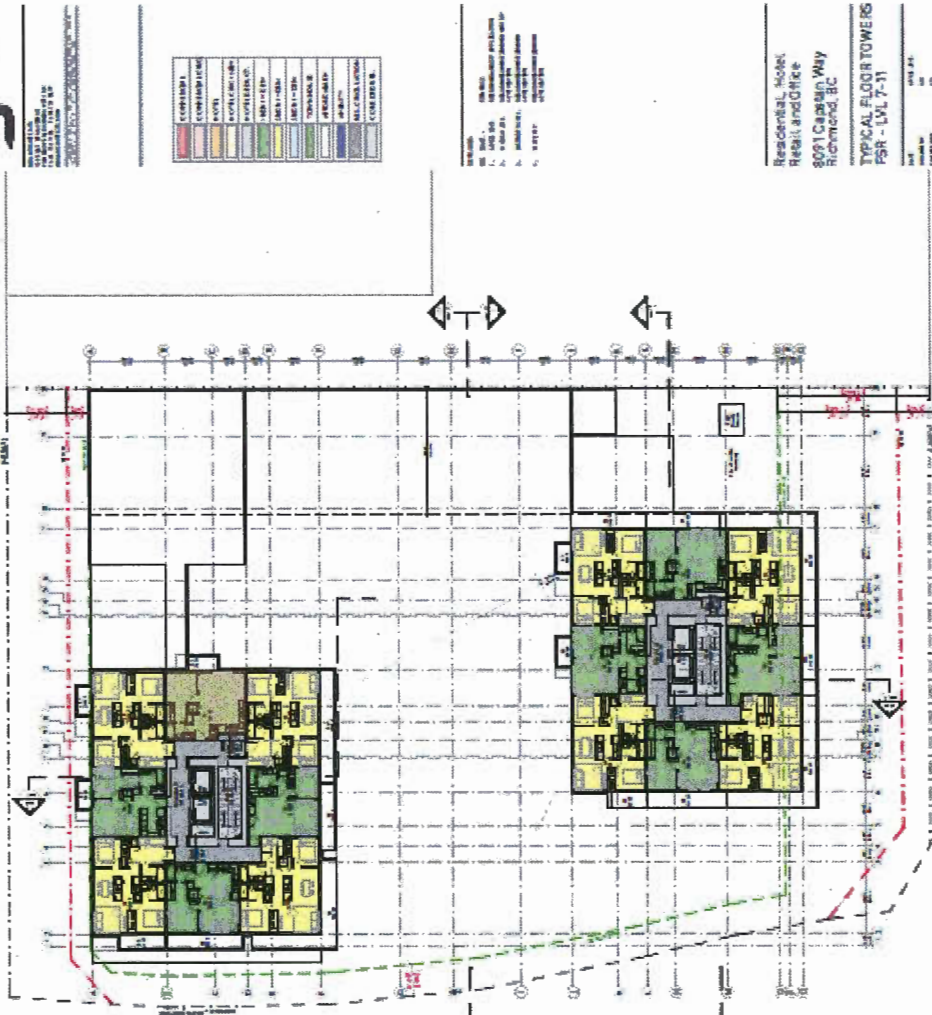
CAPSTAN WAY

RIVER ROAD



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7	ISSUED FOR DESTRUCTION	10/15/10	[Signature]	[Signature]
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gbi
GENERAL BUILDING
INCORPORATED
100 WEST 10TH AVENUE
DENVER, COLORADO 80202
TEL: 303.733.1234
WWW.GBI-CO.COM



NO.	DESCRIPTION	DATE	BY	CHKD
1	REVISIONS			
2	REVISED FOR APPROVAL	11/15/11	MM	MM
3	REVISED FOR APPROVAL	11/15/11	MM	MM
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COLOR	DESCRIPTION
Blue	CONCRETE
Orange	WOOD
Green	PAINTING
Yellow	MECHANICAL
Pink	ELECTRICAL
Light Blue	GLASS
Dark Blue	CEILING
Light Green	FLOORING
Light Orange	MECHANICAL
Light Purple	ELECTRICAL
Light Yellow	MECHANICAL
Light Blue	ELECTRICAL

- 1. SEE PLAN FOR LOCATION OF ALL WALLS AND PARTITIONS.
- 2. SEE PLAN FOR LOCATION OF ALL DOORS AND WINDOWS.
- 3. SEE PLAN FOR LOCATION OF ALL MECHANICAL AND ELECTRICAL EQUIPMENT.
- 4. SEE PLAN FOR LOCATION OF ALL CEILING AND FLOORING.
- 5. SEE PLAN FOR LOCATION OF ALL PAINTING.
- 6. SEE PLAN FOR LOCATION OF ALL GLASS.
- 7. SEE PLAN FOR LOCATION OF ALL CEILING.
- 8. SEE PLAN FOR LOCATION OF ALL FLOORING.
- 9. SEE PLAN FOR LOCATION OF ALL MECHANICAL.
- 10. SEE PLAN FOR LOCATION OF ALL ELECTRICAL.

Residential, Hotel
Retail and Office
8091 Capstan Way
Richmond, BC
TYPICAL FLOOR TOWERS
PSR - LVL 7-11
DATE: 11/15/11
BY: MM
SCALE: AS SHOWN
PROJECT NO: 1227

A-8.07



1227
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Residential, Hotel,
 Retail and Office
 8091 Capstan Way
 Richmond, BC

PSR - LVL 12

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RIVER ROAD

CORVETTE WAY

CORVETTE WAY

CAPSTAN WAY

NO.	DESCRIPTION	DATE	BY	CHECKED BY
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gbl

1227
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1227

COLOUR	DESCRIPTION
Blue	CONCRETE
Orange	WOOD
Red	ROOF E.S.C.
Green	ROOF E.S.C.
Yellow	GLASS
Pink	MECHANICAL
Light Blue	MECHANICAL
Dark Blue	MECHANICAL
Light Green	MECHANICAL
Light Yellow	MECHANICAL

1227
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Residential, Hotel
Retail and Office
8591 Capstan Way
Richmond, BC

PG# - LVL 13-16
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A-8.05

CORVETTE WAY

CAPSTAN WAY

CORVETTE WAY

RIVER ROAD

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PLN - 55



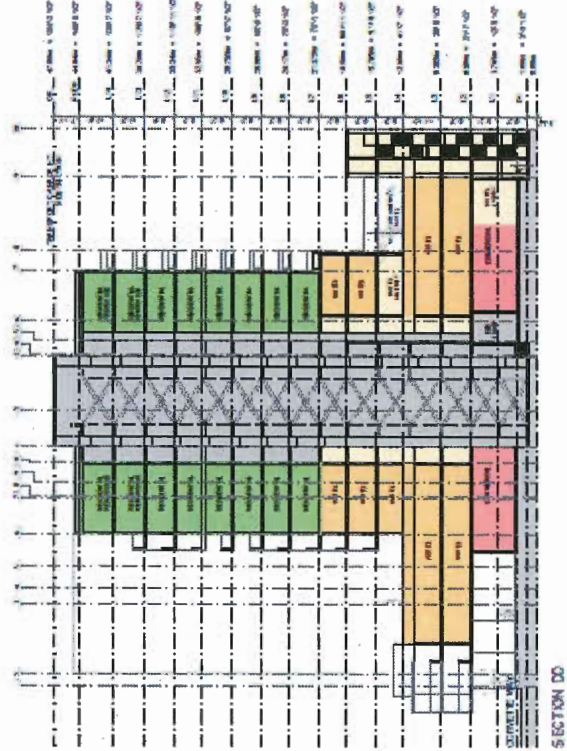
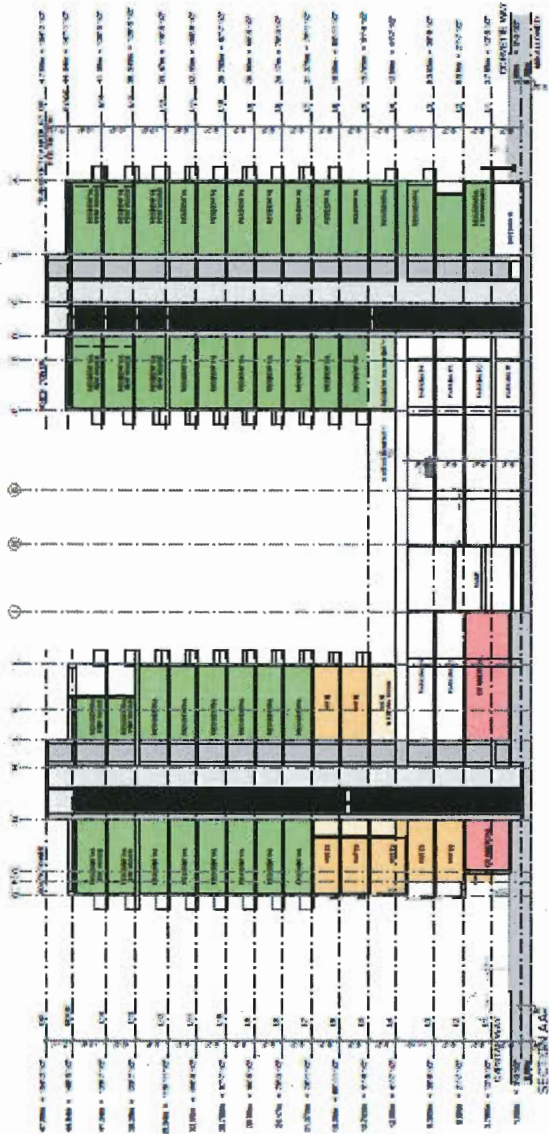
8891 Capistrano Way
 Richmond, BC
 V6X 4E5
 TEL: 604.273.1227
 FAX: 604.273.1228
 WWW.GBLINC.COM

SECTION AA
 1. SCALE: AS SHOWN
 2. FINISHES: AS NOTED
 3. MATERIALS: AS NOTED
 4. NOTES: AS NOTED

Residential, Home
 Retail and Office
 8891 Capistrano Way
 Richmond, BC

SECTION AA
 SECTION DD
 DATE: 12/27
 DRAWN BY:

A-4.01



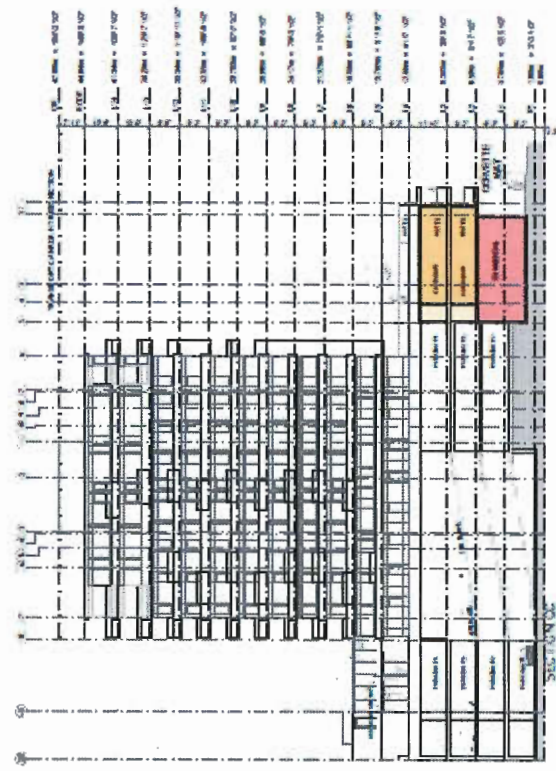
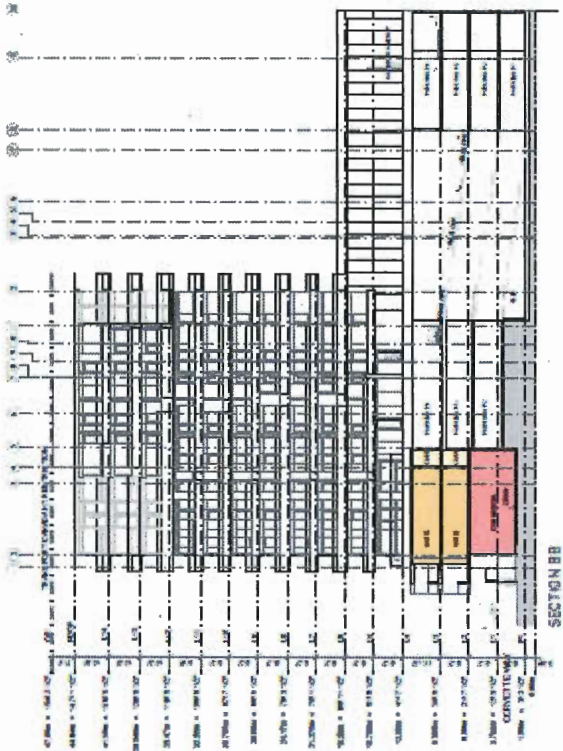


DATE: _____
 1. JOB NO. _____
 2. PROJECT _____
 3. DRAWING NO. _____
 4. SHEET NO. _____

Residential, Home
 Retail and Office
 8001 Captain Way
 Renton, BC

SECTION BB
 SECTION CC
 1227

A-4.02



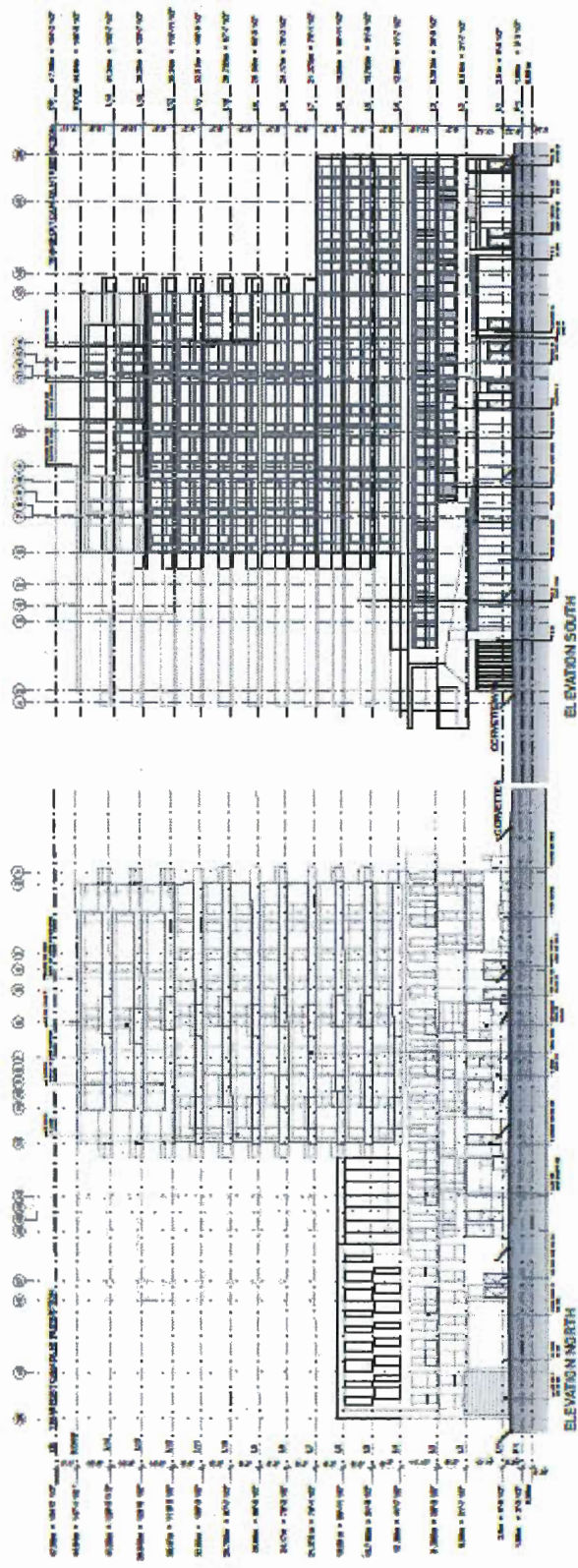
1.	DATE	12/12/12
2.	BY	J. SMITH
3.	DESCRIPTION	REVISION
4.	DATE	12/12/12
5.	BY	J. SMITH
6.	DESCRIPTION	REVISION
7.	DATE	12/12/12
8.	BY	J. SMITH
9.	DESCRIPTION	REVISION
10.	DATE	12/12/12

Residential, Hotel
Retail and Office
8071 Captain Way
Richmond, BC

ELEVATION SOUTH
ELEVATION NORTH

DATE	12/12/12
BY	J. SMITH
DESCRIPTION	REVISION
DATE	12/12/12
BY	J. SMITH
DESCRIPTION	REVISION
DATE	12/12/12
BY	J. SMITH
DESCRIPTION	REVISION

A-5.01





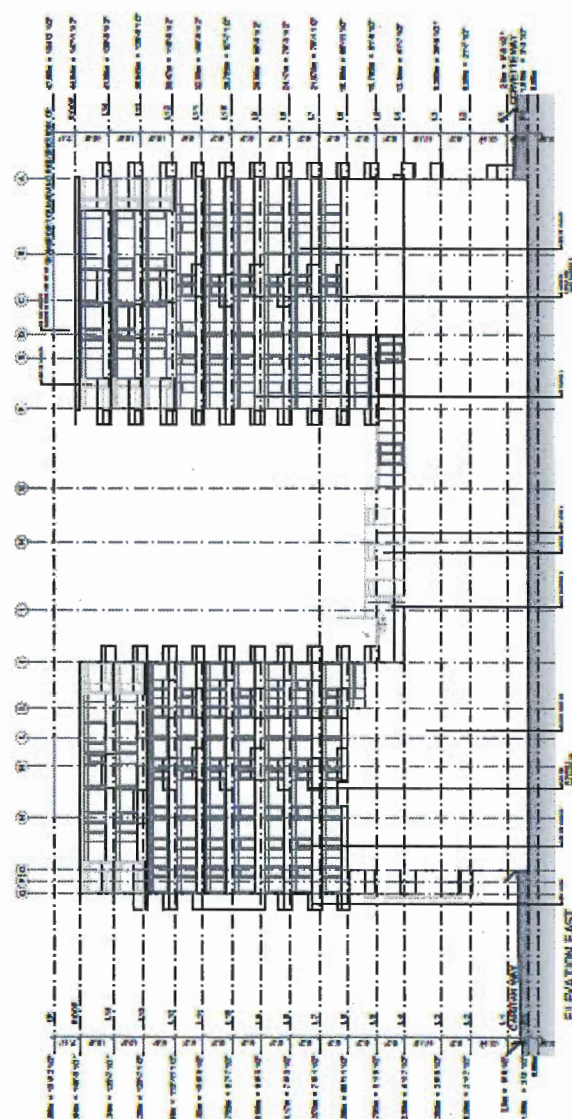
GBL
 10000 W. 10th Street
 Suite 100
 Westminster, CO 80040
 Phone: 303.440.1000
 Fax: 303.440.1001
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1. 10000 W. 10th Street
 2. Suite 100
 3. Westminster, CO 80040
 4. Phone: 303.440.1000
 5. Fax: 303.440.1001
 6. www.gbl.com

Residential, Hotel
 Retail and Office
 8001 Captain Way
 Richmond, BC

ELEVATION WEST
 Date: 10/10/07
 Scale: 1/8" = 1'-0"
 Project No: 1227

A-5.02





Address: 8091 Capstan Way

File No.: RZ 15-699647

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9677, the developer is required to complete the following:

1. OCP Bylaw: Final Adoption of OCP Amendment Bylaw 9676.
2. Ministry of Transportation & Infrastructure (MOTI): Final MOTI Approval must be received.
NOTE: Preliminary MOTI approval is on file (REDMS #5242351) and will expire on November 29, 2017.
3. NAV Canada Building Height: Submit a letter of confirmation from a surveyor assuring that the proposed building heights are in compliance with Transport Canada regulations.
4. Road Dedications:
 - 4.1. Dedication of two strips of land along the north and south sides of the subject site for road widening purposes, as shown on the Preliminary Road Dedication Plan (**Schedule A**), including:
 - 4.1.1. Corvette Way: 352.10 m² (3,789.97 ft²) along the lot's entire north side, generally measuring 5.81 m (19.05 ft.) wide (to which Development Cost Charge credits shall NOT apply); and
 - 4.1.2. Capstan Way: 159.90 m² (1,721.15 ft²) along the lot's entire south side, generally measuring 3.11 m (10.19 ft.) wide (to which Development Cost Charge credits may apply).
 - 4.2. Capstan Way & Corvette Way Corner: Dedication of an 11.90 m² (128.09 ft²) area of City land ("Area B") that was previously secured by the City for road purposes, but never dedicated.
5. Capstan Station Bonus (CSB): Registration of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, securing that "no building" will be permitted on the subject site and restricting Building Permit* issuance for the subject site, in whole or in part, until the developer satisfies the terms of the Capstan Station Bonus (CSB) as provided for via the Zoning Bylaw. More specifically, the developer shall provide for cash and public open space contributions as follows:
 - 5.1. Capstan Station Reserve Contribution: The preliminary estimated cash contribution is as shown in the following table. The actual value of the developer contribution shall be based on the actual number of dwelling units and the City-approved contribution rate in effect at the time of Building Permit* approval.

TABLE 1

Phase	No. of Dwellings <i>Preliminary estimate</i>	CSB Contribution Rate <i>Effective to Sep 30, 2017</i>	CSB Voluntary Contribution <i>Preliminary estimate</i>
1 only	136	\$8,392.66/dwelling	\$1,141,401.70
TOTAL	136	\$8,392.66	\$1,141,401.70

- 5.2. Public Open Space Contribution: Granting of at least 680.0 m² (7,319.5 ft²) of publicly-accessible open space to the City, in a combination of dedication and Statutory Right-of-Way (SRW), based on 5.0 m² (53.82 ft²) per dwelling unit and a maximum of 136 dwellings. More specifically, prior to rezoning adoption the developer shall:
 - 5.2.1. Maximum Number of Dwellings: Register a covenant and/or alternative legal agreement on title, to the City's satisfaction, to restrict the maximum number of dwellings on the subject site to 136.
NOTE: This is consistent with findings of the rezoning review that indicate the subject site cannot reasonably accommodate more than 680.0 m² (7,319.5 ft²) of CSB public open space.
 - 5.2.2. Publicly-Accessible Open Space: Provide public open space to the City, generally as shown on the Preliminary Capstan Station Bonus Public Open Space Plan (**Schedule B**). The ultimate configuration of these open space features shall be confirmed to the satisfaction of the City through the

Development Permit (DP 15-699652) review and approval processes, but the size of each feature shall not be less than the areas indicated below.

- a) Dedication: 183.9 m² (1,979.4 ft²) of additional road dedication for expanded pedestrian / bicycle circulation and related landscape features contiguous with the site's fronting streets.

NOTE: Proposed amendments to the subject site's RCL5 zone provide for the developer to calculate density on this additional road dedication. (Development Cost Charge credits shall NOT apply.)

- b) Capstan Way Plaza: 496.1 m² (5,340.1 ft²) secured as a landscaped SRW area contiguous with Capstan Way and complementary to its designated role in the City Centre Area Plan as an enhanced pedestrian and cycling route, which SRW area may include, among other things, an off-street-bike path, pedestrian walkway, and special landscape features.

- The right-of-way shall provide for:
 - 24 hour-a-day, universally accessible, public access and related landscape features for the use and enjoyment of pedestrians and cyclists, which may include, but may not be limited to, a paved walkway, off-street bike path, lighting, furnishings, street trees and planting, decorative paving, and innovative storm water management measures, to the satisfaction of the City;
 - Public access to fronting on-site uses;
 - Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
 - The owner-developer's ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the right-of-way or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
 - Design and construction, via a Development Permit (DP 15-699652) or Servicing Agreement*, at the sole cost and responsibility of the developer, as determined to the City's satisfaction; and
 - Maintenance at the sole cost of the owner-developer, except for any City sidewalks, utilities, streetlights, street trees, and/or furnishings as determined to the City's sole satisfaction via the Development Permit (DP 15-699652) or Servicing Agreement* review and approval processes.
- In addition, the right-of-way shall provide for:
 - Building encroachments, provided that any such encroachments do not project into the right-of-way beyond that which would be otherwise permitted under the Zoning Bylaw (had the right-of-way not been in effect) or as otherwise determined to the satisfaction of the City as specified in an approved Development Permit (DP 15-699652) and, exclusive of supporting structural elements (e.g., columns), there is a clear distance of at least 2.3 m between the finished grade of any portion of the right-of-way intended as a pedestrian or bicycle route (path) and the underside of any encroachment;
 - Public art; and
 - City utilities, traffic control (e.g., signals), and/or related equipment; and
- The right-of-way shall not provide for:
 - Building encroachments situated below finished grade; or
 - Driveway crossings.
- "No development" shall be permitted on the lot, restricting Development Permit (DP 15-669652) issuance for any building on the lot, in whole or in part, unless the permit includes the SRW area, to the City's satisfaction.
- No Building Permit* shall be issued for a building on the lot, in whole or in part (exclusive of parking), unless the permit includes the SRW area, to the City's satisfaction.
- "No occupancy" shall be permitted of the lot, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part (except for parking), until the SRW area is completed to the satisfaction of the City and has received, as applicable, final Building Permit* inspection granting occupancy.

6. Driveway Crossings: Registration of a restrictive covenant(s) and/or other legal agreement(s) on title requiring that vehicle access to the subject site shall be limited to one driveway, which shall be located along the portion of Corvette Way abutting the lot's north side.
7. Village Centre Bonus (VCB) Amenity Contribution: The City's acceptance of the developer's voluntary cash contribution in the amount of \$1,572,935, 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 \$650/ft² and an amount of transferred amenity based on 5% of the maximum VCB buildable floor area permitted on the subject site under the proposed RCL5 zone, as indicated in the table below.

TABLE 2

Use	Maximum Permitted VCB Area as per RCL5 Zone	VCB (5%) Community Amenity Space Area	Construction Value Contribution Rate	Min. Voluntary Cash-in-Lieu Developer Contribution
VCB	4,496.3 m ² (48,397.8 ft ²)	224.8 m ² (2,419.9 ft ²)	\$650.00/ft ²	\$1,572,935.00
TOTAL	4,496.3 m² (48,397.8 ft²)	224.8 m² (2,419.9 ft²)	\$650.00/ft²	\$1,572,935.00

In the event that the contribution is not provided within one year of the application receiving third reading of Council (Public Hearing), the Construction Value Contribution Rate (as indicated in the table above) 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.

8. Hotel: Registration of a restrictive covenant(s) and/or other legal agreement(s) on title to ensure that the use and operation of the proposed hotel are consistent with City policy with respect to the Village Centre Bonus and Residential/Limited Commercial (RCL5) zone, which permit bonus density on the subject site for non-residential purposes only. More specifically:
 - 8.1. The meaning of hotel shall comply with the Richmond Zoning Bylaw definition and, for the purposes of the subject development, the meaning of hotel shall also include, but may not be limited to, requirements that a hotel shall:
 - 8.1.1. Be a stand-alone building, which for the purposes of the subject development shall mean it is located over, under, and/or beside other uses on the lot, but functions independently of those other uses except as described below;
 - 8.1.2. Contain guest rooms for use as transient rental accommodation, together with complementary uses and spaces required directly or indirectly in support of the guest rooms (e.g., recreation/leisure facilities, meeting/convention facilities, restaurant, retail, administration, and back of house uses);
 - 8.1.3. Not contain any dwelling unit(s) or other residential use(s) or space(s), including residential amenity space;
 - 8.1.4. Not share a common interior corridor, lobby, emergency exit, or other indoor space(s) or use(s) with the resident(s) of any dwelling(s) on the lot, EXCEPT that:
 - a) Guests, visitors, and employees of the hotel and residents and visitors of the dwellings may have shared use of the parking structure on the lot, as determined to the satisfaction of the City through an approved Development Permit*;
 - b) If so determined by the developer, the residents of dwellings on the lot may make use of any recreation/leisure facilities provided as part of the hotel (provided that the Richmond OCP residential amenity space requirements for the dwellings are satisfied as part of the residential portion of the development on the lot, exclusive of the hotel's recreation/leisure facilities); and
 - c) Hotel and residential uses may share a common wall, floor, or other features, as required to demise the two uses;
 - 8.1.5. Be permitted to be subdivided as an air space parcel, provided that any such air space parcel does not include any dwellings units or other residential uses; and
 - 8.1.6. Be permitted to be subdivided into two or more strata lots, provided that in the event of subdivision, the owner shall not, without the prior written consent of the City, sell or transfer less than five (5) hotel guest rooms in a single or related series of transactions with the result that when the purchaser

or transferee of the hotel guest rooms becomes the owner, the purchaser or transferee will be the legal and beneficial owner of not less than five (5) hotel guest rooms.

- 8.2. "No development" shall be permitted on the lot, restricting Development Permit (DP 15-669652) issuance for any building on the lot, in whole or in part (excluding parking), unless the approved Development Permit includes the hotel and plans are attached to the subject restrictive covenant to make clear the size, location, and related features of the hotel, to the satisfaction of the City.
- 8.3. Following Development Permit issuance, the City may permit alterations to the design of the hotel, provided that any such alterations comply with an approved Development Permit and the subject restrictive covenant is amended or replaced, as determined to the satisfaction of the City.
- 9. Phasing: Registration of a legal agreement(s) on title on the lot to prohibit development of the subject site in more than one phase or stage, except in compliance with the following:
 - 9.1. "No development" shall be permitted on the lot, restricting Development Permit (DP 15-669652) issuance for any building on the lot, in whole or in part, unless the permit includes the entirety of the proposed development as understood by the City through the rezoning process, to the City's satisfaction;
 - 9.2. No Building Permit* shall be issued for a building on the lot, in whole or in part (exclusive of parking), unless the permit includes the entirety of the proposed development as understood by the City through the rezoning process, to the City's satisfaction; and
 - 9.3. "No occupancy" shall be permitted of the lot, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part (except for parking), until all the features secured via legal agreements prior to rezoning adoption (including, but not limited to, the Capstan Way Plaza, affordable housing and related features, hotel shuttle bus facilities, electric vehicle charging facilities, commercial parking, and Servicing Agreement works) and all the features required with respect to the approved Development Permit (DP 15-699652) (including, but not limited to, indoor and outdoor residential amenity spaces) are completed to the satisfaction of the City and, as applicable, have received final Building Permit* inspection granting occupancy.
- 10. Flood Construction: Registration of a flood indemnity covenant(s) on title, as per Flood Plain Designation and Protection Bylaw, Area "A" (i.e. minimum flood construction level of 2.9 m GSC).
- 11. Aircraft Noise Sensitive Development (ANSD): Registration of the City's standard "mixed use" aircraft noise sensitive use covenants on title to the subject site, as applicable to sites with aircraft noise sensitive uses. The owner-developer shall notify all initial purchasers of the potential aircraft noise impacts. Furthermore, prior to each Development Permit (DP 15-699652) and Building Permit* issuance, the owner-developer shall submit a report(s) and/or letter(s) of confirmation prepared by an appropriate registered professional, which demonstrates that the interior noise levels and thermal conditions 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 dwelling units must achieve CMHC standards follows:

TABLE 3

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

- 12. View and Other Development Impacts: Registration of a restrictive covenant(s) on title, to the satisfaction of the City, requiring that the proposed development on the lots 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 potentially, 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, the covenant shall notify residential tenants in the subject mixed use building of potential noise and/or nuisance that may arise due to proximity to retail, restaurant, hotel, and other uses and activities. The owner-developer shall notify all initial purchasers of the

potential development impacts. Furthermore, prior to each Development Permit (DP 15-699652) and Building Permit* issuance, the owner-developer shall submit a report(s) and/or letter(s) of confirmation prepared by an appropriate registered professional, which demonstrates that adequate development impact mitigation measures are incorporated into the building design.

13. District Energy Utility (DEU): Registration of a restrictive covenant(s) and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to DEU, which covenant(s) and/or legal agreement(s) will include, at minimum, the following terms and conditions:
 - 13.1. "No building" will be permitted on the subject site and restricting Building Permit* issuance for the subject site, in whole or in part, 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;
 - 13.2. If a DEU is available for connection, no final Building Permit* inspection permitting occupancy of a building will be granted until the building is connected to the DEU and the owner enters into a Service Provider Agreement on terms and conditions satisfactory to the City and grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building; and
 - 13.3. If a DEU is not available for connection, then the following is required prior to the earlier of subdivision* (stratification) or final Building Permit* inspection permitting occupancy of a building:
 - 13.3.1. The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - 13.3.2. The owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation;
 - 13.3.3. The owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building; and
 - 13.3.4. If required by the Director of Engineering, the owner provides to the City a letter of credit, in an amount satisfactory to the City, for costs associated with acquiring any further Statutory Right of Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.
14. Transitional Parking and Transportation Demand Management (TDM) Strategy: City acceptance of the developer's offer to voluntarily contribute towards various transportation-related improvements in compliance with Zoning Bylaw requirements with respect to Parking Zone 1A (Capstan Village) and TDM-related parking reductions.
 - 14.1. Cash-in-Lieu Contribution: City acceptance of the developer's voluntary contribution in the amount of \$30,000 towards the City's implementation of a bus shelter and/or related accessibility features, to the satisfaction of the City.
 - 14.2. Hotel Shuttle Bus Facilities: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title requiring that no development shall be permitted on the lot, restricting Development Permit (DP 15-699652) issuance, until the developer provides for a hotel shuttle bus facilities to the City's satisfaction. More specifically, as determined to the City's satisfaction:
 - 14.2.1. The hotel shuttle bus facilities shall include the following:
 - a) A parking/loading space for exclusive hotel shuttle bus use, which, unless otherwise determined to the satisfaction of the City through the Development Permit (DP 15-699652) approval process, shall:
 - Be not smaller than a medium loading space (as defined by the Zoning Bylaw), unless otherwise determined to the satisfaction of the City through the Development Permit (DP 15-699652) approval process; and
 - Be located on the ground floor of the building's parking structure;
 - b) A passenger area for waiting and embarking/disembarking, located adjacent to the parking/loading space with direct, safe, lit, weather-protected, and universal access to the hotel's ground floor public spaces (e.g. lobby) for the convenience of hotel guests and the public;

- c) A hotel shuttle bus, which shall, unless otherwise determined to the satisfaction of the City through the Development Permit (DP 15-699652) approval process, be equivalent in size to a SU-9 truck; and
- d) Related features (e.g., signage, hotel entrance).

14.2.2. "No development" shall be permitted on the lot, restricting Development Permit (DP 15-669652) issuance for any building on the lot, in whole or in part (excluding parking), until the developer, to the City's satisfaction:

- a) Designs the building to provide for the hotel shuttle bus facilities;
- b) Secures the parking/loading space, passenger area, and related features, as required, via a statutory right-of-way(s) and easement(s) registered on title and/or other legal agreements;
- c) Enters into a contract with an operator for the hotel shuttle bus facilities (for a minimum term of 3 years) and/or alternative legal agreement(s) securing, among other things, the developer's commitment to:
 - Providing the hotel shuttle bus at no cost to the operator; and
 - Ensuring that the hotel shuttle bus and facility will be 100% available for use upon Building Permit issuance granting occupancy of the first building on the lot or as otherwise determined to the satisfaction of the operator and the City;
- d) Provides a Letter of Credit (LOC) to the City to secure the developer's commitment to the provision of the hotel shuttle bus, the value of which shall be determined to the satisfaction of the Director of Transportation and Director of Development; and
- e) Registers legal agreement(s) on title requiring that, unless otherwise agreed to in advance by the City, in the event that the hotel shuttle bus facilities are not operated for hotel shuttle purposes as intended via the subject rezoning application (e.g., operator's contract expires and is not renewed), if the City so determines in its sole discretion, the control of the hotel shuttle facilities 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 hotel shuttle bus facilities shall be used going forward.

14.2.3. No Building Permit* shall be issued for a building on the lot, in whole or in part (exclusive of parking), until the developer provides for the required hotel shuttle bus facilities to the satisfaction of the City.

14.2.4. "No occupancy" shall be permitted of the lot, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part (except for parking), until the required hotel shuttle bus facilities is completed to the satisfaction of the City and has received final Building Permit* inspection granting occupancy.

14.3. End-of-Trip Cycling Facilities & "Class 1" Bike Storage for Non-Residential Uses: Registration of a restrictive covenant on the subject site for the purpose of requiring that the developer/owner provides, installs, and maintains end-of-trip cycling facilities and "Class 1" bike storage on site for the use of the non-residential tenants of the building on the lot, to the satisfaction of the City as determined via the Development Permit (DP 15-699652) review/approval processes. More specifically:

14.3.1. The developer/owner shall, at its sole cost, design, install, and maintain on the lot:

- a) One end-of-trip cycling facility for each gender for the shared use of the development's non-residential tenants; and
- b) "Class 1" bike storage spaces for non-residential tenants of the building, as per the Zoning Bylaw, which storage must include 120V electric vehicle (EV) charging stations (i.e. duplex outlets) for the shared use of cyclists at a rate of 1 charging station for each 10 bike storage spaces or as per the Zoning Bylaw and Official Community Plan rates in effect at the time of Development Permit (DP 15-699652) approval, whichever is greater;

14.3.2. An end-of-trip cycling facility shall mean a handicapped-accessible suite of rooms containing a change room, toilet, wash basin, shower, lockers, and grooming station (i.e. mirror, counter, and electrical outlets) designed to accommodate use by two or more people at one time;

Initial: _____

- 14.3.3. For ease of use and security, the required end-of-trip cycling facilities shall be located immediately adjacent to the building's non-residential "Class 1" bike storage and the building's elevator/stair core, as determined to the satisfaction of the City via an approved Development Permit (DP 15-699652);
 - 14.3.4. "No development" shall be permitted on the lot, restricting Development Permit (DP 15-669652) issuance for any building on the lot, in whole or in part (exclusive of parking), until the developer provides for the required end-of-trip cycling facilities and "Class 1" bike storage for non-residential uses to the satisfaction of the City;
 - 14.3.5. No Building Permit* shall be issued for a building on the lot, in whole or in part (exclusive of parking), until the developer provides for end-of-trip cycling facilities and "Class 1" bike storage for non-residential uses and a letter of confirmation is submitted by the architect assuring that the design of the facilities satisfies all applicable City's requirements; and
 - 14.3.6. "No occupancy" shall be permitted on the lot, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part (except for parking), until the required end-of-trip cycling facilities and "Class 1" bike storage for non-residential uses are completed to the satisfaction of the City and have received final Building Permit* inspection granting occupancy. Notwithstanding the afore mentioned statement, in the event that occupancy of the building on the lot is staged, "no occupancy" shall be permitted of any non-residential uses on the lot, in whole or in part, until 100% of the end-of-trip cycling facilities and "Class 1" bike storage for non-residential uses receives final Building Permit* inspection granting occupancy.
15. Commercial Parking: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title on the lot restricting the use of parking provided on-site in respect to non-residential uses (as per the Zoning Bylaw). More specifically, Commercial Parking requirements for the lot shall include the following.
- 15.1. Commercial Parking shall mean any non-residential parking spaces, as determined to the satisfaction of the City through an approved Development Permit (DP 15-699652), including spaces required for the use of:
 - 15.1.1. The general public;
 - 15.1.2. Businesses and tenants on the lots, together with their employees, visitors, and guests; and
 - 15.1.3. Residential visitors.
 - 15.2. Commercial Parking shall include:
 - 15.2.1. No less than 50% Public Parking spaces, which spaces shall be designated by the owner/operator exclusively for short-term (e.g., hourly) parking by the general public; and
 - 15.2.2. 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.
 - 15.3. Public Parking spaces shall:
 - 15.3.1. Include, but may not be limited to, 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;
 - 15.3.2. Include residential visitor parking (in the form of shared parking), which residential visitors shall be permitted to use the Public Parking on the same terms as members of the general public; and
 - 15.3.3. Be available for use 365 days per year for a daily duration equal to or greater than the greater of 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.
 - 15.4. Commercial Parking shall not include tandem parking.
 - 15.5. Commercial Parking must, with respect to both Public Parking and Assignable Parking, include a proportional number of handicapped parking spaces, small car parking spaces, and spaces equipped with electric vehicle

charging equipment, as per the Zoning Bylaw and legal agreements registered on title with respect to the subject rezoning.

- 15.6. “No development” shall be permitted on the lot, restricting Development Permit (DP 15-699652) issuance for a building on the lot, in whole or in part (exclusive of parking), until the developer provides for the required Commercial (Public and Assignable) Parking and related features to the satisfaction of the City.
- 15.7. No Building Permit* shall be issued for a building on the lot, in whole or in part (exclusive of parking), until the developer 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.
- 15.8. “No occupancy” shall be permitted on the lot, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part (except for parking), until the required Commercial (Public and Assignable) Parking and related features are completed to the satisfaction of the City and have received final Building Permit* inspection granting occupancy. Notwithstanding the afore mentioned statement, in the event that occupancy of the building on the lot is staged, “no occupancy” shall be permitted of the building (excluding parking), in whole or in part, until, on a lot-by-lot basis, 100% of the Public Parking spaces required with respect to the lot receive final Building Permit* inspection granting occupancy.
16. Tandem Parking: Registration of a legal agreement(s) on title on the lot to prohibit tandem parking (i.e. where two parking spaces are provided in a tandem arrangement).
17. Electric Vehicle (EV) Charging Equipment for Vehicles and “Class 1” Bike Storage: Registration of legal agreement(s) on the lot requiring that the developer/owner provides, installs, and maintains electrical vehicle (EV) charging equipment within the building for the use of building residents, commercial tenants, guests, customers, and other users as determined to the satisfaction of the City. More specifically:
 - 17.1. Electrical vehicle (EV) equipment shall be provided as indicated in the table below or the City-approved rates in effect at the time of Development Permit (DP 15-699652) issuance, whichever is greater.

TABLE 5

Electric Vehicle (EV) Charging Equipment by Use	# Units	Vehicle Parking			Class 1 Bike Storage		
		Est. # Parking Spaces (1)	Energized Space (3)		Est. # Bikes (1)	Energized Equipment (4)	
			Min. Rate (2)	Est. EV #		Min. Rate (2)	Est. EV #
RESIDENTIAL	136	123	100%	123	170	10%	17
▪ Market Units	128	116	100%	116	160	10%	16
▪ Affordable Housing	8	7	100%	7	10	10%	1
NON-RESIDENTIAL	N/A	N/A	N/A	N/A	13	10%	2

- (1) “Est. # Parking Spaces” and “Est. # Bikes” are the estimated minimum numbers required by the development under the Zoning Bylaw. The actual numbers will be confirmed prior to Development Permit (DP 15-699652) issuance.
- (2) “Min. Rate” for Vehicle Parking and Class 1 Bike Storage are fixed (%) rates. The “Est. EV #” is the product of those fixed rates and the “Est. # Parking Spaces” or “Est. # Bikes”, as applicable. The actual numbers will be confirmed prior to Development Permit (DP 15-699652) issuance.
 NOTE: For the Class 1 Bike Storage, the minimum rate shall be understood to mean that, on a bike storage room-by-bike storage room basis, (i) one “Energized Equipment” shall be provided for each 10 bikes, or portion thereof, accommodated in the bike room; and (ii) the required “Energized Equipment” shall be located to facilitate its shared use by multiple users of the bike storage room.
- (3) “Vehicle Parking – Energized Space” means all the infrastructure required for the charging of an electric vehicle, including all electrical equipment (including metering), cabling and associated raceways, and connections, with the exception of the Electric Vehicle Supply Equipment (EVSE).
 NOTE: 120V OR 240V service shall be permitted, as determined by the developer, at the developer’s sole discretion.
- (4) “Class 1 Bike Storage – Energized Equipment” means an operational 120V duplex outlet for the charging of an electric bicycle and all the wiring, electrical equipment, and related features necessary to supply the required electricity for the operation of such an outlet.

- 17.2. “No development” shall be permitted on the lot, restricting Development Permit (DP 15-699652) issuance for a building on the lot, in whole or in part (exclusive of parking), until the developer provides for the required electric vehicle (EV) charging infrastructure for vehicles and “Class 1” bike storage and related features (e.g., permanent signage to facilitate the intended uses of the EV equipment and way-finding, pedestrian access routes, proportional distribution) to the satisfaction of the City.

- 17.3. No Building Permit* shall be issued for a building on the lot, in whole or in part (exclusive of parking), until the developer provides for the required electric vehicle (EV) charging infrastructure for vehicles and “Class 1” bike storage and related features as determined through the approved Development Permit (DP 15-699652) and a letter of confirmation is submitted by the architect assuring that the facilities satisfy the City’s objectives and complies with this legal agreement(s).
- 17.4. “No occupancy” shall be permitted on the lot, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part (exclusive of parking), until the required electric vehicle (EV) charging equipment for vehicles and “Class 1” bike storage and related features as determined through the approved Development Permit* are completed to the satisfaction of the City and have received final Building Permit* inspection granting occupancy. Notwithstanding the afore mentioned statement, in the event that occupancy of the building on a lot is staged, “no occupancy” shall be permitted of the first stage of building occupancy on a lot, in whole or in part (excluding parking), until 100% of the electric vehicle (EV) charging equipment for vehicles and “Class 1” bike storage and related features required with respect to the lot receive final Building Permit* inspection granting occupancy.
18. **Affordable Housing:** The City’s acceptance of the developer’s offer to voluntarily contribute affordable (low-end market rental) housing constructed to a turnkey level of finish on the lot 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(s) to secure the affordable housing units. The form of the Housing Agreement and Covenant(s) shall be agreed to by the developer and the City prior to final adoption of the subject rezoning; after which time, only the Housing Covenant(s) may be amended or replaced and any such changes will only be permitted for the purpose of accurately reflecting the specifics of the Development Permit (DP 15-699652) for the lot and other non-materials changes resulting thereof and made necessary by the Development Permit (DP 15-699652) approval requirements, as determined to the satisfaction of the Director of Development, and Manager, Community Social Development. The terms of the Housing Agreement and Covenant(s) shall indicate that they apply in perpetuity and provide for, but will not limited to, the following:
- 18.1. The required minimum floor area of the affordable (low-end market rental) housing shall be equal to a combined habitable floor area of at least 562.0 m² (6,049.8 ft²), excluding standard Floor Area Ratio (FAR) exemptions, as determined based on 5% of the subject development’s total maximum residential floor area permitted on the lot under the proposed RCL5 zone (i.e. 5% of 11,240.8 m² / 120,995.0 ft²); and
- 18.2. The developer shall, as generally indicated in the table below:
- 18.2.1. 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 housing, unless otherwise agreed to by the Director of Development and Manager, Community Social Development;
- 18.2.2. Achieve the Project Targets for the total number of affordable housing units and unit mix or as otherwise determined to the satisfaction of the Manager, Community Social Development through the project’s Development Permit (DP 15-699652) approval processes; and
- 18.2.3. Design and construct all affordable housing units, except 2-storey townhouse units, to comply, at a minimum, with Richmond Zoning Bylaw requirements for Basic Universal Housing (BUH) units. All units must include aging-in-place features, such as lever handles and blocking in walls for the future installation of grab bars by others.

TABLE 6

Unit Type	Affordable Housing Strategy Requirements			Project Targets (2)
	Min. Permitted Unit Area	Max. Monthly Unit Rent (1)	Total Max. Household Income (1)	# of Units
<i>Apartment-Type Units (i.e. 1 storey units with shared lobby/corridor access)</i>				
1-BR	50 m ² (535 ft ²)	\$950	\$38,000 or less	4
2- BR	80 m ² (860 ft ²)	\$1,162	\$46,500 or less	1
3-BR	91 m ² (980 ft ²)	\$1,437	\$57,500 or less	1

Unit Type	Affordable Housing Strategy Requirements			Project Targets (2)
	Min. Permitted Unit Area	Max. Monthly Unit Rent (1)	Total Max. Household Income (1)	# of Units
<i>Townhouse-Type Units (i.e. 1 or 2 storey units with shared lobby/corridor access & private street-front entrances)</i>				
1-BR (1 storey)	50 m ² (535 ft ²)	\$950	\$38,000 or less	1 (with den)
3-BR (2 storey)	91 m ² (980 ft ²)	\$1,437	\$57,500 or less	1
TOTAL	562.0 m ² (6,049.8 ft ²)	Varies	Varies	8

(3) May be adjusted periodically, as provided for under adopted City policy.

(4) All units (except the 2-storey townhouse) shall meet Richmond Basic Universal Housing (BUH) standards or better.

- 18.3. The affordable housing units shall be dispersed, generally as indicated in the developer’s rezoning proposal (2 townhouse-type units with private street-front entrances plus 1 apartment-type unit at each of Levels 3, 4, 6, 7, 8, and 9) or as determined to the City’s satisfaction through the Development Permit (DP 15-699652) review and approval processes.
- 18.4. Occupants of the affordable housing units on the lot shall, to the satisfaction of the City, as determined prior to Development Permit (DP 15-699652) approval, enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces provided on the lot as per OCP and City Centre Area Plan (CCAP) requirements.
- 18.5. Parking, “Class 1” bike storage, and related electric vehicle (EV) charging equipment shall be provided for the use of affordable housing occupants as per the OCP, Zoning Bylaw, and legal agreements registered on title with respect to the subject rezoning at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or assigned use of the parking spaces, bike storage, EV charging equipment, or related facilities by affordable housing tenants), which features may be secured via legal agreement(s) on title prior to Development Permit (DP 15-699652) issuance or as otherwise determined to the satisfaction of the City.
- 18.6. 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 Manager, Community Social Development.
- 18.7. “No development” shall be permitted on the lot, restricting Development Permit (DP 15-699652) issuance for any building on the lot, in whole or in part (excluding parking), until the developer, to the City’s satisfaction:
- 18.7.1. Designs the lot to provide for the affordable housing units and ancillary spaces and uses;
 - 18.7.2. Takes all necessary steps to ensure that the Housing Covenant accurately reflects the specifics of the affordable housing units and ancillary spaces and uses as per the approved Development Permit (DP 15-699652); and
 - 18.7.3. As required, registers additional legal agreements on title 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 (DP 15-699652) review and approval processes.
- 18.8. No Building Permit* shall be issued for a building on the lot, in whole or in part (excluding parking), until the developer provides for the required affordable housing units and ancillary spaces and uses to the satisfaction of the City.
- 18.9. “No occupancy” shall be permitted on the lot, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part (except for parking), until the required affordable housing units and ancillary spaces and uses are completed to the satisfaction of the City and have received final Building Permit* inspection granting occupancy.
19. **Public Art:** City acceptance of the developer’s offer to make a voluntary contribution towards public art, the terms of which voluntary developer contribution shall include the following.
- 19.1. The value of the developer’s voluntary public art contribution shall be at least \$113,917, based on the minimum Council-approved rates for residential and non-residential uses and the maximum buildable floor area permitted under the subject site’s proposed RCL5 zoning. **PLN-69** affordable housing, as indicated in the table below.

Initial: _____

TABLE 7

Use	Max. Permitted Floor Area Under RCL5 Zone	Affordable Housing Exemption	Min. Developer Contribution Rates	Min. Voluntary Developer Contribution
Residential	11,240.8 m ² (120,995.0 ft ²)	562.0 m ² (6,049.8 ft ²)	\$0.81/ft ²	\$93,106
Non-Residential	4,496.3 m ² (48,397.8 ft ²)	Nil	\$0.43/ft ²	\$20,811
TOTAL	15,737.1 m² (169,392.8 ft²)	562.0 m² (6,049.8 ft²)	Varies	\$113,917

- 19.2. Prior to rezoning adoption, the developer shall submit a Public Art Plan for the subject site, which Plan shall be:
- 19.2.1. Prepared by an appropriate professional;
 - 19.2.2. Based on a contribution value of at least \$113,917;
 - 19.2.3. Consistent with applicable City policy and objectives (e.g., the Richmond Public Art Program, City Centre Public Art Plan, and any relevant supplementary public art and heritage planning undertaken by the City for Capstan Village), as determined to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services;
 - 19.2.4. Presented for review(s) by the Public Art Advisory Committee and endorsement by Council, as required by the Director, Arts, Culture, and Heritage Services; and
 - 19.2.5. Implemented by the developer, as required by legal agreement(s) registered on title to prior to rezoning adoption.
- 19.3. “No development” shall be permitted on the lot, restricting Development Permit (DP 15-699652) issuance for any building on the lot, in whole or in part (excluding parking), until the developer, to the City’s satisfaction:
- 19.3.1. Enters into additional legal agreement(s), if any, required to facilitate the implementation of the City-approved Public Art Plan, which may require that, prior to entering into any such additional agreement(s), a Detailed Public Art Plan is submitted by the developer for the lot and/or an artist is engaged, to the satisfaction of the City (as generally set out in the legal agreement entered into and the Public Art Plan submitted prior to rezoning adoption); and
 - 19.3.2. Submits a Letter of Credit or cash (as determined at the sole discretion of the City) with respect to the Plan’s implementation, the value of which contribution shall be at least \$113,917.
- 19.4. “No occupancy” shall be permitted on the subject site, restricting final Building Permit* inspection granting occupancy of the building (exclusive of parking), in whole or in part, on the lot until:
- 19.4.1. The developer, at his/her expense, commissions an artist(s) to conceive, create, manufacture, design, and oversee or provide input about the manufacturing of the public artwork, and causes the public artwork to be installed on City property, if expressly permitted by the City and pre-approved by Council, or within a statutory right-of-way on the developer’s lands (which right-of-way shall be to the satisfaction of the City for rights of public passage, public art, and related purposes, in accordance with the City-approved Public Art Plan and, as applicable, Detailed Public Art Plan);
 - 19.4.2. The developer, at his/her expense and within thirty (30) days of the date on which the public art is installed, executes and delivers to the City a transfer of all of the developer’s rights, title, and interest in the public artwork to the City if on City property or to the subsequent Strata or property owner if on private property (including transfer of joint world-wide copyright) or as otherwise determined to be satisfactory by the City Solicitor and Director, Arts, Culture, and Heritage Services; and
- NOTE: It is the understanding of the City that the artist’s rights, title, and interest in the public artwork will be transferred to the developer upon acceptance of the artwork based on an agreement solely between the developer and the artist. These rights will in turn be transferred to the City, subject to approval by Council to accept the donation of the artwork.
- 19.4.3. The developer, at his/her expense, submits a final report to the City promptly after completion of the installation of the public art in respect to the City-approved Public Art Plan, which report shall, to

the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services, include:

- a) Information regarding the siting of the public art, a brief biography of the artist(s), a statement from the artist(s) on the public art, and other such details as the Director of Development and Director, Arts, Culture, and Heritage Services may require;
- b) A statutory declaration, satisfactory to the City Solicitor, confirming that the developer's financial obligation(s) to the artist(s) have been fully satisfied;
- c) The maintenance plan for the public art prepared by the artist(s); and
- d) Digital records (e.g., photographic images) of the public art, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services.

20. Community Planning: The City's acceptance of the developer's voluntary contribution in the amount of \$40,385.75, towards future City community planning studies, based on \$0.25/ft² and the maximum permitted buildable floor area under the proposed RCL5 zone (excluding affordable housing), as per the City Centre Area Plan and indicated in the table below.

TABLE 8

Use	Max. Permitted Floor Area Under RCL5 Zone	Affordable Housing Exemption	Min. Developer Contribution Rate	Min. Voluntary Developer Contribution
Residential	11,240.8 m ² (120,995.0 ft ²)	562.0 m ² (6,049.8 ft ²)	\$0.25/ft ²	\$28,736.30
Non-Residential	4,496.3 m ² (48,397.8 ft ²)	Nil	\$0.25/ft ²	\$12,099.45
TOTAL	15,737.1 m² (169,392.8 ft²)	562.0 m² (6,049.8 ft²)	\$0.25/ft²	\$40,835.75

- 21. Development Permit: The submission and completion of processing of a Development Permit (DP 15-699652) to a level deemed acceptable by the Director of Development.
- 22. Servicing Agreement* (SA): Enter into a Servicing Agreement(s)* for the design and construction, at the developer's sole cost, of full upgrades across the subject site's street frontages, together with various related engineering, transportation, and parks works, all to the satisfaction of the City.

NOTE:

- i. Parks works shall be limited to frontage improvements along Capstan Way and Corvette Way, which works shall be designed and constructed in coordination with the Transportation requirements and, for the purpose of these Rezoning Considerations, described as part of the Transportation requirements.
- ii. The developer shall be responsible for ensuring that the approved design is coordinated with SA works required with respect to the development of neighbouring properties and subject to concurrent review and approval by the City.
- iii. Prior to rezoning adoption, all works identified via the subject development's SA* must be secured via a Letter(s) of Credit. All works shall be completed prior to final Building Permit* inspection granting occupancy of the first building on the subject site (exclusive of parking), in whole or in part.
- iv. Development Cost Charge (DCC) credits may apply.

Servicing Agreement (SA)* works will include, but may not be limited to, the following:

22.1. Engineering Servicing Agreement * Requirements:

22.1.1. Water Works: Using the OCP Model, there are 197 L/s of water available at a 20 psi residual at the Capstan Way frontage. Based on the proposed development, the site requires a minimum fire flow of 220 L/s. Watermain upgrades are required as indicated below to improve flows and provide offsite fire protection service. At the Developer's cost, the City will complete all proposed watermain tie-ins. The Developer is required to:

- a) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the 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 and Building designs.

PLN-71

Initial: _____

- b) Install approximately 110 m of new 200 mm diameter watermain and fire hydrants along the east side of the north-south leg of Corvette Way. The new watermains shall be tied-in to the existing watermain along Capstan Way and the east-west leg of Corvette Way.
- c) Extend the existing watermain along the east-west leg of Corvette Way to the west to facilitate tie-in of the new watermain along the north-south leg of Corvette Way.
- d) Upgrade approximately 60 m of existing 150 mm diameter watermain to a 200 mm diameter watermain along Capstan Way frontage.

22.1.2. Storm Sewer Works: The Developer is required to:

- a) Direct all drainage to the ditch along the west side of the future River Road (currently the railway right-of-way). Perform a drainage analysis to the major conveyance on Cambie Road and upgrade approximately 120 meters of existing 375 mm and 450 mm diameter storm sewers to minimum 600 mm or OCP size storm sewer along the north-south aligned Corvette Way. Tie-in to the south shall be to the existing ditch along the west side of River Road just south of Capstan Way via a new manhole and headwall. Tie-in to the north shall be to the existing storm sewers along the east-west aligned Corvette Way via a new manhole.
- b) Extend the existing storm sewer along the east-west aligned Corvette Way up to 15 m to the west to facilitate tie-in (via a new manhole) of the new storm sewer along the north-south leg of Corvette Way. The manhole at the existing storm sewer junction shall be removed.
- c) Upgrade approximately 80 meters of existing 375 mm diameter storm sewers to minimum 750 mm or OCP size storm sewer within Capstan Way. The tie-in to the west side shall be to the new storm sewer at Corvette Way and tie-in to the east shall be to the existing storm sewers along the north side of Capstan Way via new manholes.
- d) Upgrade the existing headwall at the tie-in point of the ditch to the box culvert on Cambie Road to MMCD standards, and upgrade the pipe connecting the headwall and box culvert to the size determined within the drainage analysis.
- e) Perform additional upgrades as identified within the drainage analysis.

22.1.3. Sanitary Sewer Works: The Developer is required to:

- a) Due to the large developments in the Skyline sanitary catchment, the load on the Skyline Pump Station has increased. In order to accommodate these large developments, the Skyline pump station requires upgrades, including new equipment and mechanical upgrades to the pump station. These upgrades will be accomplished through the large developments adjacent to the pump station: the YuanHeng development at 3031 No 3 Road (RZ 12-603040) and this development at 8091 Capstan Way. Through the adjacent development YuanHeng, the existing kiosk will be upgraded, a new transformer installed, and rights-of-ways for the pump station equipment secured. 8091 Capstan Way shall upgrade the pumps within the existing wet well and install a back-up generator within the right-of-way secured through the YuanHeng development. The design and construction of the new pumps and generator, and all related equipment, conduits, etcetera, shall be incorporated within the servicing agreement for the offsite works for 8091 Capstan Way at the Developer's cost. If the servicing agreement for 8091 Capstan Way proceeds prior to the servicing agreement for the YuanHeng development, the Developer shall pay a cash-in-lieu contribution for the design and construction of the generator; the pumps shall still be incorporated within the servicing agreement for 8091 Capstan Way.
- b) Upgrade approximately 120 m of existing 200 mm diameter sanitary main to 375 mm diameter or OCP size at an alignment located west of the road centerline along the north-south leg of Corvette Way. Aligning the new sanitary main along the west side of the road will eliminate conflicts with the Metro Vancouver trunk sewers at the south side of Capstan Way. Removal of the existing railway tracks may be required to facilitate the sanitary sewer construction along the west side of Corvette Way. The new sanitary sewers shall tie-in to the existing sanitary

sewers along the south side of Capstan Way and along the east-west leg of Corvette Way via new manholes. Tie-in at the south side of Capstan Way shall be at the west side of the Metro Vancouver trunk sewers.

- c) Remove existing manhole SMH57280 at the south west corner of the Capstan Way and Corvette Way intersection.

22.1.4. Frontage Improvements: The Developer is required to:

- a) Remove or put underground the existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) along the east property line of the development. The developer is required to coordinate with the private utility companies.
- b) Pre-duct for future hydro, telephone and cable utilities along all road frontages. Capacity is required for all services currently located in River Road between Capstan Way and Corvette Way.
- c) Locate all above-ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be submitted prior to the RZ staff report progressing to Planning Committee and 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 right of way requirements and the locations for the aboveground structures. If a private utility company does not require an above-ground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
 - BC Hydro Vista - Confirm SRW dimensions with BC Hydro
 - BC Hydro PMT – Approximately 4 m W X 5 m (deep) – Confirm SRW dimensions with BC Hydro
 - BC Hydro LPT – Approximately 3.5 m W X 3.5 m (deep) – Confirm SRW dimensions with BC Hydro
 - Street light kiosk – Approximately 2 m W X 1.5 m (deep)
 - Traffic signal controller cabinet – Approximately 3.2 m W X 1.8 m (deep)
 - Traffic signal UPS cabinet – Approximately 1.8 m W X 2.2 m (deep)
 - Shaw cable kiosk – Approximately 1 m W X 1 m (deep) – show possible location in functional plan. Confirm SRW dimensions with Shaw
 - Telus FDH cabinet - Approximately 1.1 m W X 1 m (deep) – show possible location in functional plan. Confirm SRW dimensions with Telus
- d) Provide other frontage improvements as per Transportation's requirements. Improvements shall be built to the ultimate condition wherever possible.

22.1.5. Street Lights: Provide street lighting along the east-west and north-south legs of Corvette Way and along Capstan Way. The following shall be confirmed through the SA processes:

- a) Capstan Way @ the north side of the street:
 - Pole colour: Grey
 - Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, irrigation, or duplex receptacles.
 - Pedestrian lighting between sidewalk & bike path: Type 8 (LED) INCLUDING 2 pedestrian luminaires set perpendicular to the roadway, but EXCLUDING any flower basket holders, flower basket irrigation, or duplex receptacles.
- b) Corvette Way @ the east and south sides of the street:
 - Pole colour: Grey

- Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire and duplex receptacles, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, or flower basket irrigation.
- Pedestrian lighting: Not applicable.

22.1.6. General Items: The Developer is required to:

- a) Provide, prior to first SA design submission, a geotechnical assessment of pre-load and soil preparation impacts on the existing utilities fronting or within the development site, proposed utility installations, and provide mitigation recommendations. The mitigation recommendations shall be incorporated into the first SA design submission.
- b) Coordinate the site preparation works (e.g., soil densifications, etc.) and SA* design and construction with BC Hydro.
- c) Additional legal agreements, as determined via the subject development's SA(s)* and/or Development Permit (DP 15-699652), 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.

22.2. Transportation Servicing Agreement * Requirements: The developer shall be responsible for the design and construction of frontage works, generally as shown in the approved Preliminary Functional Roads Plan (**Schedule C**), which was based on achieving the following road cross-sections (together with tie-ins to conditions beyond the frontages of the subject site), as determined to the City's satisfaction.

22.2.1. Traffic Signal Works: Pre-ducting for future signals at the Capstan Way/Corvette Way intersection.

22.2.2. Frontage Improvements:

- a) East-West Corvette Way (described from south to north):
 - 2.0 m wide concrete sidewalk at the new property line;
 - 1.5 m wide landscaped boulevard, which may include, but may not be limited to, the following, as determined to the City's satisfaction:
 - Street trees, typically spaced at 9.0 m or less on centre and planted in a continuous soil trench (which may include, among other things, Silva Cell or other measures necessary to support pedestrian access across the boulevard, but typically excluding structural soil);
 - Grass and/or a combination of low evergreen plants and paving elements providing pedestrian access between on-street parking and the sidewalk (e.g., stepping stones, suspended slabs), but excluding tree grates;
 - Innovative storm water management measures;
 - Irrigation (if so determined by the City), which feature the City may require to be tied in to the subject site's private water service (i.e. not the City water service);
 - Street furnishings (excluding Class 2 bike racks to satisfy Zoning Bylaw requirements for the private development, unless otherwise pre-approved by the City); and
 - Decorative City Centre street lights (as described in the Engineering SA* requirements);
 - 0.15 m wide curb; and
 - Road widening to achieve a 12.0 m wide driving surface (measured from face-of-curb to face-of-curb), including two curb-side parking lanes (2.7 m wide each) and two general purpose travel lanes (3.3 m wide each).
- b) North-South Corvette Way (described from east to west):
 - 2.0 m wide concrete sidewalk at the existing property line;
 - 1.5 m wide landscaped boulevard, which may include, but may not be limited to, the following, as determined to the City's satisfaction:

- Street trees, typically spaced at 9.0 m or less on centre and planted in a continuous soil trench (which may include, among other things, Silva Cell or other measures necessary to support pedestrian access across the boulevard, but typically excluding structural soil);
 - Grass and/or a combination of low evergreen plants and paving elements providing pedestrian access between on-street parking and the sidewalk (e.g., stepping stones, suspended slabs), but excluding tree grates;
 - Innovative storm water management measures;
 - Irrigation (if so determined by the City), which feature the City may require to be tied in to the subject site's private water service (i.e. not the City water service);
 - Street furnishings (excluding Class 2 bike racks to satisfy Zoning Bylaw requirements for the private development, unless otherwise pre-approved by the City); and
 - Decorative City Centre street lights (as described in the Engineering SA* requirements);
 - 0.15 m wide curb;
 - Road widening to achieve a minimum 9.5 m wide interim driving surface (measured from face-of-curb on the east to pavement edge on the west), including one curb-side parking lane along the street's east side (2.7 m wide), a northbound general purpose travel lane (3.3 m wide), and a southbound general purpose travel lane (3.5 m wide); and
 - Interim road side barriers and shoulder.
- c) Capstan Way (described from south to north, using the existing marked centre line as the reference point):
- 6.6 m wide driving surface for westbound traffic;
 - 0.15 m wide curb;
 - A landscaped boulevard of varying width (tapering to a minimum width of 1.5 m near Corvette Way), which may include, but may not be limited to, the following, as determined to the City's satisfaction:
 - Street trees, typically spaced at 9.0 m or less on centre and planted in a continuous soil trench (which may include, among other things, Silva Cell or other measures, but typically excluding structural soil);
 - Some combination of low evergreen plants and related features;
 - Innovative storm water management measures;
 - Irrigation (if so determined by the City), which feature the City may require to be tied in to the subject site's private water service (i.e. not the City water service);
 - Street furnishings (excluding Class 2 bike racks to satisfy Zoning Bylaw requirements for the private development, unless otherwise pre-approved by the City); and
 - Decorative City Centre street lights (as described in the Engineering SA* requirements);
 - 2.5 m wide off-street bike path, including a 2.2 m wide asphalt bike framed by 0.15 m wide flush concrete bands along both sides;
 - 1.0 m wide landscaped buffer strip, which may include, but may not be limited to, the following, as determined to the City's satisfaction:
 - Street trees, typically spaced at 9.0 m or less on centre and planted in a continuous soil trench, with or without tree grates (which may include, among other things, Silva Cell or other measures necessary to support pedestrian access across the boulevard, but typically excluding structural soil);
 - Some combination of low evergreen plants and paving elements providing pedestrian access between the bike path and the sidewalk (e.g., stepping stones, suspended slabs);
 - Innovative storm water management measures;
 - Irrigation (if so determined by the City), which feature the City may require to be tied in to the subject site's private water service (i.e. not the City water service);
 - Street furnishings (excluding Class 2 bike racks to satisfy Zoning Bylaw requirements for the private development, unless otherwise pre-approved by the City); and
 - Decorative City Centre street lights (as described in the Engineering SA* requirements); and
 - 2.0 m wide concrete sidewalk at 75' proposed property line.

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

1. **Legal Agreements:** Satisfy the terms of legal agreements registered on title prior to rezoning adoption (RZ 15-699647) with respect to the development's Development Permit (DP 15-699652).
2. **Additional Requirements:** Discharge and registration of additional right-of-way(s) and/or legal agreements, as determined to the satisfaction of the Director of Development, Director of Transportation, Director of Engineering, Manager of Real Estate Services, Manager of Community Social Services, and Senior Manager of Parks.
3. **Waste Management Plan:** As part of the permit drawings, submit a Plan (i.e. drawings and related specifications), to the City's satisfaction, indicating the nature of all waste management-related facilities proposed on the subject site and their compliance with City bylaws and policies, including, but not limited to, carts/bins (e.g., uses, types, and numbers), waste/holding rooms (e.g., uses, locations, sizes, and clear heights), loading facilities (e.g., locations, sizes, and clear heights), pedestrian/vehicle access (e.g., routes and vehicle turning templates), and related features, as required (e.g., signage, janitor sinks, floor drains, lighting, ventilation, safety measures, and door/gate operations).

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

1. **Legal Agreements:** Satisfy the terms of legal agreements registered on title prior to rezoning adoption (RZ 15-699647) and/or Development Permit issuance (DP 15-699652) with respect to the development's Building Permit*.
2. **Construction Traffic Management Plan:** 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.
3. **Accessibility:** Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. **Construction Hoarding:** Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

NOTE:

- *Items marked with an asterisk (*) require a separate application.*
- *Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.*
All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- *Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.*
- *Applicants for all City Permits are required to comply at all times with the conditions of the Provincial Wildlife Act and Federal Migratory Birds Convention Act, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.*

SIGNED COPY ON FILE

Signed _____

Date _____

SCHEDULE A
Preliminary Road Dedication Plan (REDMS #5395734)

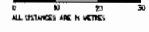
**SUBDIVISION PLAN OF
LOT 41 EXCEPT: PARCEL B (BYLAW PLAN 73014) PLAN 27115 AND
PARCEL B BYLAW PLAN 73014,
BOTH OF SECTION 28 BLOCK 5 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT**

PLAN EPP

BOSS 926.015

LEGEND

SCALE 1:500



ALL DIMENSIONS ARE IN METERS

THE INTENDED PLAT SIZE OF THIS PLAN IS 84mm IN HEIGHT BY 57mm IN WIDTH (D 1433) WITH MARGINS AT A SCALE OF 1:500.

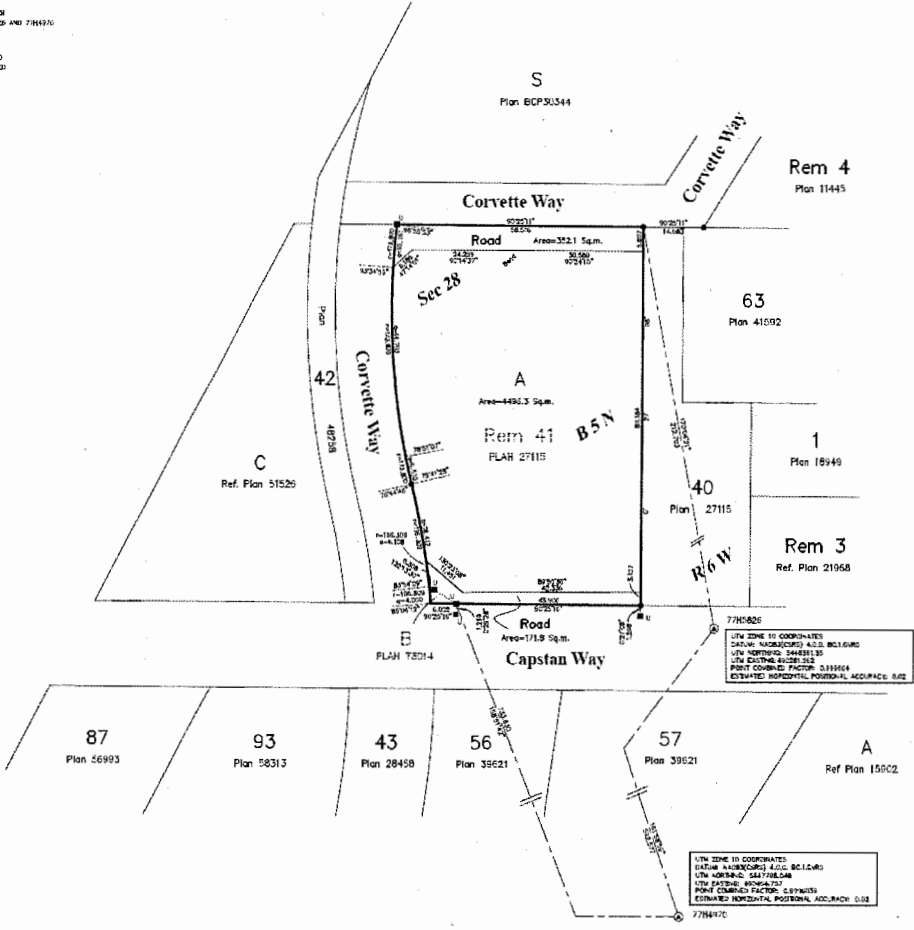
INTERFERED SURVEY DATA: HONOLULU, B.C. HONOLULU, B.C. BELLEVUE

GRID BEARINGS ARE DERIVED FROM OBSERVATIONS BETWEEN EXISTING CONTROL MONUMENTS 778624 AND 778625

THE UTM COORDINATES AND ESTIMATED HORIZONTAL POSITIONAL ACCURACY ADDED ARE DERIVED FROM CONVENTIONAL SURVEY OBSERVATIONS TO EXISTING CONTROL MONUMENTS 778624 AND 778625

THIS PLAN SHOWS HORIZONTAL, ORIGIN-LEVEL, DISTANCES UNLESS OTHERWISE SPECIFIED TO COMPUTE GRID DISTANCES. HORIZONTAL DISTANCES BY THE AVERAGE CORRECTION FACTOR CORRECTED WHICH HAS BEEN DERIVED FROM MONUMENTS 778624 AND 778625

- ⊙ INDICATES CONTROL MONUMENT FOUND
- INDICATES STANDARD IRON POST FOUND
- INDICATES STANDARD IRON POST PLACED



DRAFT

**W. AND ASSOCIATES
LAND SURVEYING LTD.**
205, 3028 - 122nd Street
Surrey, B.C. V3R 4E7
Ph: (604) 885-1514
Fm: (604) 885-1514

THIS PLAN LIES WITHIN THE JURISDICTION OF THE APPROVING OFFICER FOR THE CITY OF RICHMOND. THIS PLAN LIES WITHIN THE GREATER VANCOUVER REGIONAL DISTRICT CITY OF RICHMOND. THE FIELD SURVEY REPRESENTED BY THIS PLAN WAS COMPLETED ON THE 14 DAY OF OCTOBER, 2018. ERIQUE O. WONG BCLP

gbl

DLA ARCHITECTS
 114 GARDNER AVENUE, SUITE 100
 VANCOUVER, BC V6C 1G7
 TEL: 604.275.1155 FAX: 604.275.1179

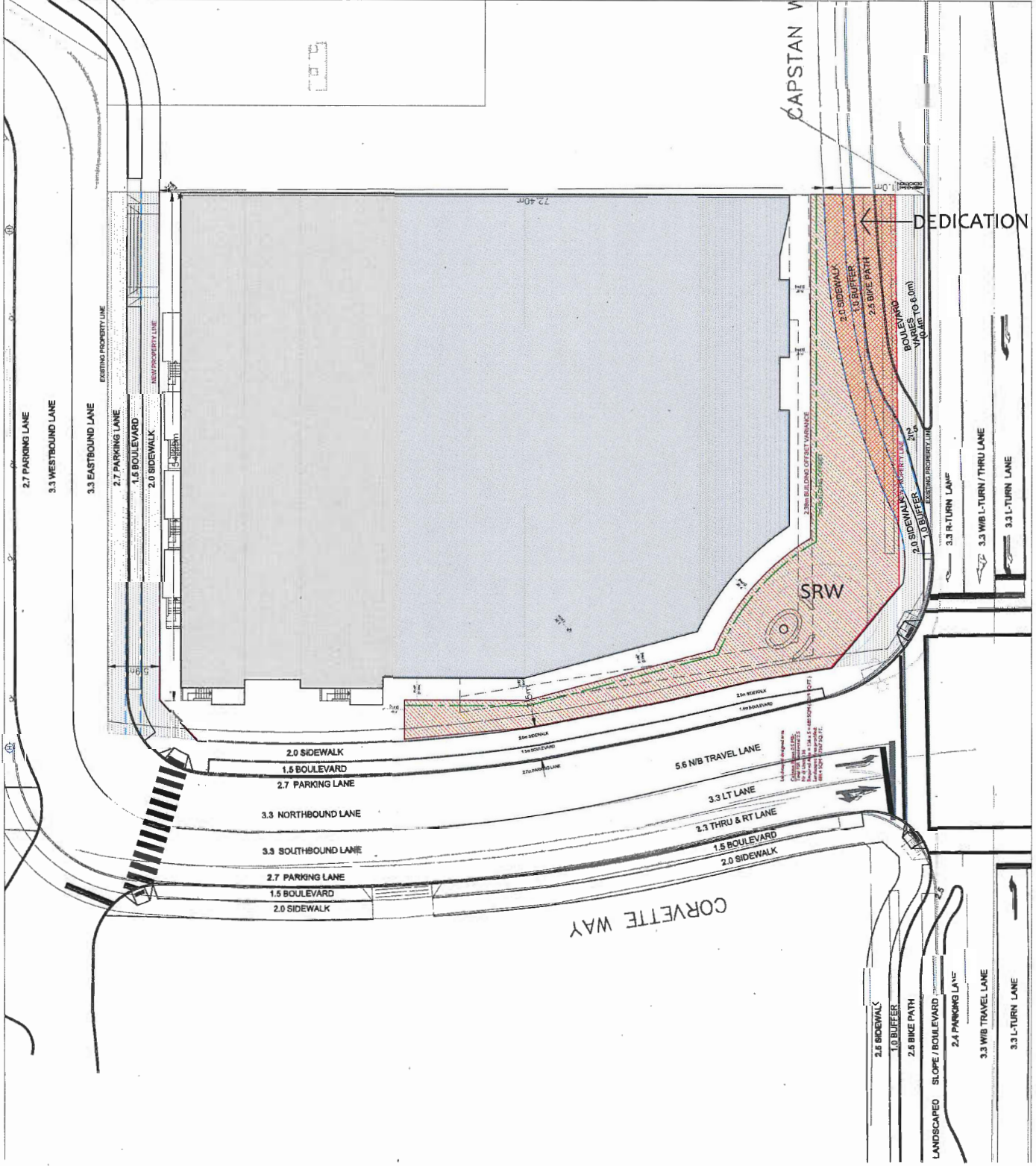
REVISIONS
 NO. DATE
 1. 10/15/2011
 2. 11/02/2011
 3. 10/28/2011
 4. 11/02/2011

Residential, Hotel
 Retail and Office
 8091 Capstan Way
 Richmond, BC

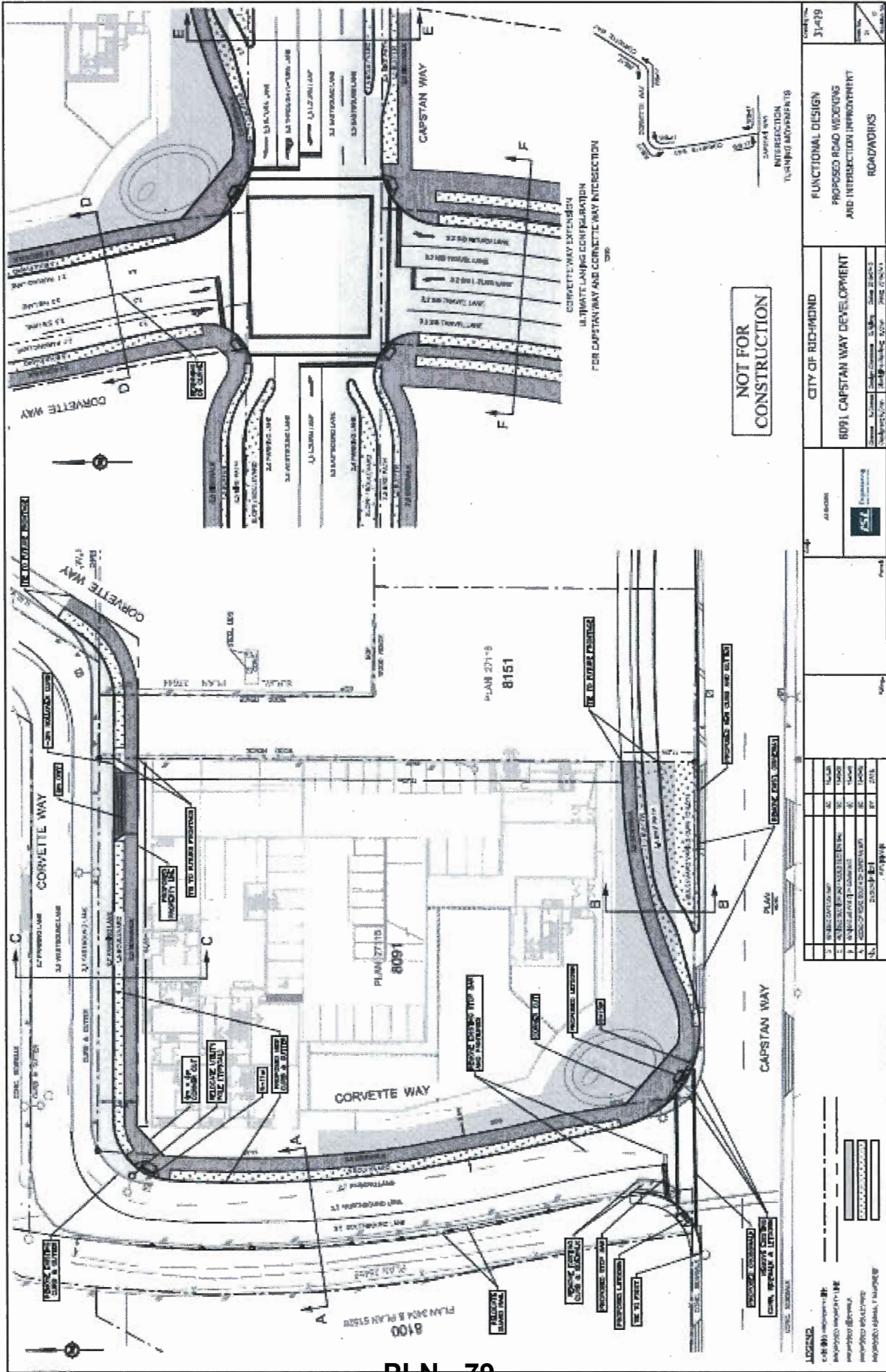
DEDICATIONS

DATE: APRIL 03, 2011
 DRAWN BY: AM
 CHECKED BY: AM
 SCALE: 1/8" = 1'-0"
 JOB NUMBER: 1227

A-0.01



SCHEDULE C
 Preliminary Functional Roads Plan (REDMS #5404734)



PLN - 79

**NOT FOR
CONSTRUCTION**

LEGEND EXISTING ROADWAY PROPOSED ROADWAY PROPOSED INTERSECTION PROPOSED SIDEWALK PROPOSED BIKEWAY PROPOSED LANDSCAPE PROPOSED LIGHTING PROPOSED SIGNAGE PROPOSED UTILITIES PROPOSED FENCE PROPOSED CURB PROPOSED GROUND COVER PROPOSED TREES PROPOSED PLANTS PROPOSED SEWER PROPOSED WATER PROPOSED GAS PROPOSED ELECTRIC PROPOSED TELEPHONE PROPOSED CABLE PROPOSED RAILROAD PROPOSED AIRPORT PROPOSED MARINA PROPOSED PORT PROPOSED CANAL PROPOSED DRAINAGE PROPOSED STORMWATER PROPOSED WASTEWATER PROPOSED SEWAGE PROPOSED SOLID WASTE PROPOSED HAZARDOUS WASTE PROPOSED OTHER	CITY OF RICHMOND 8091 CAPSTAN WAY DEVELOPMENT	FUNCTIONAL DESIGN PROPOSED ROAD VIEWS AND INTERSECTION IMPROVEMENT ROADWORKS	31-479



Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 9676 (RZ 15-699647)
8091 Capstan Way

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

- 1. Richmond Official Community Plan Bylaw 7100, in Schedule 2.10 (City Centre Area Plan), is amended by repealing the second bullet in the definition of "Village Centre Bonus", in Appendix 1 - Definitions, and inserting the following:
"- the minimum net development site size to which the additional density may be applied shall be as follows, unless otherwise determined to the satisfaction of the City:
a) to achieve a maximum net density of 3 FAR or less: 4,000 m^2 (1 ac.);
b) to achieve a maximum net density greater than 3 FAR: 8,000 m^2 (2 ac.)."
2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9676".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

Four horizontal lines for signatures or dates.

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

MAYOR

CORPORATE OFFICER



Richmond Zoning Bylaw 8500
Amendment Bylaw 9677 (RZ 15-699647)
8091 Capstan Way

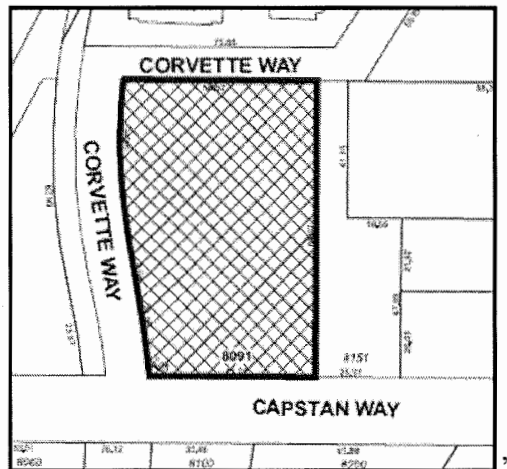
The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting 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 9.4.4.4, the maximum **floor area ratio** for the **RCL5 zone** shall be 2.61 and, notwithstanding Section 9.4.4.5, the maximum **floor area ratio** for the **RCL5 zone** shall be 1.04, provided that the **owner**:

- a) complies with the conditions set out in Section 9.4.4.4 and Section 9.4.4.5; and
- b) dedicates not less than 183.9 m² of the **site** as **road**.

Figure 1



2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it “**RESIDENTIAL/LIMITED COMMERCIAL (RCL5)**”.

P.I.D. 004-231-643

Lot 41 Except: Parcel B (Bylaw Plan 73014), Section 28 Block 5 North Range 6 West New Westminster District Plan 27115

3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9677".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by <i>AL</i>
APPROVED by Director or Solicitor <i>AL</i>