



To: Planning Committee

Date: June 25, 2018

From: Wayne Craig  
Director, Development

File: RZ 17-779262

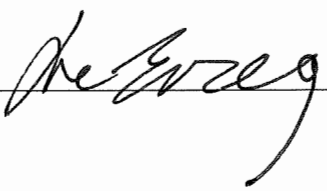
Re: **Application by Townline Ventures Inc. for Rezoning at 5591, 5631, 5651 and 5671 No. 3 Road from "Office Commercial (ZC8)", "Office Commercial (ZC9)" and "Auto-Oriented Commercial (CA)" to "High Density Mixed Use (ZMU38) - Lansdowne Village (City Centre)"**

**Staff Recommendation**

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9860, to create the "High Density Mixed Use (ZMU38) - Lansdowne Village (City Centre)" zone, and to rezone 5591, 5631 5651 and 5671 No. 3 Road from "Office Commercial (ZC8)", "Office Commercial (ZC9)" and "Auto-Oriented Commercial (CA)" to "High Density Mixed Use (ZMU38) - Lansdowne Village (City Centre)", be introduced and given first reading.
2. That staff be directed to prepare a Service Area Bylaw to provide district energy services to the development at 5591, 5631, 5651 and 5671 No. 3 Road.

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

WC:jhd

Att. 9 REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	
Park	<input checked="" type="checkbox"/>	
Social Planning	<input checked="" type="checkbox"/>	
Child Care	<input checked="" type="checkbox"/>	
Sustainability	<input checked="" type="checkbox"/>	
Project Management	<input checked="" type="checkbox"/>	
Real Estate Services	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	

## Staff Report

### Origin

Townline Ventures Inc. has applied to the City of Richmond for permission to rezone the properties at 5591, 5631, 5651 and 5671 No. 3 Road from "Office Commercial (ZC8)", "Office Commercial (ZC9)" and "Auto-Oriented Commercial (CA)" to "High Density Mixed Use (ZMU38) - Lansdowne Village (City Centre)" in order to permit a high-density commercial, office and residential use development in the City Centre's Lansdowne Village (Attachment 1).

Key components of the rezoning proposal (Attachment 2) include:

- A podium and tower form of development with below and above grade parking, ground level commercial, one office tower and three residential towers.
- A maximum floor area ratio (FAR) of 4.0 and a maximum height of 47.0 m geodetic.
- A total floor area of approximately 36,196 m<sup>2</sup> (389,625 ft<sup>2</sup>) including approximately:
  - 1,791 m<sup>2</sup> (19,279 ft<sup>2</sup>) of commercial space
  - 7,222 m<sup>2</sup> (77,740 ft<sup>2</sup>) of office space
  - 27,147 m<sup>2</sup> (292,218 ft<sup>2</sup>) of residential space
- Approximately 365 residential units including:
  - Approximately 345 residential units
  - 20 affordable housing units
- A 557 m<sup>2</sup> (6,000 ft<sup>2</sup>) on-site community facility.
- Cash-in-lieu contributions to child care and community facilities.
- LEED NC v4 Silver equivalent.
- DEU connection-ready and transfer of the on-site low carbon energy plant to the City.
- Creation of a new road, widening of existing roads and utility upgrades as well as frontage improvements on all frontages.
- Design, construction and transfer to the City of the area of the site designated for the Lansdowne linear park.

This application includes the proposed acquisition of the City lot at 5671 No. 3 Road. The disposition of this land is subject to a companion report from Real Estate Services dated May 28, 2018.

The proposed transfer of an on-site low carbon energy plant to the City will enable immediate service by LIEC and connection to the City's District Energy Utility system in the future. Prior to rezoning adoption, a Service Area Bylaw for the subject site will be brought forward by Engineering for Council consideration.

### Findings of Fact

A Development Application Data Summary (Attachment 3) is provided for comparison of the proposed development with the proposed site-specific bylaw requirements.

## Existing Site and Development

*Existing Site and Development:* The subject site is located in Lansdowne Village (Attachment 4) on the west side of No 3 Road to the north of Lansdowne Road. It is comprised of four lots with existing low and medium scale development.

*Existing Housing Profile:* The subject properties were not previously developed with residential uses.

## Surrounding Development

Surrounding development includes:

- To the North: At 5551 No. 3 Road, low-scale commercial development. Further to the north, the lots at 7960 Alderbridge Way and 5333 and 5411 No. 3 Road; which are subject to a rezoning application for mixed-use development (RZ 15-692485). This application is in process and is the subject of a separate Report to Council.
- To the East: Across No. 3 Road, the Lansdowne Mall site, which is subject to an OCP amendment application to adjust the land use designation (CP 15-717017). This application is in process and will be the subject of a separate Report to Council.
- To the South: Across Lansdowne Road, existing low- and medium-scale commercial development.
- To the West: Across the existing City lane, existing low-scale commercial and light industrial development with surface parking. The property at 5520 Minoru Boulevard is subject to a rezoning application for a mixed-use development (RZ 16-744658). This application is in process and will be the subject of a separate Report to Council.

## Related Policies & Studies

### Official Community Plan/City Centre Area Plan

*Official Community Plan:* The Official Community Plan (OCP) designates the subject site as “Downtown Mixed Use” and the land adjacent to Lansdowne Road as “Park”. The proposed rezoning is consistent with these designations.

*City Centre Area Plan:* The City Centre Area Plan (CCAP) Lansdowne Village Specific Land Use Map designates the subject site as “Urban Centre T6 (45 m)” and the land adjacent to Lansdowne Road as “Park”. The proposed rezoning is consistent with these designations.

### Other Policies, Strategies & Bylaws

*Floodplain Management Implementation Strategy:* The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204 for Area “A”. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

*Aircraft Noise Sensitive Development Policy:* The proposed development is located in Area 2 (aircraft noise sensitive uses may be considered) on the Aircraft Noise Sensitive Development Map. The proposed rezoning is consistent with this Policy. Registration of an aircraft noise covenant is required prior to rezoning adoption.

*Mixed-Use Noise, Canada Line Noise, Commercial Noise and City Centre Impacts:* The proposed development must address additional OCP Noise Management Policies related to mixed-use, Canada Line, commercial and ambient noise, as well as other impacts of densification. Requirements include provision of acoustic consultant reports recommending residential sound attenuation measures and registration of associated noise covenants prior to final adoption of the rezoning bylaw.

## **Consultation**

A rezoning application sign has been installed on the subject property. Staff have not received any comments from the general public in response to the sign. Should the Planning Committee endorse this application and Council grant First Reading to the proposed rezoning, the application will be forwarded to a Public Hearing, where any area resident or interested party will have further opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

## **Analysis**

### Proposed Zoning Bylaw Amendment

A new site-specific zone, "High Density Mixed Use (ZMU38) - Lansdowne Village (City Centre)", is proposed for the new development site. It addresses land use, density, density bonusing, height, siting and parking and loading requirements. The maximum density is 4.0 FAR and the maximum height is 47.0 m geodetic. Key details of the proposed site-specific zone and the associated Rezoning Considerations are outlined in this report. The Rezoning Considerations are attached (Attachment 5) and a signed copy is on file.

### Infrastructure Improvements

The proposed rezoning will contribute to utility, transportation and park infrastructure improvements as described below. Additional details are provided in the Rezoning Considerations (Attachment 5). Detailed design will take place through the Servicing Agreement process. Where eligible, Development Cost Charge (DCC) credits will be applied to the required improvements unless noted otherwise. All other improvements will be funded by the developer.

## **Engineering**

*City Utilities:* The developer is required to undertake a variety of water, storm sewer and sanitary sewer frontage works. Included are:

- A new watermain (north-south road).
- New storm sewer (north-south road) and storm sewer upgrades (No. 3 Road).
- An upgraded sanitary sewer (north-south road and Lansdowne Road).

*Third Party Utilities:* Requirements include:

- Pre-ducting for private utility lines.
- Undergrounding of overhead utilities on the new north-south road.
- Relocation of all private utility equipment on-site.

### **Transportation**

*No. 3 Road:* Improvements on No. 3 Road will include development of a wider off-street bike lane that is physically separated from the vehicular traffic with a raised barrier curb to enhance cyclist safety.

*Lansdowne Road:* Improvements include widening of Lansdowne Road north of the existing travel lanes to include a 1.5 m boulevard, a 3.0 m wide multi-use pathway and 1.0 m wide buffer strip. Additional public realm cross-section elements, such as a 2.0 m sidewalk, will be included within the park cross-section.

*New North-South Road:* A new north-south road will be established on the west side of the site with a dedication from the subject site to supplement the width of the existing north-south City lane.

Preliminary functional road drawings demonstrating the complete proposed road network changes are provided (Attachment 6).

### **Park**

*Lansdowne Linear Park:* The CCAP calls for a 10.0 m. (33.0 ft.) wide linear park along the north side of Lansdowne Road to provide for an enhanced public realm connection between the Garden City Lands and the Richmond Oval. The proposed development will be adjacent to the linear park and includes, subject to Council approval, the purchase of the City lot at 5671 No. 3 Road. As a consideration of rezoning (Attachment 5), a portion of this lot is proposed to be transferred back to the City for the linear park. The applicant will be responsible for design and construction of the park and will work with staff through the Servicing Agreement process to develop the design. A Letter of Credit will be required to secure the park construction, as outlined in the Rezoning Considerations (Attachment 5). Staff note that no DCC credits for land are available as the applicant has calculated floor area on the park area in lieu.

### Amenity Contributions

The CCAP Implementation Strategy includes density bonusing and other measures to support the development of community amenities. The proposed rezoning includes contributions to community amenities as outlined below. As with all amenity contributions, the dollar values in the formulas reflect the rates at the time of writing and will be subject to indexing adjustments, should the rezoning not be adopted within the relevant applicable time periods. For the purposes of the report, calculated floor area figures and dollar values have been rounded.

*Affordable Housing:* The CCAP Implementation Strategy, in conjunction with the Affordable Housing Strategy, provides for density bonusing to achieve affordable housing in residential and mixed-use developments. The rezoning application for the proposed development was received prior to July 24, 2017 and is subject to grandfathering of the five percent affordable housing contribution rate.

A total of 20 Low End Market Rental Housing (LEMUR) units, with a combined net floor area of approximately 1,357 m<sup>2</sup> (14,611 ft<sup>2</sup>), are proposed.

**AFFORDABLE HOUSING SUMMARY**

Unit Type	Affordable Housing Strategy Requirements			Project Targets (3)	
	Minimum Unit Sizes	Current LEMR Maximum Rents (1) (2)	Total Maximum Household Income (1) (2)	Unit Mix	# of Units (3)
Bachelor	37 m <sup>2</sup> (400 ft <sup>2</sup> )	\$811	\$34,650 or less	10%	2
1-Bedroom	50 m <sup>2</sup> (535 ft <sup>2</sup> )	\$975	\$38,250 or less	25%	5
2-Bedroom	69 m <sup>2</sup> (741 ft <sup>2</sup> )	\$1,218	\$46,800 or less	40%	8
3-Bedroom	91 m <sup>2</sup> (980 ft <sup>2</sup> )	\$1,480	\$58,050 or less	25%	5
TOTAL		N/A	N/A	100%	20

(1) Denotes 2017 amounts adopted by Council on July 24, 2017.

(2) Subject to Council approval, total annual household incomes and maximum monthly rents may be increased annually by the Consumer Price Index.

(3) 50% of affordable housing units shall meet Richmond Basic Universal Housing (BUH) standards or better.

The units will be distributed throughout the development and secured with a Housing Agreement which will include the following terms: tenant access to indoor and outdoor common amenity areas; and, provision of affordable housing parking spaces at no additional charge.

*T6 Child Care:* The proposed rezoning is located in the Lansdowne Village Specific Land Use Map “T6” area and is subject to the T6 Child Care density bonus provision requiring that one percent of the residential floor area be provided to the City in the form of an in-kind turnkey facility or an equivalent cash-in-lieu contribution to either child care or other types of community facilities. Community Services staff have reviewed the location and circumstances of the development, as well as the floor area generated by the bonusing provision (258 m<sup>2</sup> / 2,776 ft<sup>2</sup>), and recommend that the City accept a combined in-kind and cash-in-lieu contribution. The in-kind portion of the contribution (153 m<sup>2</sup> / 1,651 ft<sup>2</sup>) is proposed to be added to an in-kind contribution under the Village Centre Bonus provisions (see paragraph below) to establish a community facility space totalling 557 m<sup>2</sup> (6,000 ft<sup>2</sup>). The cash-in-lieu portion of the contribution is proposed to be deposited to the Child Care Development Reserve Fund and Child Care Operating Reserve Fund accounts (90% and 10% respectively) (approximately \$1,070,180 calculated using the proposed residential floor area excluding in-kind floor area and affordable housing floor area [0.01 x (27,147 m<sup>2</sup> - 105 m<sup>2</sup> - 1,357 m<sup>2</sup>) x \$6,997/ m<sup>2</sup>]) to be used to develop child care elsewhere in the City Centre.

*Community Facility:* The proposed rezoning is located in the Lansdowne Village Specific Land Use Map “Village Centre Bonus (VCB)” area and incorporates a VCB density increase of 1.0 FAR. Five percent of this area is expected to be provided to the City in the form of an in-kind turnkey facility or an equivalent cash-in-lieu contribution to the City Centre Facility Development Fund. Community Services staff have reviewed the location and circumstances of the development, as well as the floor area generated by the bonusing provision (452 m<sup>2</sup> / 4,870 ft<sup>2</sup>), and recommend that the City accept an in-kind contribution. This contribution is proposed to be combined with the in-kind portion of the T6 Child Care contribution (per paragraph above) to establish a community facility space totalling 557 m<sup>2</sup> (6,000 ft<sup>2</sup>). The proposed location of the contribution is on the ground level of the development, with frontage on both the Lansdowne linear park and the new north-south road (Attachment 7).

The developer is responsible for the design and construction of the proposed facility to a turnkey level of fit and finish based on the industry standards applicable to a “community facility space”. The equivalent to construction value of the total in-kind contribution, in 2019 values, would be approximately \$3,959,856 (@ \$7,104/m<sup>2</sup>). As the tenancy, or tenancies, of the facility have yet to be confirmed, the Rezoning Considerations (Attachment 5) have been structured to divide the contribution into two components – base building and tenant improvements. The base building component of the facility contribution will represent approximately 45% of the overall contribution [e.g. \$1,781,935 (0.45 x 557 m<sup>2</sup> x \$7,104/m<sup>2</sup>) (2019 value)] and the tenant improvement component of the contribution will represent approximately 55% of the overall contribution [e.g. \$2,177,921 (0.55 x 557 m<sup>2</sup> x \$7,104/m<sup>2</sup>) (2019 value)].

Both contribution components will be subject to measures typically required to secure a developer’s offer of an on-site community amenity as described in the Rezoning Considerations (Attachment 5). These include a Construction Agreement; a No Build Covenant, if the Construction Agreement has not been signed before bylaw adoption; and, registration of a No Occupancy Covenant, including terms regarding occupancy of the development and transfer of the facility to the City. Further, to secure completion of the facility in the event the developer defaults or the City has not determined a tenant within the developer’s construction time frame, both components of the contribution will be subject to the provision of a Letter of Credit (LOC).

Once fully constructed and/or otherwise deemed acceptable, the base building and the integrated tenant improvements will be transferred to the City, at no cost, primarily in the form of an air space parcel. Ancillary facilities to be provided by the developer that are not practical to include in the air space parcel (e.g. parking and outdoor space) will be secured with easements or statutory rights-of-way and will be subject to associated cost sharing terms.

In addition to the facility, as described above, the developer will provide a project management fee based on 5% of the anticipated construction cost of the contributed floor area (base building plus tenant improvements) in order to support the City’s involvement in developing a facility program and construction documents, undertaking construction review and providing other input, as necessary. The detailed conditions of the amenity contribution are provided in the Rezoning Considerations (Attachment 5).

*Community Planning:* The proposed rezoning is subject to a community planning implementation contribution which will be deposited into the CC-Community Planning and Engineering account for future community planning initiatives (approximately \$103,187 calculated using the proposed floor area excluding on-site community amenity and affordable housing floor area [(36,196 m<sup>2</sup> – 577 m<sup>2</sup> – 1,357 m<sup>2</sup>) x \$3.01/m<sup>2</sup>]).

*Public Art:* A Public Art Plan has been submitted proposing an art contribution focused on animating the public realm with works on the building façade and in the linear park. The contribution will be secured through the rezoning with a combination of cash deposit (5%) and Letter of Credit (95%) (approximately \$276,622 calculated on the total floor area minus the on-site community amenity and affordable housing floor area [(9,049 m<sup>2</sup> – 452m<sup>2</sup>) x \$4.84/m<sup>2</sup> + (27,147 m<sup>2</sup> – 105 m<sup>2</sup> – 1,357 m<sup>2</sup>) x \$9.15/m<sup>2</sup>]).

### Sustainability

*District Energy Utility (DEU):* Under typical rezoning considerations, developments are required to be ready for connection to the City's DEU system. In this case, the applicant is proposing to construct and transfer the low carbon energy plant to the City at no cost so that the Lulu Island Energy Company (LIEC) can provide immediate service to the customers and the equipment can be integrated into the future DEU system for this neighbourhood. This servicing opportunity is consistent with the City Centre DEU due diligence analysis, which will be brought forward to Council in early 2019. While the City Centre DEU due diligence analysis is being completed, this interim servicing strategy will secure the customer base for the immediate implementation of GHG emissions reduction.

LIEC staff have completed a business plan whereby LIEC can service new customers from the on-site low carbon energy plants at a competitive cost to customers for the same level of service. The applicant is working with LIEC staff to ensure the design of the system and equipment will be compatible with the future system. Mirroring the Affordable Housing Strategy process, the transfer of the energy plant to the City will proceed only if Council adopts a new Service Area Bylaw which will be provided for Council consideration in a separate report. Otherwise, the development will be built as "DEU-Ready". Details are provided in the Rezoning Considerations (Attachment 5).

*Sustainability Rating System:* The proposed development is expected to achieve Leadership in Energy and Environmental Design (LEED) NC v4 Silver equivalency. The applicant has provided a preliminary checklist and will incorporate the recommendations into the Development and Building Permit drawings, where relevant.

### Site Access, Parking and Loading

*Site Access:* Proposed pedestrian access to the site includes storefront entries and tower lobbies on the ground level on three frontages. Tenant bicycle access will be provided via the parkade and individual building circulation systems. Car and truck vehicular access/egress to the site will be provided through a parkade entry on the new north-south road.

*Parking and Loading Rates:* Class 1 (tenant and resident) bicycle parking rates are consistent with current Bylaw requirements. Class 2 (customer and visitor) bicycle parking rates are proposed to be reduced by half. Transportation staff support the Class 2 reduction based on assessed need and the desire to ensure that ground level retail frontages are not completely obscured by lengths of bike racks. The lower rate results in about seven bicycle racks at each of the major building entrances and another 27 spaces distributed around the perimeter of the site. The proposed non-residential and residential vehicle parking rates are consistent with current Bylaw requirements. A reduced number of truck loading spaces is proposed. Because there are no large format retail spaces planned for the site, staff recommend that the requirement for large size truck spaces be waived.

*Transportation Demand Management Measures:* No transportation demand management measures are required as the application proposes parking in conformance with current bylaw rates. Nonetheless, the developer has offered to provide bicycle end of trip facilities for the commercial/office uses and these will be secured by legal agreement.



*Electric Vehicle Charging:* Consistent with Council Policy, effective on April 1, 2018, 100% of the residential parking spaces (excluding visitor spaces) are to be provided with an energized outlet for EV charging.

#### Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report and Tree Survey which identifies off-site and on-site bylaw-sized trees that may be affected by the proposed development.

*Off-site Trees:* There are nine trees located in the Lansdowne Road boulevard, which lies within the existing City lot at 5671 No. 3 Road (Attachment 8). The trees are expected to conflict with the new street and back of curb improvements planned for Lansdowne Road. Staff recommend that the trees be removed subject to compensation of \$11,700 (9 x \$1300). New street trees will be required in conjunction with frontage improvements.

*On-site Trees:* There are 31 on-site bylaw-sized trees identified on the Tree Survey. All will be impacted by the proposed development. Staff recommend that these trees be replaced on-site at a 2:1 ratio unless the landscape architect provides a rationale for a lower number of replacement trees, in which case the difference will be provided as a contribution based on \$500 per required replacement tree. This will be determined at the Development Permit stage.

#### Development Form and Character

The CCAP includes a variety of policies intended to shape development to be livable, functional and complementary to the surrounding public and private realm. Those policies most critical to the development concept at the rezoning stage are reviewed below.

*Public Adjacencies:* The proposed development addresses the public realm interface at ground level on three street frontages with a combination of retail, office and residential lobbies and City amenity space. Street animation is key for this site, which sits at the "Centre of the City Centre" and will be the locus of significant pedestrian traffic generated by the proposed major public plaza and park on the Lansdowne Mall site. The intersection at No. 3 Road and Lansdowne Road is marked with a signature office tower.

*Private Adjacencies:* The proposed development will be surrounded by streets on three of the four sides. The only private adjacency is a small orphan lot to the north. The applicant was unable to secure this lot to add to the subject development. Development viability studies have been undertaken for the orphan lot and demonstrate that a tower and podium form of development is possible. Further, the tower placements on the subject site have been established to ensure adequate separation from any towers to the north.

*Massing:* The massing of the proposed development is arranged to reflect the allocation of uses on the site with commercial uses at grade and office and residential uses above grade. The office floor area is located in a 47.0 m (GSC) tall tower at the south east corner of the site near the Lansdowne Station. The residential towers are also 47.0 m (GSC) in height and are distributed on each of the three street frontages. The bulk of the required bicycle and car parking is provided in a two-level, below-grade parkade whilst loading is located at grade. The proposed podium for this development is low relative to more typical CCAP high density development. This serves to open up the spatial experience of the streets (No. 3 Road and Lansdowne Road) as the public approaches this primary City Centre intersection.

*Amenity Space:* Private common outdoor amenity space is proposed on the third level podium roof for both the commercial and residential uses. Program areas include children's play space, a dog walk, urban agriculture, a pool and outdoor lounge areas. The common outdoor spaces have direct access to the common indoor spaces that are also provided for both commercial and residential uses. In addition, each residential address is provided with its own outdoor open space.

*Design Development:* The form and character of the proposed development, including the proposed architecture and landscape architecture designs and functional details related to parking, loading, waste management, on-site utilities, rooftop equipment, pedestrian weather protection, CPTED, LEED, indoor and outdoor amenity space and accessibility requirements will be assessed in more detail during the Development Permit Application process. The proposal will be expected to respond to comments arising from Council consideration of the rezoning, as well as staff, Advisory Design Panel and Development Permit Panel review.

### Subdivision

*Purchase – City Land:* The applicant proposes to buy the City lot at 5671 No. 3 Road to add to the development site. The proposed sale is the subject of a separate report from Real Estate Services. The area of the City lot is approximately 2,020 m<sup>2</sup> (21,739 ft<sup>2</sup>), of which approximately 737 m<sup>2</sup> (7,933 ft<sup>2</sup>) will be provided back to the City, through dedication, for road, and, approximately 782 m<sup>2</sup> (8,417 ft<sup>2</sup>) will be provided back to the City, through transfer of a fee simple lot, for Park purposes (Attachment 9).

*Dedications - Roads:* Additional dedications are required to support connectivity improvements along No.3 Road and along the west side of the site for the new north-south road (Attachment 9).

### **Financial Impact**

As a result of the proposed development, the City will take ownership of developer contributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated operating budget impact for the ongoing maintenance of these assets is \$10,000. This will be considered as part of the 2019 Operating Budget.

As a result of the proposed development, the City will take ownership of the community amenity facility space. The estimated OBI of \$36,000 will be included in the City's future Five Year Financial Plan to commence in the year the facility becomes operational.

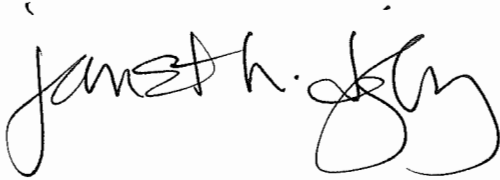
As a result of the proposed development, the City will take ownership of developer contributed asset of a park. The anticipated operating budget impact for the ongoing maintenance of these assets is \$23,926. This will be considered as part of the 2019 Operating Budget.

### **Conclusion**

The application to rezone the properties at 5591, 5631, 5651 and 5671 No. 3 Road to a new site-specific zone is consistent with the City Centre Area Plan Specific Land Use Map provisions including a maximum density of 4.0 FAR and a maximum height of 47.0 m. The proposed mix of uses will contribute to a lively City core and the proposed affordable housing will support housing options for future residents.

The design of the development, with its signature office building marking the “Centre of the City Centre”, will establish a new identity for this important intersection. The provision of park space along Lansdowne Road adds to the evolving east-west public realm link between the Oval and the Garden City lands. The contribution of an on-site community amenity space will assist the City in locating needed community services at the heart of the City. An additional cash-in-lieu contribution to Child Care will support the future development of needed facilities and services for the neighbourhood.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9860, be introduced and given first reading.



Janet Digby, Architect AIBC  
Planner 3  
(604-247-4620)

JD:blg

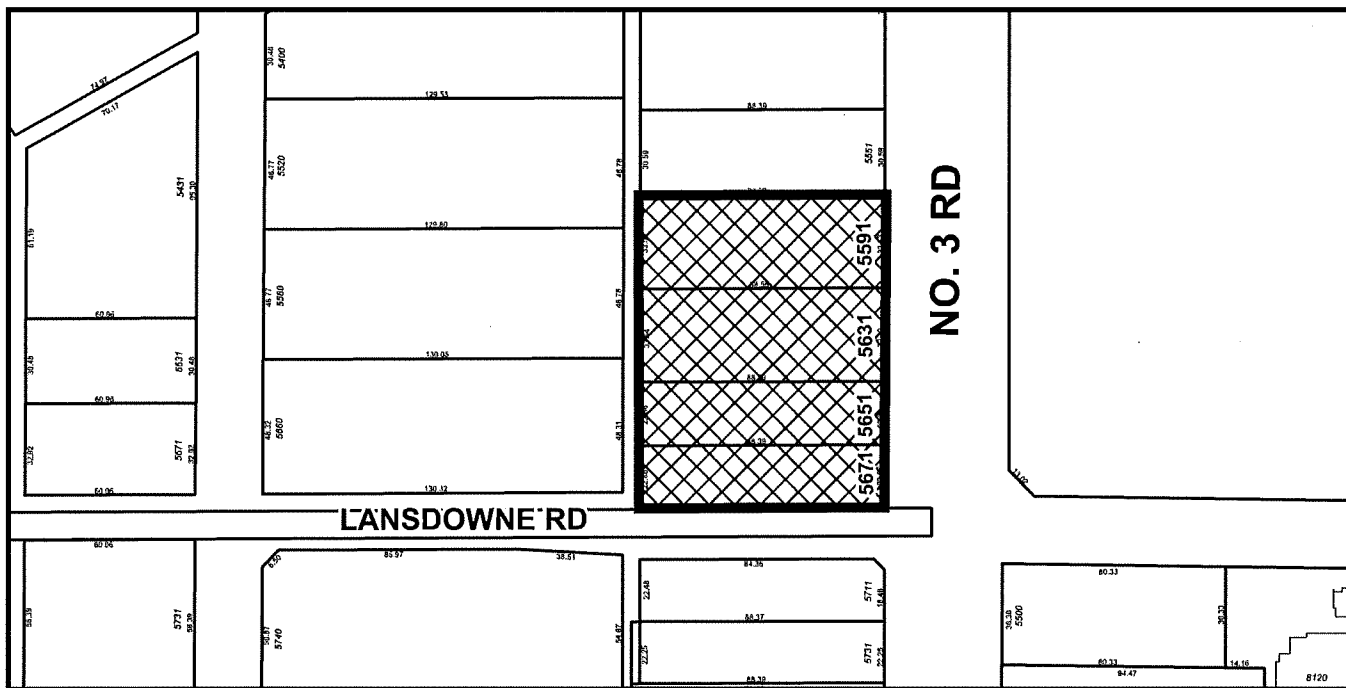
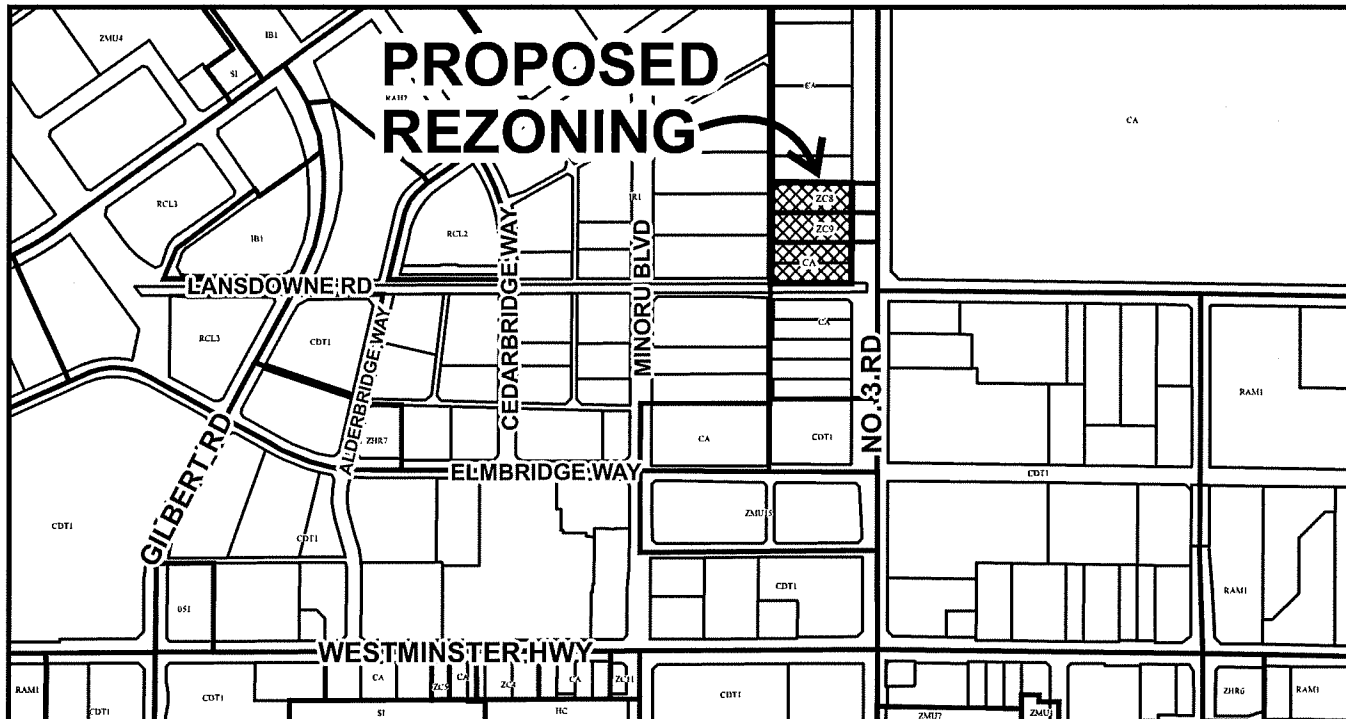
- Attachment 1: Location Map and Aerial
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Lansdowne Village Specific Land Use Map
- Attachment 5: Rezoning Considerations
- Attachment 6: Preliminary Functional Road Plans
- Attachment 7: Community Facility Location Plan
- Attachment 8: Tree Survey
- Attachment 9: Draft Subdivision Plan

Encl.



City of  
Richmond

ATTACHMENT 1



RZ 17-779262

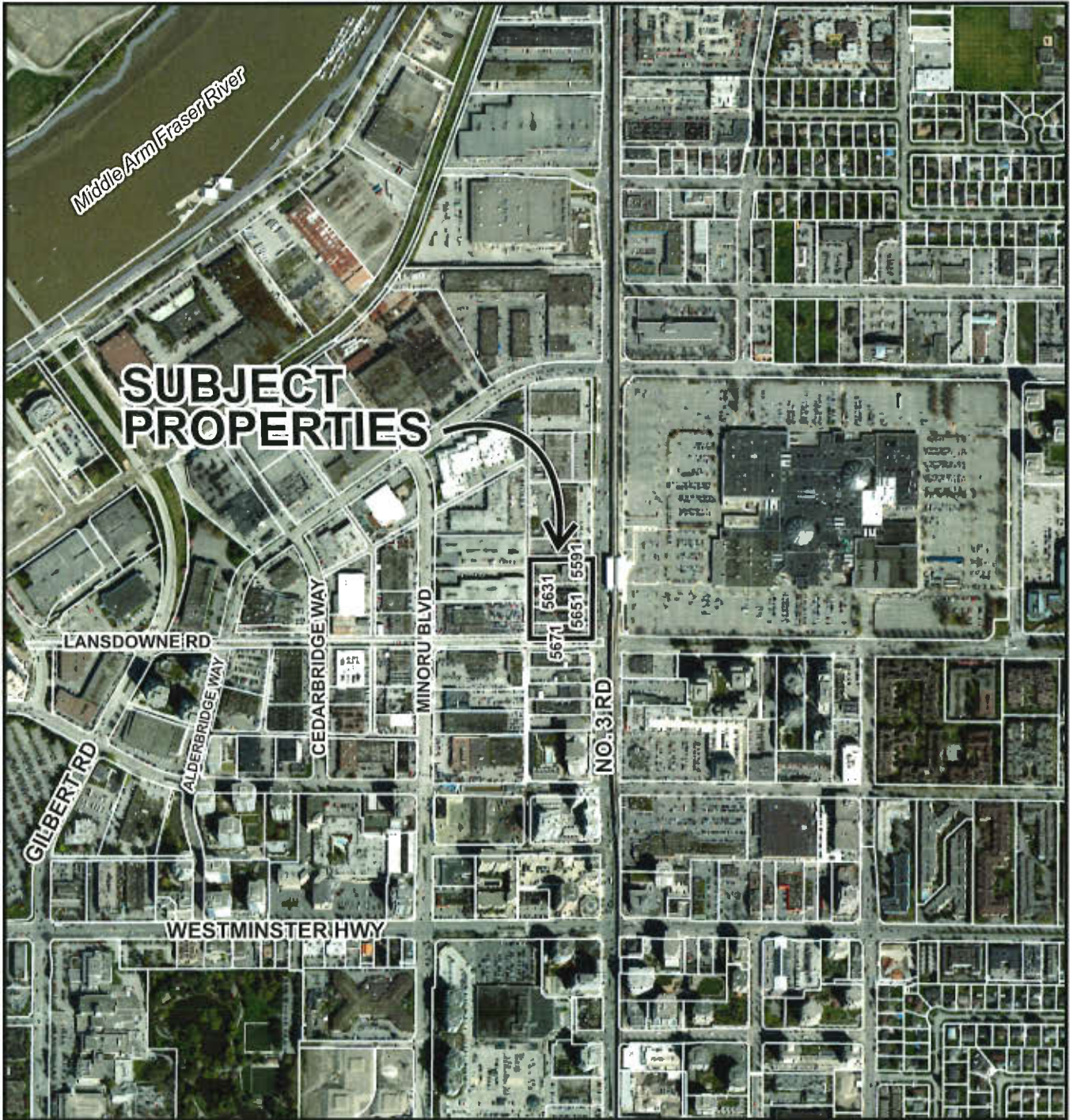
Original Date: 08/18/17

Revision Date:

Note: Dimensions are in METRES



# City of Richmond



## RZ 17-779262

Original Date: 08/18/17

Revision Date:

Note: Dimensions are in METRES

# ATTACHMENT 2

## NO. 3 ROAD MIXED-USE DEVELOPMENT RICHMOND, BC



PLN - 75

CONCEPT ONLY

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CORNER OF LANSDOWNE ROAD AND NO. 3 ROAD - FACING NORTH



NO. 3 ROAD - FACING SOUTH



VIEW FROM BEYOND LANSDOWNE ROAD - FACING NORTH



VIEW FROM FROM CANADA LINE STATION - FACING WEST

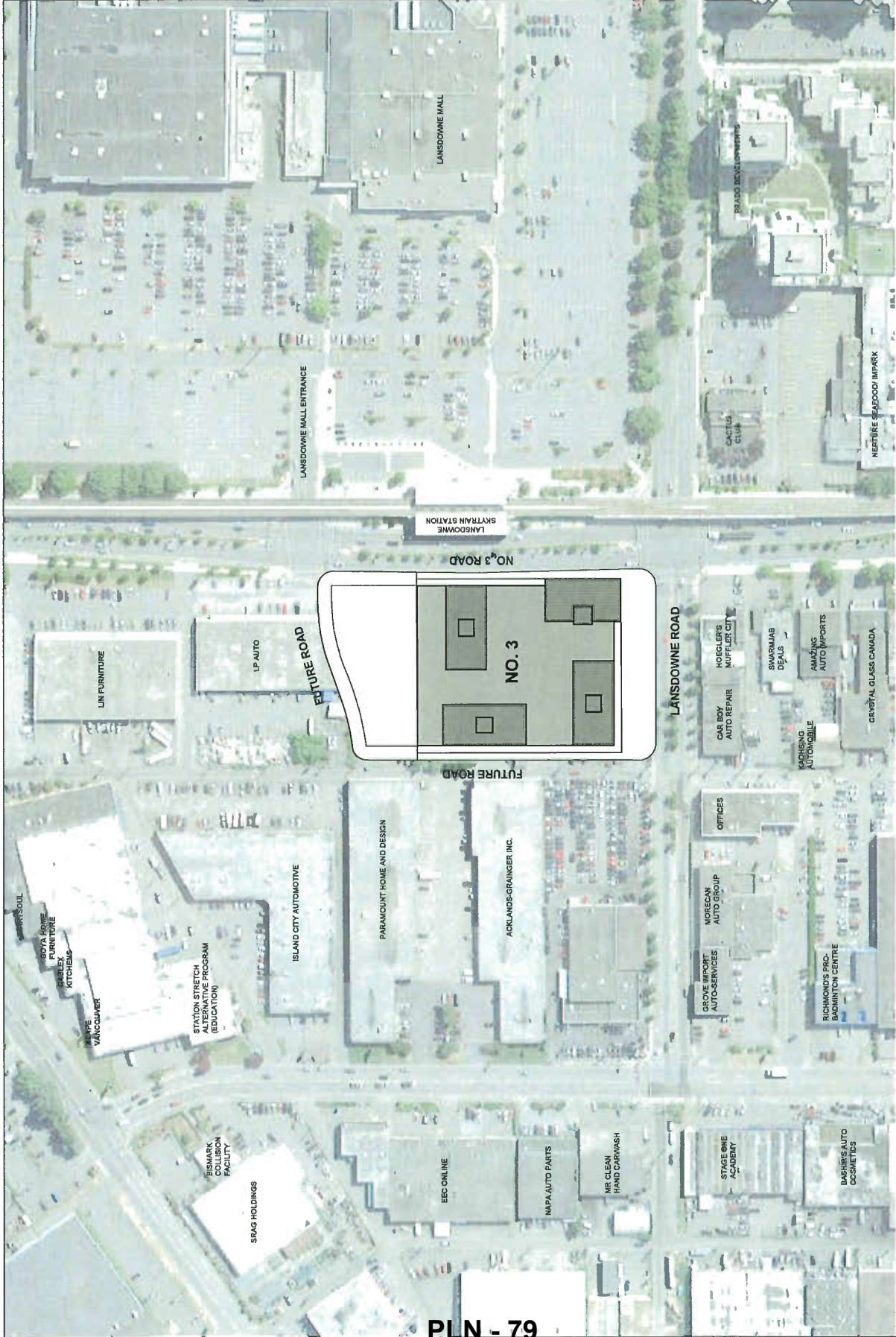




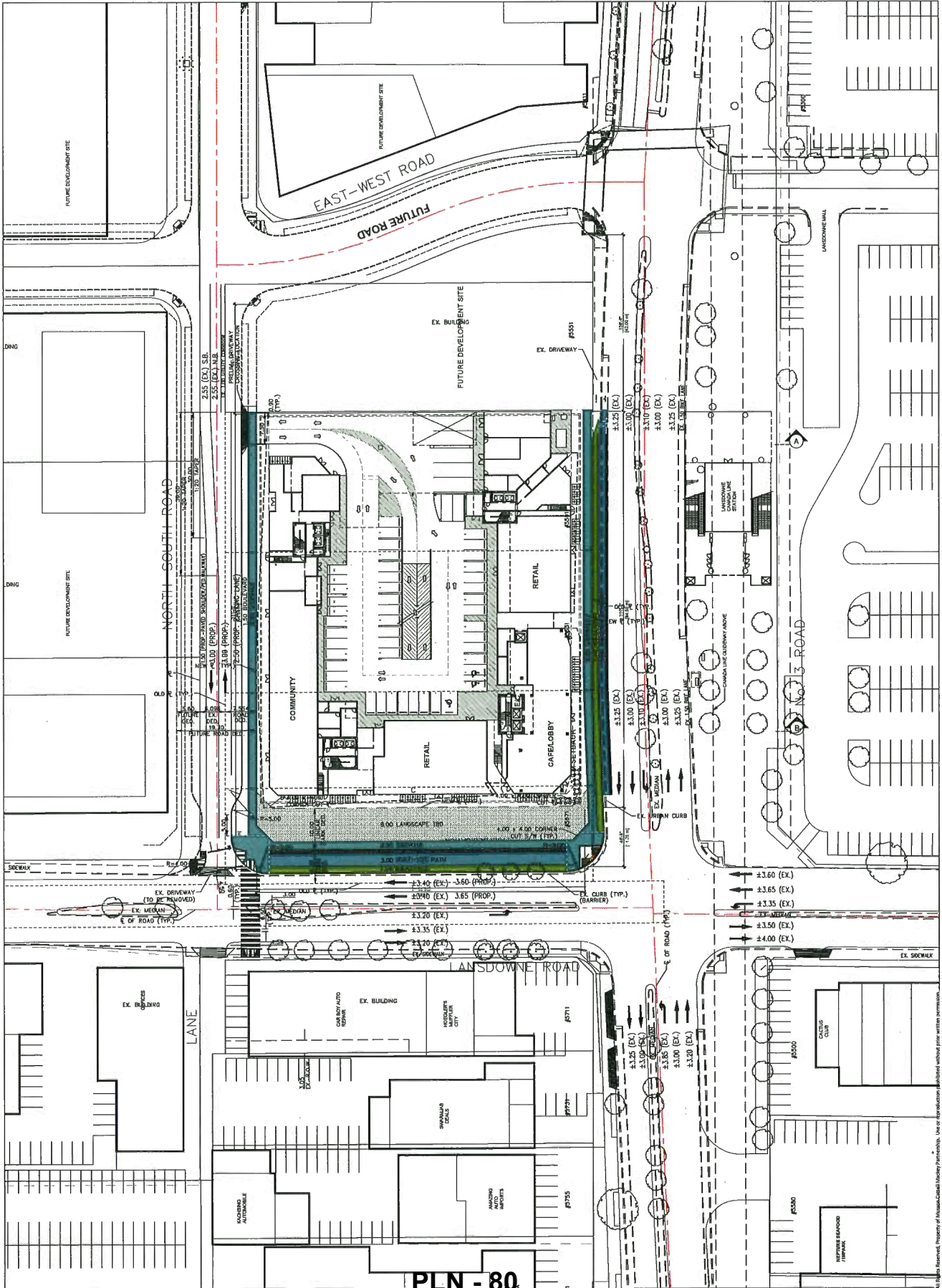
VIEW FROM CORNER OF LANDSDOWNE ROAD AND FUTURE ROAD - FACING NORTHEAST



VIEW FROM FUTURE ROAD - FACING EAST

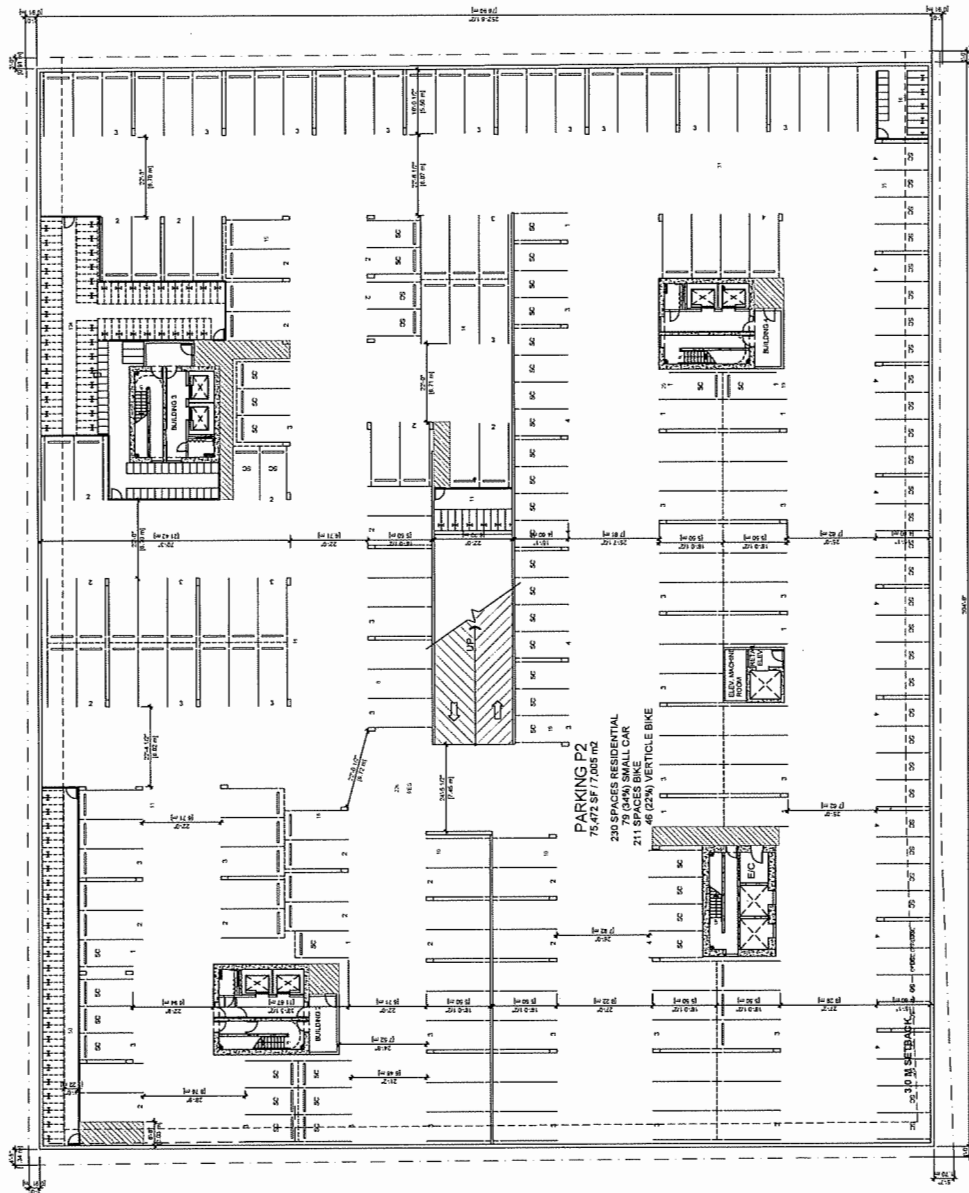


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PLN - 80

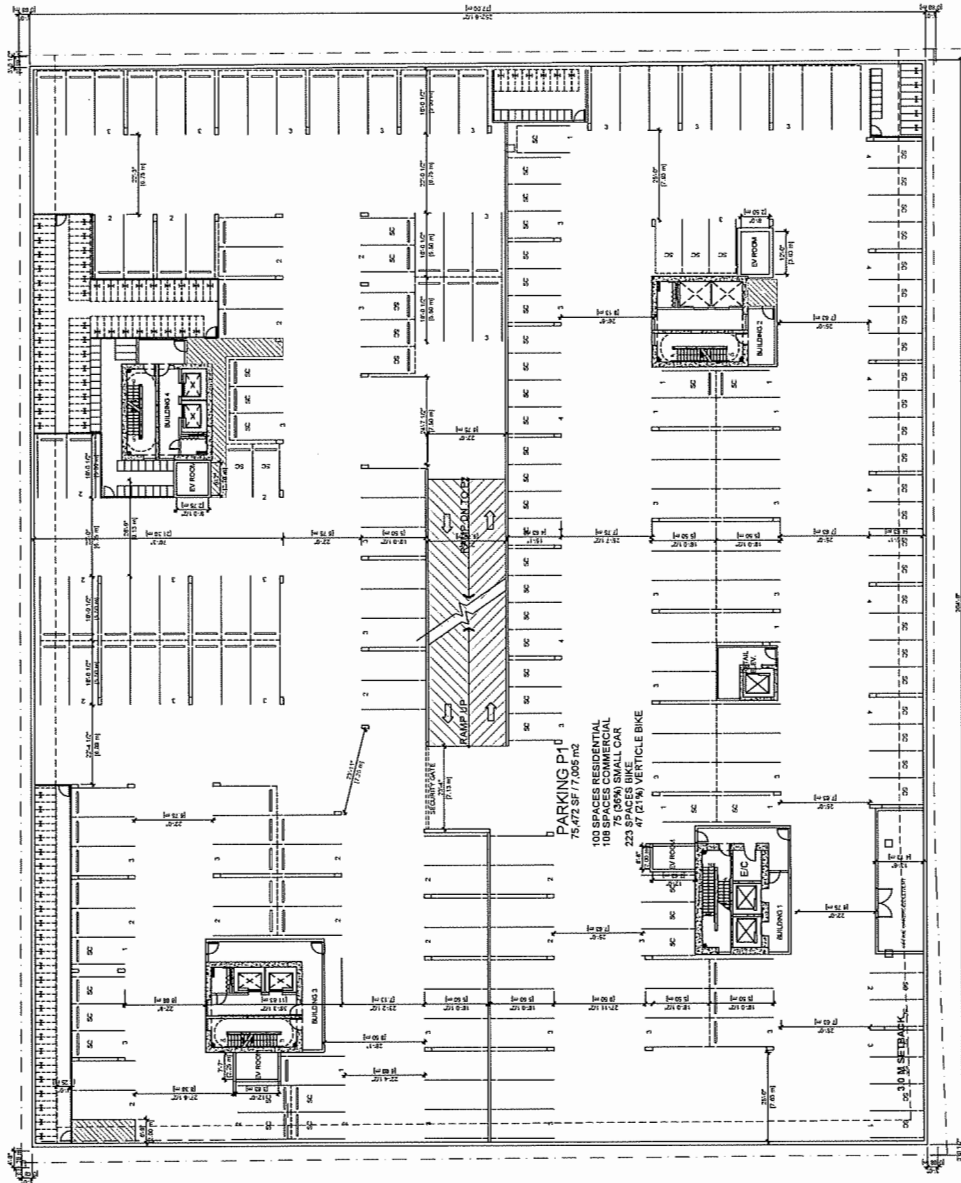
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BIKE STORAGE LOCKERS (P2): 211  
BIKE STORAGE LOCKERS (P1): 223  
CLASS 2 VISITOR BIKES (GROUND): 100  
TOTAL BIKES: 526

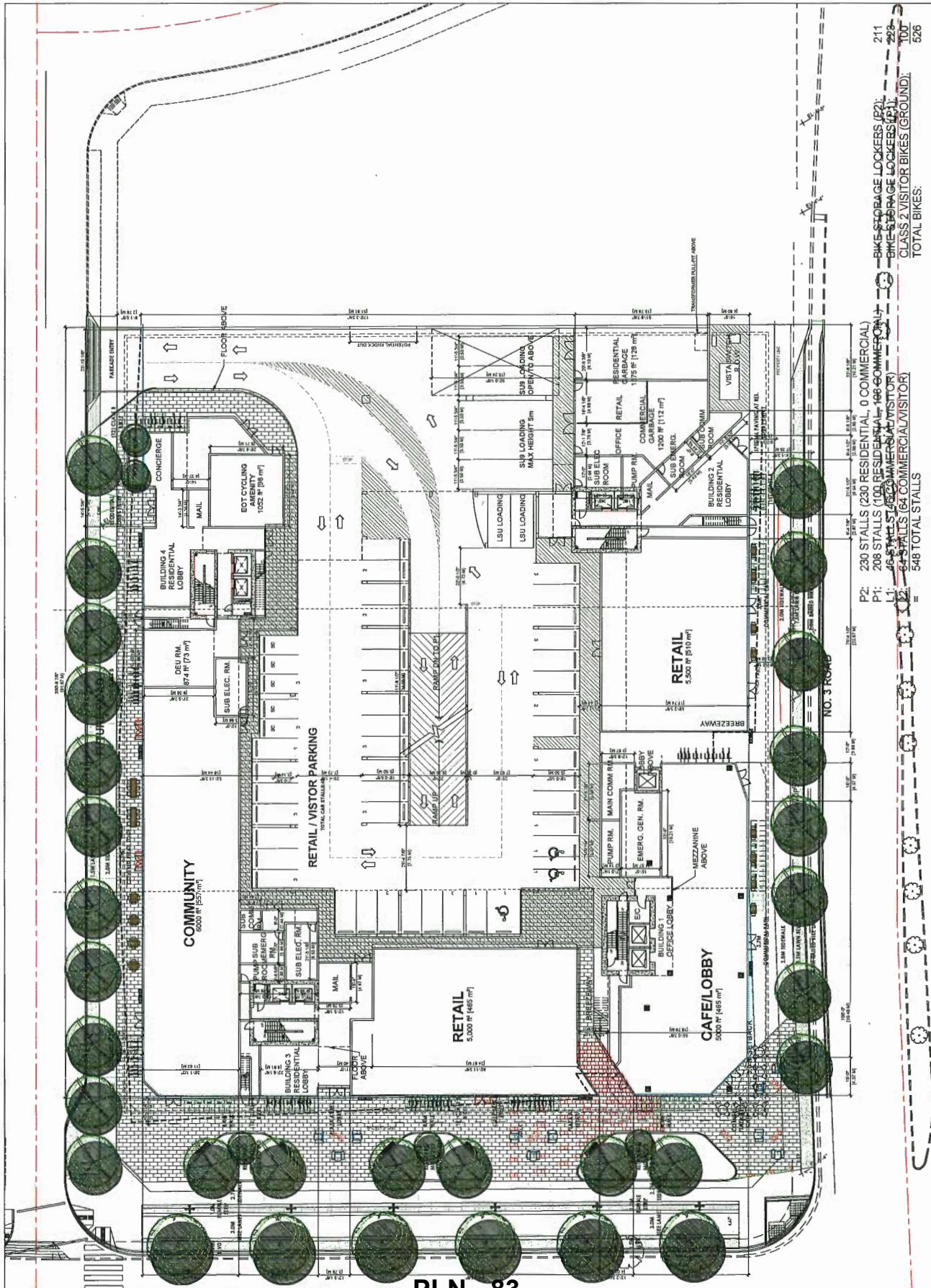
P2: 230 STALLS (230 RESIDENTIAL, 0 COMMERCIAL)  
P1: 208 STALLS (100 RESIDENTIAL, 108 COMMERCIAL)  
L1: 48 STALLS (46 COMMERCIAL/VISITOR)  
L2: 64 STALLS (64 COMMERCIAL/VISITOR)  
= 548 TOTAL STALLS

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BIKE STORAGE LOCKERS (P2): 211  
BIKE STORAGE LOCKERS (P1): 223  
CLASS 2 VISITOR BIKES (GROUND): 100  
TOTAL BIKES: 526

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P1: 208 STALLS (100 RESIDENTIAL, 108 COMMERCIAL)  
L1: 46 STALLS (46 COMMERCIAL/VISITOR)  
L2: 64 STALLS (64 COMMERCIAL/VISITOR)  
= 548 TOTAL STALLS

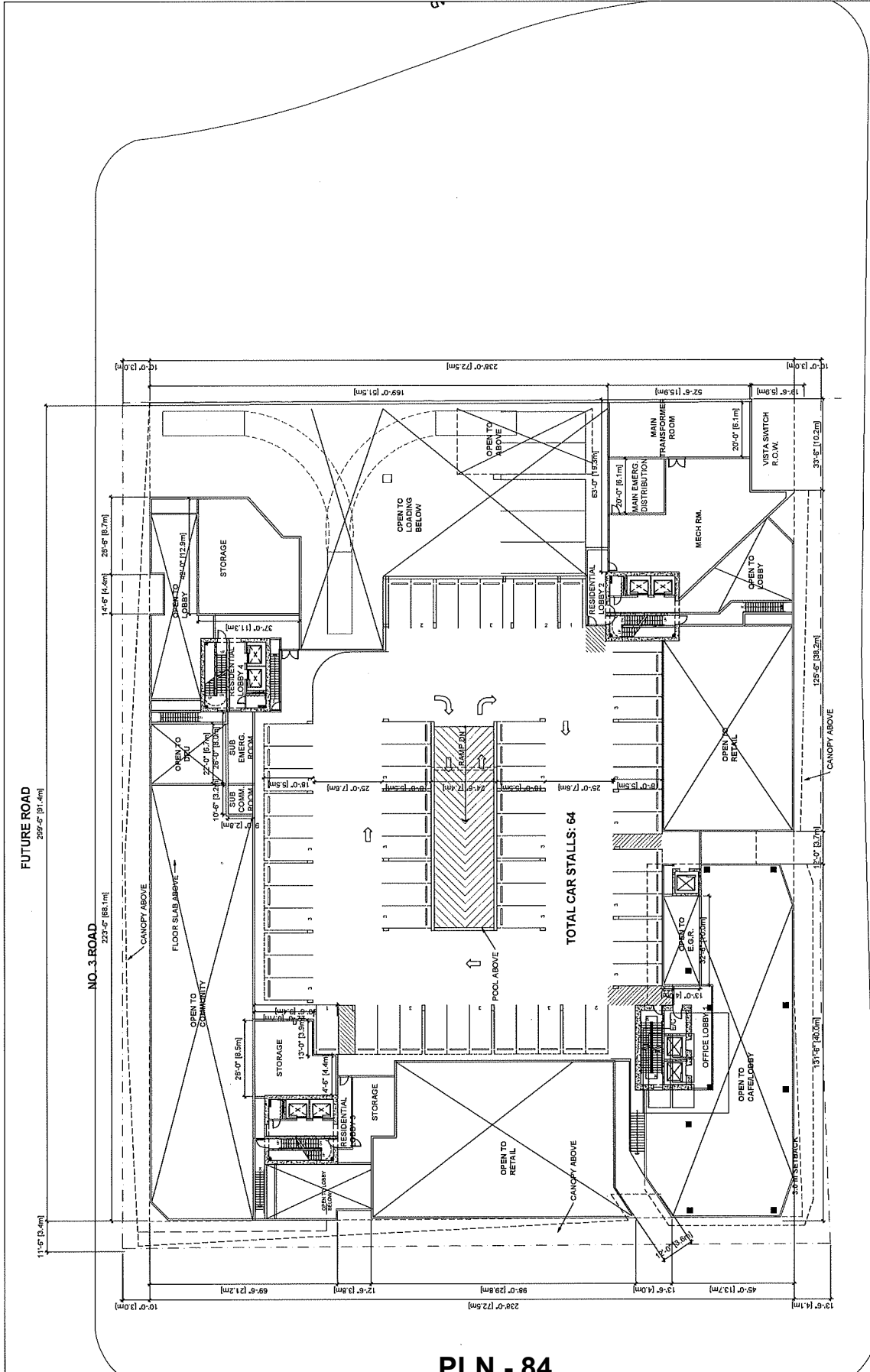


BIKE STORAGE LOCKERS (B2):  
BIKE STORAGE LOCKERS (P1):  
CLASS 2 VISITOR BIKES (GROUND):  
TOTAL BIKES:

P2: 230 STALLS (230 RESIDENTIAL, 0 COMMERCIAL)  
P1: 208 STALLS (100 RESIDENTIAL, 168 COMMERCIAL)  
L1: 46 STALLS (20 COMMERCIAL, 26 VISITOR)  
L2: 64 STALLS (64 COMMERCIAL/VISITOR)  
548 TOTAL STALLS

PLN - 83

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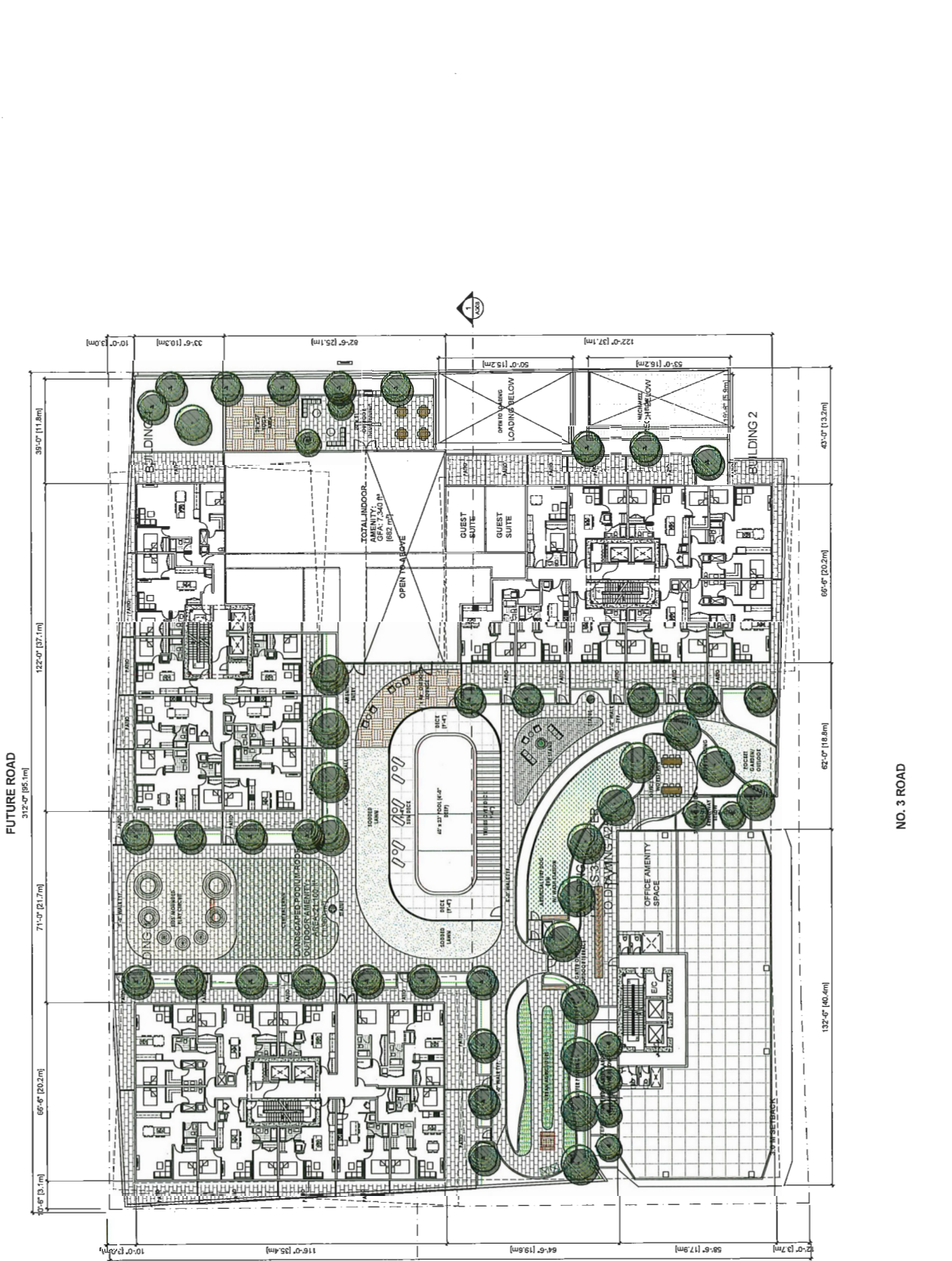


P2: 230 STALLS (230 RESIDENTIAL, 0 COMMERCIAL)  
P1: 208 STALLS (100 RESIDENTIAL, 108 COMMERCIAL)  
L1: 46 STALLS (46 COMMERCIAL/VISITOR)  
L2: 64 STALLS (64 COMMERCIAL/VISITOR)  
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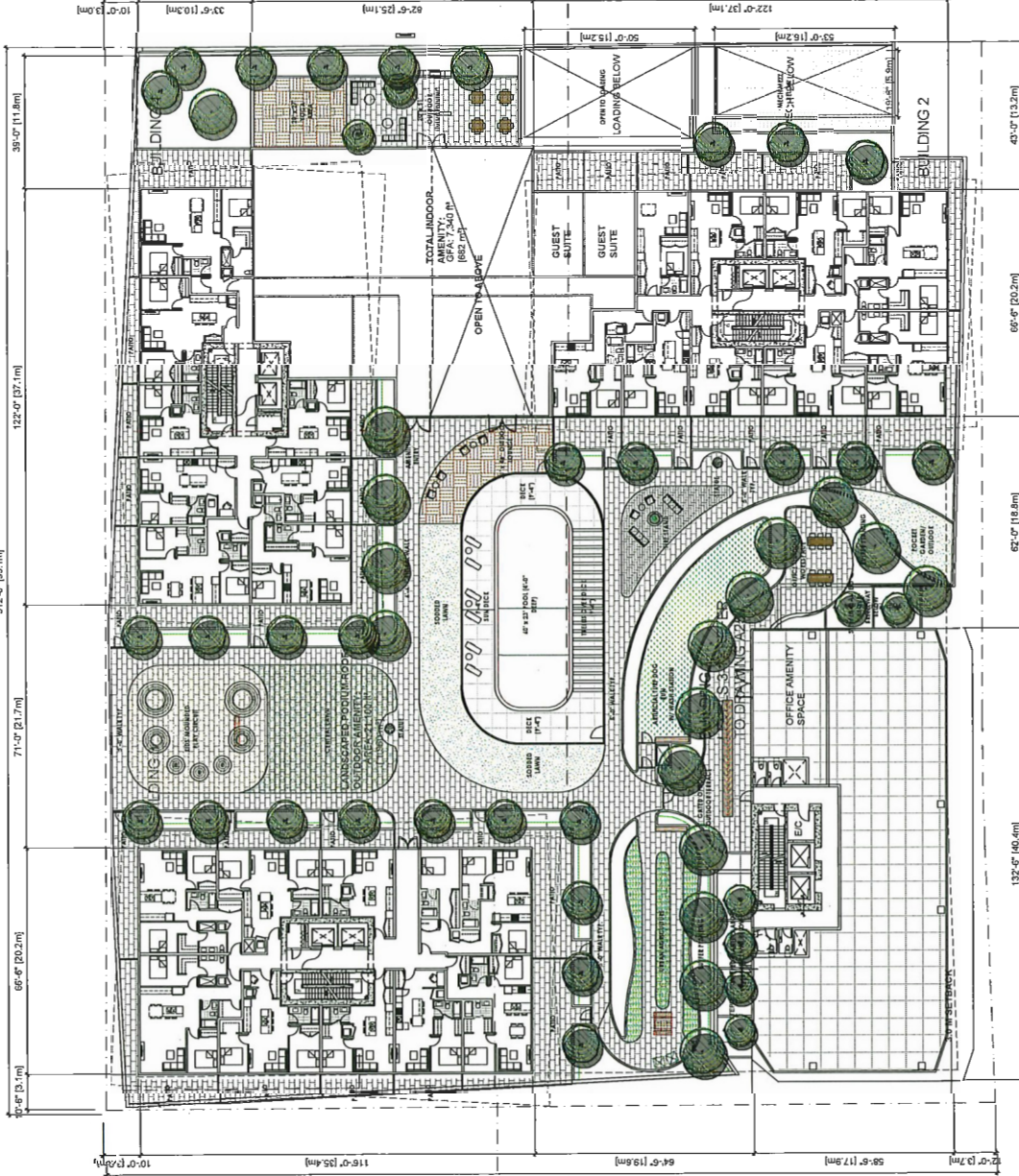
BIKE STORAGE LOCKERS (P2): 211  
BIKE STORAGE LOCKERS (P1): 223  
CLASS 2 VISITOR BIKES (GROUND): 100  
TOTAL BIKES: 526

PLN - 84

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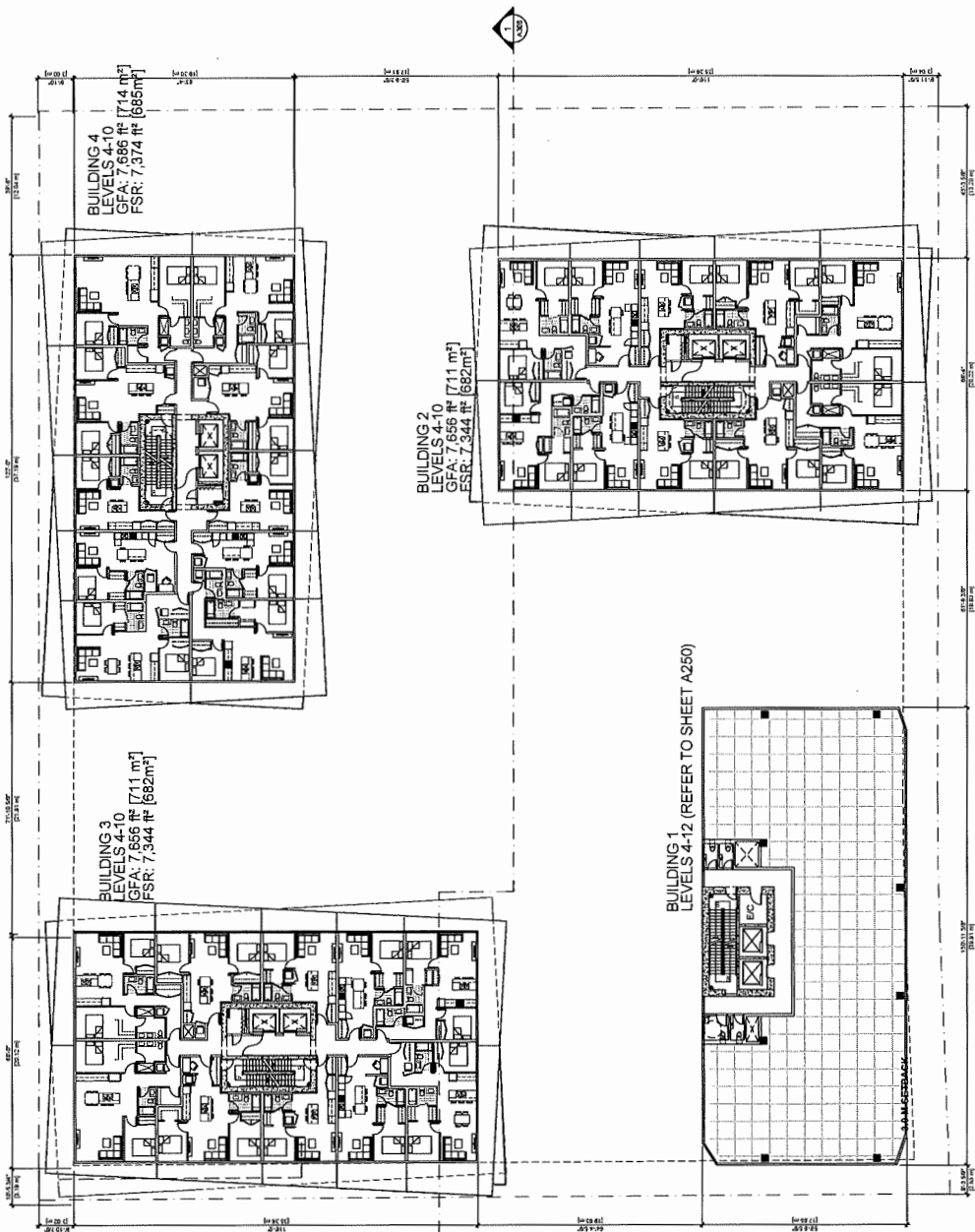
FUTURE ROAD  
312'-0" [95.1m]

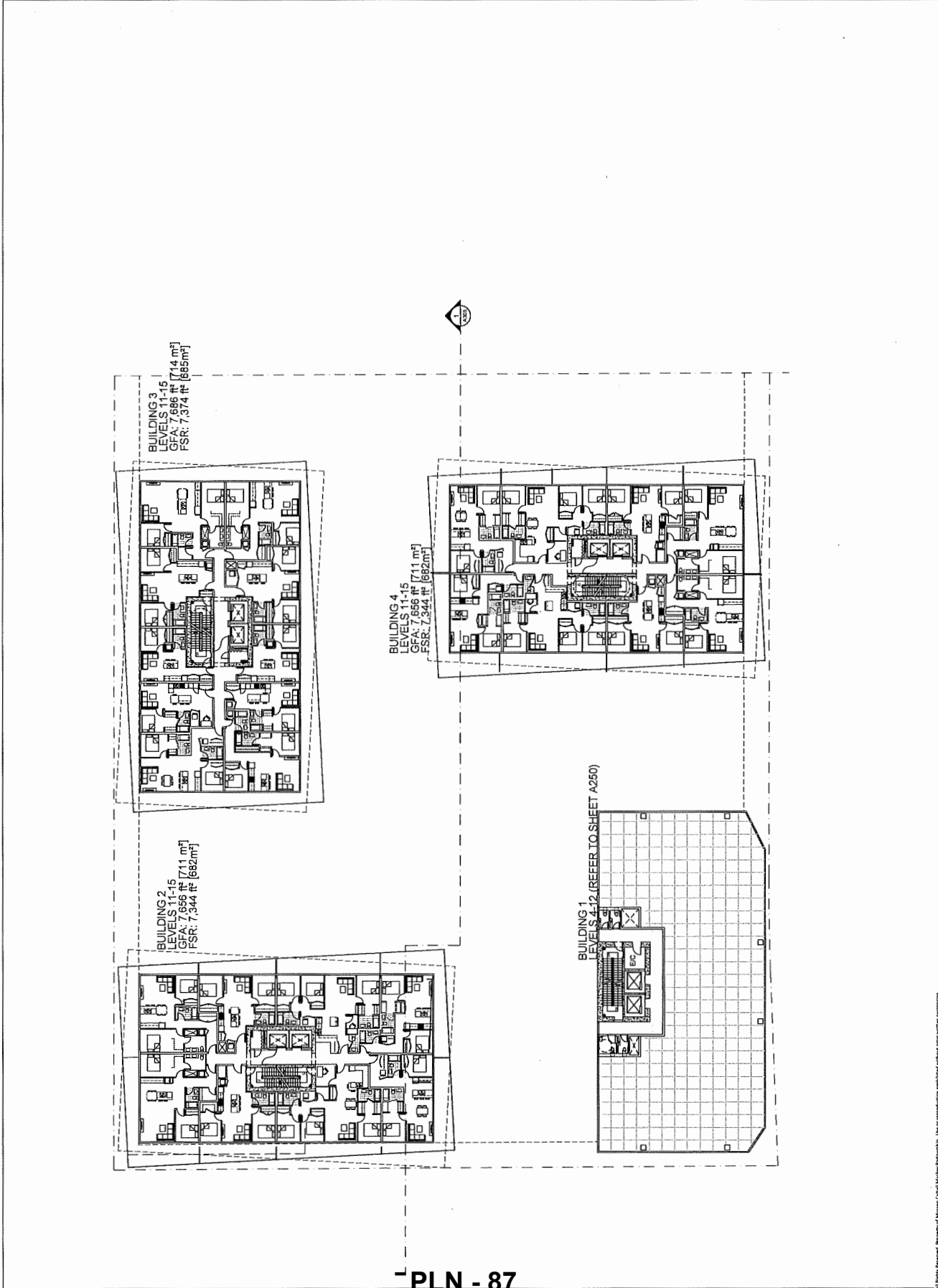


NO. 3 ROAD

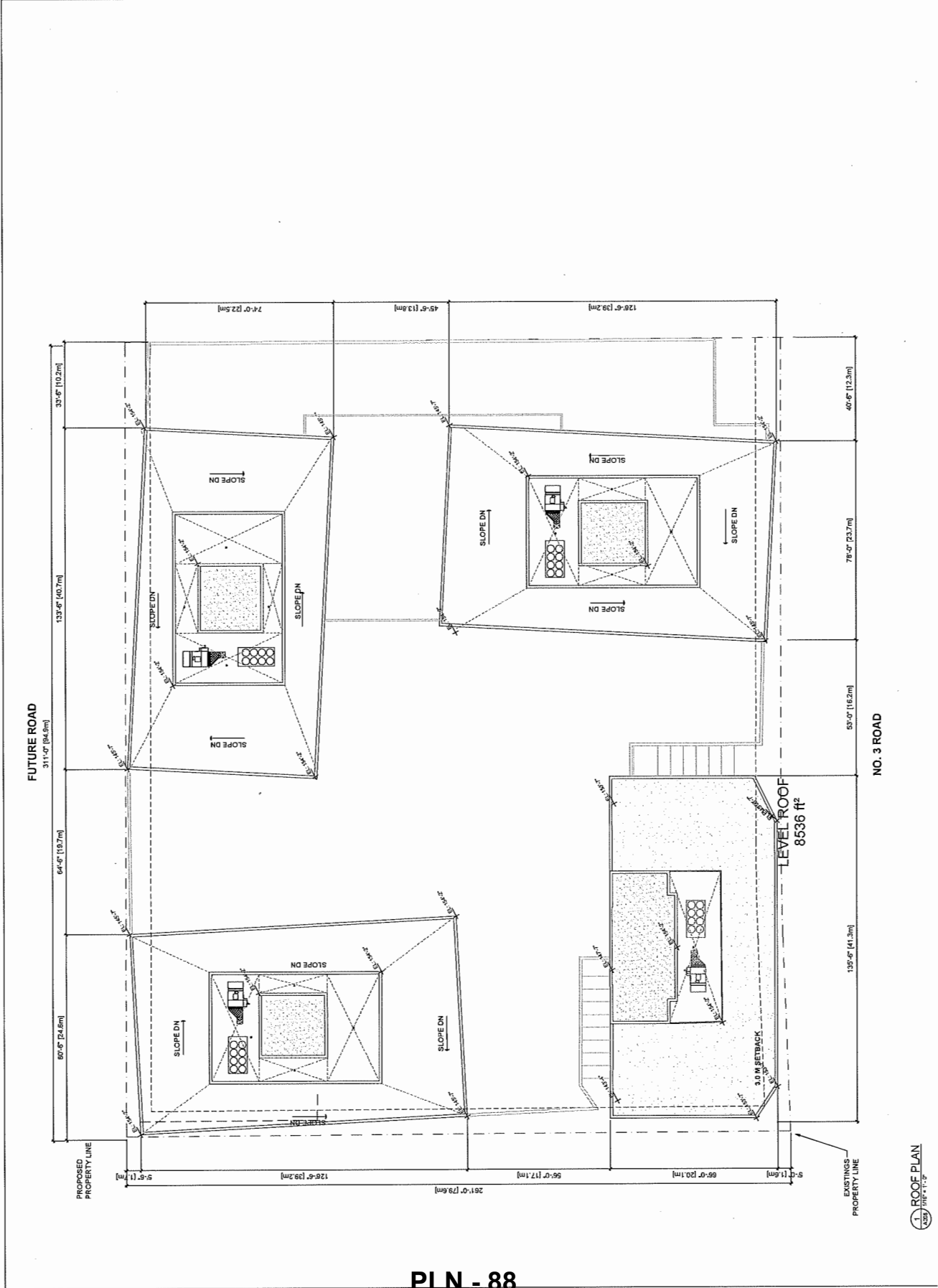
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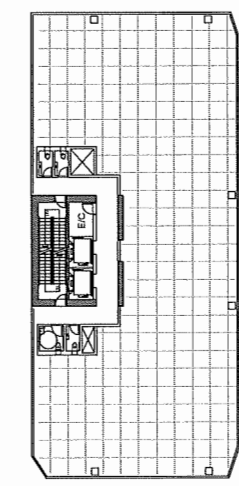




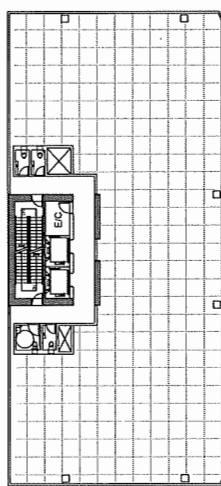


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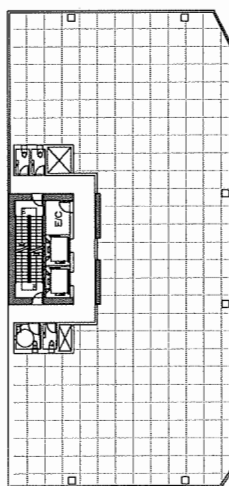




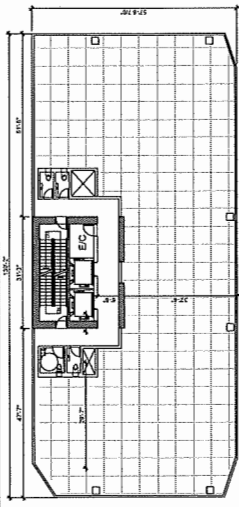
LEVEL 4  
7134 ft<sup>2</sup>



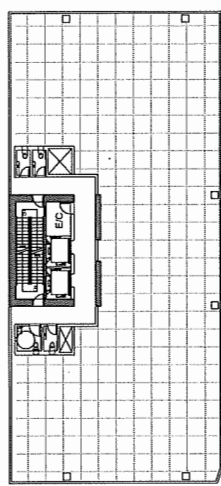
LEVEL 7  
7610 ft<sup>2</sup>



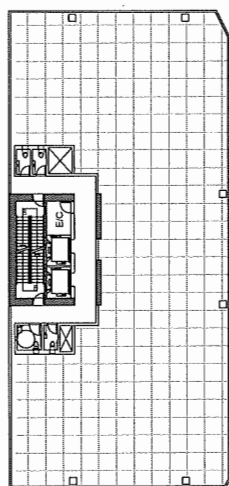
LEVEL 10  
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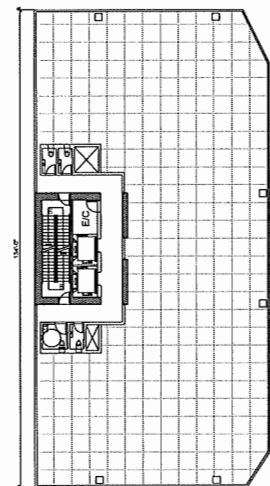
LEVEL 3  
5983 ft<sup>2</sup>



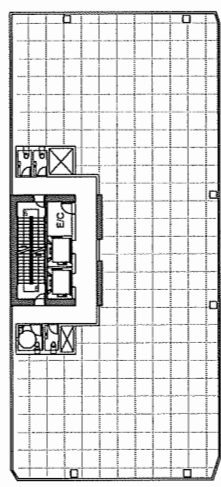
LEVEL 6  
7455 ft<sup>2</sup>



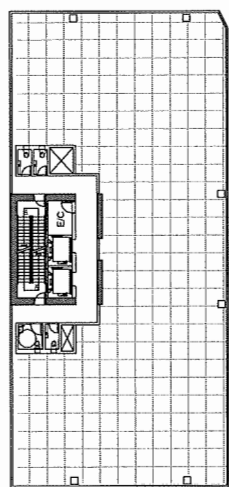
LEVEL 9  
7870 ft<sup>2</sup>



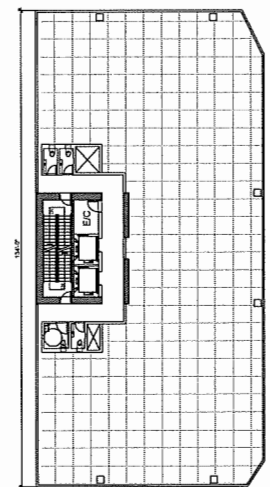
LEVEL 12  
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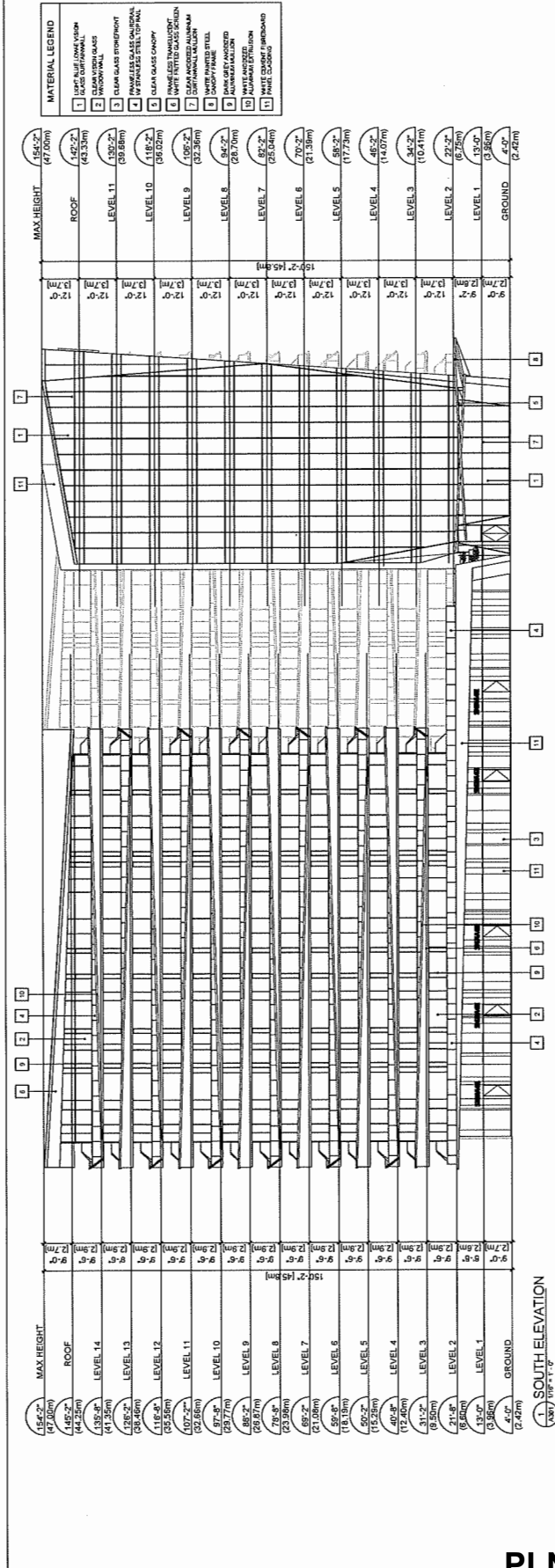
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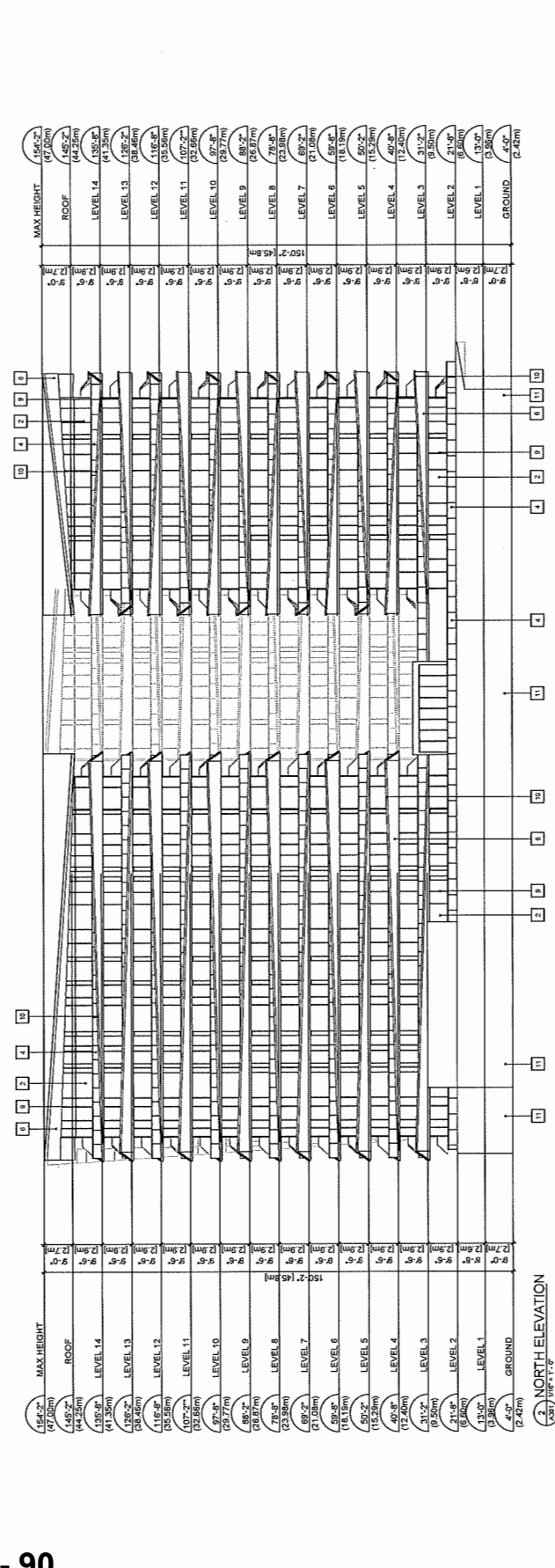
LEVEL 8  
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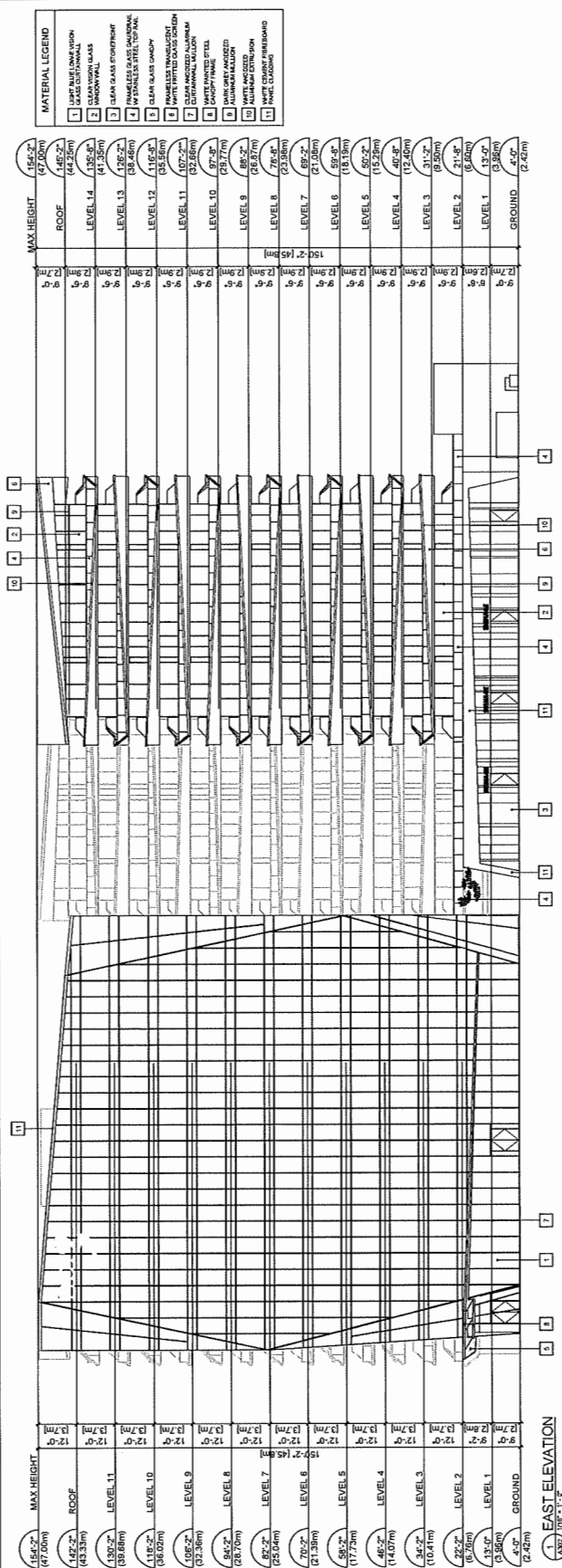
LEVEL 11  
8046 ft<sup>2</sup>



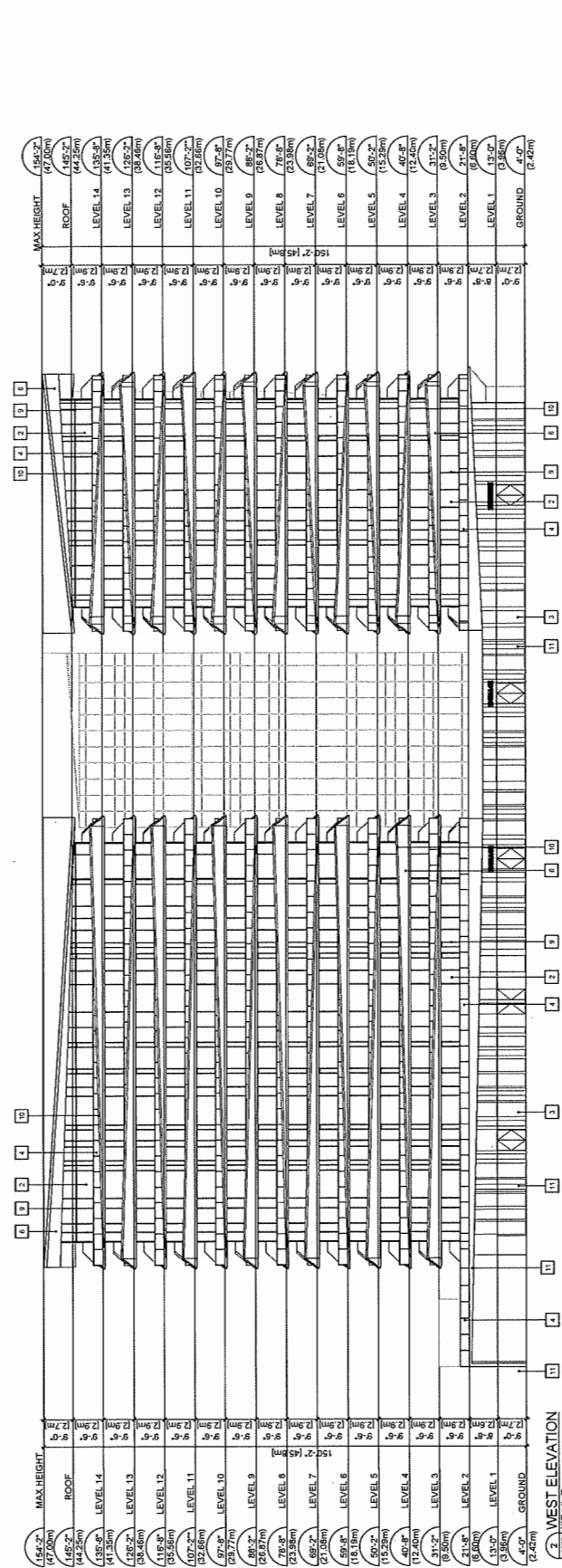
1 SOUTH ELEVATION  
1/16" = 1'-0"



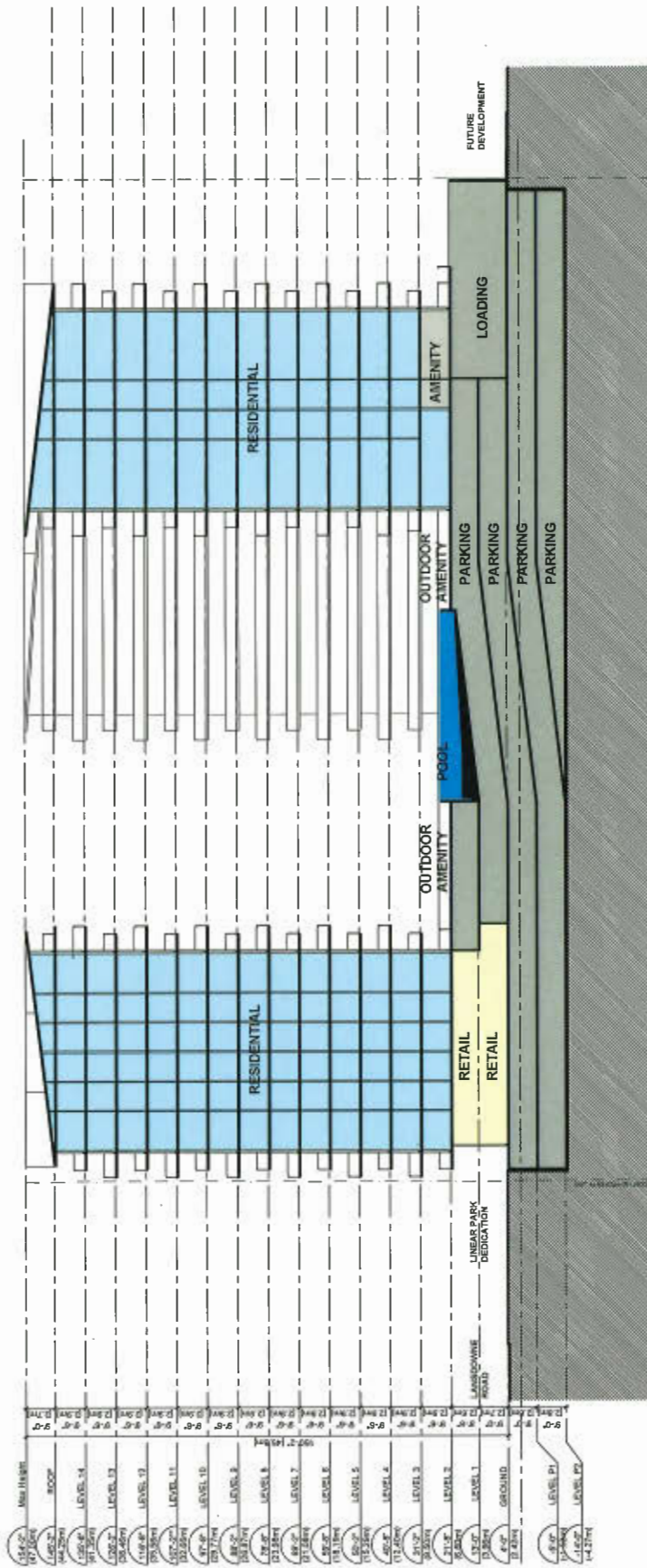
2 NORTH ELEVATION  
1/16" = 1'-0"



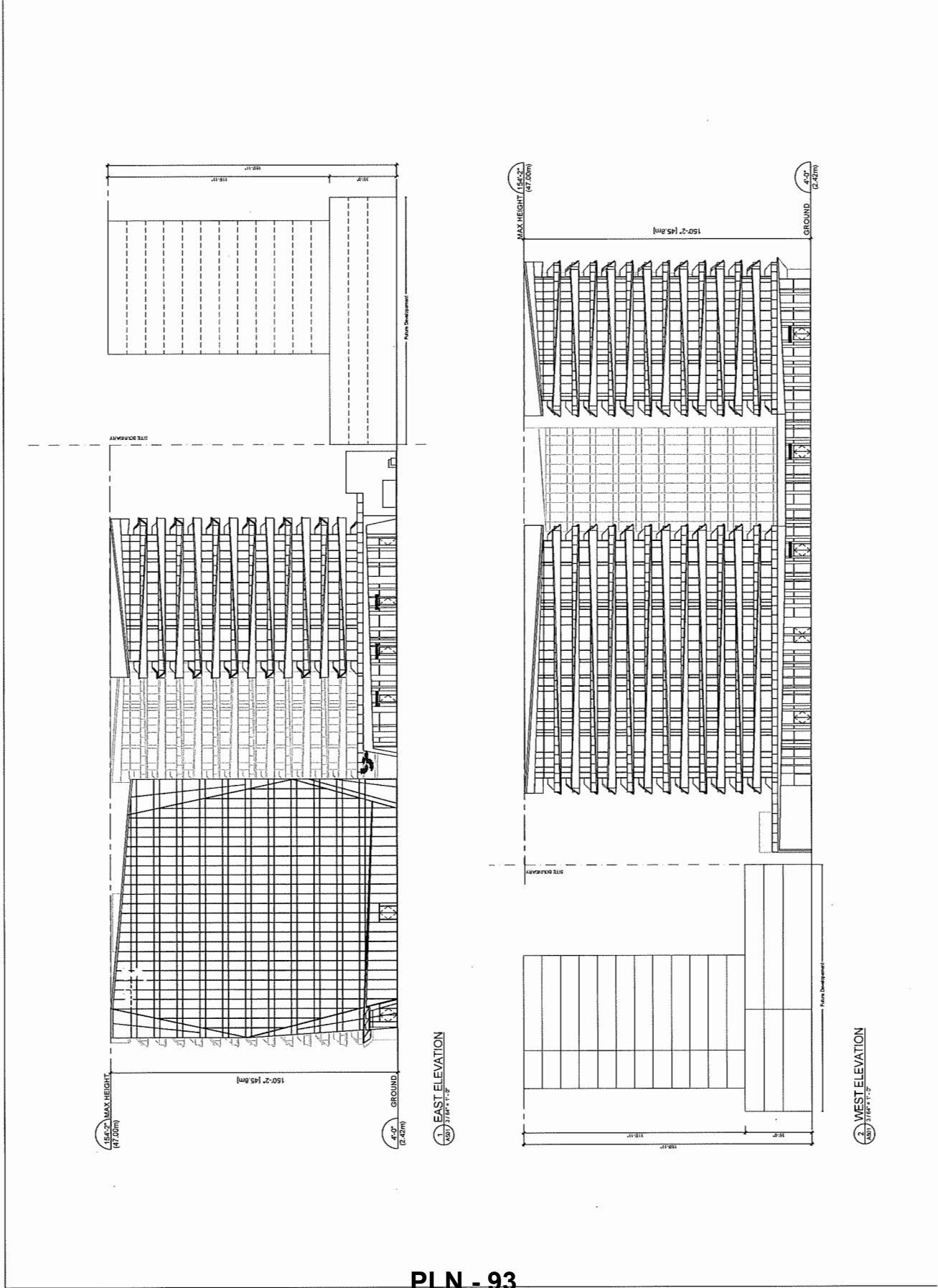
PLN - 91



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1. BUILDING SECTION 1  
ASB 10/17/17







City of  
Richmond

Development Application Data Summary  
Development Applications Department

RZ15-692485	
Address:	5591, 5631, 5651 and 5671 No. 3 Road
Applicant:	Townline Ventures Inc.
Owner:	Townline Ventures Inc.
Planning Area(s):	City Centre – Lansdowne Village

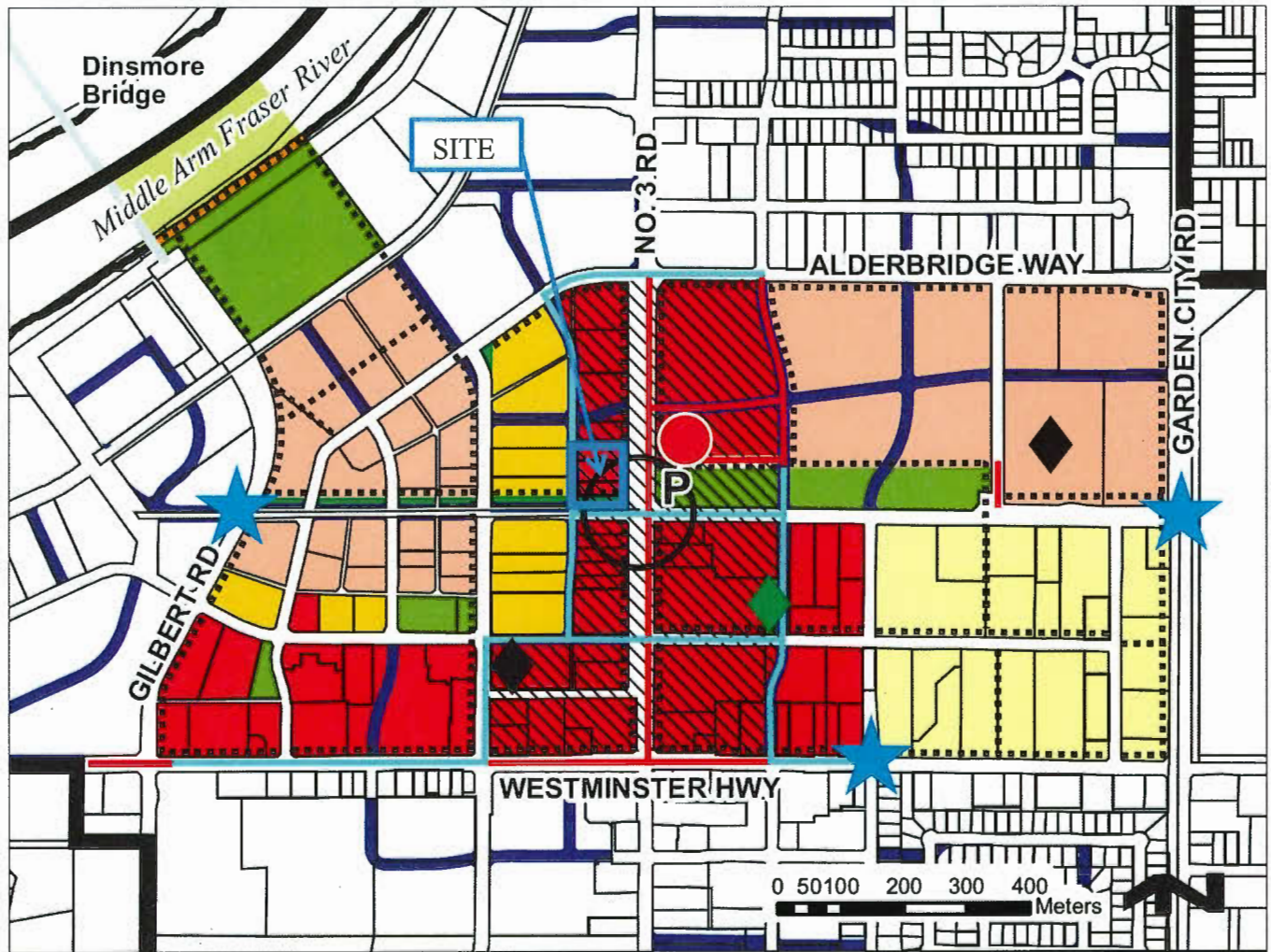
RZ15-692485	Existing	Proposed
Site Area:	9,960 m <sup>2</sup>	7,450 m <sup>2</sup>
Net Development Site Area:	N/A	9,049 m <sup>2</sup>
Land Uses:	Commercial	Mixed Use
OCP Designation:	Downtown Mixed Use	Downtown Mixed Use
Area Plan Designation:	Urban Core T6 (45 m)	Urban Core T6 (45 m)
Zoning:	ZC8/ZC9/CA	ZMU38
Number of Residential Units:	nil	365

RZ15-692485	Bylaw Req't	Proposed	Variance
Floor Area Ratio (FAR):	4.0	4.0	n/a
Floor Area per FAR:	36,160 m <sup>2</sup>	36,160 m <sup>2</sup>	n/a
Lot Coverage:	90%	86%	-
Lot Size:	7,400 m <sup>2</sup>	7,460 m <sup>2</sup>	-
Lot Dimensions:	n/a	n/a	-
Setback – No. 3 Road:	3.0 m	3.0 m	-
Setback – North-South Road:	3.0 m	3.0 m	-
Setback – South PL:	3.0 m	3.0 m	-
Setback - North PL:	0.0 m	0.0 m	-
Height Dimensional (geodetic):	47.0 m	47.0 m	-
Off-Street Parking Spaces – Residential Unit:	345	345	-
Off-Street Parking Spaces – Affordable Housing Unit:	18	18	-
Off-Street Parking – Visitor (shared):	69	69	-
Off-Street Parking Spaces – L1 and L2:	67	67	-
Off-Street Parking – L3 Plus:	92	118	-
Off-Street Parking Spaces – Total:	522	548	-
Loading Space – Large Size:	0	0	-
Loading Spaces – Medium Size:	5	5	-
Bicycle Parking Spaces – Class 1:	481	481	-
Bicycle Parking Spaces – Class 2:	109	110	-

Note: Site area and floor area figures rounded.

Note: Parking figures include 10% TDM reduction.

**Specific Land Use Map: Lansdowne Village (2031)** Bylaws 8427 & 8516  
2010/09/13



	General Urban T4 (15m)		Non-Motorized Boating & Recreation Water Area		Proposed Streets
	Urban Centre T5 (35m)		Village Centre Bonus		Pedestrian-Oriented Retail Precincts-High Street & Linkages
	Urban Centre T5 (25m)		Institution		Pedestrian-Oriented Retail Precincts-Secondary Retail Streets & Linkages
	Urban Core T6 (45m)		Pedestrian Linkages		Canada Line Station
	Park		Waterfront Dyke Trail		Transit Plaza
	Park - Configuration & location to be determined		Enhanced Pedestrian & Cyclist Crossing		
	Village Centre: No. 3 Road & Lansdowne Road Intersection				



**Address:** 5591, 5631, 5651 and 5671 No. 3 Road

**File No.:** RZ 17-779262

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9860, the owner is required to complete the following.**

1. **(Site Contamination – General)** Prior to rezoning bylaw adoption, submission to the City of a contaminated sites legal instrument (e.g. Certificate of Compliance (CoC) or Final Site Determination (FSD) showing no contamination in the project footprint) or an alternative notice from the Ministry of Environment and Climate Change Strategy that the City may approve the zoning, development, subdivision, and demolition applications.
2. **(Site Contamination – Dedicated and/or Transferred Land)** Prior to rezoning bylaw adoption, submission to the City of sufficient information and/or other assurances satisfactory to the City in its sole discretion to support the City's acceptance of the proposed dedicated or transferred land. Such assurances could include one or more of the following:
  - a) a contaminated sites legal instrument (e.g. Certificate of Compliance (CoC) or Final Site Determination (FSD) showing no contamination in the dedication lands);
  - b) evidence satisfactory to the City, in its sole discretion, that the lands to be dedicated to the City are in a satisfactory state from an environmental perspective; and
  - c) the registration of a legal agreement on the title to the Lands which provides that:
    - i) no occupancy of any building on the Lands shall be granted until such time that the Owner/Developer has satisfied the City in its sole discretion that the lands to be dedicated to the City are in a satisfactory state from an environmental perspective and a contaminated sites legal instrument has been obtained for the proposed dedication lands; and
    - ii) the Owner/Developer shall release and indemnify the City from and against any and all claims or actions that may arise in connection with those portions of the lands being dedicated to the City being contaminated in whole or in part.
3. **(Subdivision)** Registration of a subdivision plan for the subject site that satisfies the following conditions, generally as shown in the sketch survey plan (Schedule 1):
  - a) dedication to the City of approximately 1730 m<sup>2</sup>, including required corner cuts, along the No. 3 Road, Lansdowne Road and the existing lane frontages for the purposes of street widening, subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the City; and
  - b) creation of and transfer to the City of a fee simple lot, at no cost to the City, free and clear of any third party utilities, associated SRWs and other title charges (with no land DCC Credits applicable), at the south end of the subject site, of approximately 782.2 m<sup>2</sup> situated between the required road dedications and the property line of the new site, to be used for park purposes, subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the City.
4. **(Flood Construction Level)** Registration of a flood covenant on title identifying the basic minimum flood construction level of 2.9 m. GSC for Area A.
5. **(Aircraft Noise)** Registration of an aircraft noise sensitive use covenant on title addressing noise impacts on residential uses and establishing a Statutory Right-of-Way(s) in favour of the Airport Authority.

6. **(Mixed-Use Noise)** Registration of a mixed use noise sensitive use covenant on title addressing noise impacts on residential uses, including those related to the on-site community facility indoor and outdoor uses.
7. **(Canada Line Noise)** Registration of a mixed use noise sensitive use covenant on title addressing noise impacts on residential uses, including those related to the Canada Line and associated proposed Bus Mall.
8. **(Commercial Noise)** Registration of a commercial noise restrictive covenant on title addressing noise impacts generated by commercial uses and requiring demonstration that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and that noise generated from rooftop HVAC units will comply with the City's Noise Bylaw.
9. **(City Centre Impacts)** Registration of a restrictive covenant on title noting that the development is located in a densifying urban area and may be subject to impacts that affect the use and enjoyment of the property including, but not limited to, ambient noise, ambient light, shading, light access, privacy, outlook, vibration, dust and odours from development or redevelopment of public and private land in the surrounding area.
10. **(Shared Parking)** Registration of a restrictive covenant on title, or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to ensure that:
  - a) all residential visitor parking spaces are shared with all non-residential use spaces, except those specifically allocated to the community facility use(s);
  - b) all shared parking spaces remain unassigned;
  - c) all shared parking spaces are located on or close to the ground level of the parking structure;
  - d) all shared parking spaces are identified with signage as to their intended usage;
  - e) all shared parking spaces are fully accessible to all users (e.g. entry gate open) during standard business operating hours; and
  - f) all shared parking spaces are fully accessible to residential visitor users (e.g. buzz entry) during non-standard business hours;
  - g) identify the shared parking stalls in the Development Permit plans;
  - h) identify the shared parking stalls in the Building Permit plans; and
  - i) prior to building inspection permitting occupancy, provide wayfinding and stall identification signage for the shared visitor stalls, to the satisfaction of the Director of Transportation.
11. **(Shared Loading)** Registration of a restrictive covenant on title, or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to ensure that:
  - a) all loading spaces are shared between non-residential, including the community facility use(s), and residential uses;
  - b) all shared loading spaces will remain unassigned;
  - c) all shared loading spaces are located on the ground level;
  - d) all shared loading spaces are identified with signage as to their intended usage;
  - e) all shared loading spaces are fully accessible to all users (e.g. entry gate open) during business hours; and
  - f) all shared loading spaces are accessible to all users (e.g. buzz entry) during non-standard business hours;
  - g) identify the shared loading stalls in the Development Permit plans;
  - h) identify the shared loading stalls in the Building Permit plans; and
  - i) prior to building inspection permitting occupancy, provide wayfinding and stall identification signage for the shared loading stalls, to the satisfaction of the Director of Transportation.
12. **(Truck Size)** Registration of a restrictive covenant on title, or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to ensure that the maximum truck size for any truck servicing the uses on the site is a medium size truck (e.g. SU9). *(Note: No WB-17 size trucks are permitted.)*
13. **(Bicycle End-of-Trip Facilities)** Registration of a restrictive covenant on title, or alternative legal

agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to provide bicycle end-of-trip facilities within the development for the shared use of all non-residential users (e.g. commercial and office) generally as follows:

- a) a minimum of one male facility and one female facility, designed, constructed, equipped and maintained by the owner, each of which shall:
  - i) be fully accessible to all intended users;
  - ii) be easily accessible from non-residential Class 1 bicycle parking areas and/or the non-residential floor areas;
  - iii) be fully handicapped accessible;
  - iv) accommodate two or more people at one time; and
  - v) include, at minimum, a change room and lockers, two showers, a toilet, a wash basin and a grooming station (i.e. mirror, counter and electrical outlets);
  - vi) identify the end-of-trip facilities in the Development Permit plans;
  - vii) identify the end-of-trip facilities in the Building Permit plans; and
  - viii) prior to building inspection permitting occupancy, provide wayfinding and stall identification signage for the end-of-trip facilities, to the satisfaction of the Director of Transportation.
14. **(Bicycle Facilities)** Registration of a restrictive covenant on title or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to maintain all required bicycle parking spaces and other bicycle facilities for their intended uses, as well as, securing the owner's commitment to maintain the bicycle parking areas for shared common use.
15. **(District Energy Utility)** Registration of a restrictive covenant and Statutory Right-of-Way(s) and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU) and granting the Statutory Right-of-Way(s) necessary for supplying the DEU services to the building(s), which covenant and Statutory Right-of-Way(s) and/or legal agreement(s) will include, at minimum, the following terms and conditions:
  - a) No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering.
  - b) If a low carbon energy plant district energy utility (LCDEU) service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no building permit will be issued for a building on the subject site unless:
    - i) the owner designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), a low carbon energy plant to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU; and
    - ii) the owner enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the low carbon energy plant to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to building inspection permitting occupancy of the first building on the site;
  - c) The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC.
  - d) If a DEU is available for connection and the City has directed the owner to connect, no building inspection permitting occupancy of a building will be granted unless, and until:
    - i) the building is connected to the DEU;
    - ii) the owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
    - iii) prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.

- e) If a DEU is not available for connection, but a LCDEU service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no building inspection permitting occupancy of a building will be granted unless and until:
  - i) the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
  - ii) the building is connected to a low carbon energy plant supplied and installed by the owner, at the owner's sole cost, to provide heating, cooling and domestic hot water heating to the building(s), which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;
  - iii) the owner transfers ownership of the low carbon energy plant on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
  - iv) prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
  - v) prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all additional Covenants, Statutory Right-of-Way(s) and/or easements necessary for supplying the services to the building and the operation of the low carbon energy plant by the City and/or the City's DEU service provider, LIEC.
- f) If a DEU is not available for connection, and a LCDEU service area bylaw which applies to the site has not been adopted by Council prior to the issuance of the development permit for the subject site, no building inspection permitting occupancy of a building will be granted until:
  - i) the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU; and
  - ii) the owner grants or acquires any additional Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building, registered prior to subdivision (including Air Space parcel subdivision and strata plan filing).

16. **(Affordable Housing)** The City's acceptance of the developer's offer to voluntarily contribute affordable housing, in the form of low-end market rental (LEMR) units, constructed to a turnkey level of finish at the sole cost of the developer, the terms of which voluntary contribution shall include, but will not be limited to, the registration of the City's standard Housing Agreement and Covenant on title to each lot to secure the affordable housing units. The terms of the Housing Agreements and Covenant shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements:
- a) provide 5% of the residential floor area to affordable housing dwelling units, in perpetuity;
  - b) provide for affordable housing units, of numbers, types, sizes and associated rent and income levels in accordance with the table below:

**AFFORDABLE HOUSING SUMMARY**

Unit Type	Affordable Housing Strategy Requirements			Project Targets (3)	
	Minimum Unit Sizes	Current LEMR Maximum Rents (1) (2)	Total Maximum Household Income (1) (2)	Unit Mix	# of Units (3)
Bachelor	37 m <sup>2</sup> (400 ft <sup>2</sup> )	\$811	\$34,650 or less	10%	2
1-Bedroom	50 m <sup>2</sup> (535 ft <sup>2</sup> )	\$975	\$38,250 or less	25%	5
2-Bedroom	69 m <sup>2</sup> (741 ft <sup>2</sup> )	\$1,218	\$46,800 or less	40%	8
3-Bedroom	91 m <sup>2</sup> (980 ft <sup>2</sup> )	\$1,480	\$58,050 or less	25%	5
TOTAL		N/A	N/A	100%	20

- 1. Denotes 2017 amounts adopted by Council on July 24, 2017.
- 2. Subject to Council approval, total annual household incomes and maximum monthly rents may be increased annually by the Consumer Price Index.
- 3. 50% of affordable housing units shall meet Richmond Basic Universal Housing (BUH) standards or better.

- c) occupants of the affordable housing units shall enjoy full and unlimited access to and use of all on-

site indoor and outdoor amenity spaces provided for the residential development as per OCP, City Centre Area Plan, and Development Permit requirements, at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of any amenities); and

- d) on-site parking, “Class 1” bike storage, and related electric vehicle (EV) charging stations shall be provided for the use of affordable housing occupants as per the OCP, Zoning Bylaw, and approved Development Permit at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of the parking spaces, bike storage, EV charging stations, or related facilities by affordable housing tenants).

17. **(Child Care)** City acceptance of the owner’s offer to voluntarily contribute to the development and operation of child care (approximately \$1,070,180 calculated using the proposed residential floor area excluding in-kind community amenity and affordable housing floor area [ $0.01 \times (27,147 \text{ m}^2 - 105 \text{ m}^2 - 1,357 \text{ m}^2) \times \$6,997/\text{m}^2$ ] noting that the final amount will be subject to final floor area figures to be determined through the Development Permit process) (90% to Childcare Development Reserve Fund - Account # 7600-80-000-90157-0000 and 10% to Childcare Operating Contributions Account # 7600-80-000-90159-0000).

18. **(Community Facility)** The City’s acceptance of the owner’s offer to voluntarily contribute a community amenity space which may be used by the City as a community facility or any other permitted use the City, in its sole discretion, deems appropriate. The broad terms of the contribution shall include, subject to the determination, and timing of the determination, of a facility tenant or tenants by the City:

- a) design and construction of a complete facility (facility proper, ancillary facilities and outdoor space), including the base building and tenant improvements, all to a turnkey level of finish, on the subject site, by the developer, at the developers cost; and
- b) transfer of the complete facility (facility proper, ancillary facilities and outdoor space), including the base building and tenant improvements, all at a turnkey level of finish, as an air space parcel, to the City, at no cost to the City,

and, the specific terms shall include:

- c) voluntary contribution of no less than  $557 \text{ m}^2$  ( $6,000 \text{ ft}^2$ ) of floor area (e.g. area that is considered to be floor area for the purposes of calculating density under the Richmond Zoning Bylaw) for the facility proper, based on the following density bonusing contribution calculation:
  - i) approximately  $105 \text{ m}^2$  ( $1,125 \text{ ft}^2$ ) of floor area, calculated as forty one percent of one percent of the residential floor area, excluding affordable housing floor area (e.g.  $0.41 \times 0.01 \times (27,147 \text{ m}^2 - 1,357 \text{ m}^2)$ ); and
  - ii) approximately  $452 \text{ m}^2$  ( $4,870 \text{ ft}^2$ ) of floor area, calculated as one hundred percent of five percent of the Village Centre Bonus floor area (e.g.  $0.05 \times 1.0 \times 9,049 \text{ m}^2$ ),

to be used for development of the facility proper including program spaces, private access and internal circulation, structure, walls (internal and external), building systems and building services where these elements are typically included in floor area calculations for the purposes of calculating density under the Richmond Zoning Bylaw and are used exclusively for the community facility;

- d) voluntary contribution of additional indoor area from the development, as required for purposes ancillary to the facility use, including, but not limited to, bicycle storage, parking and loading, waste management, access, circulation and exiting, structure, walls (internal and external), building systems and building services, where such area is typically excluded from floor area calculations for the purposes of calculating density under the Richmond Zoning Bylaw or is not used exclusively by the facility;
- e) voluntary contribution of outdoor area along the frontages of the facility, for the exclusive use of the facility, the final size and exact dimensions of which are to be determined through the development permit process, including both open and covered areas, neither of which will be considered to be floor area for the purposes of calculating density under the Richmond Zoning Bylaw;
- f) location of the facility proper and the outdoor space on Level 1 of the development, generally as

shown in the location plan (Schedule 2), along with provision for private access from one or both frontages as well as to and from ancillary facilities such as parking and loading, waste management rooms, service rooms, storage rooms and similar areas (multiple levels);

- g) design and construction of the complete facility, substantially in accordance with the summary requirements listed below and including:
- i) the facility proper to provide for:
    - i. approximately 557 m<sup>2</sup> (6,000 ft<sup>2</sup>) of programmed facility space, the details of which will be determined once a tenant or tenants have been determined by the City. However should, as of the commencement of construction of Level 1 of the development,
      - a. the tenant(s) of the facility not be determined by the City, the owner shall provide the facility as base building space compatible with future improvements of a commercial and/or office nature; or
      - b. the tenant(s) of the facility, as determined by the City, not require the whole of the floor area of the facility, the owner shall provide the required floor area, as determined by the City, as programmed facility space, generally of a commercial and/or office nature, and the remainder floor area as base building space compatible with future improvements;
  - ii) the ancillary facilities to provide for:
    - i. bicycle storage and vehicle parking applicable to the needs of the facility tenant(s) for the sole use of the facility's clients, visitors, guests and staff, available 365/7/24, located within the parkade except where noted otherwise, generally in an area having direct or close access to the facility's private access system, including clearly signed access from the street, where applicable.
    - ii. access to and use of the shared loading facilities provided on Level 1;
    - iii. access to and use of the shared waste management facilities on Level 1; and
    - iv. access to and use of services rooms and similar facilities, exclusive or shared, as required to meet functional, technical and operational requirements of the facility,  
Should , as of date of development permit issuance for the development, the tenant(s) of the facility not be determined by the City, the tenant use of the facility will be assumed to be commercial and/or office for the purpose the above requirements;
  - iii) the outdoor program space to provide for:
    - i. outdoor uses typically ancillary to the facility uses;  
or, as determined through the Development Permit process;
  - iv) design and construction of the facility (including tenant improvements, if applicable) to achieve LEED v4 ID + C Commercial Interiors Gold Certification, with a focus on providing for robust monitoring and remote control capabilities of the systems and scheduling that are its responsibility and integration of these controls into-the building automation system through open language BACnet interfaces and, further, reference to the principles outlined in the "City of Richmond Building Equipment, Monitoring, and Integration Requirements" administrative procedure;
  - v) design and construction of the facility to provide for separate addressing for the tenant or tenants;
  - vi) design and construction of the utility systems to provide for, amongst other things:
    - i. connection to the on-site, low-carbon, central energy plant for the purposes of heating and cooling, along with provision for sub-facilities and sub-metering, to the satisfaction of the City;
    - ii. connection to other building utility systems (e.g. electricity), along with provision for sub-facilities and sub-metering, to the satisfaction of the City; and



- iii. conduit rough in for installation and connection of the City's fibre optic communications system, by the City or its contractor, noting the required conduit size is 2 inches and the outside end point is to be a City Traffic Junction Box located on Lansdowne Road;
- h) project development and procurement of approvals subject to the following benchmarks/timelines:
  - i) prior to issuance of a Development Permit for the development, in whole or in part:
    - i. the facility design (facility proper, ancillary facilities and outdoor space) must be resolved to a level typical of the design development stage of a development project, to the satisfaction of the City;
    - ii. the resulting design must be incorporated into the Development Permit application submission; and
    - iii. a preliminary construction cost estimate for facility proper, ancillary facilities and outdoor space, verified by an independent quantity surveyor that is acceptable to the City, must be provided;
  - ii) prior to issuance of a Building Permit for the development, in whole or in part:
    - i. the facility design (facility proper, ancillary facilities and outdoor space) must be resolved to a level typical of the building permit and issued for construction stages of a development project, to the satisfaction of the City (including tenant improvement if one or more facility tenant(s) have been determined by the City);
    - ii. the resulting design must be incorporated into the building permit application submission; and
    - iii. a final construction cost estimate for facility proper, ancillary facilities and outdoor space, verified by a quantity surveyor, must be provided;
  - iii) prior to commencement of construction of Level 1 of the development:
    - i. the tenant improvement design and specifications not previously determined at Building Permit stage, to the satisfaction of the City (if one or more facility tenant(s) have been determined by the City); and
    - ii. updated construction and tenant improvement cost estimate for facility proper, ancillary facilities and outdoor space, verified by a quantity surveyor, must be provided
  - iv) prior to occupancy of the development, in whole or in part:
    - i. the constructed facility (facility proper, ancillary facilities and outdoor space) must be granted building inspection permitting occupancy;
    - ii. commissioning of the facility (facility proper and outdoor space) must be completed to the satisfaction of the City;
    - iii. occupancy and post-occupancy information for the facility (facility proper and outdoor space) must be provided, to the satisfaction of the City;
    - iv. as-built drawings and Operation & Maintenance (O&M) manuals in soft and hard copy form of the facility (facility proper and outdoor space) must be provided to the satisfaction of the City; and
    - v. a final construction cost for facility proper, ancillary facilities and outdoor space, verified by an independent quantity surveyor that is acceptable to the City, must be provided, unless the constructed facility is otherwise deemed acceptable by the Director, Development; the Director, Engineering; the Manager of Community Social Development; and, the Senior Manager of Real Estate Services, at their sole discretion.

*Note: If one or more facility tenant(s) have been determined by the City prior to the commencement of construction of Level 1 of the Development, the constructed facility shall include the tenant improvements for that portion of the facility required by such tenant(s), to the satisfaction of the City.*
- i) registration of a legal agreement(s), which may include, but may not be limited to, the following:
  - i) a "no build" covenant registered on title restricting Building Permit issuance for the whole development, to be in effect until such time as a "construction agreement" for the facility

(including base building and tenant improvements, as required by the City) is registered on title with respect to the amenity;

*Note: This requirement may be waived if a "Construction Agreement" is signed before rezoning adoption.*

- ii) a "construction agreement" setting out requirements with respect to the design, construction, supply, installation, approval, and warranty of the facility (including base building and tenant improvements, as required by the City) and related works to the satisfaction of the City, which agreement may include provisions for a statutory right(s)-of-way and/or rent charge and include the terms set out in these rezoning considerations as well as standard City facilities policies;  
*Note: If one or more facility tenant(s) have been determined by the City prior to the commencement of construction of Level 1 of the Development, the constructed facility shall include the tenant improvements for that portion of the facility required by such tenant(s), to the satisfaction of the City.*
- iii) an Air Space Parcel (ASP) subdivision agreement to facilitate the future creation of an ASP containing the facility (including base building and constructed tenant improvements), including the facility proper, ancillary facilities and outdoor spaces, to the extent deemed desirable or practical by the City, together with any easement(s) and/or statutory right(s)-of-way registered on title to secure any remaining facilities located elsewhere in the development and intended for the use of the facility tenants, along with terms for cost sharing between the ASP owner (the City) and the owner(s) of the remaining facilities, all in a form and content satisfactory to the City;
- iv) a purchase and sale agreement to facilitate the transfer of the facility (including base building and constructed tenant improvements) ASP to the City, which transfer shall not occur until the City has, at its sole discretion, accepted the facility works, which acceptance shall not relieve the developer of any outstanding obligations and which shall include an option to purchase for a consideration;
- v) a "no occupancy" covenant for the development, in whole or in part, registered on title, to be in effect until such time as the facility (including base building and the City's required tenant improvements) has been completed or otherwise deemed acceptable, at the sole discretion of the City, by the Director, Development; the Director, Engineering; the Manager of Community Social Development; and, the Senior Manager of Real Estate Services, in their sole discretion, and has been transferred to the City free and clear of any encumbrances; and
- vi) a blanket Statutory Right-of-Way, or alternative legal agreement(s), to the satisfaction of the City, securing public access to and egress from the facility (facility proper, ancillary facilities and outdoor space) and any part of the parking facility allocated for the facility use, across and through the drive aisles and pedestrian pathways forming part of the development and securing City access to the development for the maintenance of the utilities and mechanical systems servicing the facility (including maintenance of the City's fibre optic system), which agreement may be replaced prior to occupancy, to the satisfaction of the City, with a replacement agreement and a surveyed Statutory Right-of-Way(s) plan.
- j) submission of cash or other forms of financial security as follows:
  - i) a cash-in-lieu contribution of \$10,000 to fund the complete installation of the fibre optic service by city contractors within the conduit supplied by the developer (e.g. all costs for Civil work upgrades, connection of developer conduit to city systems, fibre cable/splice enclosure and all installation work) (Account # 1315-40-000-00000-0000-CB00026);
  - ii) a project management fee of \$194,866 [equal to 5% of the preliminary construction cost estimate, using the City's "equivalent to construction value" rate of \$6,997/ sq. m. applied to the density bonus floor area portions of the facility only (e.g. 557 m<sup>2</sup>)] to provide for the participation of the City or its representatives in the schematic design, design development,

building permit, issued for construction, contract administration and related stages of project development (Account # 1315-40-000-00000-0000-CB00026);

- iii) a Letter of Credit (LOC), in the amount of 100% of the construction cost estimate for the base building component of the facility [e.g.  $\$1,781,935$  ( $0.45 \times 557 \text{ m}^2 \times \$7,104/\text{m}^2$ ) (2019 value)] (facility proper, ancillary facilities and outdoor space), as verified by a quantity surveyor, to secure the developer's commitment to design, construct, and transfer the facility to the City, with provision for the return of the subject monies as follows:
- i. reduction by 50% after the facility has received final building inspection permitting occupancy and has been transferred to the City;
  - ii. reduction by a further 30% a minimum of one year after the facility has received final building inspection permitting occupancy and has been transferred to the City; and
  - iii. release of remaining funds after a minimum of two years after the facility has received final building inspection permitting occupancy and has been transferred to the City,
- all subject to the following:
- a. no reduction or release until any required Provincial licensing has been achieved;
  - b. retention of the LOC, or portions thereof, at the sole discretion of the City, to rectify deficiencies;
  - c. retention of the LOC, or portions thereof, at the sole discretion of the City, to ensure the air space parcel (ASP) is free and clear of builder's liens or other encumbrances; and
  - d. retention of the LOC, or portions thereof, at the sole discretion of the City, to complete the facility, should the developer fail in its contractual obligations.
- iv) a Letter of Credit (LOC), in the amount of 100% of construction cost estimate for the tenant improvement component of the facility [e.g.  $\$2,395,713$  ( $0.55 \times 557 \text{ m}^2 \times \$7,104/\text{m}^2$ ) (2019 value)] (facility proper, ancillary facilities and outdoor space) (assuming 100% of the facility will be required to be completed with tenant improvement, whether or not the future tenant(s) are determined by the City), as verified by a quantity surveyor, to secure the developer's commitment to design, construct, and transfer the facility to the City, with provision for the return of the subject monies as follows:
- i. reduction by 50% after the facility has received final building inspection permitting occupancy and has been transferred to the City;
  - ii. reduction by a further 30% a minimum of one year after the facility has received final building inspection permitting occupancy and has been transferred to the City; and
  - iii. release of remaining funds after a minimum of two years after the facility has received final building inspection permitting occupancy and has been transferred to the City,
- all subject to the following:
- iv. retention of the LOC, or portions thereof, at the sole discretion of the City in relation to any portion of the facility constructed solely to base building standards, to be reduced upon completion of tenant improvements for such portion(s) of the facility;
    - a. no reduction or release until any required Provincial licensing has been achieved;
    - b. retention of the LOC, or portions thereof, at the sole discretion of the City, to rectify deficiencies;
    - c. retention of the LOC, or portions thereof, at the sole discretion of the City, to ensure the air space parcel (ASP) is free and clear of builder's liens or other encumbrances; and
    - d. retention of the LOC, or portions thereof, at the sole discretion of the City, to complete the facility, should the developer fail in its contractual obligations.

19. **(Community Planning)** The City's acceptance of the owner's offer to voluntarily contribute at least  $\$103,187$  (calculated using the proposed floor area minus the on-site community amenity and affordable housing floor area e.g.  $(36,196 \text{ m}^2 - 577 \text{ m}^2 - 1,357 \text{ m}^2) \times \$3.01/\text{m}^2$ ) towards City Centre community

- planning (CC-Community Planning and Engineering Account # 3132-10-520-00000-0000).
20. **(Public Art)** The City's acceptance of the owner's offer to voluntarily contribute at least \$276,622 (100% non-residential floor area and 100% residential floor area, excluding on-site community amenity and affordable housing floor area, (e.g.  $9,049 \text{ m}^2 - 452 \text{ m}^2$ )  $\times$   $\$4.84/\text{m}^2$  +  $(27,147 \text{ m}^2 - 105 \text{ m}^2 - 1,357 \text{ m}^2) \times \$9.15/\text{m}^2$ ) towards public art (15% to Public Art Provision Account # 7500-10-000-90337-0000 and 85% to Account # 7600-80-000-90173-0000).
21. **(Trees – City Property)** City acceptance of an offer to voluntarily contribute \$11,700 (nine trees calculated as \$1300 per tree) to the City's Tree Compensation Fund (Account # 2336-10-000-00000-0000) for the planting of replacement trees within the City.
22. **(Servicing Agreement)** Submission and processing of a Servicing Agreement application, completed to a level deemed acceptable by the Director of Engineering, for the design and construction of works associated with the proposed rezoning, subject to the following conditions:

**(Engineering)**

**Water Works:**

- a) Using the OCP Model with the water main upgrades proposed below, there will be 536.0 L/s of water available at a 20 psi residual at the No 3 Road frontage, 285.0 L/s of water available at a 20 psi residual at the New N-S Road frontage, and 312.0 L/s of water available at a 20 psi residual at the Lansdowne Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) The Owner/Developer is required to:
  - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
  - ii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for commercial land use.
  - iii) Provide a right-of-way for the proposed water meter. Exact right-of-way dimensions to be finalized during the servicing agreement process.
  - iv) Obtain approval from Richmond Fire Rescue for all fire hydrant locations, relocations, and removals.
  - v) Install approximately 160 m of new 300 mm diameter water main within the new N-S road from the existing 200 mm water main on Lansdowne Road to the north property line of 5551 No 3 Road, complete with fire hydrants per City spacing requirements.
- c) At Owner/Developer's cost, the City is to:
  - i) Install one new water service connection for each proposed parcel, complete with meter and meter box. Meters to be located onsite in a right of way.
  - ii) Cut and cap all existing water service connections to the development site, and remove meters.
  - iii) Complete all tie-ins for the proposed works to existing City infrastructure.

**Storm Sewer Works:**

- d) The Owner/Developer is required to:
  - i) Install approximately 120 m of new storm sewer within the new N-S road from the north property line of 5591 No 3 Road to the box culvert on Lansdowne Road. Prior to servicing agreement approval, the actual invert of the existing forcemain must be confirmed in the field to prevent future conflicts. The existing hole in the box culvert for the 300 mm capped stub shall be widened and reused for the proposed storm sewer if possible.
  - ii) Perform a storm capacity analysis based on the 2041 OCP condition to size the proposed storm sewer within the new N-S road. Minimum diameter shall be 600 mm. The capacity analysis shall be included within the servicing agreement drawings for the City's review/approval.

- iii) Upgrade approximately 160 m of existing 375 mm storm sewer within the No 3 Road frontage to 900 mm, from the north property line of the development site to the box culvert on Lansdowne Road. The alignment for the new storm sewer shall be chosen to minimize impact to the traffic on No 3 Road.
  - iv) Remove, or fill and abandon where appropriate, the existing 375 mm storm sewer being upgraded on No 3 Road.
  - v) Install one new storm service connection, complete with inspection chamber, to serve each proposed parcel. The inspection chamber may be located onsite in a right of way if required by the frontage improvements (to be determined at the Servicing Agreement stage). The service connections shall connect to the proposed 750 mm storm sewer along No 3 Road.
  - vi) Provide, at no cost to the City, a 1.5 x 1.5 m right-of-way for each proposed storm inspection chamber, if required.
  - vii) Provide a sediment and erosion control plan within the servicing agreement design.
- e) At Owner/Developer's cost, the City is to:
- i) Reconnect all existing catch basins and lawn basins to the proposed storm sewer.
  - ii) Cut and cap all existing storm service connections to the development site and remove inspection chambers.
  - iii) Complete all tie-ins for the proposed works to existing City infrastructure.

***Sanitary Sewer Works:***

- f) The Owner/Developer is required to:
- i) Upgrade approximately 260 m of existing sanitary sewers within the proposed N-S road and along Lansdowne Road from the proposed N-S road to manhole SMH55359 at Minoru Boulevard. Reconnect all existing connections to the new main. The proposed sanitary sewer shall be 300 mm along the new N-S Road and 375 mm along Lansdowne Road. Minimum pipe grade shall be 0.4%.
  - ii) Install one new sanitary service connection for each proposed parcel, complete with inspection chamber. The inspection chambers may be located onsite in a right-of-way if required by the frontage improvements (to be determined at the Servicing Agreement stage).
  - iii) Provide, at no cost to the City, a 1.5 x 1.5 m right-of-way for each proposed sanitary inspection chamber, if required.
  - iv) After the existing service connection SLAT4916 and inspection chamber SIC1506 are removed, discharge the existing statutory right-of-way along the northwest corner of 5671 No 3 Road (plan number 34077). It is the developer's responsibility to coordinate with BC Hydro, TELUS, Shaw, Fortis BC, and other private utility companies to confirm that there are no existing private utilities within the right of way prior to right of way discharge. Additional rights of ways may be required by those companies if private utilities exist within the City right of way.
- g) At Owner/Developer's cost, the City is to:
- i) Cut, cap, and remove all existing sanitary connections and inspection chambers to the development site.
  - ii) Complete all tie-ins for the proposed works to existing City infrastructure.

***Frontage Works:***

- h) The Owner/Developer is required to:
- i) Coordinate with BC Hydro, TELUS and other private communication service providers:
    - i) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
    - ii) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - iii) To underground the overhead poles and lines along the proposed N-S road frontage. Any aboveground utility cabinets and kiosks required to underground the overhead lines and poles shall be located within the development site as described below.

- iv) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
- BC Hydro PMT – 4.0 x 5.0 m
  - BC Hydro LPT – 3.5 x 3.5 m
  - Street light kiosk – 1.5 x 1.5 m
  - Traffic signal kiosk – 2.0 x 1.5 m
  - Traffic signal UPS – 1.0 x 1.0 m
  - Shaw cable kiosk – 1.0 x 1.0 m
  - TELUS FDH cabinet – 1.1 x 1.0 m.
- ii) Provide street lighting along all road frontages according to the following:
- i) City Streets
- Lansdowne Road (North side of street)
- Pole colour: Grey
  - Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, banner arms, and 1 duplex receptacle, but EXCLUDING any pedestrian luminaires, flower basket holders, or irrigation.
  - Pedestrian lighting @ buffer strip between sidewalk and off-street bike path: Type 8 (LED) INCLUDING 2 pedestrian luminaires and 1 duplex receptacle, but EXCLUDING any banner arms, flower basket holders, or irrigation. (NOTE: "Pedestrian luminaires" are intended to light the sidewalk and off-street bike path. Luminaire arms must be set perpendicular to the direction of travel.)
- New North-South Street @ west side of site (East side of street)
- Pole colour: Grey
  - Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, banner arms, and 1 duplex receptacle, but EXCLUDING any pedestrian luminaires, flower basket holders, or irrigation.
- No 3 Road (West side of street):
- Pole colour: Grey
  - Roadway lighting: N/A (No change to existing lighting in centre median)
  - Pedestrian lighting @ back of curb: Type 8 (LED) INCLUDING 1 pedestrian luminaire, 1 duplex receptacle, and flower basket holders, but EXCLUDING any banner arms or irrigation.
- ii) Off-Street Publicly-Accessible Walkways & Opens Spaces
- Lansdowne Road (North side of the park) (City owned & City maintained)
- Pole colour: Grey
  - Pedestrian lighting within the park: Type 8 (LED) INCLUDING 1 pedestrian luminaire and 1 duplex receptacle, but EXCLUDING any banner arms, flower basket holders, or irrigation.
  - Off-Street Publicly-Accessible Walkways & Opens Spaces

Lansdowne Road (North side of the park) (City owned & City maintained)

- Pole colour: Grey
- Pedestrian lighting within the park: Type 8 (LED) INCLUDING 1 pedestrian luminaire and 1 duplex receptacle, but EXCLUDING any banner arms, flower basket holders, or irrigation.

**General Items:**

- i) The Owner/Developer is required to:
  - i) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a pre-load plan and geotechnical assessment of pre-load, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
  - ii) Provide a video inspection of the existing storm box culvert along the Lansdowne Road frontage and the existing sanitary sewer along the north-south lane prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities is required. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced at the Developer's cost.
  - iii) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
  - iv) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

**(Transportation)**

**Road and Frontage Works:**

- j) As a minimum, the applicant will be responsible for the design and construction of the following frontage works. Note that below are the minimum frontage work requirements and additional frontage works may be sought pending staff's review of the TIS.
  - i) Along the No 3 Road frontage, road widening to provide the following (from east to west):
    - maintain all existing southbound traffic lanes
    - 0.15m wide curb and gutter
    - 0.3m wide buffer strip
    - 1.8m wide paved (raised) bike lane
    - 0.15m wide barrier curb
    - 1.5m wide boulevard
    - 2.0m wide sidewalk
  - ii) Along the entire Lansdowne Road frontage, road widening to provide the following (from south to north):
    - maintain all existing westbound traffic lanes
    - 0.15m wide curb and gutter
    - 1.5m wide boulevard
    - 3.0m wide paved multi-use pathway
    - 1.0m wide buffer strip

Note that sidewalk will be located outside the road allowance and be within the park.

- iii) Along the entire west frontage, full road construction to accommodate the following (from the new property line to west):
    - 2.0m wide sidewalk
    - 1.5m wide boulevard
    - 0.15m wide curb and gutter
    - 8.5m wide asphalt pavement for on-street parking (along the east side) and two-directional traffic lanes
    - 1.5m wide paved tie-in separated from the asphalt pavement with an interim barrier curb and gutter
  - iv) Intersection control/treatment:
    - Installation of a special crosswalk with downward lighting and associated equipment on Lansdowne Road at the new north/south street near the western limit of the development site
    - Upgrade the existing traffic signal at the No. 3 Road / Lansdowne Road intersection to accommodate the road widening noted above to include, but not limited to: upgrade and/or replace signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s) as necessary.
  - k) Provision of a Letter of Credit to secure the completion of the Engineering and Transportation works in an amount determined by the Director of Engineering and Director of Transportation.
  - l) Registration of the Servicing Agreement on title.
23. **(Servicing Agreement - Park)** Submission and processing of a Servicing Agreement application, completed to a level deemed acceptable by the Director, Parks, for the design and construction of works associated with the proposed rezoning, subject to the following conditions:
- a) Design and construction of the park improvements may include, but not be limited to, the following features:
    - i. General Program Features
      - Sun-oriented features and related uses, including outdoor seating for people-watching and performances.
      - Predominantly hardscape surface treatment for active, informal uses and for staging of events.
    - ii. Public Art Features (in conjunction with the Public Art Program, at the discretion of the City)
      - Support the vision of Lansdowne Road as the downtown “Street Gallery” by integrating art works into the designs of hard and soft landscape areas, play features, and site furnishings.
      - Installation of a site specific, large scale, signature work near No. 3 Road enhancing the “gateway” to the West Village Blocks.
    - iii. Street Furnishing Features
      - Program/event infrastructure (power, water, data, audio/visual capability) integrated with street furniture, lighting, or hard landscape elements (walls, permanent kiosks).
      - Overhead support system (e.g., post and cable system) to support temporary weather protection, art installations, special lighting or banner installations.
      - Distinctive paving materials and patterns to unify the public realm and the street, provide wayfinding.
      - Fixed and movable seating and table elements that create social nodes and can be reconfigured to support performance events.
      - Plaza and pedestrian level lighting that incorporates capacity for variable animation.



- Use of distinctive materials and bright colour palette for key street furnishings and infrastructure.
  - A unifying suite of site furnishings consistent along the length of the corridor.
- iv. Ecological Features
- Street trees that reinforce the continuity of the corridor-wide street tree canopy while framing distinct spaces.
  - Onsite stormwater capture by strategically directing it to catchment areas – e.g. continuous tree pits, permeable pavers, water features, etc.
  - Visual interpretation and celebration of rainwater by means of ephemeral stormwater features,
- b) Provision of a Letter of Credit to secure the completion of the Park works in an amount determined by the Director, Parks, to the satisfaction of the City.
- c) Registration of the Servicing Agreement on title.
24. **(Development Permit)** Submission and processing of a Development Permit application, completed to a level deemed acceptable by the Director of Development, incorporating:
- a) design development of the rezoning concept, as necessary, to address:
- i) form and character objectives noted in the associated Report to Planning Committee;
  - ii) Council directions arising out of Public Hearing;
  - iii) pertinent comments of the Advisory Design Panel;
  - iv) form and character objectives described in the OCP and CCAP Development Permit Guidelines;
  - v) technical resolution of building services, private utilities, public utilities, fire access, parking and loading and waste management including provision of final utility, fire access, loading, waste management and signage and wayfinding plans; and
  - vi) design and technical resolution of the landscape plans including:
    - i. the protection, installation and/or maintenance (including automatic irrigation) of retained and/or new landscape; and
    - ii. the protection, installation and/or maintenance (including automatic irrigation) of retained and/or new trees;
  - vii) provision of twenty-six (26) replacement trees on site;
- b) a landscape concept plan for the Lansdowne Linear Park, prepared by a Registered Landscape Architect, to the satisfaction of the Director, Parks;
- c) a landscape plan for the development site, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development,
- d) the owner's commitment to design and construct the development in accordance with rezoning policy, the rezoning considerations and the draft site-specific zoning bylaw, by incorporating information into the Development Permit plans (inclusive of architectural, landscape and other plans, sections, elevations, details, specifications, checklists and supporting consultant work) prepared, stamped and sealed by qualified professionals including, but not limited to:
- i) statutory rights of way, easements, encroachments, no build areas, agreements and other legal restrictions;
  - ii) flood construction level(s);
  - iii) use, density, height, siting, building form, landscaping, parking and loading and other zoning requirements;
  - iv) stamped and sealed floor area calculation overlays;
  - v) site access locations;
  - vi) horizontal and vertical clearance dimensions for all vehicular circulation, including heights of doors, gateways and other passages;
  - vii) the required shared non-residential parking and residential visitor parking spaces;

- viii) the required shared loading spaces;
- ix) the required EV-charging vehicle parking spaces;
- x) the required car-share parking spaces;
- xi) the required end-of-trip facilities, including their location, number, size, type and use;
- xii) the required bicycle maintenance facilities;
- xiii) identification and wayfinding marking and /or signage for all bicycle, vehicle and truck spaces and associated facilities, with particular attention to facility staff and visitor needs;
- xiv) the location of all above ground utility equipment required to be on site including that needed for street lighting and traffic signals as well as that need for third parties;
- xv) the location of areas reserved for DEU equipment and/or connection facilities and a notation regarding the need for DEU pre-ducting, as applicable in the case of the final DEU strategy;
- xvi) the required affordable housing units, including their size and location;
- xvii) the required aging in place, basic universal, accessible, adaptable and/or convertible dwelling units, as noted below, including notation of their associated design features:

Type	Affordable	Market	Intent	Standard
Aging in Place	0	0	- support mobility and usability	Per OCP
Adaptable + Basic Universal Housing (1)	10	0	- renovation potential for wheelchair plus added floor area for manoeuvring	Per BCBC and RZB
Barrier Free (2)	0	0	- move in with wheelchair	Per BCDH
Total Units	10	0		

\* Includes Aging-in-Place

\*\* Includes Aging-in-Place, Adaptable and Basic Universal Housing

- xviii) the required community amenity facility including base building and predetermined tenant improvements plans for indoor and outdoor facilities;
- xix) an accessibility checklist and identification of specific recommended measures to be incorporated into the Building Permit plans, where relevant;
- xx) a CPTED checklist and identification of specific recommended measures to be incorporated into the Building Permit plans, where relevant;
- xxi) a LEED checklist for the overall development prepared by a LEED AP to achieve LEED v4 NC Silver equivalency and identification of specific measures to be incorporated into the Building Permit plans to be incorporated into the Building Permit plans, where relevant;
- xxii) a LEED checklist for the facility prepared by a LEED AP to achieve LEED v4 ID+C Gold Certification and identification of specific measures to be incorporated into the Building Permit plans to be incorporated into the Building Permit plans, where relevant;
- xxiii) an Acoustic and Mechanical Report with recommendations prepared by a registered professional regarding measures to be incorporated into the Building Permit drawings to achieve the exterior and interior noise levels and other noise mitigation standards articulated in the various noise covenants;
- xxiv) an Arborist Contract entered into between the applicant and a Certified Arborist for supervision of any works conducted within the tree protection zone of the trees to be retained -the Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
- xxv) the required common indoor, common outdoor and private outdoor amenity areas including their location, size and use;
- xxvi) the location, plans, detailing and specifications of the vertical clearance for the loading area, including the access/egress movement to/from Cook Road and Buswell St.to confirm truck loading movements are satisfied;
- xxvii) the location, plans, detailing and specifications for landscaping, including but not limited to required replacement trees and irrigation for private and common open space; and

- xxviii) the location and dimensions of on- and off-site any tree protection fencing illustrated on the Tree Retention/Management Plan provided with the application.
- e) Submission of a letter of credit for development site landscaping, including required replacement trees, based on 100% of the cost estimate provided by the Landscape Architect, including installation costs, plus a 10% contingency cost.

**Building Permit Notes:**

1. Prior to Building Permit issuance the approved Development Permit and associated conditions, as well as any additional items referenced in "Schedule B: Assurance of Professional Design and Commitment for Field Review", shall be incorporated into the Building Permit plans (drawings and documents) prior to Building Permit issuance.
2. Prior to Building Permit issuance, the applicant is to submit a detailed Construction Parking and Traffic Management Plan to the Transportation Division for approval. The Management Plan shall identify (for each development phase): construction vehicle access, emergency vehicle access, parking facilities for construction workers, staging areas for construction vehicles, areas for deliveries and loading, and application for any lane closures. The Plan will require the use of proper construction traffic control procedures and certified personnel as per Traffic Control Manual for works on roadways (Ministry of Transportation and Infrastructure) and MMCD Traffic Regulation Section 01570.
3. Prior to Building Permit issuance the developer must obtain a Building Permit for 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.
4. Prior to Building Permit issuance the developer must obtain and provide to the City TransLink concurrence, in writing, regarding adequate completion or otherwise successful resolution of the AID process.

**General Notes:**

1. Some of the foregoing items may require a separate application.
2. Where the Director of Development deems it appropriate, legal 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.
3. 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.
4. The legal 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.
5. Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, dewatering, 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.
6. 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 be retained.

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Signed

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Date

SUBDIVISION PLAN OF LOTS A AND B PLAN LMP29258 AND LOTS 33 AND 34 PLAN 32828, ALL OF SECTION 5 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT

PLAN EPP83979

BCCS 92G.015  
SCALE 1:600 DISTANCES ARE IN METRES

THE INTENDED PLOT SCALE OF THIS PLAN IS 350 mm IN WIDTH BY 854 mm IN HEIGHT (D SIZE) WHEN PLOTTED AT A SCALE OF 1:600

INTEGRATED SURVEY AREA No. 18, RICHMOND, NAD83(CSRS) 4.0.D.B.C.1.G.V.R.D.  
GRID BEARINGS ARE DERIVED FROM OBSERVATIONS BETWEEN GEODETIC CONTROL MONUMENTS 7704899 AND 8086161 AND ARE REFERRED TO CENTRAL MERIDIAN OF UTM ZONE 10

THE UTM COORDINATES AND ESTIMATED HORIZONTAL POSITIONAL ACCURACY HIGHLIGHTED HAVE BEEN DERIVED FROM THE MASCOT PUBLISHED COORDINATES FOR GEODETIC CONTROL MONUMENTS 7704899 AND 8086161

THIS PLAN SHOWS HORIZONTAL GROUND-LEVEL DISTANCES, UNLESS OTHERWISE SPECIFIED, TO COMPUTE GRID DISTANCES, NOT PLY GROUND-LEVEL DISTANCES BY THE AVERAGE COMBINED FACTOR OF 0.9986049 WHICH HAS BEEN DERIVED FROM GEODETIC CONTROL MONUMENTS 7704899 AND 8086161

THE AVERAGE COMBINED FACTOR HAS BEEN DETERMINED BASED ON AN ELLIPSOIDAL ELEVATION OF -18.032 METRES

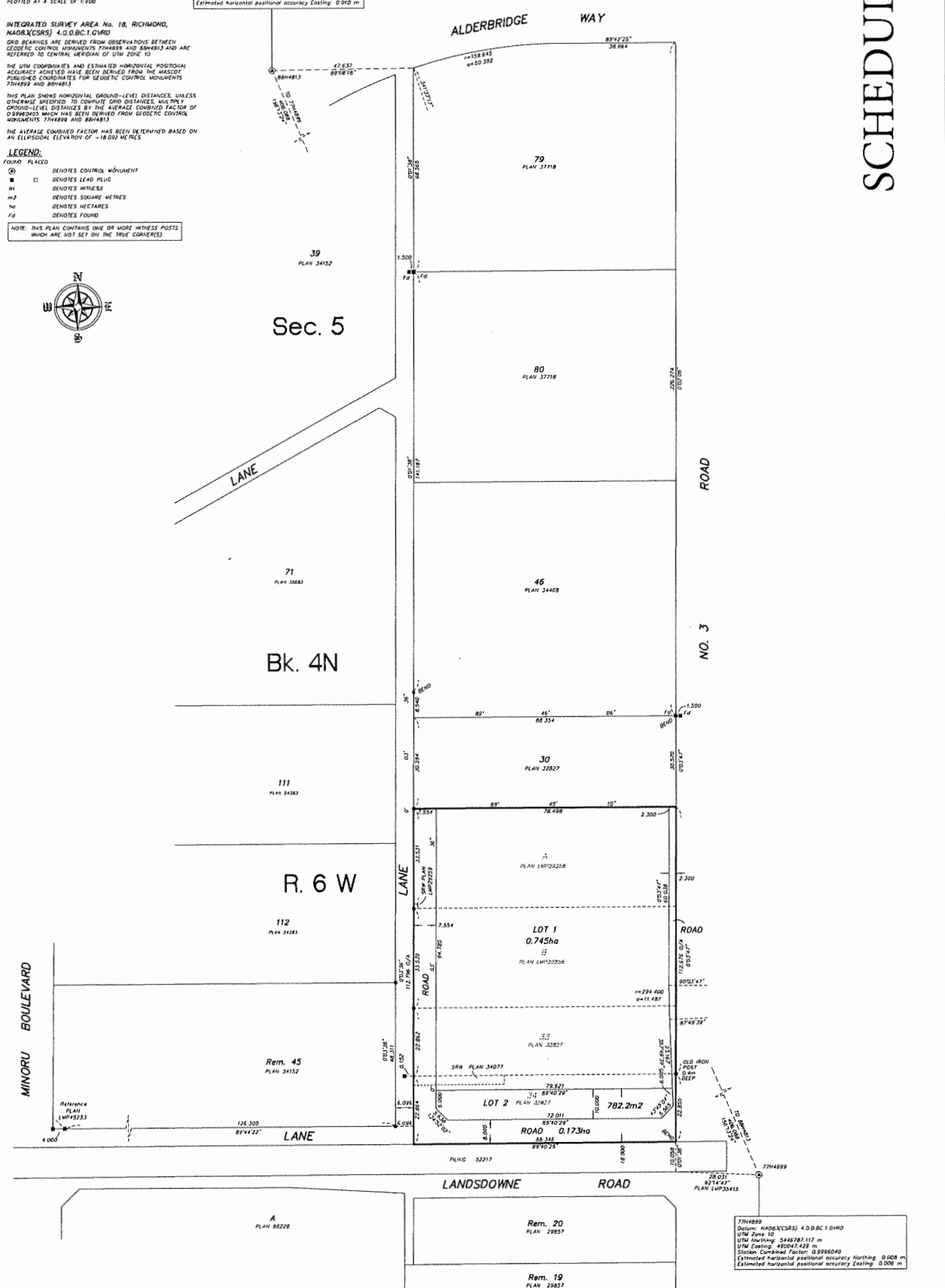
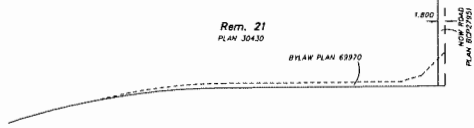
LEGEND:

- FOUND PLACED
- DENOTES CONTROL MONUMENT
  - DENOTES LEAD PLUG
  - HI DENOTES WITNESS
  - m2 DENOTES SQUARE METRES
  - ha DENOTES HECTARES
  - fs DENOTES FOUND

NOTE: THIS PLAN CONTAINS ONE OR MORE WITNESS POSTS WHICH ARE NOT SET ON THE TRUE CORNERS



884813  
Datum: NAD83(CSRS) 4.0.D.B.C.1.G.V.R.D.  
UTM Zone 10  
UTM Northing: 5447158.508 m  
UTM Easting: 489683.772 m  
Station Combined Factor: 0.9986049  
Estimated horizontal positional accuracy Northing: 0.012 m  
Estimated horizontal positional accuracy Easting: 0.010 m



SCHEDULE 1

DRAFT 2018-06-22

THIS PLAN LIES WITHIN THE JURISDICTION OF THE APPROVING OFFICER FOR THE CITY OF RICHMOND  
THE FIELD SURVEY REPRESENTED BY THIS PLAN WAS COMPLETED ON THE 21st DAY OF MAY, 2018  
ESSE WORKS BCLS (2880)  
CCO

THIS PLAN LIES WITHIN THE METRO VANCOUVER REGIONAL DISTRICT

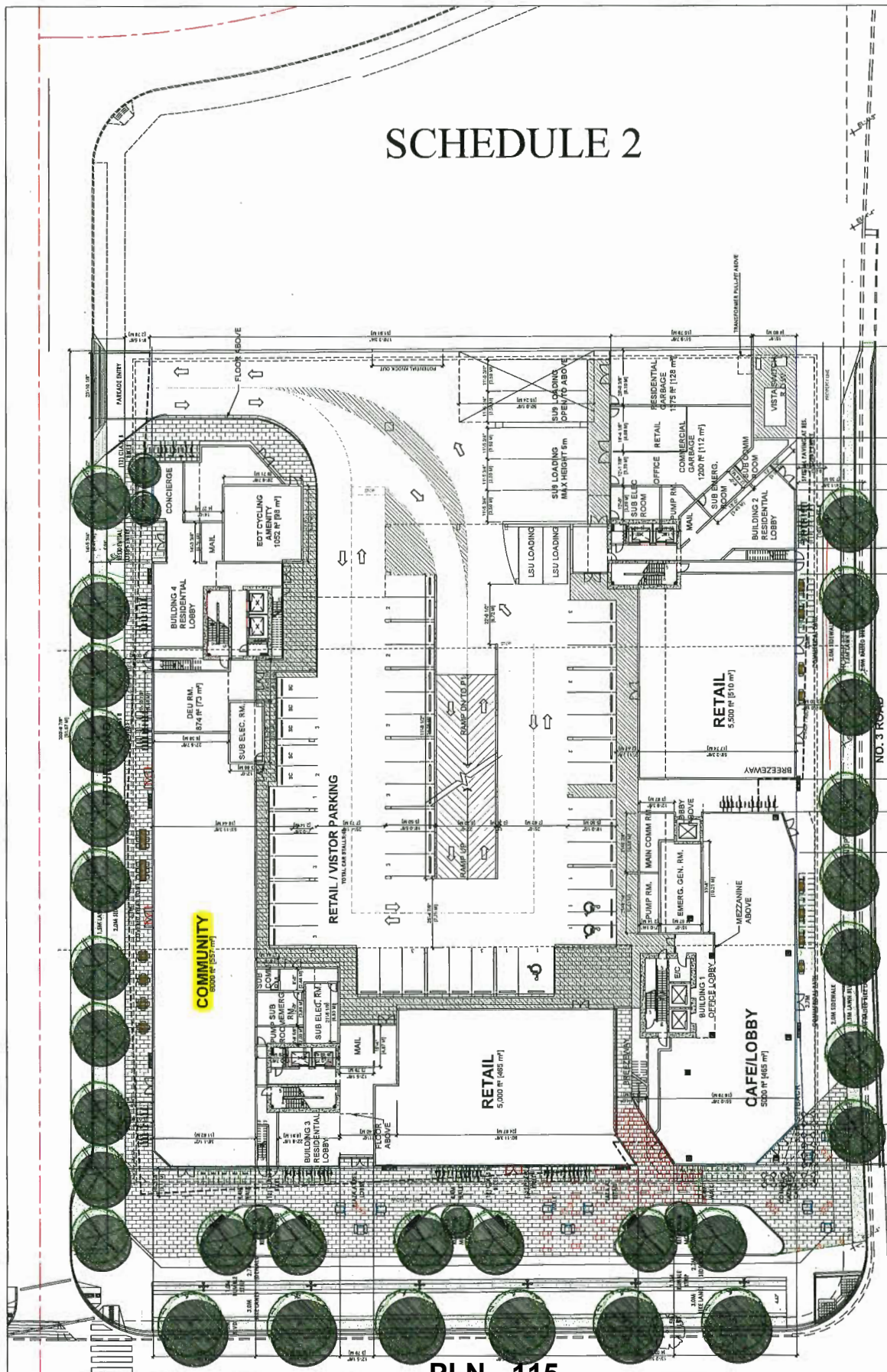
PLN - 114

7704899  
Datum: NAD83(CSRS) 4.0.D.B.C.1.G.V.R.D.  
UTM Zone 10  
UTM Northing: 5448781.117 m  
UTM Easting: 490047.429 m  
Station Combined Factor: 0.9986049  
Estimated horizontal positional accuracy Northing: 0.008 m  
Estimated horizontal positional accuracy Easting: 0.006 m

BUTLER SANDWICK  
1 - 1000 64th Ave  
Surrey, BC V4N 3J4  
www.butlersandwick.com  
Tel: 604-513-9811  
File: 4763  
Date: 4/13/21



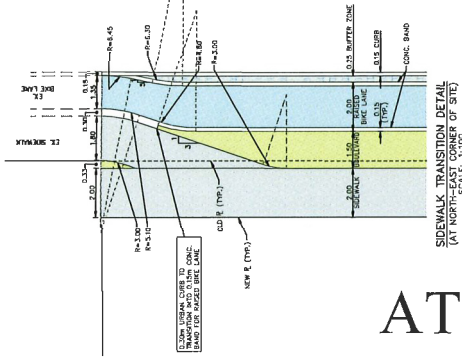
# SCHEDULE 2



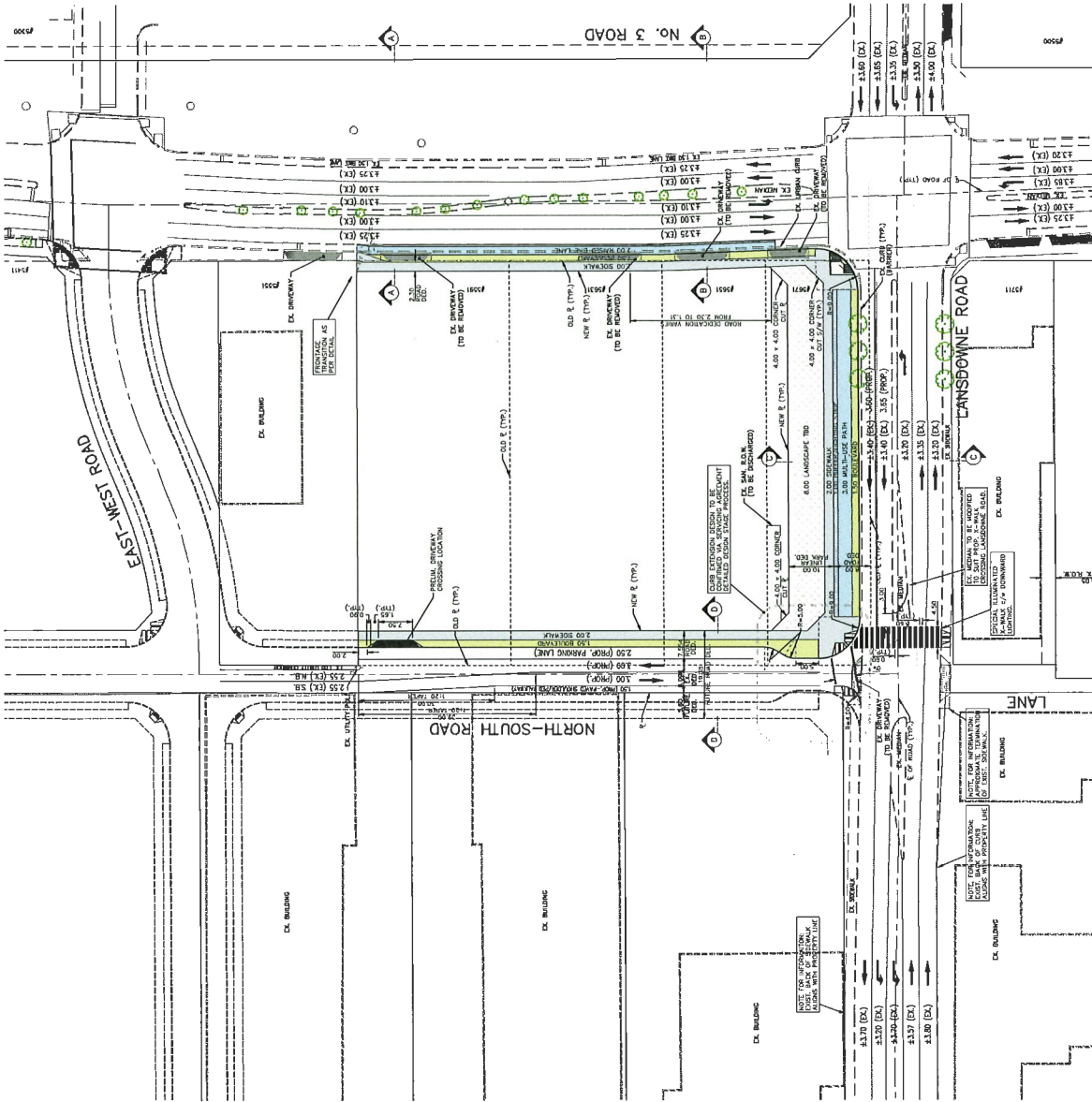
- P2: 230 STALLS (230 RESIDENTIAL, 0 COMMERCIAL)
  - P1: 208 STALLS (100 RESIDENTIAL, 108 COMMERCIAL)
  - L1: 46 STALLS (46 COMMERCIAL VISITOR)
  - L2: 64 STALLS (64 COMMERCIAL VISITOR)
- 548 TOTAL STALLS

- 211 BIKE STORAGE LOCKERS (P2)
  - 208 BIKE STORAGE LOCKERS (P1)
  - 46 CLASS 2 VISITOR BIKES (GROUND)
  - 64 CLASS 2 VISITOR BIKES (GROUND)
- TOTAL BIKES:

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# ATTACHMENT 6



NOTES:  
 1. ALL ELEVATIONS ARE TO GEODETIC DATUM AND REFER TO RICHMOND BENCHMARK NO. 1000. ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.  
 2. CONTRACTOR TO VERIFY BENCHMARK WITH MPT ENGINEERING PRIOR TO CONSTRUCTION.  
 3. ALL MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH THE CURRENT MASTER MUNICIPAL CONSTRUCTION DOCUMENTS (MMD) AND THE CURRENT CITY OF RICHMOND SUPPLEMENTARY SPECIFICATIONS AND DETAIL DRAWINGS.  
 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF RICHMOND PRIOR TO CONSTRUCTION.  
 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF RICHMOND PRIOR TO CONSTRUCTION.  
 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF RICHMOND PRIOR TO CONSTRUCTION.  
 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF RICHMOND PRIOR TO CONSTRUCTION.  
 8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF RICHMOND PRIOR TO CONSTRUCTION.  
 9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF RICHMOND PRIOR TO CONSTRUCTION.  
 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF RICHMOND PRIOR TO CONSTRUCTION.

**City of Richmond**  
 6011 3RD ST. S. ROAD RICHMOND, B.C. V6T 2G1

**FUNCTIONAL PLAN**

5591, 5631, 5651 AND 5671 NO. 3 ROAD  
 CITY FILE: RZ 17-779282

DESIGN: MPT  
 DRAWN: MPT  
 CHECKED: JMC  
 APPROVED: JMC

DWG. NO.:  
 SCALE: 1/8"  
 DATE: APR 15  
 SHEET NO.: 1 OF 2

**MPT ENGINEERING CO. LTD.**  
 4501 HENDERSON WAY, RICHMOND, B.C. V6X 2P7 TEL: 604-271-1111 FAX: 604-271-1112

**TOWNLINE VENTURES INC.**

MPT DWG. NO.: R15984-PP  
 SHT. NO.: 1 OF 2

- NOTES:**
1. ALL ELEVATIONS ARE TO GEODETIC DATUM AND REFER TO RICHMOND BENCHMARK NO. 1000. ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.
  2. CONTRACTOR TO VERIFY BENCHMARK WITH MPT ENGINEERING PRIOR TO CONSTRUCTION.
  3. ALL MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH THE CURRENT MASTER MUNICIPAL CONSTRUCTION DOCUMENTS (MMD) AND THE CURRENT CITY OF RICHMOND SUPPLEMENTARY SPECIFICATIONS AND DETAIL DRAWINGS.
  4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF RICHMOND PRIOR TO CONSTRUCTION.
  5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF RICHMOND PRIOR TO CONSTRUCTION.
  6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF RICHMOND PRIOR TO CONSTRUCTION.
  7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF RICHMOND PRIOR TO CONSTRUCTION.
  8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF RICHMOND PRIOR TO CONSTRUCTION.
  9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF RICHMOND PRIOR TO CONSTRUCTION.
  10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF RICHMOND PRIOR TO CONSTRUCTION.

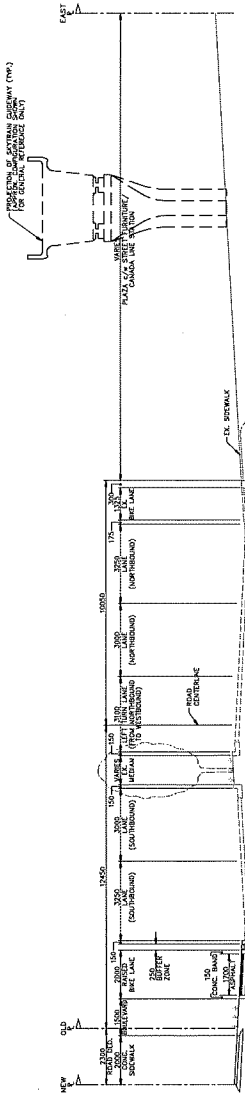
**PERMITS AND SERVICES**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF RICHMOND PRIOR TO CONSTRUCTION.

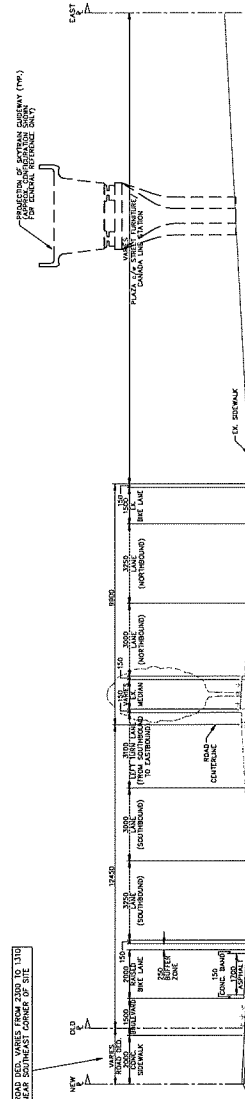
FOR MORE INFORMATION CONTACT:

PERMITS AND SERVICES DEPARTMENT  
 TEL: 604-753-8000

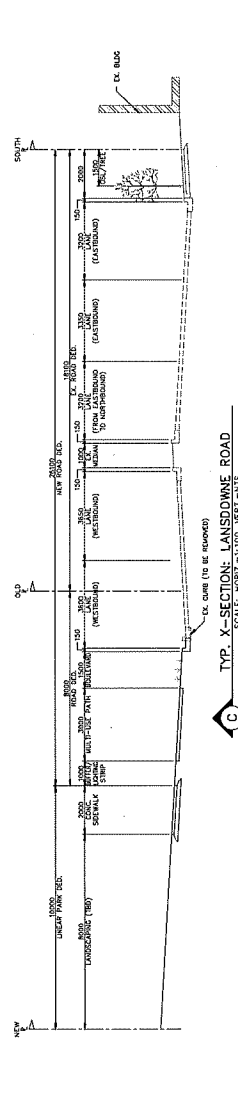
NOTE: PERMITS AND SERVICES IS NOT RESPONSIBLE FOR THE CONSTRUCTION OF ANY WORK.



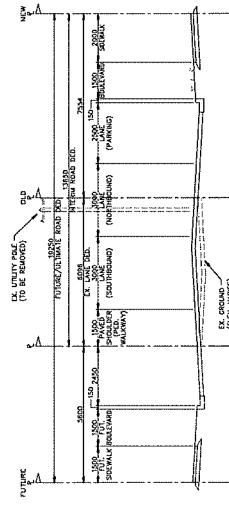
**A** TYP. X-SECTION: NO. 3 ROAD  
SCALE: HORIZ=1"=100, VERT=1"=10



**B** TYP. X-SECTION: NO. 3 ROAD  
SCALE: HORIZ=1"=100, VERT=1"=10



**C** TYP. X-SECTION: LANDSCAPE ROAD  
SCALE: HORIZ=1"=100, VERT=1"=10



**D** TYP. X-SECTION: NORTH-SOUTH VERT.  
SCALE: HORIZ=1"=100, VERT=1"=10

THESE ELEVATIONS SHOWN ON THIS DRAWING FOR PROJECT PURPOSES ARE BASED ON THE PROPOSED BENCHMARK DATA PROVIDED BY THE CLIENT. THE ENGINEER HAS CONDUCTED VISUAL CHECKS OF THE BENCHMARK DATA AND HAS FOUND IT TO BE REASONABLY ACCURATE. THE ENGINEER HAS NOT CONDUCTED A SURVEY TO VERIFY THE BENCHMARK DATA. THE ENGINEER HAS NOT CONDUCTED A SURVEY TO VERIFY THE BENCHMARK DATA. THE ENGINEER HAS NOT CONDUCTED A SURVEY TO VERIFY THE BENCHMARK DATA.

**City of Richmond**  
MPT 11 3 ROAD, RICHMOND, D.C. MAY 2021

**FUNCTIONAL PLAN**

5591, 5631, 5651 AND 5671 NO. 3 ROAD  
CITY FILE: RZ 17-779252

DESIGNER: MPT  
DRAWN BY: JAC  
CHECKED BY: JAC  
CONVERTED BY: JAC

DWG. NO.:  
SCALE: 1"=50'  
DATE: MAY 15, 2021

REV. NO. 1 OF 2

**MPT ENGINEERING CO. LTD.**  
TOWNLIN VENTURES INC.

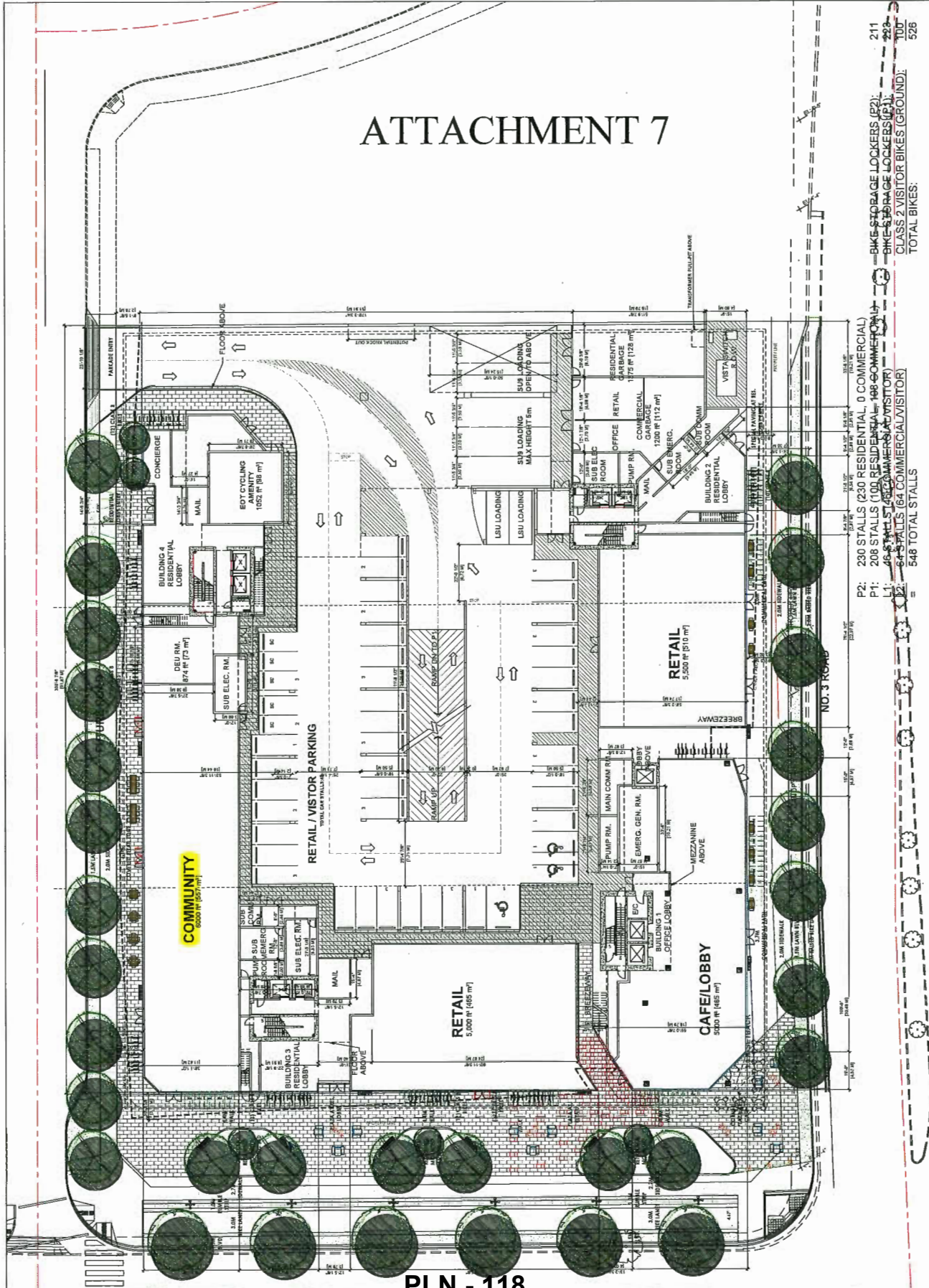
MPT DWG. No.: R15984-FP  
SHT. No.: 2 OF 2

- NOTES:**
1. ALL ELEVATIONS ARE TO BENCHMARK DATA AND REFER TO BENCHMARK BENCHMARK 10. ELEVATION IS SHOWN AT THE POINT OF BENCHMARK 10.
  2. CONTRACTOR TO VERIFY BENCHMARK DATA WITH MPT ENGINEERING PRIOR TO CONSTRUCTION.
  3. DISCREPANCIES TO MPT ENGINEERING SHALL BE ACCORDANCE WITH THE CURRENT WATER SUPPLY/SEWER SPECIFICATIONS AND LATEST ORDINANCES.

THE ENGINEER HAS CONDUCTED VISUAL CHECKS OF THE BENCHMARK DATA AND HAS FOUND IT TO BE REASONABLY ACCURATE. THE ENGINEER HAS NOT CONDUCTED A SURVEY TO VERIFY THE BENCHMARK DATA. THE ENGINEER HAS NOT CONDUCTED A SURVEY TO VERIFY THE BENCHMARK DATA. THE ENGINEER HAS NOT CONDUCTED A SURVEY TO VERIFY THE BENCHMARK DATA.



# ATTACHMENT 7



**COMMUNITY**  
5,000 FT<sup>2</sup> (465 m<sup>2</sup>)

**RETAIL**  
5,000 FT<sup>2</sup> (465 m<sup>2</sup>)

**CAFE/LOBBY**  
5,000 FT<sup>2</sup> (465 m<sup>2</sup>)

**RETAIL**  
5,500 FT<sup>2</sup> (510 m<sup>2</sup>)

**RETAIL / VISITOR PARKING**  
TOTAL CAR STALLS: 230

- P2: 230 STALLS (230 RESIDENTIAL, 0 COMMERCIAL)
  - P1: 208 STALLS (100 RESIDENTIAL, 108 COMMERCIAL)
  - L1: 45 STALLS (25 COMMERCIAL, 20 VISITOR)
  - L2: 64 STALLS (64 COMMERCIAL/VISITOR)
- TOTAL BIKES: 526

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**TOPOGRAPHIC SURVEY PLAN  
OF LOTS 33 AND 34 PLAN 32827 AND  
LOTS A AND B PLAN LMP29258 ALL OF  
SECTION 5 BLOCK 4 NORTH RANGE 6 WEST  
NEWMINSTER DISTRICT**

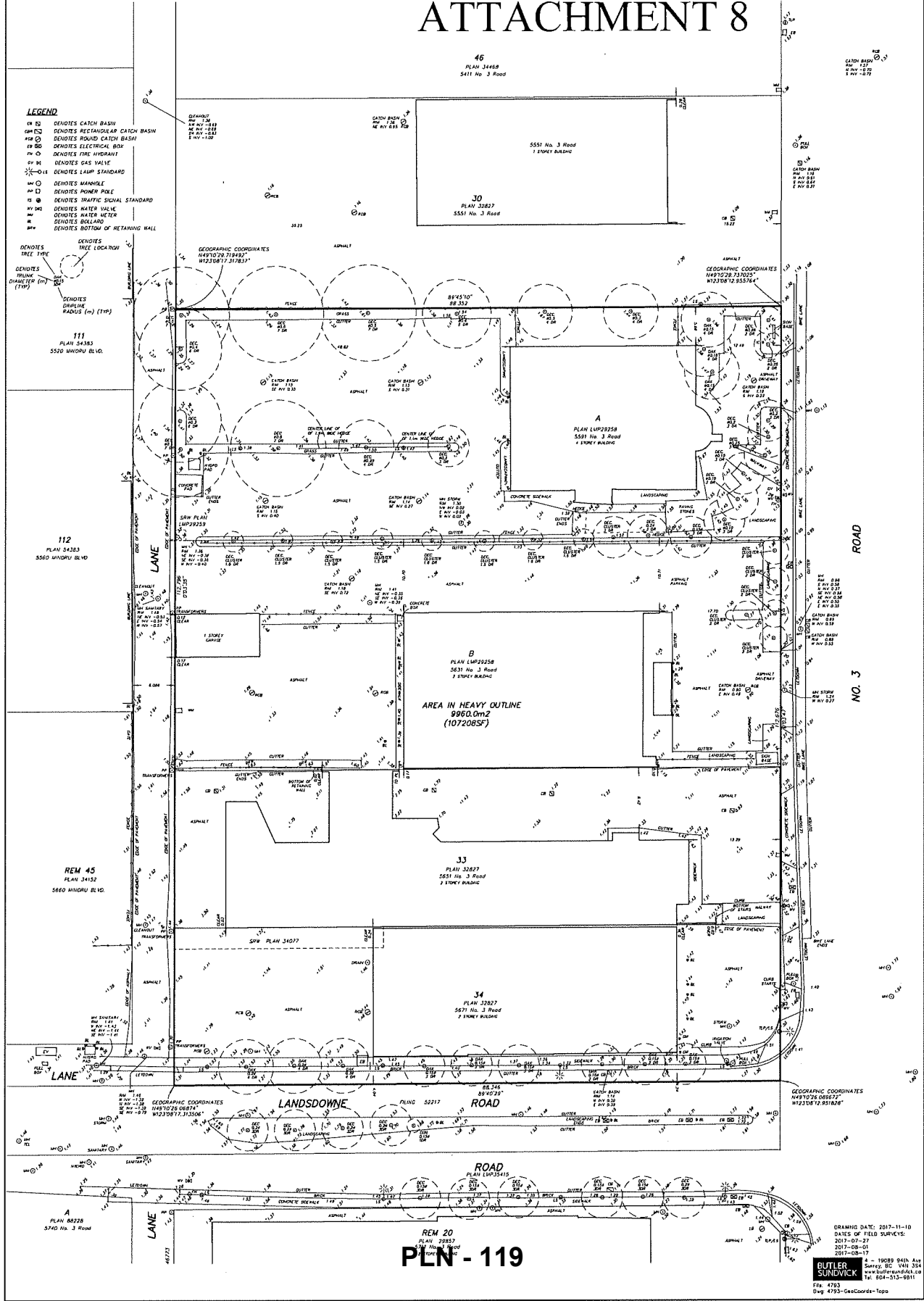
LOT 33 PID No: 004-884-361 5651 No. 3 Road, RICHMOND, BC  
LOT 34 PID No: 003-698-009 5671 No. 3 Road, RICHMOND, BC  
LOT A PID No: 023-491-825 5591 No. 3 Road, RICHMOND, BC  
LOT B PID No: 023-491-833 5631 No. 3 Road, RICHMOND, BC

NOTES:  
GRID BEARINGS AND LOT DIMENSIONS ARE ACCORDING TO FIELD SURVEY  
ELEVATIONS ARE TO CITY OF RICHMOND MHI REDDEN BEACHMARK NO. 196 : CONTROL MONUMENT 774970  
ELEVATION = 1.793 METERS  
SITUATED AT CENTRELINE OF BROWN ROAD AND BROWN GATE



0 5 10 15 20  
SCALE 1 : 250 DISTANCES ARE IN METRES

# ATTACHMENT 8



- LEGEND**
- CB DENOTES CATCH BASIN
  - EB DENOTES RECTANGULAR CATCH BASIN
  - RB DENOTES ROUND CATCH BASIN
  - EB DENOTES ELECTRICAL BOX
  - FH DENOTES FIRE HYDRANT
  - GV DENOTES GAS VALVE
  - LS DENOTES LAMP STANDARD
  - MAN DENOTES MANHOLE
  - PI DENOTES POWER POLE
  - IS DENOTES TRAFFIC SIGNAL STANDARD
  - WV DENOTES WATER VALVE
  - WM DENOTES WATER METER
  - W DENOTES WELL
  - BM DENOTES BOTTOM OF RETAINING WALL
  - TR DENOTES TREE LOCATION
  - TR DENOTES TREE TYPE
  - TR DENOTES TRUNK DIAMETER (CM) (TYP)
  - TR DENOTES CROWN RADIUS (M) (TYP)

111  
PLAN 34383  
5520 WINDRU BLVD

112  
PLAN 34323  
5560 WINDRU BLVD

REM 45  
PLAN 34132  
5660 WINDRU BLVD

LANE

LANE

REM 20  
PLAN 29857  
5671 No. 3 Road  
1 STOREY BUILDING

DRAWING DATE: 2017-11-10  
DATES OF FIELD SURVEY:  
2017-07-27  
2017-08-01  
2017-08-17

**BUTLER  
SUNDWICK**  
4 - 19085 84th Ave  
Surrey, BC V4W 3J4  
www.butlersundwick.com  
Tel: 604-533-9011  
Fax: 4793  
Email: 4793-GeoCoops@topo

SUBDIVISION PLAN OF LOTS A AND B PLAN LMP29258 AND LOTS 33 AND 34 PLAN 32828, ALL OF SECTION 5 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT

PLAN EPP83979

Rem. 21  
PLAN 32430

SCALE 1:600 DISTANCES ARE IN METRES

THE INTENDED PLOT SCALE OF THIS PLAN IS 560 mm IN WIDTH BY 864 mm IN HEIGHT (D SIZE) WHEN PLOTTED AT A SCALE OF 1:600

INTEGRATED SURVEY AREA No. 18, RICHMOND, NAD83(CSRS) 4.0 D.B.C.I.G.W.D

CRS BEARINGS ARE DERIVED FROM OBSERVATIONS BETWEEN GEODETIC CONTROL MONUMENTS 718883 AND 881481 AND ARE REFERRED TO CENTRAL MERIDIAN OF UTM ZONE 10

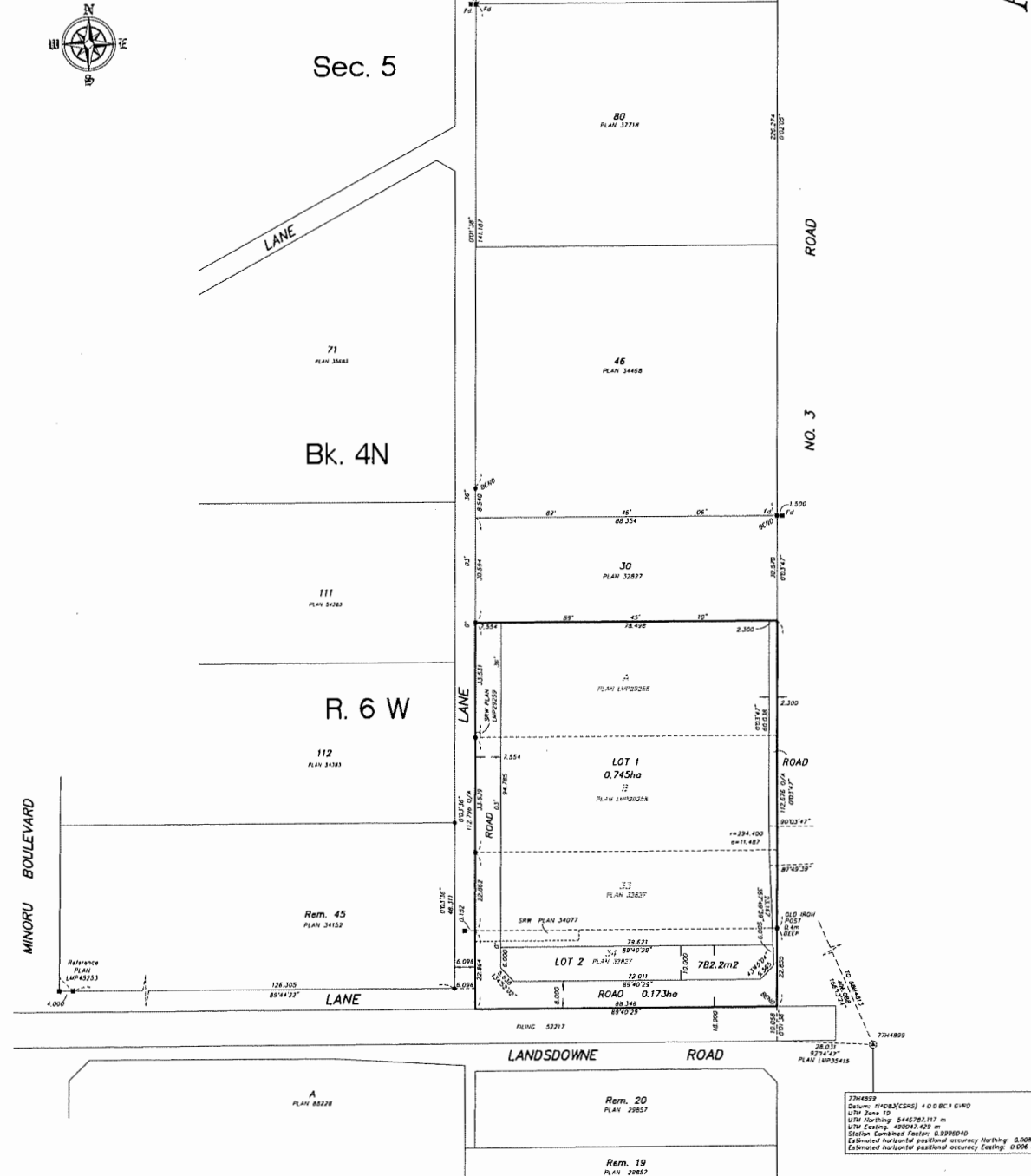
THE UTM COORDINATES AND ESTIMATED HORIZONTAL POSITIONAL ACCURACY ACHIEVED HAVE BEEN DERIVED FROM THE HORIZONTAL COORDINATES AND ESTIMATED HORIZONTAL POSITIONAL ACCURACY ACHIEVED FROM THE HORIZONTAL COORDINATES WHICH HAS BEEN DERIVED FROM GEODETIC CONTROL MONUMENTS 718883 AND 881481

THE AVERAGE COMBINED FACTOR HAS BEEN DETERMINED BASED ON AN ELLIPSOIDAL ELEVATION OF -18.997 METRES

LEGEND:

- FOUND PLACED
- DENOTES CONTROL MONUMENT
  - DENOTES LEAD PLUG
  - HI DENOTES WITNESS
  - M2 DENOTES SQUARE METRES
  - M DENOTES METRES
  - F DENOTES FOUND

NOTE: THIS PLAN CONTAINS ONE OR MORE WITNESS POSTS WHICH ARE NOT SET ON THE TRUE CORNERS



7394899  
Datum: NAD83(CSRS) 4.0 D.B.C.I.G.W.D  
UTM Zone 10  
UTM Northing: 5446782.117 m  
UTM Easting: 490042.429 m  
Station Combined Factor: 0.9995040  
Estimated horizontal positional accuracy Northing: 0.006 m  
Estimated horizontal positional accuracy Easting: 0.006 m

ATTACHMENT 9

DRAFT 2018-06-22

THIS PLAN LIES WITHIN THE JURISDICTION OF THE APPROVING OFFICER FOR THE CITY OF RICHMOND

THE FIELD SURVEY REPRESENTED BY THIS PLAN WAS COMPLETED ON THE 21st DAY OF MAY, 2018

JENNIFER MORAN, BCLS (8880)  
C.S.A.

THIS PLAN LIES WITHIN THE METRO VANCOUVER REGIONAL DISTRICT

PLN - 120

**BUTLER**  
**SUNDBICK**

4 - 16009 64th Ave  
Surrey, BC V4N 3Z4  
www.butlersundbick.com  
Tel: 604-513-0811

File: 4783  
Date: 4/13/18



Richmond Zoning Bylaw 8500  
Amendment Bylaw 9860 (RZ 17-779262)  
5591, 5631, 5651 & 5671 No. 3 Road

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

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

**“20.38 High Density Mixed Use (ZMU38) – Lansdowne Village (City Centre)**

**20.38.1 Purpose**

The **zone** provides for a broad range of **commercial, office, service, institutional, entertainment and residential uses** typical of the **City Centre**. Additional **density** is provided to achieve **City** objectives related to the **development of affordable housing units, office uses and community amenity space**.

**20.38.2 Permitted Uses**

- amenity space, community
- animal day care
- animal grooming
- broadcasting studio
- child care
- education
- education, commercial
- education, university
- emergency service
- entertainment, spectator
- government service
- health service, minor
- housing, apartment
- library and exhibit
- liquor primary establishment
- manufacturing, custom indoor
- microbrewery, winery and distillery
- neighbourhood public house
- office
- private club
- recreation, indoor
- religious assembly
- restaurant
- retail, convenience
- retail, general
- retail, second hand
- service, business support
- service, financial
- service, household repair
- service, personal
- studio
- veterinary service

### 20.38.3 Secondary Uses

- **boarding and lodging**
- **home business**
- **home-based business**

### 20.38.4 Additional Uses

- **district energy utility**

### 20.38.5 Permitted Density

1. For the purposes of this **zone**, the calculation of **floor area ratio** is based on a net **development site** area of 9,049 sq. m.
2. The maximum **floor area ratio** is “2.0” together with an additional:
  - a) “0.1” **floor area ratio** provided that the additional **floor area** is used entirely to accommodate indoor **amenity space**.
3. Notwithstanding Section 20.38.5.2, the reference to “2.0” is increased to a higher **floor area ratio** of “3.0” if the **owner**:
  - a) provides 20 **affordable housing units** on **site** and the combined **habitable space** of the **affordable housing units** is not less than 5% of the total residential **floor area**;
  - b) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against title to the **lot** and files a notice in the Land Title Office;
  - c) grants to the **City** floor area equalling at least 0.41% of the total residential **floor area ratio** less the **affordable housing unit floor area ratio**, or 106 sq. m., whichever is greater, for **community amenity space**, designed and constructed to the satisfaction of the **City** and provided to the **City** in the form of an **air space parcel** prior to occupancy of the **development**; and
  - d) pays a sum to the **City** (**Child Care Reserve Fund**) based on floor area equalling at least 0.59% of the total residential **floor area ratio** less the **affordable housing unit floor area ratio** (i) multiplied by the “equivalent to construction value” rate of \$6,997/ sq. m., if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, multiplied by the “equivalent to construction value” rate of \$6,997/ sq. m. adjusted by the cumulative applicable annual changes to the Statistics Canada “Non-residential Building Construction Price Index” for Vancouver, where such change is positive;
4. Notwithstanding Section 20.38.5.3, the reference to “3.0” is increased to a higher **floor area ratio** of “4.0” if the **owner**:

- a) agrees to use the “1.0” additional **floor area ratio** for non-residential **uses** only; and
- b) grants to the **City** floor area equalling at least 5% of the “1.0” additional **floor area ratio**, or 452 sq. m., whichever is greater, for **community amenity space**, designed and constructed to the satisfaction of the **City** and provided to the **City** in the form of an **air space parcel** prior to occupancy of the **development**.

**20.38.6 Permitted Lot Coverage**

- 1. The maximum **lot coverage** is 90% for **buildings**.

**20.38.7 Yards & Setbacks**

- 1. Minimum **setbacks** shall be:
  - a) from No.3 Road and the new north-south road, measured to a **lot line**, 6.0 m., except that a **road setback** may be reduced to:
    - i) 3.0 m for parts of a **building** above **finished site grade**, as specified in a Development Permit approved by the **City**; and
    - ii) 0.0 m. for parts of a **building** below **finished site grade**, as specified in a Development Permit approved by the **City**;
  - b) from the south **lot line**, measured to the **lot line**, 6.0 m., except that the **setback** may be reduced to:
    - i) 3.0 m for parts of a **building** above **finished site grade**, as specified in a Development Permit approved by the **City**; and
    - ii) 0.0 m. for parts of a **building** below **finished site grade**, as specified in a Development Permit approved by the **City**; and
  - c) from the north **lot line**, measured to the **lot line**, 0.0 m.
- 2. Notwithstanding Section 4.11 and Section 4.12, projections into required **setbacks** for No. 3 Road, the new north-south road and the south **lot line** may be increased to:
  - a) 2.5 m. in the case of a projecting architectural feature, **cantilevered roof, balcony, awning**, sunshade, canopy, privacy screen or similar **building** element if located 3.0 m or more above **finished site grade**, as specified in a Development Permit approved by the **City**; and
  - b) 1.0 m. in the case of architectural supports for **building** elements referenced in Section 20.38.6.2 (a) located 6.0 m or less above **finished site grade**, as specified in a Development Permit approved by the **City**.
- 3. Notwithstanding 20.38.7.1, minimum **setbacks** for parts of a building directly adjacent to **City** land or land secured for public use via **right-of-way**, measured to a **lot line** or the boundary of the **right-of-way**, shall be:
  - a) where a door provides **access**, 1.5 m or the depth of the door swing, whichever is greater.

#### 20.38.8 Permitted Heights

1. The maximum **building height** for **principal buildings** is 47.0 m. geodetic.
2. The maximum **building height** for **accessory structures** is 12.0 m.

#### 20.38.9 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** is 7,400 sq. m.

#### 20.38.10 Landscaping & Screening

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

#### 20.38.11 On-Site Parking and Loading

1. **On-site vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.
2. Notwithstanding Section 20.38.11.1, the minimum number of required bicycle **parking spaces** shall be:
  - a) for Class 2, for **general retail, convenience retail, restaurant, office** and other non-residential **uses**, excluding **education, commercial education** and **university education uses**, calculated as 0.2 spaces per 100.0 sq. m. of **floor area**; and
  - b) for Class 2, for residential **uses**, calculated as 0.1 spaces per **dwelling unit**.
3. Notwithstanding Section 20.38.10.1, no large size **loading spaces** are required.

#### 20.38.12 Other Regulations

1. Signage must comply with the City of Richmond's *Sign Bylaw 5560*, as it applies to **development** in the Downtown Commercial (CDT1) **zone**.
2. **Telecommunication antenna** must be located a minimum 20.0 m above the ground (i.e., on a roof of a **building**).
3. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following parcels and by designating them **CITY CENTRE HIGH DENSITY MIXED USE (ZMU38) – LANSDOWNE VILLAGE**:

P.I.D. 023-491-825  
 LOT A SECTION 5 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER  
 DISTRICT PLAN LMP 29258

P.I.D. 023-491-833  
 LOT B SECTION 5 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER  
 DISTRICT PLAN LMP 28258

P.I.D. 004-884-361  
 LOT 33 SECTION 5 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER  
 DISTRICT PLAN 32827

P.I.D. 003-698-009 (NORTH PORTION)  
 LOT 34 SECTION 5 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER  
 DISTRICT PLAN 32827

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9860”**.

FIRST READING

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PUBLIC HEARING

\_\_\_\_\_

SECOND READING

\_\_\_\_\_

THIRD READING

\_\_\_\_\_

OTHER CONDITIONS SATISFIED

\_\_\_\_\_

ADOPTED

\_\_\_\_\_

\_\_\_\_\_  
 MAYOR

\_\_\_\_\_  
 CORPORATE OFFICE

