



To: Planning Committee

Date: February 10, 2020

From: Wayne Craig
Director, Development

File: RZ 19-858804

Re: **Application by Headwater Living Inc. to Amend Section 3.3 of Official Community Plan Bylaw 9000, Create the “High Density Market Rental Residential/Limited Commercial (ZMU45) – Lansdowne Village (City Centre)” Zone, and Rezone the Site at 5500 No. 3 Road from the “Downtown Commercial (CDT1)” Zone to the “High Density Market Rental Residential/Limited Commercial (ZMU45) – Lansdowne Village (City Centre)” Zone**

Staff Recommendation

1. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10131 to amend Section 3.3, Objective 4, Policy e) to include a provision that the market rental residential density bonus may be increased on a site specific basis for projects that provide additional rental housing to address community need, be introduced and given first reading.
2. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10131, having been considered in conjunction with:
 - a) The City’s Financial and Capital Program; and
 - b) The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;


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

3. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10131, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.

- 4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10130 to create the “High Density Market Rental Residential/Limited Commercial (ZMU45) – Lansdowne Village (City Centre)” zone, and to rezone 5500 No. 3 Road from the “Downtown Commercial (CDT1)” zone to the “High Density Market Rental Residential/Limited Commercial (ZMU45) – Lansdowne Village (City Centre)” zone, be introduced and given first reading.


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

WC:mm/ss/sb
 Att. 6

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

Staff Report

Origin

Headwater Living Inc. has applied to the City of Richmond for permission to rezone 5500 No. 3 Road (Attachments 1 & 2) from “Downtown Commercial (CDT1)” zone to a new “High Density Market Rental Residential/Limited Commercial (ZMU45) – Lansdowne Village (City Centre)” site specific zone. The proposed rezoning would permit the development of a high density high-rise development with purpose-built market rental housing and ground floor commercial uses. The subject site is located in the City Centre (Attachment 3).

Key components of the proposal (Attachments 4 & 5) include:

- A 15-storey building containing street fronting commercial space and purpose-built market rental housing apartments over a common parking structure.
- A total floor area of approximately 10,065 m² (108,341 ft²) comprised of approximately:
 - 533 m² (5,732.00 ft²) of commercial space.
 - 9,533 m² (102,609 ft²) of purpose-built market rental housing units.
 - An additional 133 m² (1,436 ft²) of resident indoor amenity space.
- Approximately 149 purpose-built market rental housing units will be provided, and will be secured in perpetuity with a market rental agreement registered on Title.
- The building will meet Energy Step Code step 2 and will provide an on-site low carbon energy plant designed to connect to the future off-site City Centre district energy utility (DEU) system.

Road and Engineering improvement works required with respect to the subject development will be secured through the City’s standard Servicing Agreement process prior to rezoning adoption. Works including rear lane (at east edge of site) and Lansdowne Road widening, improvements to the No. 3 Road and Lansdowne Road intersection, frontage improvements along No. 3 Road, Lansdowne Road and the rear lane, and utility upgrades will be designed and constructed at the owner’s sole cost.

To facilitate the subject development, amendments are proposed to Sub section 3.3 (Diverse Range of Housing Types, Tenure and Affordability) of Official Community Plan Bylaw 9000. The purpose of the amendments is to permit additional density if additional rental housing units are provided on-site. The proposed bylaw would apply to the subject site and elsewhere in the City, on a site specific basis.

Findings of Fact

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

Subject Site Existing Building Profile

The subject site is currently occupied by a single building (now vacant) which formerly contained a restaurant.

Surrounding Development

To the North: Across Lansdowne Road is Lansdowne Mall. The site is the subject of a separate application (CP 15-717017) and separate staff report to amend the Official Community Plan (OCP) to adjust land use designation boundaries to facilitate future development of the site as a mixed-use neighbourhood.

To the South: A recently constructed development (DP 14-660885) featuring a 15-storey building with 139 residential units and commercial space at grade.

To the East: Across the lane is an existing 16-storey residential building with 262 residential units.

To the West: Across No. 3 Road are a number of low rise commercial developments in single storey form on properties zoned “CA (Auto-Oriented Commercial)” with redevelopment potential for high density mixed-use.

Related Policies, Strategies & Bylaws

Official Community Plan/City Centre Area Plan (Lansdowne Village)

The Official Community Plan (OCP) designates the subject site as “Mixed Use”.

In the City Centre Area Plan (CCAP), the subject site is designated “Urban Core T6 (45 m)” and “Village Centre Bonus” (VCB) in the Specific Land Use Map: Lansdowne Village (2031) (Attachment 3) and the site is designated “B4 Mixed-Use – High-Rise Commercial & Mixed-Use” in the Development Permit guidelines.

The proposed rezoning is generally consistent with these designations, except that an OCP amendment is required to accommodate:

- Additional density for rental housing considered on a site specific basis, involving 0.32 floor area ratio (FAR) additional density bonus for the subject development.

Staff support the OCP amendment as the amendment will provide the ability to consider additional project density, for the purposes of rental housing on a case by case basis, while still ensuring the proposal meets the design objectives of the CCAP.

The proposed OCP amendments are further discussed in the “Analysis” section of this report.

Aircraft Noise Sensitive Development Policy

The proposed development is located in Area 3 on the Aircraft Noise Sensitive Development Map, where aircraft noise sensitive uses may be considered. Registration of an aircraft noise covenant is required prior to final adoption of the rezoning bylaw.

Floodplain Management Implementation Strategy

The proposed development must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204 for Area “A”. Registration of a flood indemnity covenant is required prior to final adoption of the rezoning bylaw.

Public Consultation

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

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

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

The table below clarifies this recommendation as it relates to the proposed OCP.

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
BC Land Reserve Co.	No referral necessary.
Richmond School Board	No referral necessary, as the proposed amendment would generate less than 50 school aged children (typically around 295 multiple-family housing units).
The Board of Metro Vancouver	No referral necessary.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary.
TransLink	No referral necessary, as no transportation road network changes are proposed.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary.
Richmond Coastal Health Authority	No referral necessary,
Community Groups and Neighbours	No referral necessary.
All relevant Federal and Provincial Government Agencies	No referral necessary.

Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10131, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found to not require further consultation.

School District

This application was not referred to School District No. 38 (Richmond) because the proposed OCP amendment would not generate an additional 50 school aged children over what was already anticipated in the OCP. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, OCP amendments are only referred to the School District if they involve a density increase which generates more than 50 school aged children (e.g., typically around 295 multiple family housing units).

The proposed OCP amendment would permit the proposed 0.32 FAR increase, representing approximately 855 m² (9,202 ft²) floor area which equates to an additional 14 apartment units. Staff will ensure that should the development proceed, School District staff are aware of the proposal.

Analysis

The applicant has applied to rezone the subject site to permit an approximately 10,065 m² (108,341 ft²), 15-storey development including approximately 149 purpose-built market rental housing units, street fronting commercial space, land dedication and the provision of Statutory Right-of-Way (SRW) for Lansdowne Road widening, the provision of Statutory Right-of-Way (SRW) for rear lane widening, frontage and infrastructure improvements.

The proposed site specific “High Density Market Rental Residential/Limited Commercial (ZMU45) – Lansdowne Village (City Centre)” zone permits residential uses, but restricted to rental tenure only as market rental housing. As discussed above, the project has higher density than anticipated in the OCP for the purpose of providing community benefit in the form of rental housing. In accordance with the objectives of the Market Rental Housing Policy, the market rental housing floor area in the development proposal is not subject to voluntary contributions towards Public Art, community planning or child care. The proposed commercial floor area is subject to voluntary contributions towards Public Art and community planning. The CCAP policy seeking voluntary contributions towards child care does not apply to non-residential floor area.

Proposed OCP Bylaw Amendment

The Official Community Plan (OCP) designates the subject site as “Mixed Use”. The proposed OCP amendment and proposed rezoning are consistent with this designation.

The OCP, in Section 3.3 (Diverse Range of Housing Types, Tenure and Affordability), also encourages the development of purpose-built market rental housing and allows for up to a 0.25 FAR density bonus for projects with 100% market rental housing residential use, where 100% of the units incorporate basic universal housing features, and provide at least 40% family-friendly unit sizes (having at least two bedrooms). An OCP Amendment is being brought forward in conjunction with this application to amend the Market Rental Housing Policy under Section 3.3 to introduce wording to permit additional density bonus area for new rental housing projects on a site specific basis to meet community need. Projects would still need to meet the design objectives of the CCAP. The proposed rezoning is consistent with this proposed OCP amendment.

City Centre Area Plan (Lansdowne Village)

In the City Centre Area Plan (CCAP), the subject site is designated “Urban Core T6 (45 m)” and “Village Centre Bonus (VCB)” in the Specific Land Use Map: Lansdowne Village (2031) (Attachment 3) and the site is designated “B4 Mixed-Use – High-Rise Commercial & Mixed-Use” in the Development Permit guidelines.

Consistent with the proposed OCP amendment and the CCAP, this proposal includes:

- 3.0 FAR base density for mixed and residential uses (the OCP exempts the requirement to provide affordable housing for projects with 100% market rental housing).
- 0.20 FAR Village Centre Bonus (VCB) area for the provision of non-residential uses (maximum allowable is 1.0 FAR VCB, although the proposal includes 0.2 FAR VCB).
- 0.25 FAR density bonus for 100% market rental housing projects in City Centre for concrete buildings.
- 0.32 FAR additional density bonus area for market rental housing (specific density bonus considered on a site specific basis).

In summary, the total density proposed with this project is 3.77 FAR, consistent with both the CCAP Lansdowne Village objectives and the proposed amended OCP market rental housing policy.

Proposed Zoning Amendment

To facilitate the subject development and provide for voluntary owner contributions in compliance with OCP Policy, (i.e. market rental housing), the applicant has applied for the subject site to be rezoned from “Downtown Commercial (CDT1)” zone to a new “High Density Market Rental Residential/Limited Commercial (ZMU45) – Lansdowne Village (City Centre)” site specific zone. To accommodate the site specific conditions, the proposed ZMU45 zone includes:

- Maximum density: 3.77 FAR, including a density bonus for the provision of 100% of dwelling units as market rental housing units, a Village Centre Bonus (VCB) for the provision of commercial uses and a voluntary cash contribution, and additional typical 0.1 FAR density bonus for common indoor amenity space for the use of residents.

- Permitted land uses: A range of commercial uses, apartment housing and related land uses.
- Maximum building height: 47 m geodetic to accommodate the proposed 15-storey building.
- Maximum lot coverage and minimum setbacks and lot size.
- Shared loading for the residential and non-residential uses.

Community Amenities

The voluntary contribution amounts listed below are based on the proposed development design with the final amounts to be determined later, based on the future Development Permit application plans.

Community Amenity Space

Village Centre Bonus (VCB): Under the CCAP and Zoning Bylaw, developments that make use of the density bonus provisions of the Village Centre Bonus (i.e. maximum 1.0 FAR for non-residential uses) make a voluntary community amenity contribution based on 5% of bonus VCB floor area.

Prior to rezoning adoption, the owner proposes to provide a construction-value contribution to Richmond’s Leisure Facilities Reserve Fund – City Centre Facility Development Sub-Fund in lieu of constructing community amenity space on-site. As indicated in the table below, the proposed voluntary contribution shall be based on the allowable VCB community amenity area floor area (i.e. 5% of the maximum VCB floor area permitted on the subject site under the proposed “High Density Market Rental Residential/Limited Commercial (ZMU45) – Lansdowne Village (City Centre)” zone and a construction-value amenity transfer rate of \$750/ft² to facilitate future community area floor area to be constructed off-site elsewhere in the City Centre.

	VCB Bonus Floor Area as per the ZMU45 Zone (Max. 0.2 FAR)	VCB Community Amenity Space Area (5% of Bonus Area)	Construction-Value Amenity Transfer Contribution Rate	Minimum Voluntary Owner Cash Contribution
TOTAL	0.2 FAR 533 m ² (5,732 ft ²)	26.7 m ² (287.6 ft ²)	\$750/ft ²	\$214,950 (1)

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

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

Community Planning

In accordance with the CCAP, the owner is proposing to provide a voluntary contribution to assist the City with its community planning program. The contribution will be secured before rezoning adoption and the total payable will be approximately \$1,721.15 calculated using the proposed commercial floor area of 5,732 ft² and contribution rate of \$0.30/ft². The proposed market rental housing floor area is exempted under the Market Rental Housing Policy.

Public Art Program

In accordance with the City’s Public Art Program, the owner is proposing to provide a voluntary contribution to the Public Art Reserve for City-wide projects on City lands. The contribution will be secured before rezoning adoption and the total payable will be approximately \$2,696.47 calculated using the proposed commercial floor area of 5,732 ft² and contribution rate of \$0.47/ft². The proposed market rental housing floor area is exempted under the Market Rental Housing Policy.

Housing

Market Rental Housing

The “High Density Market Rental Residential/Limited Commercial (ZMU45) – Lansdowne Village (City Centre)” zone requires that the subject development provides 100% of the residential units as market rental housing units secured in perpetuity with a market rental agreement registered on Title. As per the OCP, this exempts the proposal from the requirement to provide affordable low-end-of-market-rental (LEMR) housing units. The market rental agreement will include the requirement that all of the market rental units are maintained under a single ownership (within a single airspace parcel or one strata lot). The market rental rates are not subject to City control.

The owner is working with BC Housing through their HousingHub Provincial Rental Supply Program to facilitate the proposed development. The core goal of the HousingHub Program is to increase the supply of rental housing in the province. Under the program, rents are restricted to no higher than market rent and household income is restricted to no higher than the 75th percentile for BC households without and with children. The rental rates and income restrictions are not subject to City control and will be governed through a legal agreement between the owner and BC Housing.

Unit Type	Target Monthly Unit Rent Range (1)	Total Max. Household Income (2)
Studio	\$1,350 - \$1,600	\$116,330 or less
1-Bedroom	\$1,600 - \$1,900	
2-Bedroom	\$2,200 - \$2,400	\$163,220 or less

(1) Denotes approximate market rent rates identified by the owner, to be determined through market rent survey for Richmond. Rates may be adjusted periodically with the agreement of BC Housing based on market rent survey, or Provincial *Residential Tenancy Act* provisions.

(2) Denotes BC Housing 75th percentile Middle Income Limits 2020 values for households without and with children in BC. May be adjusted periodically as determined by BC Housing.

Dwelling Unit Mix

The OCP and CCAP encourage the development of a variety of unit types and sizes supportive of the diverse needs of Richmond's population including, but not limited to, households with children. Staff support the applicant's proposal, which includes the following mix of market rental unit sizes:

Unit Types	Average Unit Area	Project Unit Targets		
		#	Mix*	BUH**
Studio	37.3 m ² (402 ft ²)	13	+/- 9%	100%
1-Bedroom	47.5 m ² (511 ft ²) /unit	63	+/- 42%	100%
2-Bedroom	73.1 m ² (787 ft ²) /unit	73	+/- 49%	100%
TOTAL	10,064.9 m ² (108,341 ft ²)	149	100%	100%

* The number of units, unit sizes and unit mix will be confirmed to the satisfaction of the City through the Development Permit process.

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

Accessibility

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

Staff support the applicant's proposal, which is consistent with City Policy and includes:

- Barrier-free lobbies, common areas, and amenity spaces.
- 100% of the 149 market rental housing units will meet the Basic Universal Housing (BUH) provisions within Zoning Bylaw 8500.

Transportation

The CCAP requires the expansion of rear lane, bike, and pedestrian networks and encourages the provision of market rental housing.

Staff support the owner's proposal, which satisfies all City requirements. The site is located adjacent to the Canada Line and will be accessed from the rear lane east of the building, which is accessed from Lansdowne Road, which will be widened through the proposed rezoning. All off-site transportation improvements required with respect to the subject development will be designed and constructed at the owner's sole cost through the City's standard Servicing Agreement processes. Key transportation improvements to be provided by the owner include:

- Along the No. 3 Road frontage, road enhancement to provide a 1.8 m wide raised bike lane and 0.30 m wide buffer strip, separated from vehicular traffic by a physical measure (barrier curb).

- Along the Lansdowne Road frontage, in a combination of existing road right-of-way (ROW), 3 m wide road dedication and the granting of approximately 2.0 m wide Statutory Right-of-Way (SRW) and Public Rights-of-Passage (PROP), road widening to provide a 3.0 m wide parking layby, a 2.0 m wide treed boulevard, 2.0 m wide sidewalk and 2.0 m wide decorative concrete boulevard.
- Along the east property line, lane widening to provide ultimate 9.0 m width, including granting of approximately 3.0 m wide Statutory Right-of-Way (SRW) and Public Rights-of-Passage (PROP).

The owner submitted a traffic and parking study for the development prepared by a professional traffic consultant. The proposed parking is consistent with the Zoning Bylaw 8500 requirements subject to the provision of Transportation Demand Measures (TDM) to the satisfaction of the City. There will be a total of 143 parking spaces including 115 resident parking spaces and 28 parking spaces for the shared use of residential visitors and the commercial uses. A covenant will be registered on Title that ensures that the shared visitor and commercial parking spaces and loading space are not assigned to any specific residential unit or commercial unit.

The voluntary contribution of Transportation Demand Management (TDM) measures are supported by the applicant's Traffic Impact and Parking Study which has been reviewed and is supported by Transportation staff. The measures will be secured with a covenant and/or legal agreement with provisions for:

- Additional Class 1 Bicycle Storage: Provision of additional Class 1 bicycle spaces (265 spaces proposed vs. 189 spaces required) within the Development Permit Plans.
- Enhanced Bicycle Facilities: End-of-trip facilities are provided for the commercial uses, including showers, wash basins, water closets, lockers, and change rooms; and shared bicycle repair/maintenance stations are provided for both residential and commercial uses, including bicycle repair stand (with tools); foot pump; and faucet, hose and drain for bicycle washing.
- Transit Pass Program: A monthly bus pass (2-zone) will be provided for 40% of market rental units (60 units) for a period of one year.
- Car-share Parking Space with EV Charging Station: One parking space within the shared residential visitor/commercial pool of parking for car-share vehicles, with SRW registered in perpetuity to ensure such a space is publically accessible. The car-share space is to be equipped with an electric vehicle (EV) quick-charge (240 V) charging station for the exclusive use of car-share vehicles parked in the required car-share space.

The development will include energized electric vehicle (EV) charging outlets (208V – 240V) for 100% of resident vehicle parking spaces and 10% of the shared visitor/commercial parking spaces.

Based on the size of the development, there is one medium (SU9) loading space provided to be shared between residential uses and commercial uses.

The owner has entered into an agreement with TransLink for formal review through TransLink's Adjacent and Integrated Development (AID) process to ensure the development meets requirements for development adjacent to the Canada Line. Staff note that the proposed development exceeds the CCAP 6.0 m Canada Line setback requirement that was established with TransLink's input. Further, prior to Building Permit issuance, the owner must obtain and provide to the City TransLink concurrence, in writing, regarding adequate completion or otherwise successful resolution of TransLink's adjacent and integrated development (AID) project consent process.

Site Servicing Improvements

The owner shall be responsible for the design and construction of required works, including: (i) road and lane works; (ii) water, storm sewer, and sanitary sewer upgrades; (iii) related public and private utility improvements; and (iv) related granting of new statutory right-of-ways and modification of existing statutory rights-of-ways. The owner's design and construction of the required works and granting and modification of statutory right-of-ways, as determined to the satisfaction of the City, shall be implemented through the City's standard Servicing Agreement process (secured with legal agreement registered on Title and provision of a Letter of Credit) prior to rezoning adoption, as set out in the attached Rezoning Considerations (Attachment 6).

District Energy Utility

The proposed development is located in an area of City Centre that is envisioned to be serviced by the future off-site City Centre district energy utility (DEU) system. Registration of a legal agreement on Title is required prior to final adoption of the rezoning bylaw. The proposed development will be designed to utilize thermal energy from an on-site low carbon energy plant. The ownership of the low carbon energy plant will be transferred to the City before residents move into the building. The plant will become part of the future off-site City Centre district energy utility (DEU) system.

The project architect has also submitted a letter indicating their intent to meet the sustainability requirements set out in the applicable sections of Richmond's BC Energy Step Code, which is step 2 for the proposed high-rise building with a low carbon building energy system.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site (City) tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. A tree management plan prepared by the applicant's Arborist is included in the conceptual development plans (Attachment 5). The City's Tree Preservation Coordinator and Parks Arboriculture staff have reviewed the Arborist's report and support the Arborist's findings for on-site and City-owned trees. Based on this, staff recommend and the owner has agreed to the following terms, as set out in the attached Rezoning Considerations (Attachment 6):

- a) **On-Site Tree Removal and Replacement:** The owner shall provide compensation for the removal of six existing bylaw-sized trees from the site that are in conflict with the building footprint. The compensation shall be at the 2:1 replacement ratio in the OCP with the planting of 12 replacement trees on the subject site. The conceptual development plans include 15 new trees. Design development will occur through the Development Permit process, including confirmation of the number of replacement trees to be planted on the site.
- b) **Off-Site City-Owned Trees:** The owner shall install tree protection fencing to the satisfaction of Parks staff and the owner shall retain an Arborist to ensure the health and safety of the four existing street trees along the No. 3 Road frontage of the subject site.

Built Form and Architectural Character

The owner proposes to construct a high density high-rise commercial and market rental housing development on a corner site fronting No. 3 Road and Lansdowne Road, within walking distance of the Lansdowne Canada Line Station. The proposed development is consistent with CCAP Policy for the provision of land (via a combination of dedication and Statutory Rights-of-Way) to facilitate required transportation improvements. The proposed tower and podium form of development, which combines seven-storey and 15-storey building elements, generally confirms to the CCAP's Development Permit Guidelines and will be further developed through the Development Permit process. More specifically, the development has successfully demonstrated a strong urban concept contributing towards a high density, high-amenity, pedestrian-oriented environment in the Lansdowne Village, comprised of street-oriented commercial uses and market rental apartment housing.

In accordance with OCP Noise Management Policies, specifically aircraft noise, ambient noise in City Centre, commercial noise and proximity to the Canada Line, a legal agreement will be registered on Title prior to adoption of the rezoning bylaw. This will identify the development as mixed-use, and specify that the proposed development must be designed and constructed in a manner that mitigates potential aircraft, Canada Line and commercial noise to the proposed dwelling units. Dwelling units must be designed and constructed to achieve CMHC guidelines for interior noise levels, and technical specifications to maintain thermal environmental comfort for interior living spaces. Furthermore, the commercial uses and mechanical equipment are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated from penetrating into residential uses.

In addition, prior to adoption of the rezoning bylaw, a legal agreement will be registered on Title to notify future residents of view and other potential impacts associated with being located in the City Centre, that may arise as a result of surrounding City Centre development and/or proximity to the development's proposed commercial activities.

Development Permit Application

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

- a) **Architectural Form and Character:** The design of the building will be refined through the Development Permit process. More information is required with respect to urban design, adjacency interfaces, detailed design, façade materials and colours.
- b) **Open Space Design:** The design of the development's open space will be refined through the Development Permit process. More information is required with respect to urban design, adjacency interfaces, detailed design, number, size and species of trees and plants as well as specifications for materials, equipment and furnishings.
- c) **Common Amenity Spaces:** The combination of proposed indoor and outdoor common amenity spaces satisfy OCP and CCAP Development Permit Guidelines rates, as indicated in the attached Data Sheet (Attachment 4). More information is required with respect to the programming, design, landscaping and provision of children's play area to ensure they will satisfy City objectives.
- d) **Private Outdoor Amenity Spaces:** The City has adopted guidelines for the provision of private outdoor space for residential uses. More information is required with respect to the design integration of private outdoor space.
- e) **Accessibility:** Through the Development Permit process the design of BUH units and common spaces and uses will be refined.
- f) **Sustainability:** The proposed BC Energy Step Code step 2 (with low carbon building energy system) compliance and opportunities to better understand and enhance the building's performance in coordination with its architectural expression will be explored through the Development Permit process.
- g) **Emergency Services:** Through the Development Permit and Building Permit processes, Fire Department response points and related provisions for firefighting will be addressed.
- h) **Crime Prevention through Environmental Design (CPTED):** The City has adopted policies intended to minimize opportunities for crime and promote a sense of security. CPTED design elements and plans demonstrating surveillance, defensible space, and related measures will be reviewed through the Development Permit process.
- i) **Parking and Loading:** A draft functional plan showing internal vehicle circulation, truck manoeuvring, bicycle storage and related features has been provided and will be finalized through the Development Permit process.
- j) **Waste Management:** A draft waste management plan has been submitted and will be finalized through the Development Permit process.

Financial Impact or Economic Impact

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

Conclusion

Headwater Living Inc. has applied to the City of Richmond for permission to rezone 5500 No. 3 Road from the “Downtown Commercial (CDT1)” zone to a new “High Density Market Rental Residential/Limited Commercial (ZMU45) – Lansdowne Village (City Centre)” site specific zone. The proposed rezoning would permit the development of a high density mixed-use high-rise development containing approximately 533 m² (5,732.00 ft²) of commercial space at grade and approximately 149 purpose-built market rental housing units (secured in perpetuity with a market rental agreement).

Associated with the proposed zoning amendment is a proposed amendment to the Official Community Plan (OCP) that would permit additional density for developments that provide rental housing, considered on a case by case basis.

The proposed site specific “High Density Market Rental Residential/Limited Commercial (ZMU45) – Lansdowne Village (City Centre)” zone will, if approved, accommodate the proposal, including a market rental housing density bonus, a VCB density bonus, and site specific shared loading requirement. An analysis of the owner’s proposal shows it to be well considered and consistent with the OCP and City Centre Area Plan’s (CCAP’s) development, livability, sustainability, and urban design objectives.

Off-site works, including utility upgrades, road widening and frontage improvements along three sides of the site, will be the subject of the City’s standard Servicing Agreement processes (secured with a Letter of Credit).

An analysis of the developer’s proposal shows it to be consistent with the CCAP’s development, livability, sustainability, and urban design objectives. On this basis, it is recommended that Official Community Plan Bylaw 9000, Amendment Bylaw 10131 and Richmond Zoning Bylaw 8500, Amendment Bylaw 10130 be introduced and given first reading.

Sara Badyal.

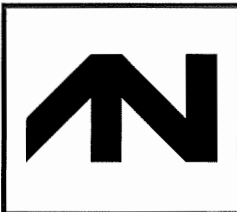
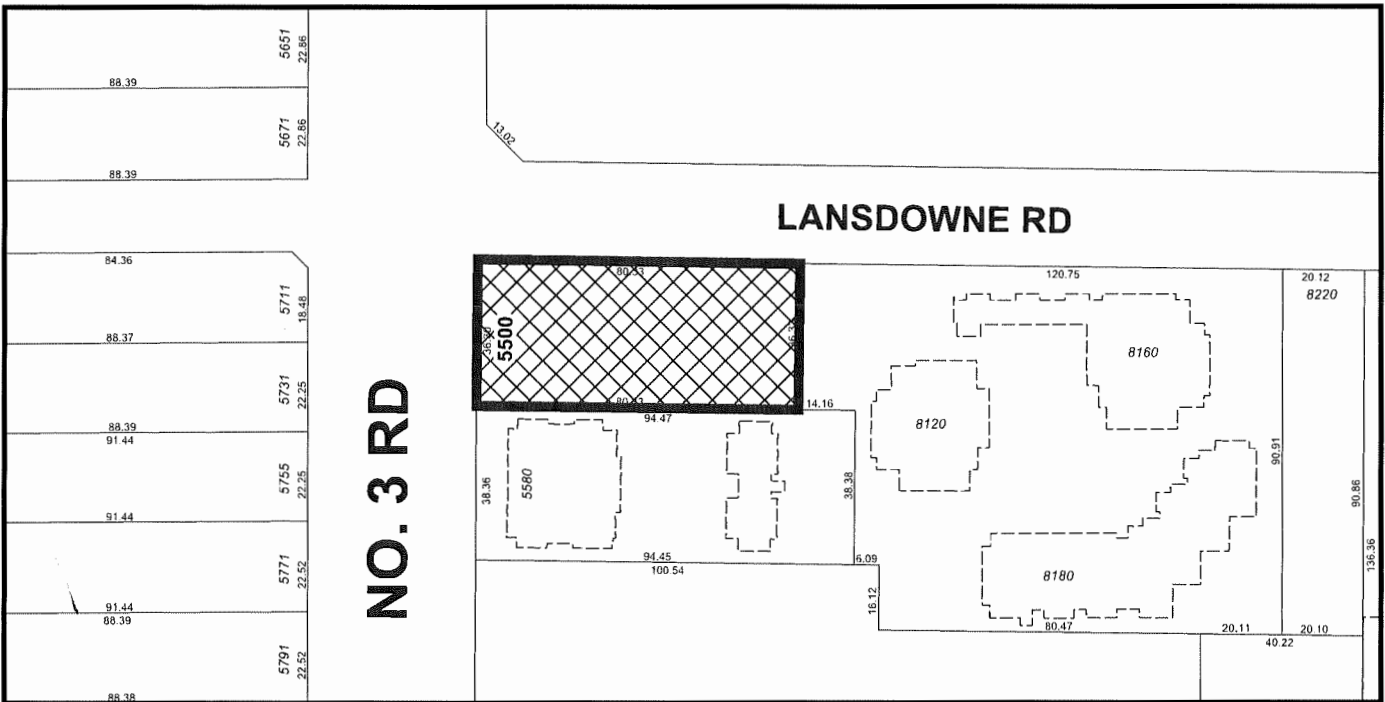
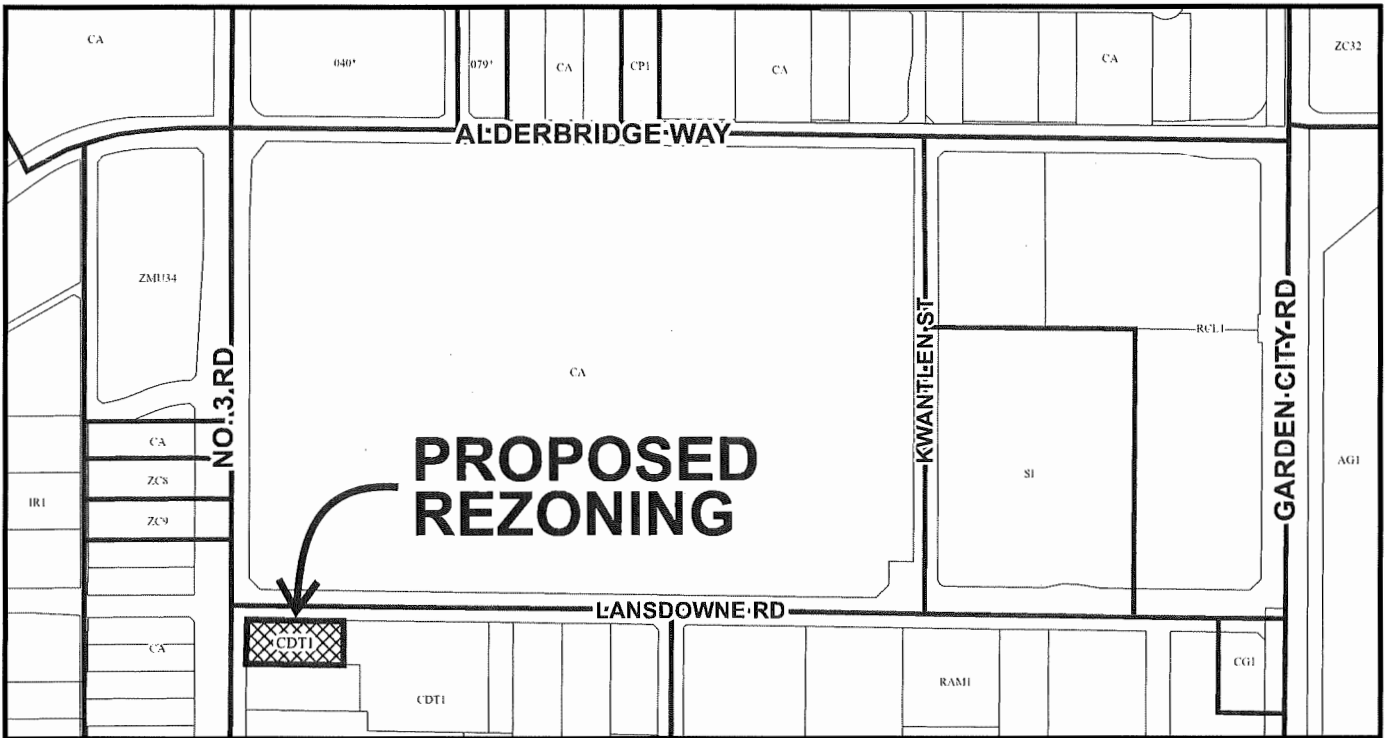
Sara Badyal
Planner 2
(604-276-4282)

MM/SS/SB:blg

Attachment 1: Location Map
Attachment 2: Aerial Photograph
Attachment 3: Specific Land Use Map: Lansdowne Village (2031)
Attachment 4: Development Application Data Sheet
Attachment 5: Conceptual Development Plans
Attachment 6: Rezoning Considerations



City of Richmond



RZ 19-858804

Original Date: 05/07/19

Revision Date:

Note: Dimensions are in METRES



City of Richmond



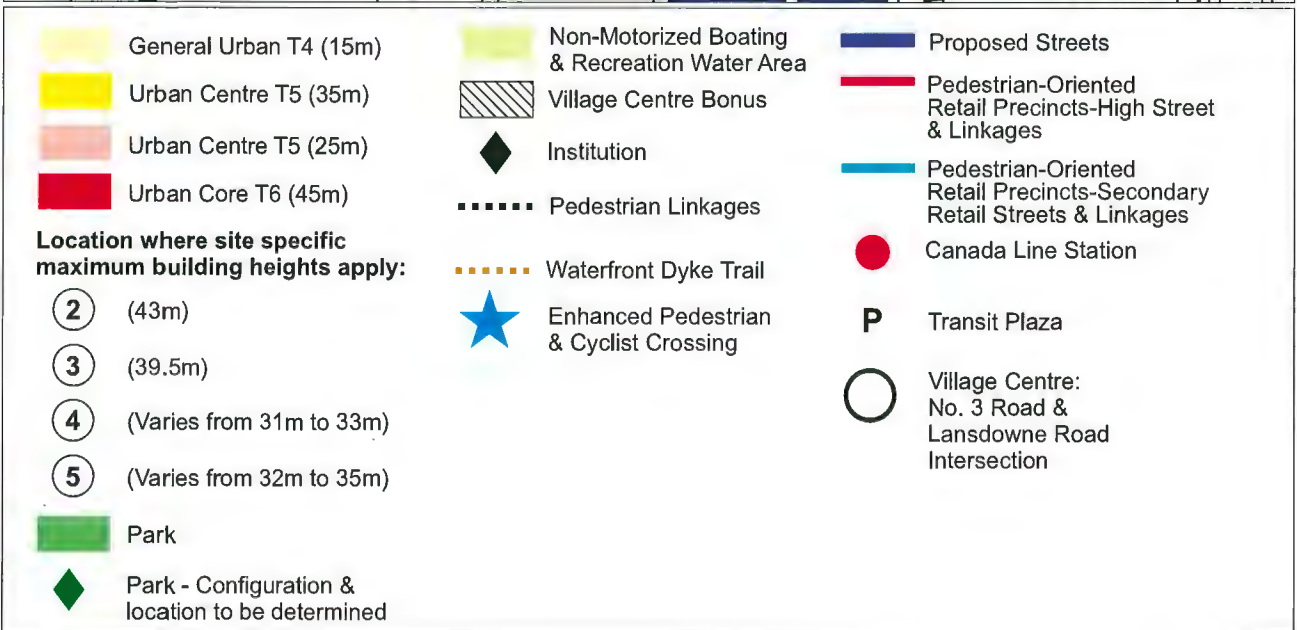
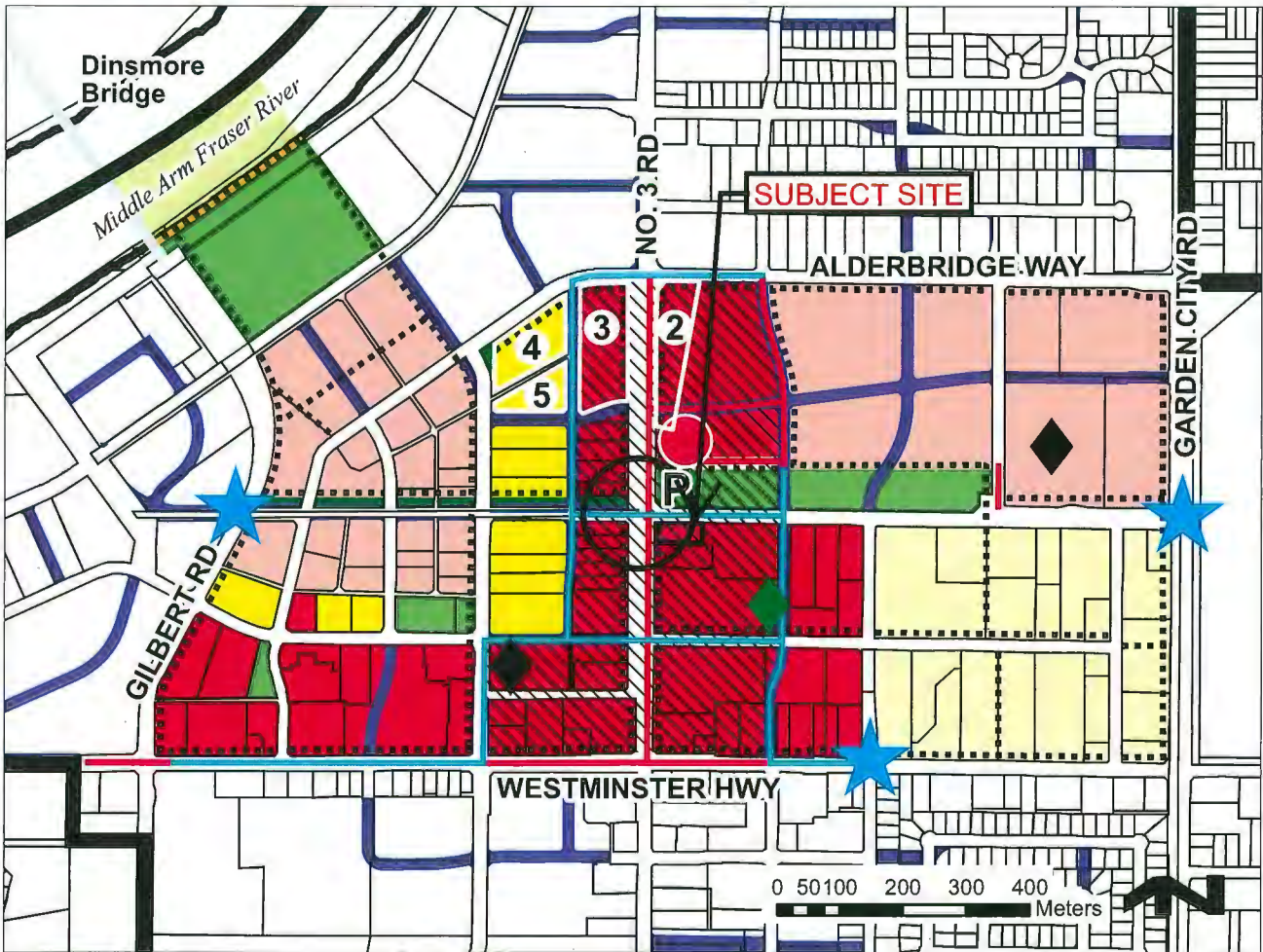
RZ 19-858804

Original Date: 05/07/19

Revision Date:

Note: Dimensions are in METRES

Specific Land Use Map: Lansdowne Village (2031) Bylaw 10020
2019/05/21



Bylaw 10020
2019/05/21 Maximum building height may be subject to established Airport Zoning Regulations in certain areas.



City of Richmond

Development Application Data Sheet

Development Applications Department

RZ 19-858804			
Address:	5500 No 3 Road		
Applicant:	Headwater Living Inc.		
Owner:	Richard and Leslie Ames, Executors of the Wills of Clifford and Surella Ames (Beneficial Owner: HPL3 Limited Partnership)		
Planning Area(s):	Lansdowne Village (City Centre)		
	Existing	Proposed	
Site Area	2,917.5 m ² (31,403.7 ft ²)	2,671.6 m ² (28,756.9 ft ²)	
Land Uses	Downtown Commercial	Apartment Residential and Commercial	
OCP Designation	Mixed Use	Mixed Use	
CCAP Designation	Urban Core T6 (45m)	Urban Core T6 (45m)	
Zoning	Downtown Commercial (CDT1)	High Density Market Rental Residential/Limited Commercial (ZMU45) – Lansdowne Village (City Centre)	
Number of Units	1 Commercial building	2 Retail Units and 149 Market Rental Units	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 3.77 FAR including Max. 0.2 VCB (commercial) and 149 market rental units	3.77, including 0.2 commercial (533 m ²) and 149 market rental units (9,533 m ²)	None permitted
Lot Coverage	Max. 80%	Max. 80%	None
Setback – No. 3 Road	Min. 3.0 m	Min. 3.0 m	None
Setback – Lansdowne Road	Min. 5.0 m	Min. 5.0 m	None
Setback – South Side Yard	Min. 0.0 m	Min. 0.0 m	None
Setback – East Rear Yard	Min. 1.5 m	Min. 1.5 m	None
Height	47.0 m geodetic	47.0 m geodetic	None
Lot Size	2,400 m ²	2,671.6 m ²	None
Lot Dimensions	Width: Min. 30 m Depth: Min. 75 m	Width: 33.3 m Depth: 80.3 m	None
Parking Spaces	City Centre Zone 1 with TDMs: Market Rental (4% TDM): 115 Visitor/commercial (6.7% TDM, including 1 car-share): 28 Total: 143	With TDMs: Market Rental: 115 Visitor/commercial (including 1 car-share): 28 Total: 143	None
Parking – Accessible Spaces	Min. 2%	2%	None
Parking – Small Car Spaces	Max. 50%	49%	None
Parking – Tandem Spaces	Permitted (residents only)	None	None
Off-Street Loading	1 medium loading space (shared)	1 medium loading space (shared)	None
Bicycle Storage	187 class 1 secure bike spaces 30 class 2 bike rack spaces	265 class 1 secure bike spaces 33 class 2 bike rack spaces	None
EV (Energized) Charging for Cars	Market Rental: 100% energized Commercial: 10% energized Car-share: 1-240V charging station	Market Rental: 100% energized Commercial: 10% energized Car-share: 1-240V charging station	None
Amenity Space – Indoor:	100 m ²	133 m ²	none
Amenity Space – Outdoor:	930 m ²	945 m ²	none

MCM

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Mackey
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MCMPartners.com

Headwater
HEADWATER PROJECTS

DLI 2019/04.10 (DLI # 041872004)
Headwater
VICTORIA BC

Site
MIXED USE
RENTAL
RESIDENTIAL
BUILDING
5507 No. 3 Rd.
RICHMOND, BC
Project

RENDER

Drawing
Scale
Phase 2/2019
Sheet A001



LANSDOWNE RD - FACING EAST

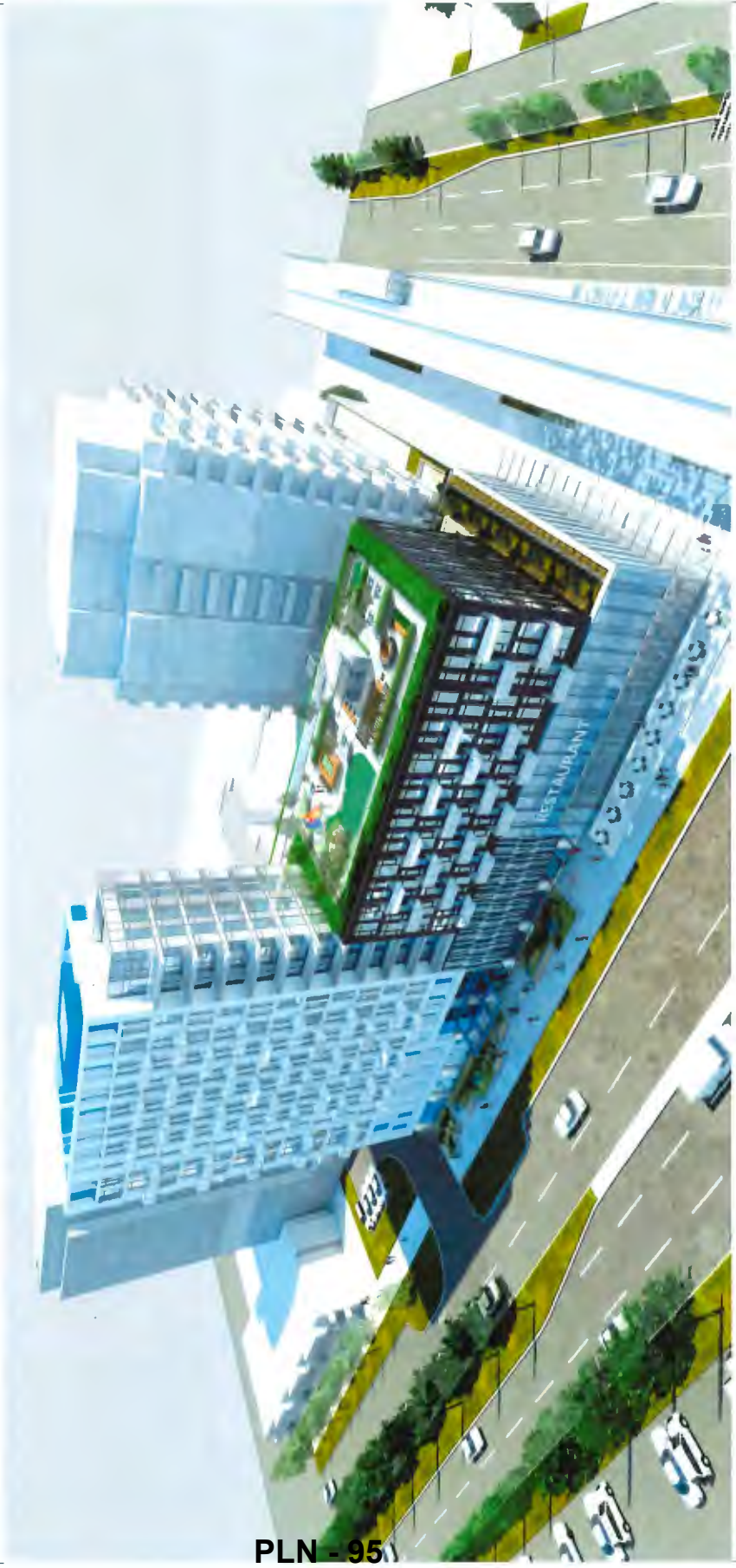
PLN - 93

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PLN - 94

LANSDOWNE RD - FACING WEST



PLN - 95

BIRDSEYE VIEW - FROM NORTHWEST

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VIEW POINT A - FROM SKYTRAIN TRACK SEE EAST



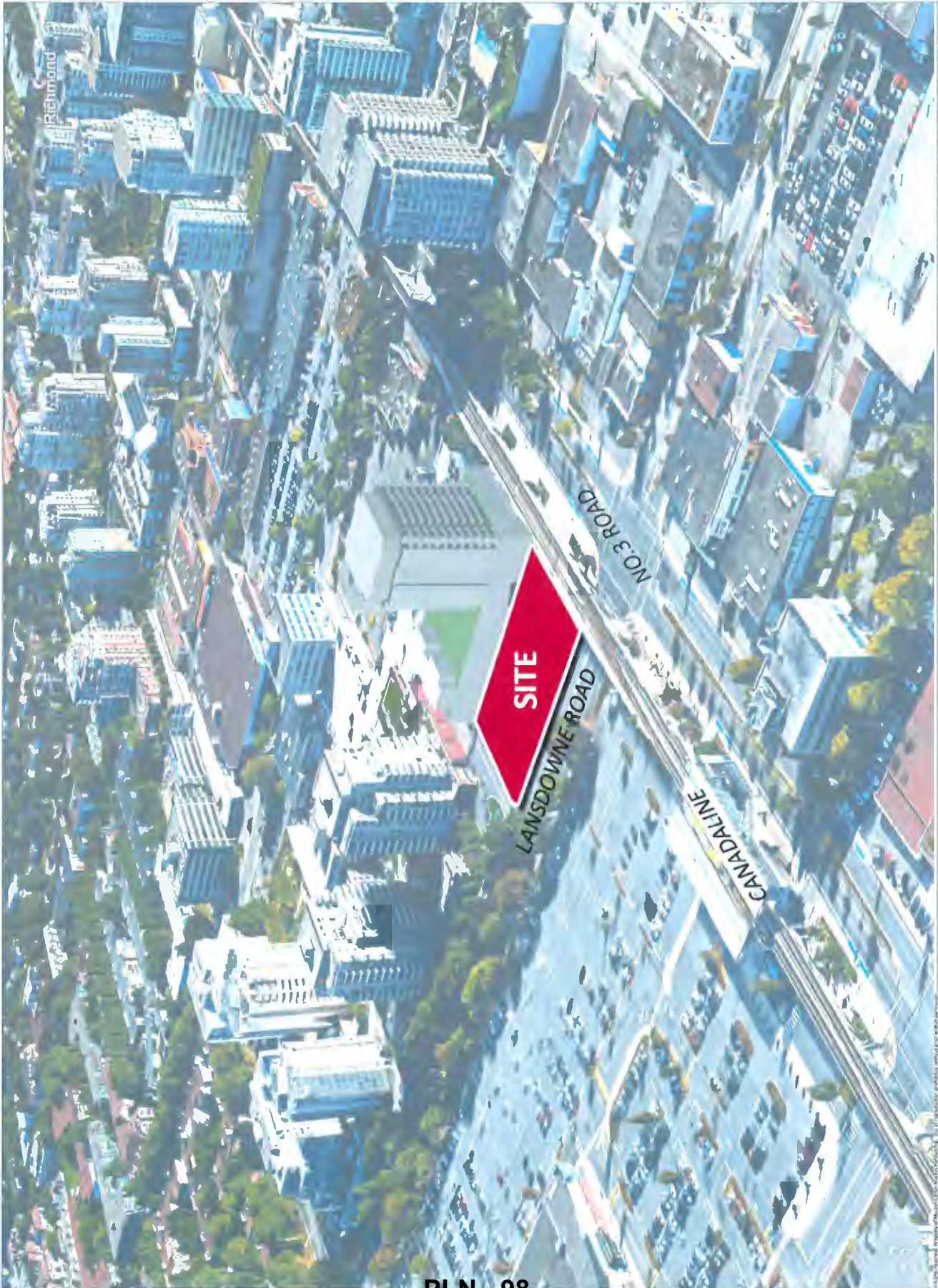
VIEW POINT C - FROM SOUTH 5580 SEE NORTH



VIEW POINT B - FROM EAST LANE SEE WEST



VIEW POINT D - CANADA LINE FACING NORTH





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 Creative Place
 1500 West Hastings Street
 Vancouver, British Columbia
 Canada V6E 3B1
 T 604.482.1771
 F 604.482.1771
 mcm@architects.com



Headwater
 HEADWATER PROJECTS

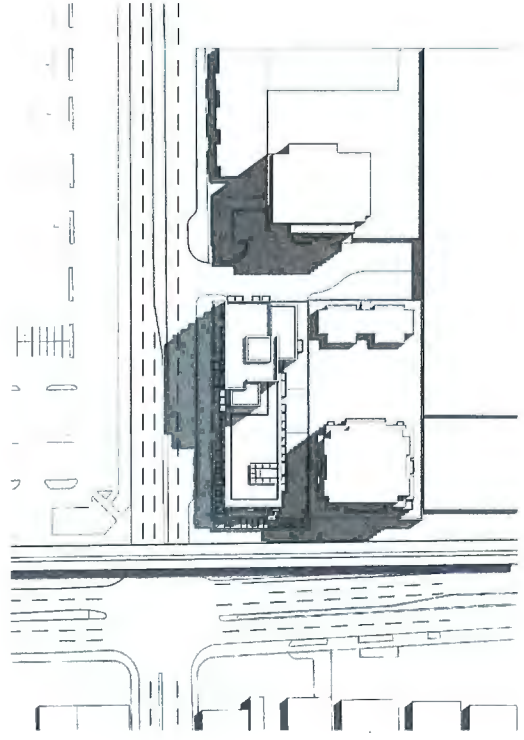
DL1 201704.18.027 458170204
 Headwater

Scale
**MIXED USE
 RESIDENTIAL
 BUILDING**
 5500 No. 3 Rd.,
 RICHMOND, BC
 Project

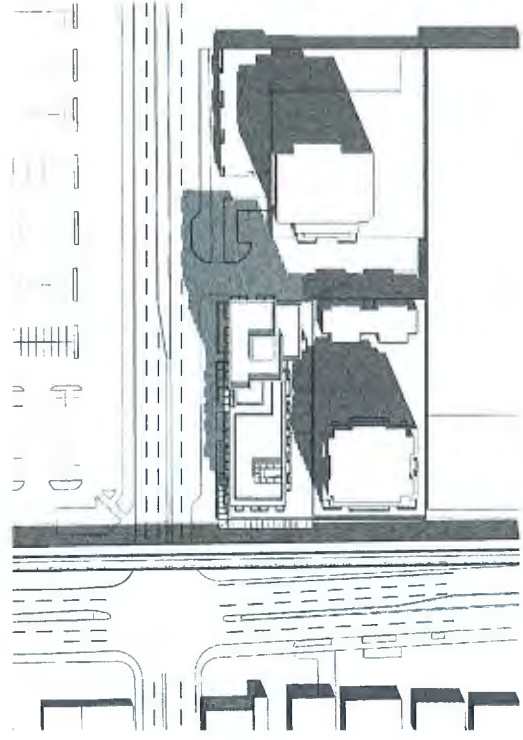
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 SUMMER
 SOLSTICE**

Drawn by
 1004 - 1107
 238033

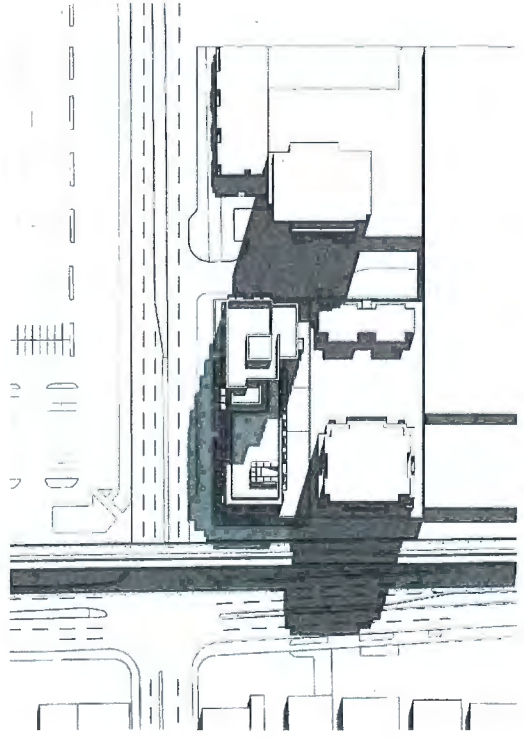
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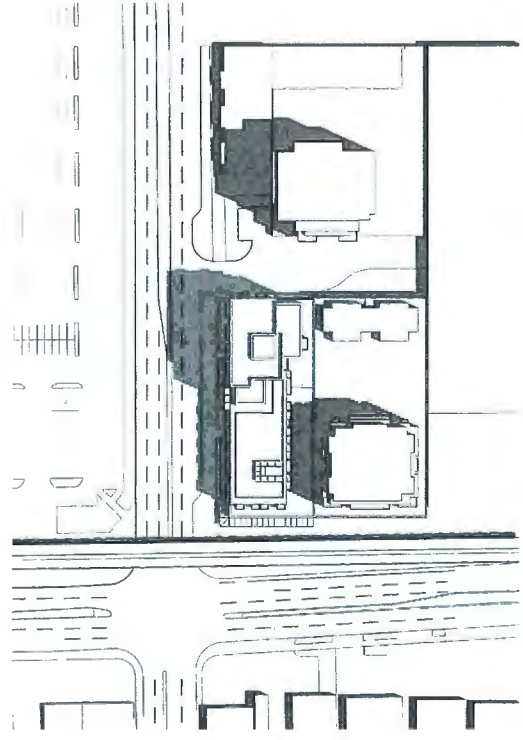
2 SUMMER SOLSTICE JUNE 21 @ 12 pm (UTC-7)



4 SUMMER SOLSTICE JUNE 21 @ 4 pm (UTC-7)



1 SUMMER SOLSTICE JUNE 21 @ 10 am (UTC-7)



3 SUMMER SOLSTICE JUNE 21 @ 2 pm (UTC-7)



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HEADWATER PROJECTS

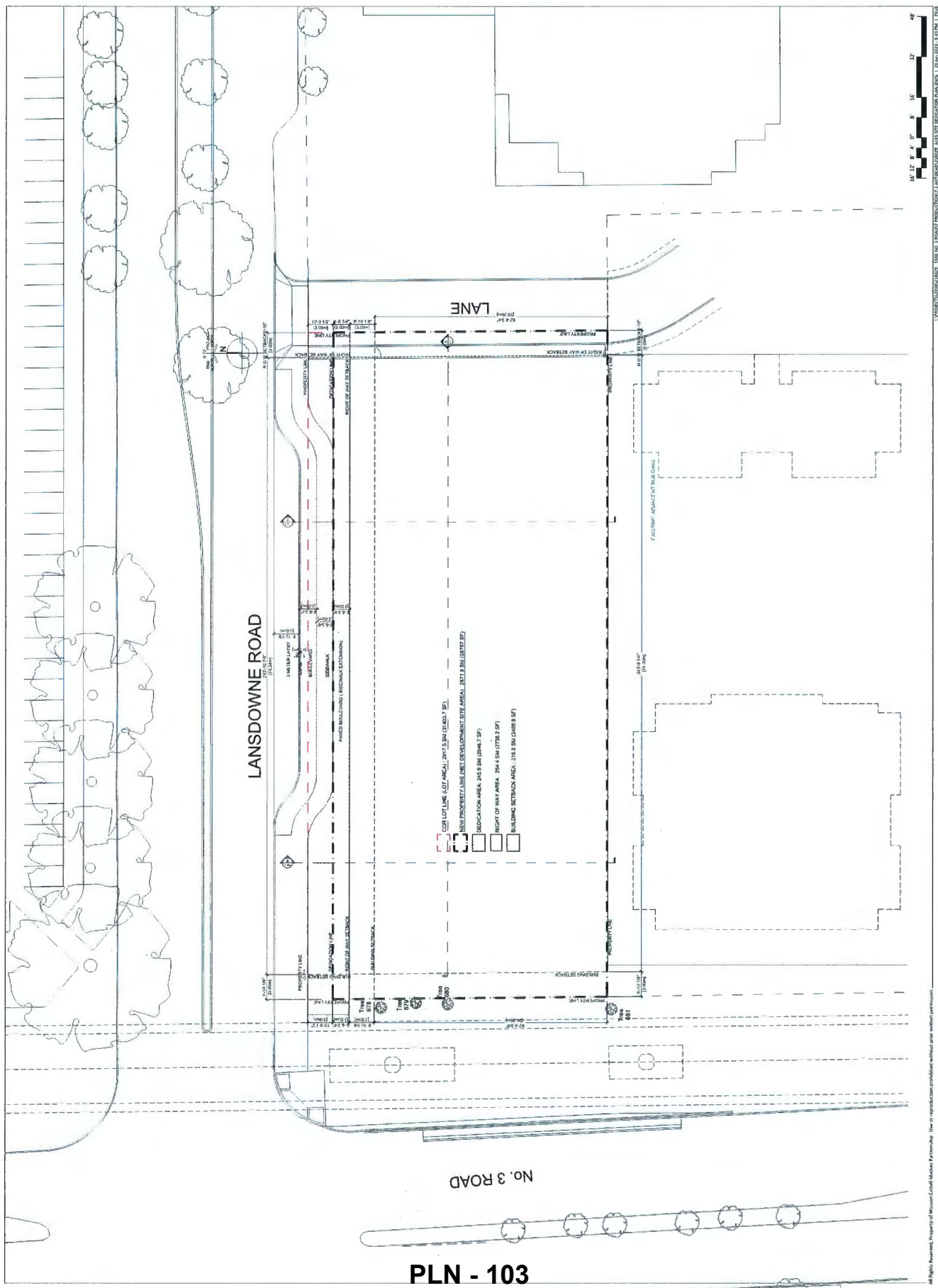
011 201914 REVISED LAYOUT PLAN
 2019.04.01
 2102259

Client
**MIXED USE
 RENTAL
 RESIDENTIAL
 BUILDING**
 5300 No. 3 Rd.
 RICHMOND, BC

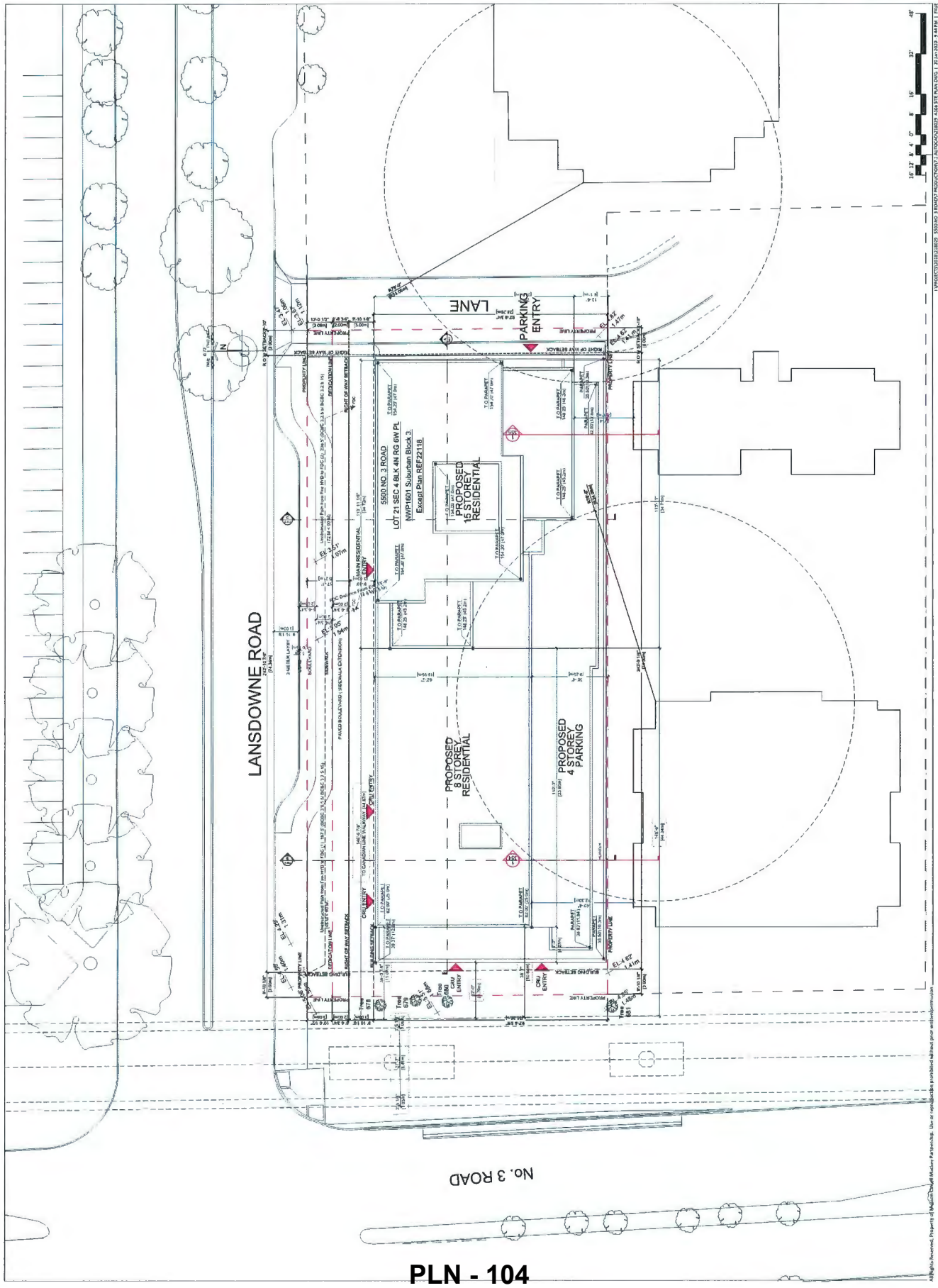
Project
**SITE
 DEDICATION PLAN**

Drawn
 3/20/19
 2102259

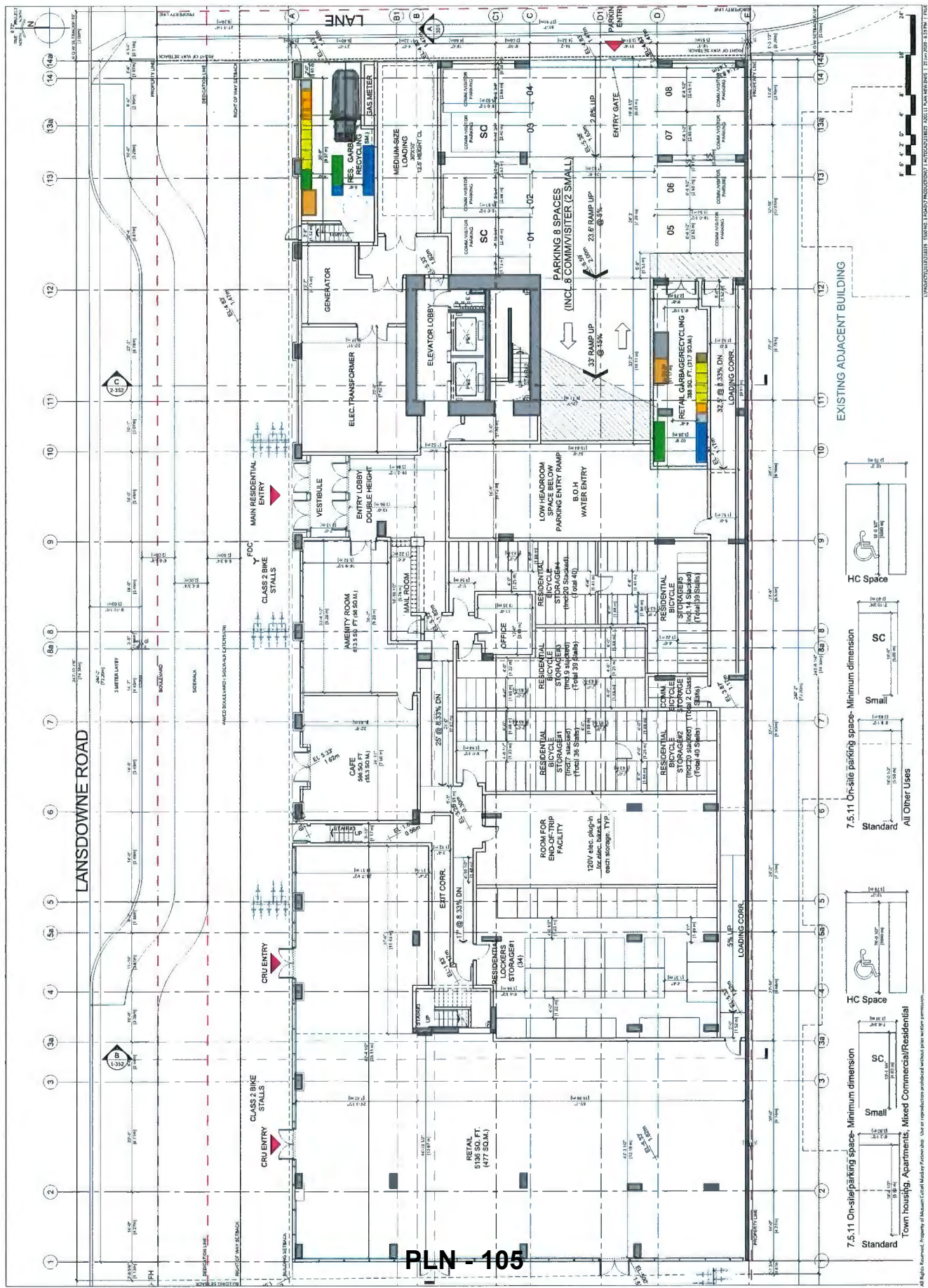
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A105



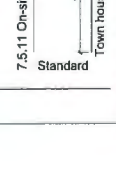
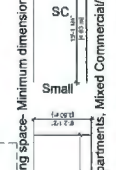
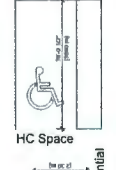
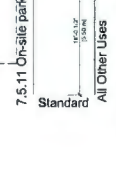
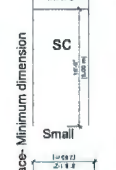
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PLN - 105



7.5.11 On-site parking space - Minimum dimension

Standard

HC Space

SC

Small

7.5.11 On-site parking space - Minimum dimension

Standard

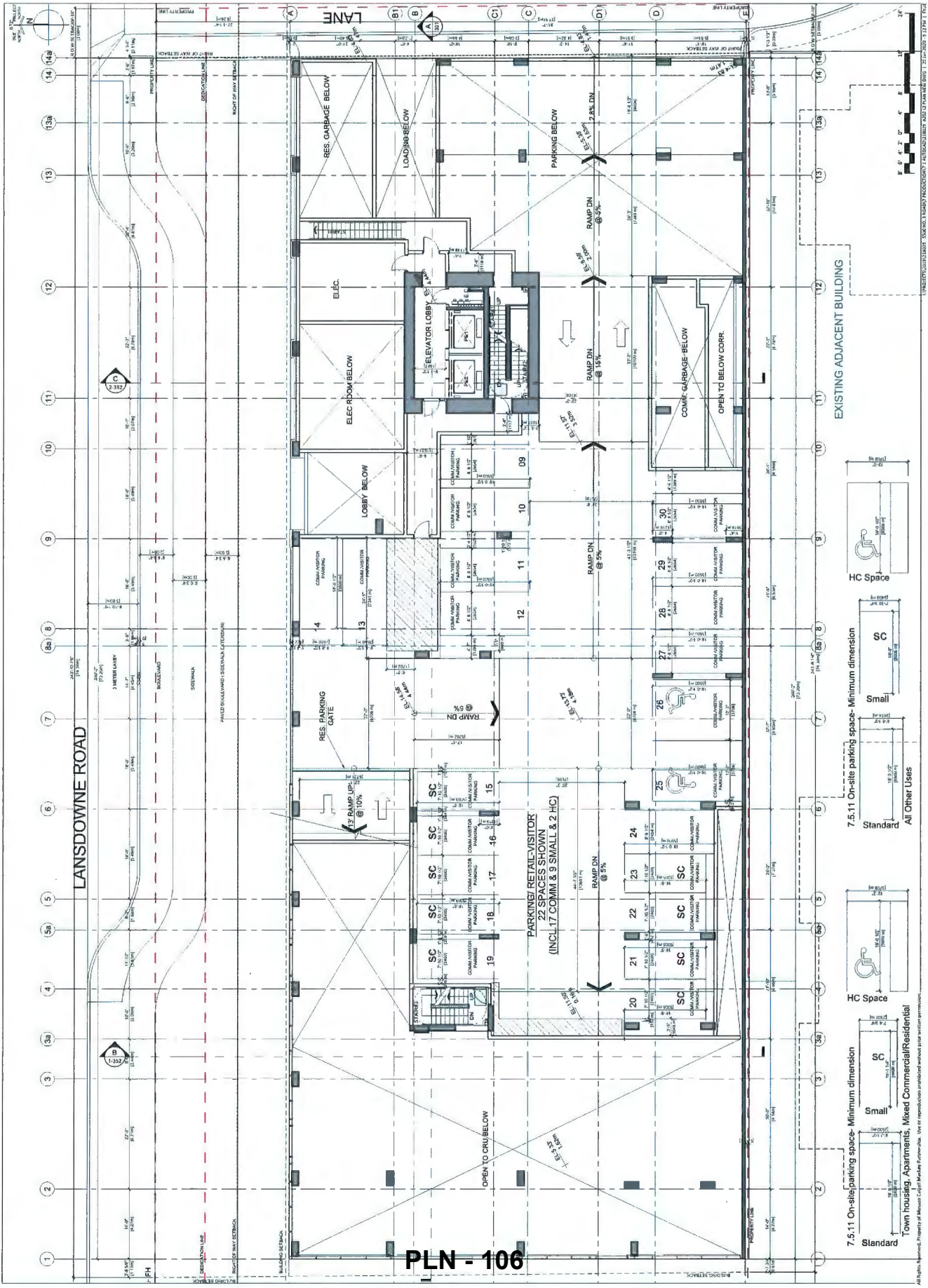
HC Space

SC

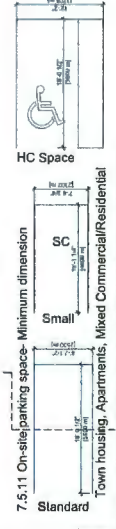
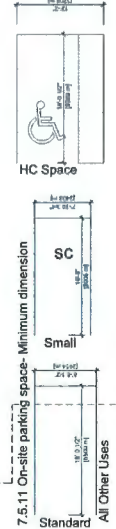
Small

Town housing, Apartments, Mixed Commercial/Residential

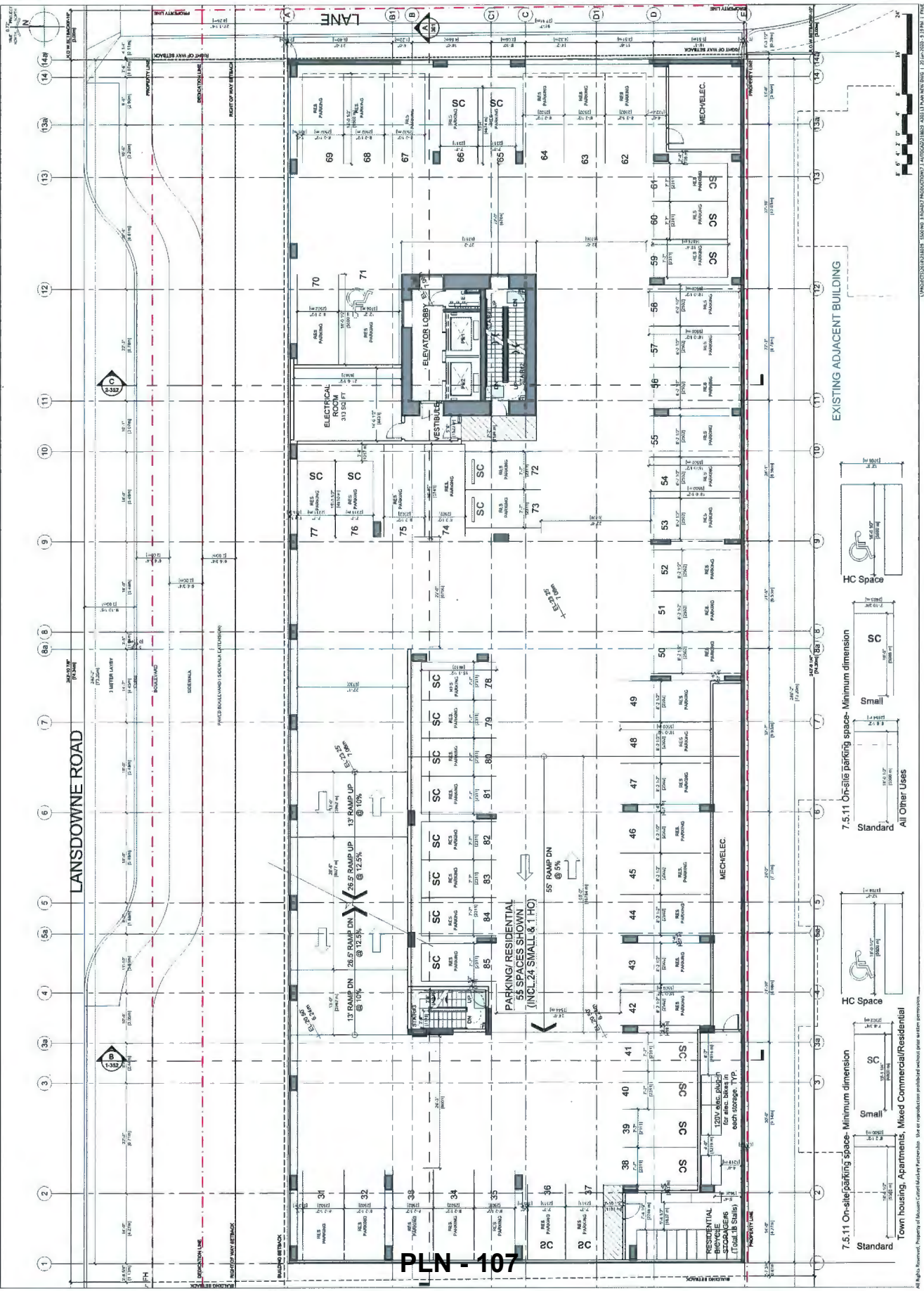
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PLN - 106

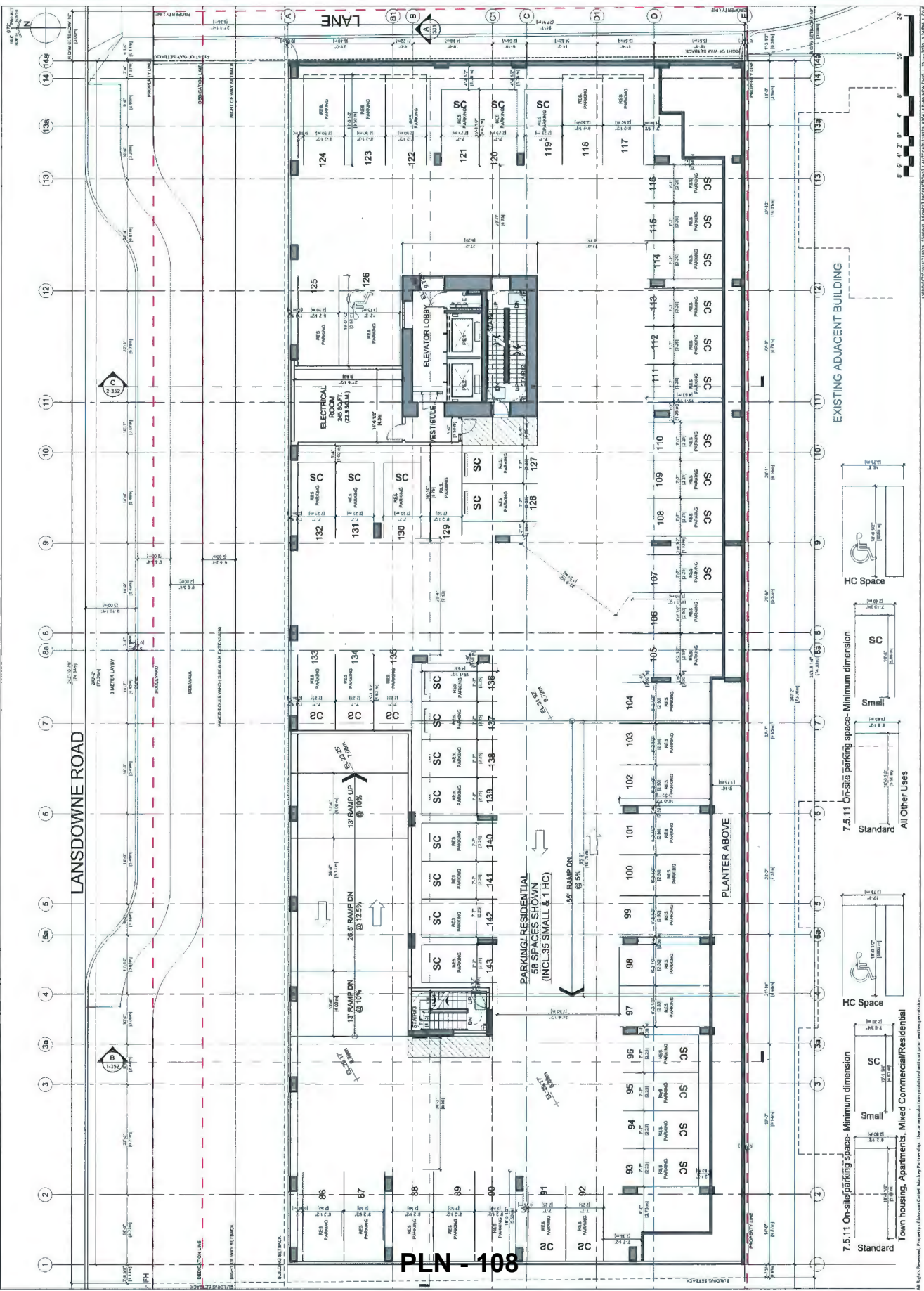


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Town housing, Apartments, Mixed Commercial/Residential

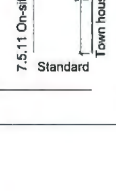
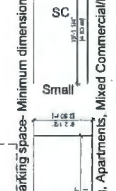
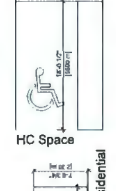
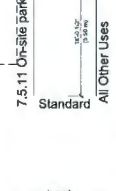
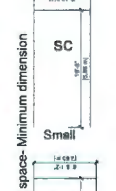
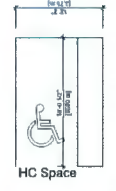


PLN - 107

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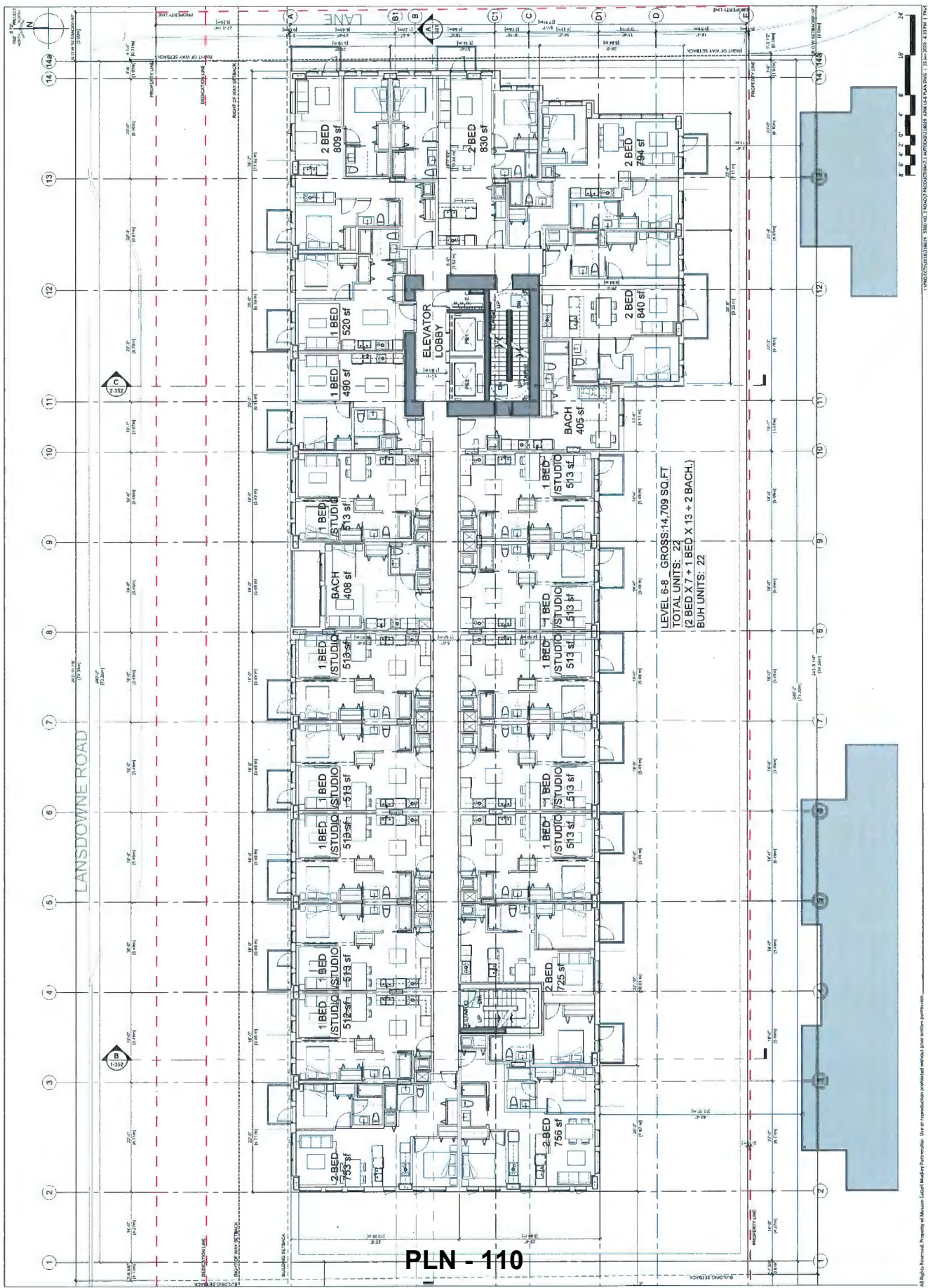


PLN - 108



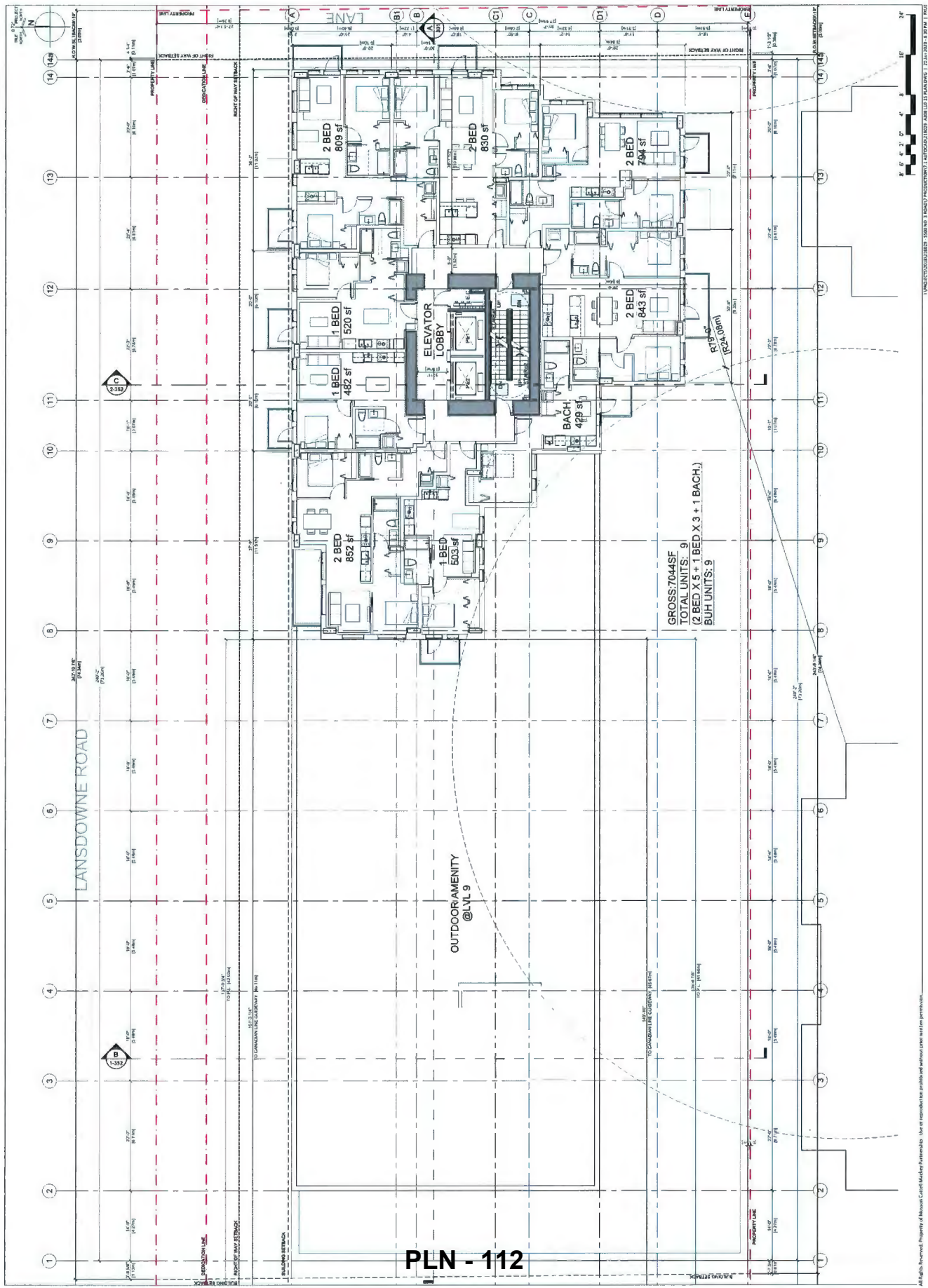
7.5.11 On-site parking space - Minimum dimension
 Standard
 All Other Uses
 Town housing, Apartments, Mixed Commercial/Residential

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LEVEL 6-8 GROSS: 14,709 SQ. FT.
TOTAL UNITS: 22
(2 BED X 7 + 1 BED X 13 + 2 BACH.)
BUH UNITS: 22

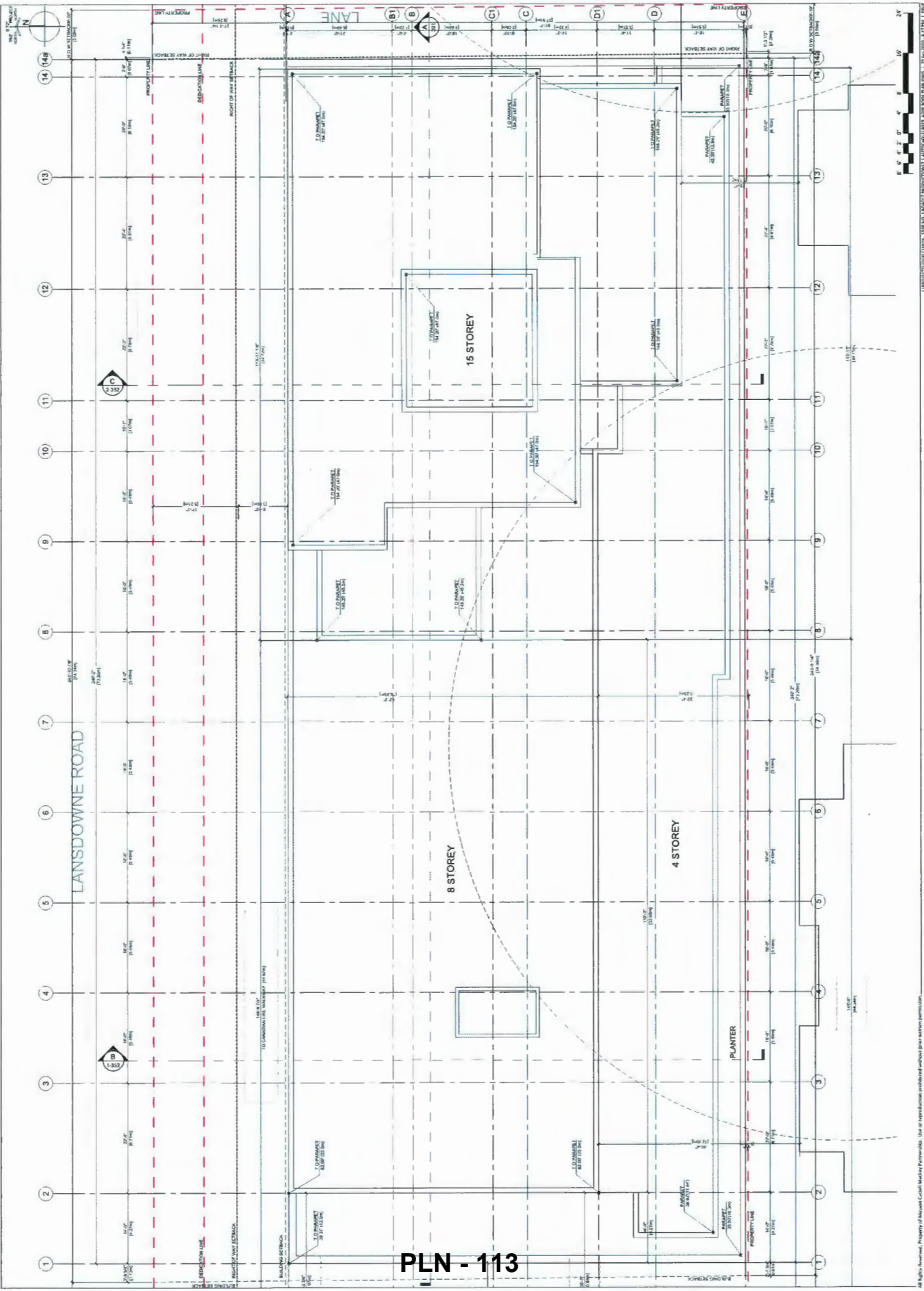
PLN - 110



GROSS: 7044 SF
 TOTAL UNITS: 9
 (2 BED X 5 + 1 BED X 3 + 1 BACH.)
 BUH UNITS: 9

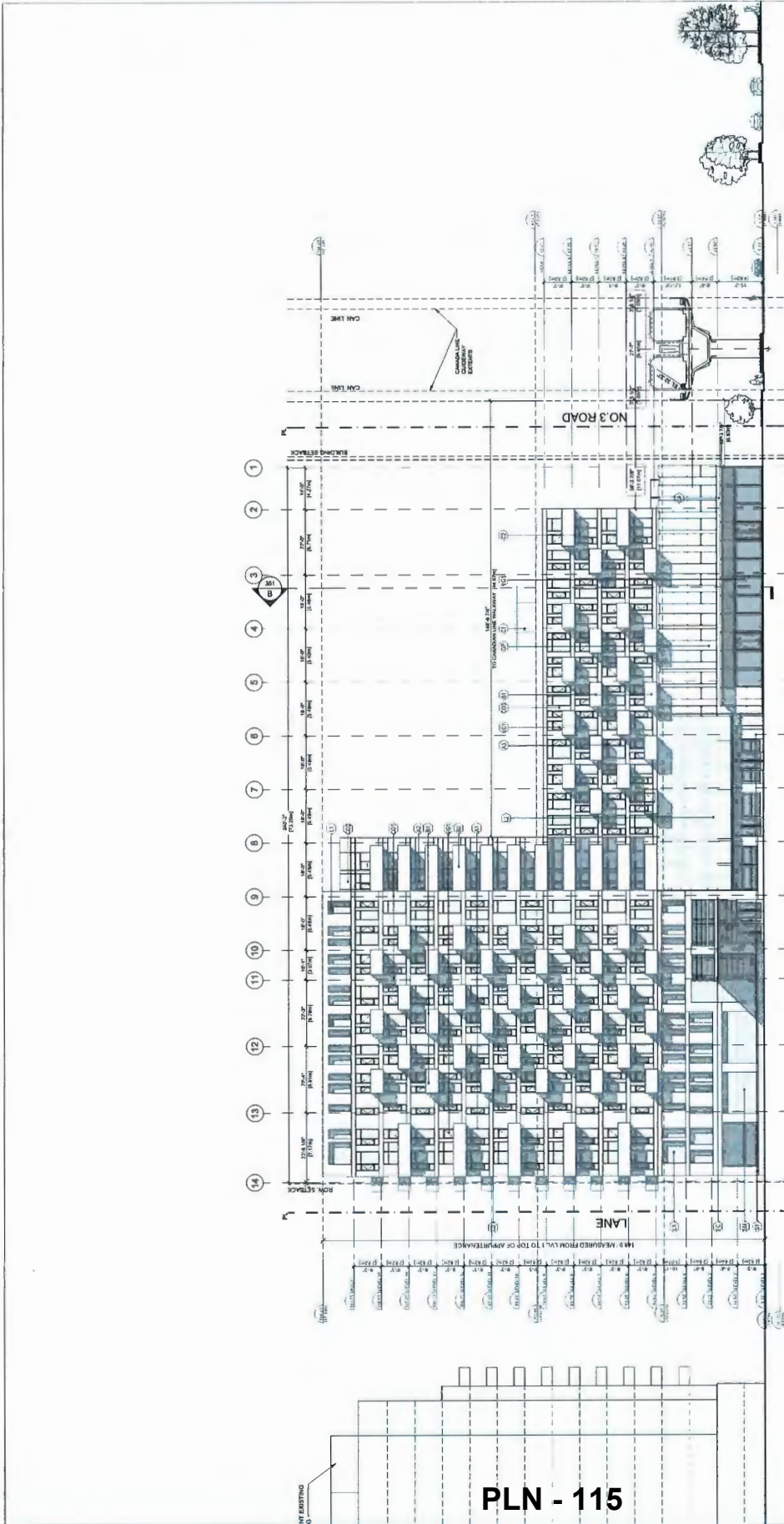
PLN - 112

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PLN - 113

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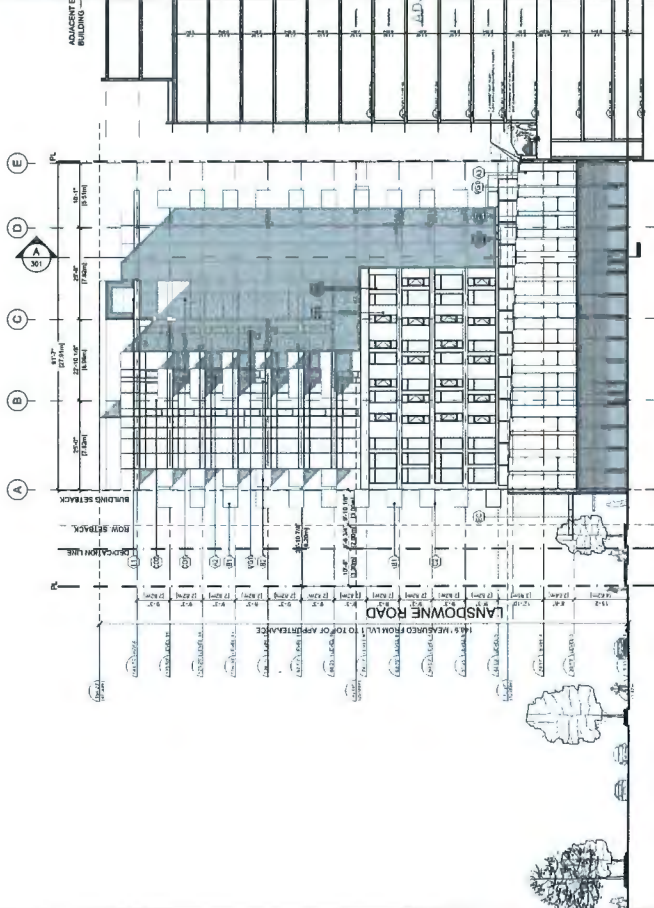
1. BUILDING NORTH ELEVATION
SCALE 1/8" = 1'-0"

MATERIAL LEGEND

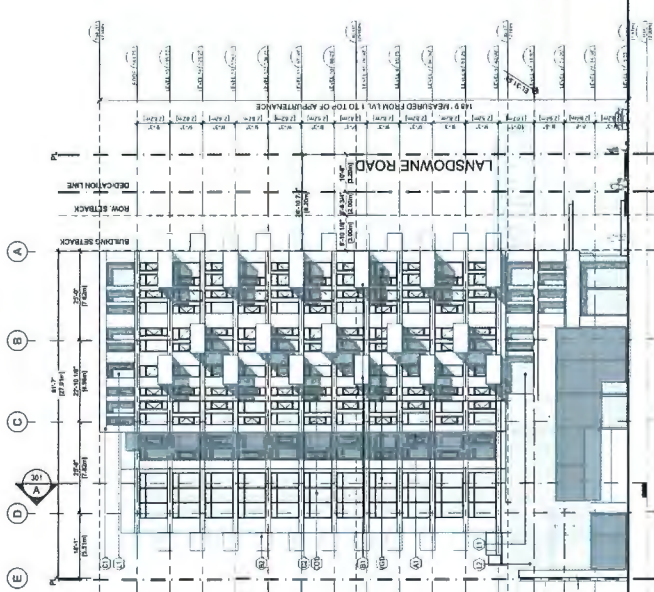
(A1)	Aluminum Mullion (White)	(B1)	High Reflective Glass Guardrail with Metal Rails and Posts.
(A2)	Aluminum Mullion (Light Grey)	(B2)	High Reflective Glass Guardrail with Metal Rails and Posts.
(A3)	Aluminum Mullion (Charcoal Grey)	(C1)	Glass Canopy / Metal Frame - Light Grey
(B3)	Aluminum Mullion (Dark Grey)	(C2)	Empty Glass Canopy / Metal Frame - Blue
(C1)	Aluminum Mullion (Light Grey)	(D1)	Translucent Glass Panel
(C2)	Aluminum Mullion (Dark Grey)	(D2)	Translucent Glass Panel with Metal Panel
(D1)	Aluminum Mullion (Light Grey)	(E1)	Vertical Glass Column
(D2)	Aluminum Mullion (Dark Grey)	(E2)	Vertical Glass Column
(E1)	Aluminum Mullion (Light Grey)	(F1)	Vertical Glass Column
(E2)	Aluminum Mullion (Dark Grey)	(F2)	Vertical Glass Column
(F1)	Aluminum Mullion (Light Grey)	(G1)	Vertical Glass Column
(F2)	Aluminum Mullion (Dark Grey)	(G2)	Vertical Glass Column
(G1)	Aluminum Mullion (Light Grey)	(H1)	Vertical Glass Column
(G2)	Aluminum Mullion (Dark Grey)	(H2)	Vertical Glass Column
(H1)	Aluminum Mullion (Light Grey)	(I1)	Vertical Glass Column
(H2)	Aluminum Mullion (Dark Grey)	(I2)	Vertical Glass Column
(I1)	Aluminum Mullion (Light Grey)	(J1)	Vertical Glass Column
(I2)	Aluminum Mullion (Dark Grey)	(J2)	Vertical Glass Column
(J1)	Aluminum Mullion (Light Grey)	(K1)	Vertical Glass Column
(J2)	Aluminum Mullion (Dark Grey)	(K2)	Vertical Glass Column
(K1)	Aluminum Mullion (Light Grey)	(L1)	Vertical Glass Column
(K2)	Aluminum Mullion (Dark Grey)	(L2)	Vertical Glass Column
(L1)	Aluminum Mullion (Light Grey)	(M1)	Vertical Glass Column
(L2)	Aluminum Mullion (Dark Grey)	(M2)	Vertical Glass Column



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2. BUILDING WEST ELEVATION
 1/32" SCALE: 1/16" = 1'-0"



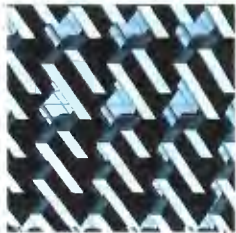
2. BUILDING EAST ELEVATION
 1/32" SCALE: 1/16" = 1'-0"

MATERIAL LEGEND

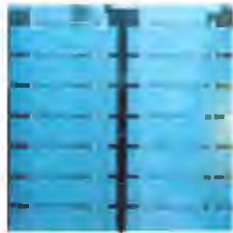
(A1)	Aluminum Mullion (White)	(C1)	Composite - Bone White	(S1)	High Reflective Glass Guardrail
(A2)	Aluminum Mullion (Light Gray)	(C2)	Composite - Light Gray	(S2)	Glass Guardrail
(A3)	Aluminum Mullion (Charcoal Gray)	(C3)	Composite - Dark Gray	(S3)	Glass with Metal Ribs and Posts
(V1)	Vision Glass	(C4)	Painted Concrete - Charcoal Gray	(S4)	Glass Canopy Metal Frame - Light Gray
(L1)	Metal Louver Screen	(C5)	Painted Concrete - Various Blue	(S5)	Entry Glass Canopy Metal Frame - Blue
(L2)	Angled Perforated Metal Panels	(C6)	Light Gray Natural Granite	(S6)	Translucent Glass Panel
		(C7)	Relax Stone/Concrete	(S7)	Standard Screen Metal Panel
				(S8)	- Various Blue



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High-Reflective Glass Guardrail with metal
B1



Translucent Glass Panels in front of Spandrel
GP



Glass Canopy/Metal Frame (Light Grey)
CA



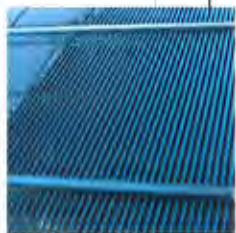
Composite Panel (Metal or Cementitious)
- Dark Grey
C03



Composite Panel (Metal or Cementitious)
- Light Grey
C02



Composite Panel (Metal or Cementitious)
- Bone White
C01



Metal Lower Screen (Various Blue Colors)
L1



Printed Concrete (Various Blue)
C4



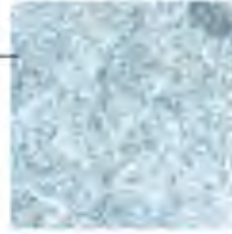
Glass Guardrail with metal rail and posts
B2



Angled Perforated Metal Panels
L2



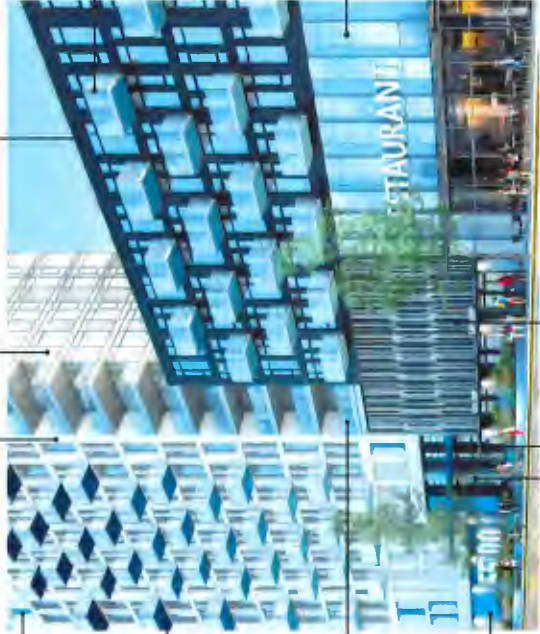
Glass Canopy/Metal Frame (Blue)
EC

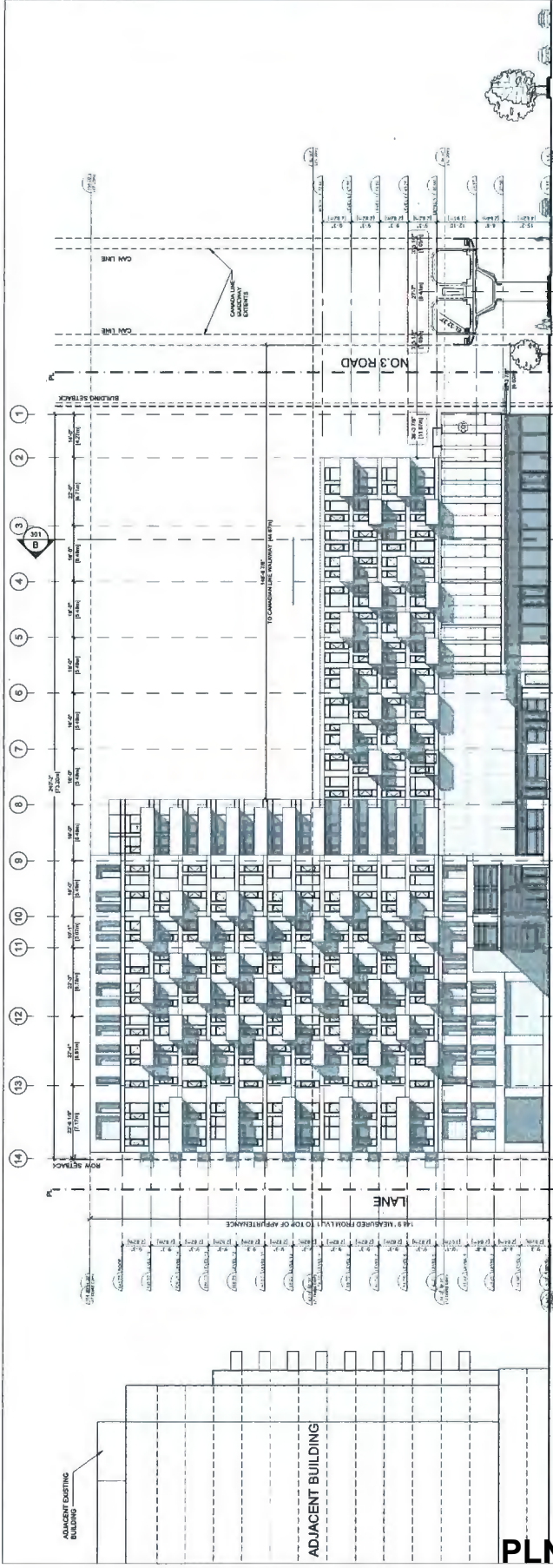


Light Grey Natural Granite Retail
Storefront Columns
S1



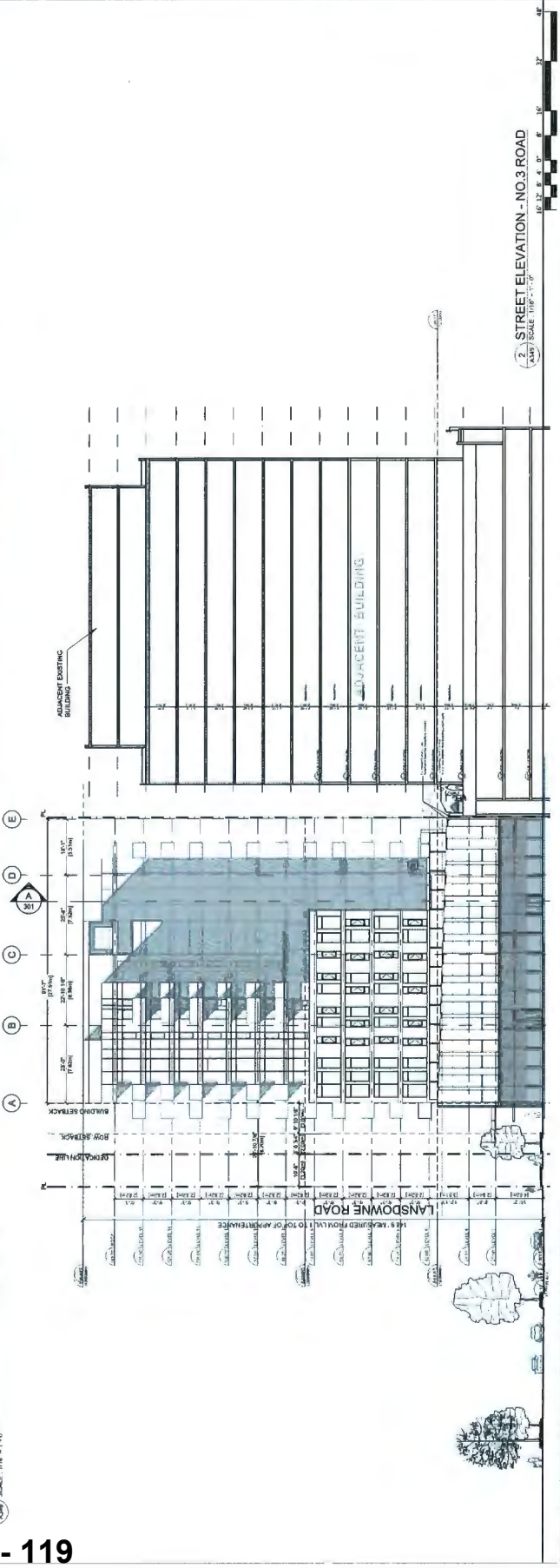
Standing Seam Metal Panel
(Various Blue Colors)
S10





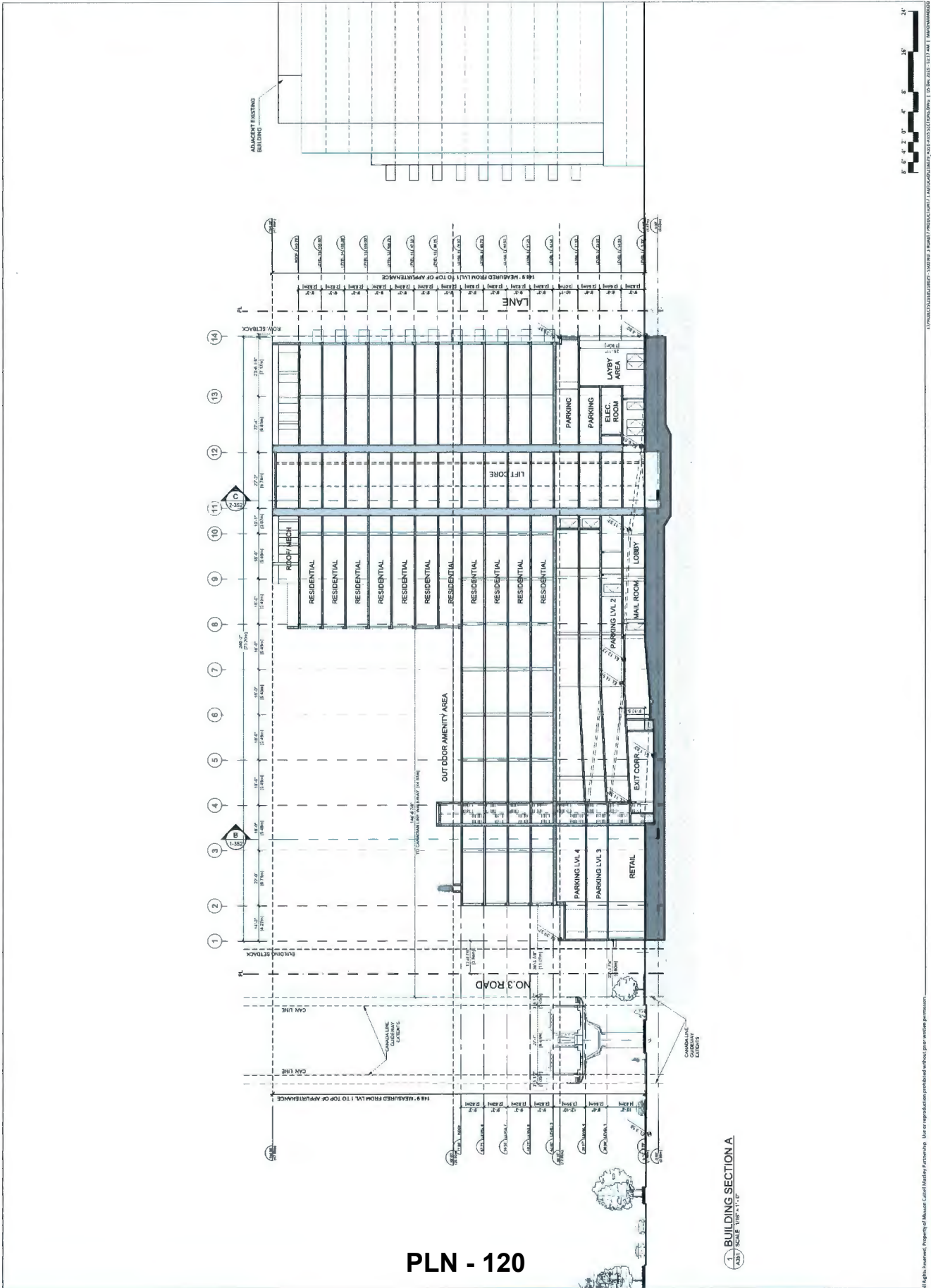
1. STREET ELEVATION - LANSDOWNE ROAD
SCALE: 1/8" = 1'-0"

PLN - 119



2. STREET ELEVATION - NO. 3 ROAD
SCALE: 1/8" = 1'-0"

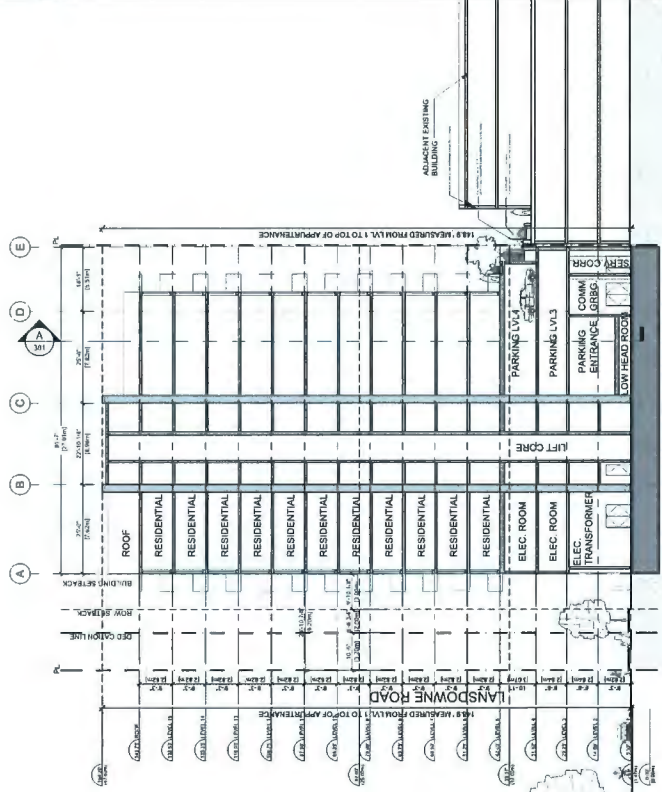
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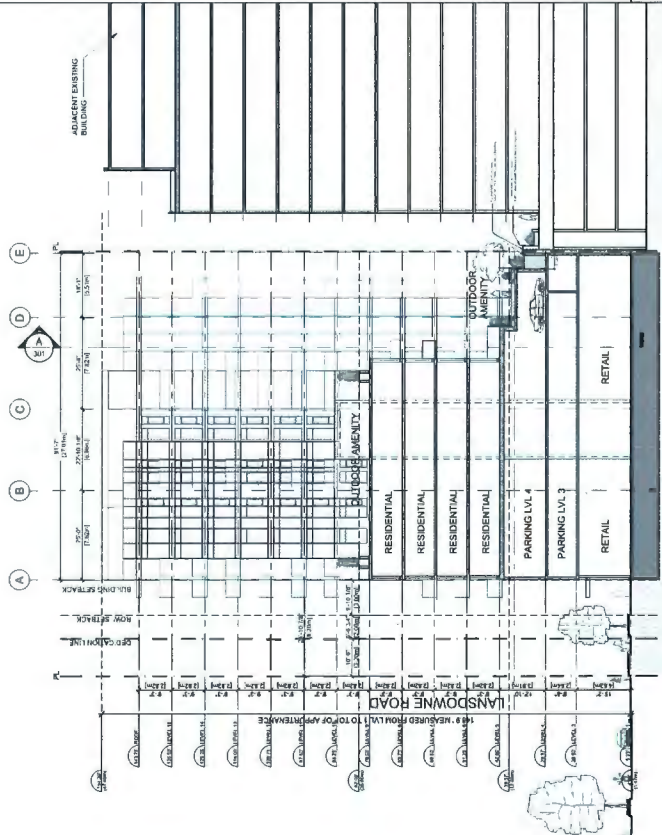
PLN - 120

1. BUILDING SECTION A
SCALE: 1/8" = 1'-0"





2. BUILDING SECTION C
 SCALE: 1/8" = 1'-0"



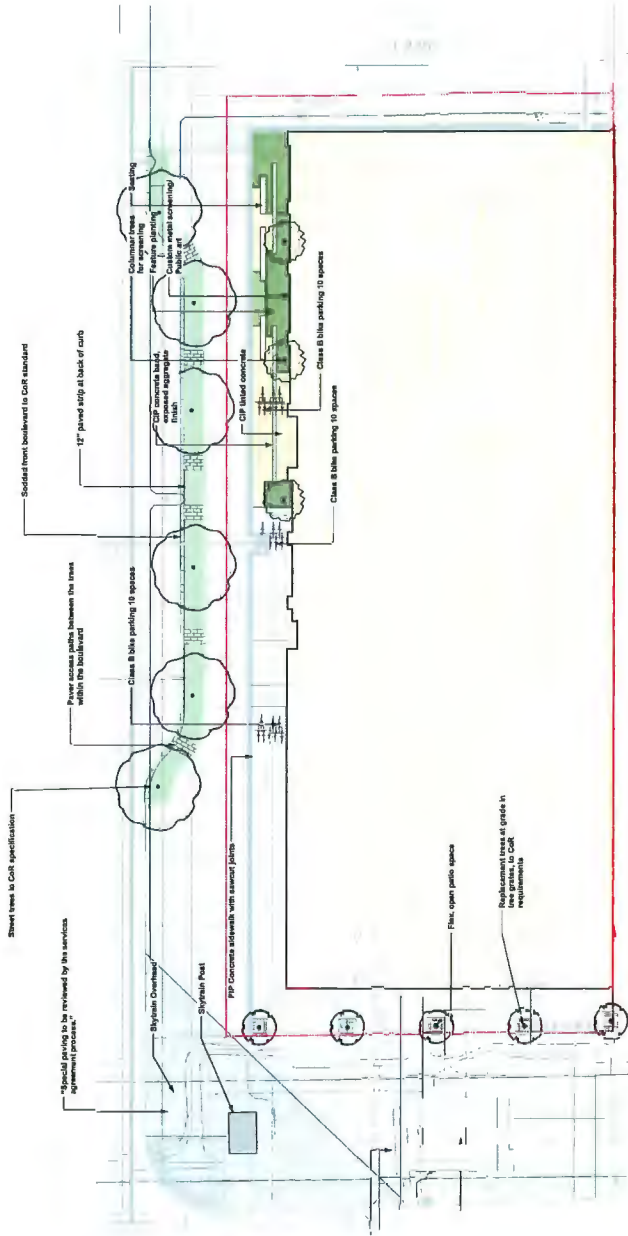
1. BUILDING SECTION B
 SCALE: 1/8" = 1'-0"



PLN - 122



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Examples of Front Boulevard Restaurant Patios from Barcelona




Pizza Restaurant Patio in Vancouver



Street Trees in Grates



I	2015-04	Issues with CDR revisions for Parks
H	2015-07	Issues for 4th Submission
G	19-02-20	Issues with Additional Outdoor Play
F	19-02-23	Updates with Municipal Comments
E	19-02-26	Client Review
D	19-01-29	Review
C	19-03-24	RD submission
B	19-03-24	Issued for Client Review
A	19-02-25	Issued for Review
Date		Issue Notes



Prospect & Refuge
 LANDSCAPE ARCHITECTS
 5500 Hwy. 216
 5500 Hwy. 216
 5500 Hwy. 216
 5500 Hwy. 216

Site plan		Project No.	2019-008
Client	MR	Date	1/16/2019
Scale	AS	Sheet	L1
Date		Oct. 24th, 2019	

Conceptual Development Plans - Landscape

I	20-1-04	Issue with Office revisions for Plans
H	20-1-11	Issue for site Submission
G	19-12-20	Issue with Additional Outdoor Play
F	19-12-23	Updated with Municipal comments
E	19-12-23	Client Review
D	19-11-28	Review
C	19-10-24	RC submission
B	19-10-24	Issued for Client Review
A	19-02-25	Issued for Review
	Date	Issue Notes

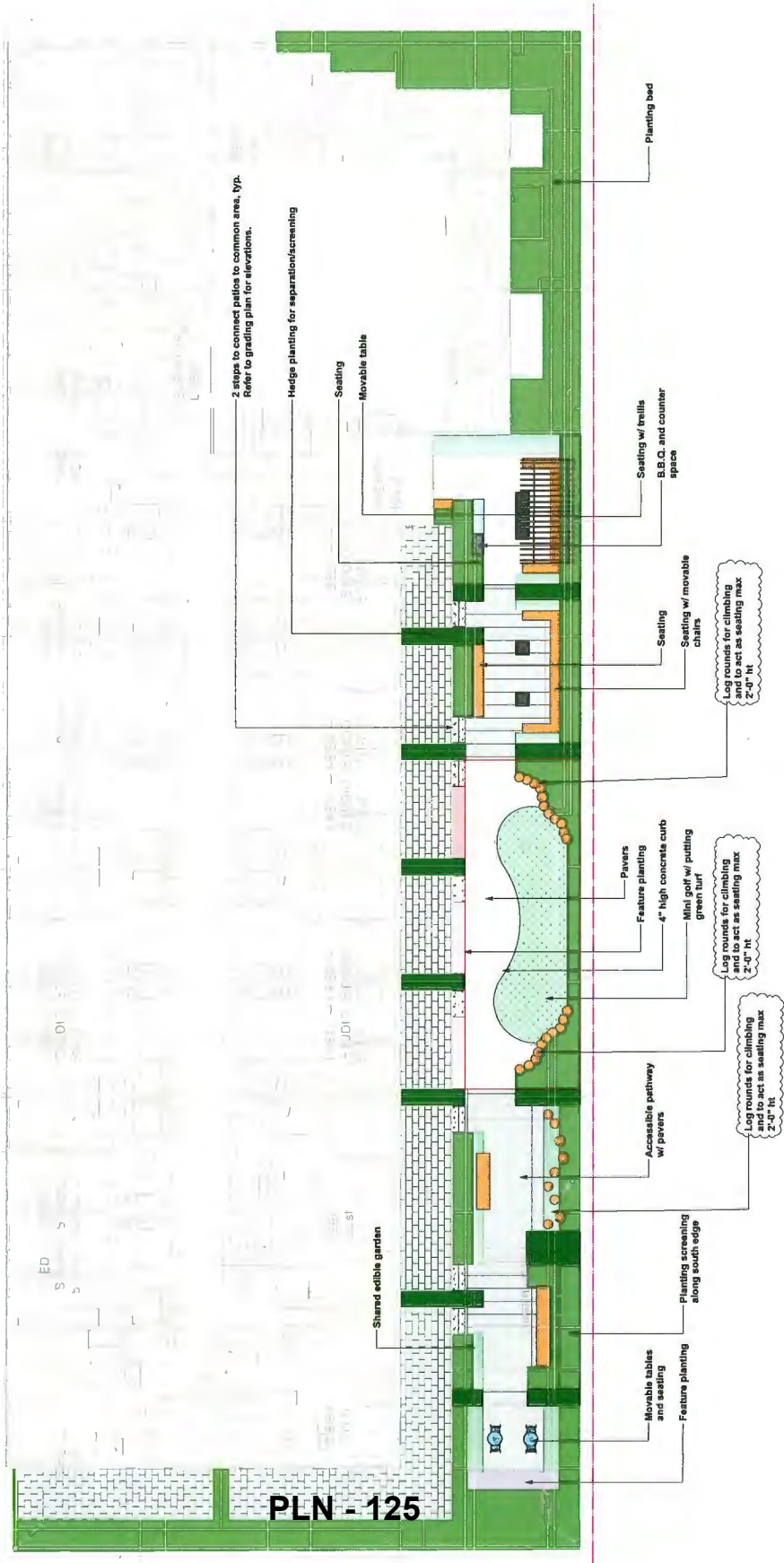


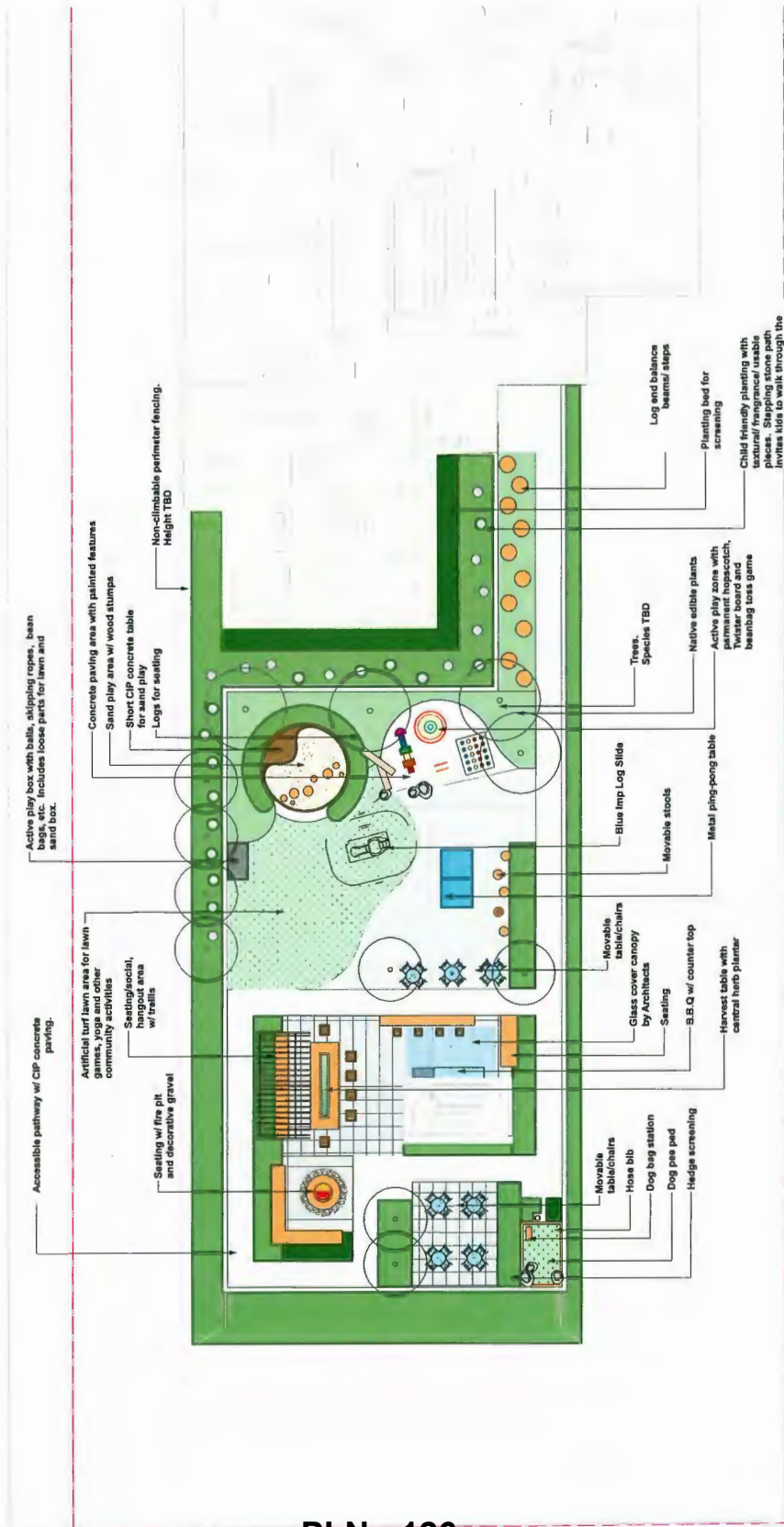
Prospect & Refuge

LANDSCAPE ARCHITECTS
 1000 West 10th Street, Suite 100
 Seattle, WA 98101
 Phone: 206.461.1111
 Fax: 206.461.1112
 Website: www.prospectandrefuge.com

Project Name: Rental Tower for Headwaters
 5000 No. 3 Rd.

Project Name	Project No.	Project Date
Landscape Level 5 - Amenity Area	AS	2019-08
Scale	Scale	Scale
1/8" = 1'-0"	1/8" = 1'-0"	1/8" = 1'-0"
Author	Checker	Project No.
AS	AS	L2
Date	Issue	
Oct. 24th, 2019		





PLN - 126

I	20-1-18	Issue with O&A revisions for Parks
H	20-1-21	Issue for 4th Submission
G	19-12-20	Issue with Additional Outdoor Play
F	19-12-2	Updated with Municipal comments
E	19-12-2	Client Review
D	19-11-29	Review
C	19-10-24	RZ Application
B	19-10-24	Issued for Client Review
A	19-8-28	Issued for Review
Date		Issue Notes

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Project Name		Rental Tower for Headwaters
Project No.		5600 No. 3 Pt
Project Phase	AS	2018-08
Scale	1/8" = 1'-0"	
Drawn By	MS	
Checked By	AS	
Date		Oct. 24th, 2019
Sheet No.		L3



A Variety of Seating Options Creating Spaces for Gathering



Dog Relief Station



Mini-putt and outdoor games



Areas Divided into Outdoor Rooms to Increase Usability of Spaces



Harvest Table seating



Street Bond Used for Marking Paving



Blue Imp Tree Stump Slide



Natural Play Sandbox for Children's Area



Active Play Box for Children's Area



Metal Ping Pong Table



Painted Outdoor Games



Log ends for soil retention, climbing and sitting opportunities

I	2014-04	Issues with Official revisions for Parks
H	2014-121	Issues for 4th Submission
G	19-10-20	Issues with Additional Outdoor Play
F	19-10-23	Updated with Narrative comments
E	19-10-23	Client Review
D	19-11-20	Reviewer
C	19-10-24	R2C submission
B	19-10-24	Issued for Client Review
A	19-8-25	Issued for Review
Draws		Issue Notice



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Address: 5500 No. 3 Road

File No.: RZ 19-858804

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10130, the owner is required to complete the following:

1. **OCP:** Final adoption of Official Community Plan Bylaw 9000, Amendment Bylaw 10131.
2. **Energy Step Code:** The owner is advised that the project is subject to the Energy Step Code.
3. **CCAP Village Centre Bonus (VCB) Contribution:** Based on the 0.20 FAR (or 5,732 ft²) of VCB commercial floor area, the community services facility space required based on 5% of the VCB floor area would be 287 ft². The owner is required to submit a voluntary contribution in the amount of \$214,950 in lieu of providing the built community services facility space on the basis of \$750/ ft² (exact amount subject to confirmation of final floor area at Development Permit). Should the contribution not be provided within one year of the application bylaw receiving third reading, the construction value multiplier (\$750/ ft²) will be adjusted annually thereafter based on the Statistics Canada "Non-residential Building construction Price Index" yearly quarter to quarter change for Vancouver, where the change is positive.
4. **Voluntary Contributions:** City acceptance of the owner's offer to provide the following contributions and should the contributions not be provided within one year of the application bylaw receiving third reading, the contribution rates will be increased annually to reflect current contribution rates, where the change is positive.
 - a) \$1,720.00 (i.e. \$0.30/ft² of buildable floor area, excluding market rental housing) to future City community planning studies, as set out in the City Centre Area Plan.
 - b) \$2,694.00 (i.e. \$0.47/ft² of non-residential floor area) to the City's Public Art Program.
5. **On-Site Replacement Trees:** Submission of an on-site landscape plan for the subject project site that includes at least 12 replacement trees based on a ratio of at least 2:1 to compensate for 6 on-site bylaw-size trees to be removed (tag #683, 684, 685, 686, 688 & 689). The required replacement trees are to be of the minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057. The owner will be required to provide \$500 to the City's Tree Compensation Fund for each and any number of trees short of the required 12 replacement trees included within the Development Permit landscape plans.
6. **Off-Site Trees:** Protection of the 4 off-site trees on No. 3 Road (tag #678, 679, 680 & 681) to the satisfaction of the City Parks Department, including:
 - a) Submission of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
 - b) Installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to the satisfaction of Parks Arboriculture staff prior to any works being conducted on-site, and remain in place until construction and landscaping is completed.
7. **Subdivision:** Registration of a subdivision plan for the subject site as generally as shown in the sketch plan (Schedule 1) that: (1) provides road dedication with a width of approx. 3.0 m and area of 245.9 m² to widen Lansdowne Road; and (2) creates a development lot with an approx. area of 2,671.6 m². The plan is subject to final dimensions established by a BCLS surveyor prepared on the basis of the final functional road plan completed to the satisfaction of the City.
8. **Lansdowne Road Boulevard Statutory Right-of-Way:** Granting of a Statutory Right-of-Way, or alternative legal agreement(s), to the satisfaction of the City, securing an enhanced boulevard treatment along Lansdowne Road, with a width of approx. 2.0 m along the northern edge of the site shown on Schedule 1, providing for:
 - a) design and construction, at owner's cost;
 - b) maintenance and repair, at owner's cost;

- c) public access for pedestrians, bicycles, scooters, wheelchairs and other forms of non-motorized means of transportation;
 - d) design and construction, including but not limited to universal accessibility, decorative finishing, landscaping, lighting and utility infrastructure (e.g. fire hydrants), as determined through the Development Permit and Servicing Agreement processes;
 - e) The design of the works being prepared in accordance with good engineering practice with the objective to optimize public safety and after completion of the works with the Owner required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design.
9. **Rear Lane Statutory Right-of-Way:** Granting of a Statutory Right-of-Way, or alternative legal agreement(s), to the satisfaction of the City, securing widening of the rear lane, with a width of approx. 3.0 m along the east side of the site as shown on Schedule 1, providing for:
- a) design and construction, at owner's cost;
 - b) maintenance and repair, at City's cost;
 - c) public access for vehicles, pedestrians, bicycles, scooters, wheelchairs and other forms of non-motorized means of transportation;
 - d) design and construction, including but not limited to universal accessibility, decorative finishing, landscaping, lighting and utility infrastructure (e.g. fire hydrants), as determined through the Development Permit and Servicing Agreement processes;
 - e) The design of the works being prepared in accordance with good engineering practice with the objective to optimize public safety and after completion of the works with the Owner is required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design.
10. **Flood Construction Level:** Registration of a flood indemnity covenant on title (Area A).
11. **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.
12. **Mixed-Use Noise and Canada Line Noise:** Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential commercial noise to the proposed dwelling units and noise from the adjacent Canada Line transit line. Dwelling units must be designed and constructed to achieve:
- a) CMHC guidelines for interior noise levels as indicated in the chart below:

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

- b) The ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
 - c) Commercial uses that mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential units within the project or adjacent developments that exceed noise levels allowed in the City's Noise Bylaw and noise generated from rooftop HVAC units will comply with the City's Noise Bylaw.
13. **City Centre Impacts:** Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light.
14. **Commercial & Visitor Parking Non-Assignment Covenant:** Registration of a covenant that ensures that the shared visitor and commercial parking spaces and loading spaces are not assigned to any specific residential unit or commercial/office unit nor be designated (i.e. sold, leased, reserved, signed, or otherwise assign) by the owner or operator for the exclusive use of employees, specific businesses, and/or others.

15. **TDM Measures:** Voluntary contribution of the following Transportation Demand Management (TDM) measures:
- a) **Additional Class 1 Bicycle Storage:** Provision of additional Class 1 bicycle spaces (265 spaces proposed vs. 189 spaces required) within the Development Permit Plans.
 - b) **Enhanced Bicycle Facilities:** Registration of a legal agreement on title ensuring that:
 - i. End-of-trip facilities are provided for the commercial uses, including showers, wash basins, water closets, lockers, and change rooms; and
 - ii. Bicycle repair/maintenance stations are provided and shared amongst all uses on-site, including bicycle repair stand (with tools); foot pump; and faucet, hose and drain for bicycle washing. A note is required on the Development Permit and Building Permit.
 - c) **Transit Pass Program:** Registration of a legal agreement on title to ensure the execution and completion of a transit pass program, including the following method of administration and terms:
 - i. Provide 1 year of two-zone compass cards for each of the 60 market rental units (40% of the total units). The intention of the transit pass program is to offer transit passes on a per unit and first-come-first-serve basis. If a tenant opts out or does not “subscribe” to the transit pass program, that pass remains in the pool for a future tenant until they have all been utilized. Number of passes capped at number of units for a period of one year;
 - ii. Letter of Credit provided to the City for 100% of transit pass program value;
 - iii. Administration by TransLink, housing society or management company. The owner is not responsible for the monitoring of use of transit passes but only noting number of “subscribed” users to the program, until full unit count is exhausted over a period of one year;
 - iv. If the transit pass program is not fully subscribed within one year, the program is to be extended until the equivalence of the costs of the full one year transit pass program has been exhausted. Should not all transit passes be utilized by the end of the second year, the remaining funds equivalent to the value of the unsubscribed transit passes are to be transferred to the City of Richmond for alternate transportation demand management measures at the City’s discretion; and
 - v. The availability and method of accessing the 2-zone transit passes is to be clearly explained in the tenancy agreements.
 - d) **Car-share Parking Space with EV Charging Station:** Allocation of a minimum of one (1) parking space within the shared residential visitor/commercial pool of parking for car-share vehicles, with SRW registered in perpetuity to ensure such a space is publically accessible. The car-share space is to be equipped with an electric vehicle (EV) quick-charge (240 V) charging station for the exclusive use of car-share vehicles parked in the required car-share space.

16. **Market Rental Housing Units:** Enter into a market rental agreement and registration of a covenant to:
- a) Secure all dwelling units as market rental units.
 - b) Ensure occupants of the market rental units subject to the market rental agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces.
 - c) Require that all market rental units are maintained under a single ownership (within a single airspace parcel or one strata lot).
 - d) Ensure Basic Universal Housing features shall be provided in a 100% of the market rental units.
 - e) The terms of the market rental agreement shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units*
Studio	13
One bedroom	63
Two bedroom	73
Total	149

* The number of units and unit mix will be confirmed to the satisfaction of the City through the DP* process. The proposed unit mix is indicated in the table; however, based on approved design, the unit mix may be varied provided that at least 40% of total housing units have 2 or more bedrooms so they are suitable for families with children (e.g. “family-friendly” units), in keeping with the City’s Market Rental Housing Policy.

17. **District Energy Utility:** Registration of a restrictive covenant and statutory right of way and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU) and granting the statutory right of way(s) necessary for supplying the DEU services to the building(s), which covenant and statutory right of way and/or legal agreement(s) will include, at minimum, the following terms and conditions:
- a) No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering.
 - b) If a low carbon energy plant district energy utility (LCDEU) service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no building permit will be issued for a building on the subject site unless:
 - i. the owner designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), a low carbon energy plant to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU; and
 - ii. the owner enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the low carbon energy plant to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site. Such restrictive covenant and/or asset transfer agreement shall include a warranty from the owner with respect to the on-site DEU works (including the low carbon energy plant) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City;
 - c) The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC.
 - d) If a DEU is available for connection and the City has directed the owner to connect, no final building inspection permitting occupancy of a building will be granted unless, and until:
 - i. the building is connected to the DEU;
 - ii. the owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
 - iii. prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
 - e) If a DEU is not available for connection, but a LCDEU service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted unless and until:
 - i. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - ii. the building is connected to a low carbon energy plant supplied and installed by the owner, at the owner's sole cost, to provide heating, cooling and domestic hot water heating to the building(s), which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;
 - iii. the owner transfers ownership of the low carbon energy plant on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
 - iv. prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
 - v. prior to subdivision (including Air Space parcel subdivision and Strata Plan 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 final 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).

18. **Development Permit:** The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

19. **Servicing Agreement:** Enter into a Servicing Agreement* for the design and construction of the Engineering and Transportation works. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to the following Transportation, Parks and Engineering works:

18.I. Road works:

Under the Servicing Agreement, the owner is responsible for the design and construction of the Transportation works as generally shown on Schedule 2 to the satisfaction of City Transportation and Parks including:

- a) Lansdowne Road: The owner is responsible for the design and construction of the following frontage improvements:
 - i) Along the Lansdowne Road frontage (from north to south):
 - Maintain existing eastbound traffic lanes
 - Road widening to provide a 3.0 m wide layby
 - 0.15 m wide curb and gutter
 - 2.0 m wide boulevard (outer) with street trees
 - 2.0 m wide sidewalk
 - 2.0 m wide boulevard (inner)
 - ii) Lane: combine with the existing lane, provide 7.5 m wide asphalt driving surface, and a roll-over curb, 1.5 m wide concrete sidewalk with lighting along the west side of the driving surface.
 - iii) Along the No. 3 Road frontage (from west to east):
 - maintain all existing northbound traffic lanes
 - 0.15 m wide barrier curb
 - 0.3 m wide buffer strip
 - 1.8 m wide paved (raised) bike lane
 - 0.15 m wide curb
 - iv) No. 3 Road/Lansdowne Road- reconstruct southeast corner of the intersection to incorporate a tighter curb return radius.
- b) The land dedication for road widening and the transportation/parks boulevard works are not eligible for DCC credits.

18.II Water works:

- a) Using the OCP Model, there is 829 L/s of water available at a 20 psi residual at the Lansdowne Road frontage, and 838 L/s of water available at a 20 psi residual at the No 3 Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) At Owner's cost, the Owner 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 on-site fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - ii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.

- iii) Install approximately 100 m of new 300 mm PVC water main on Lansdowne Road, from the water main in No 3 Road to the existing PVC water main near the east property line of the development site, to replace the existing AC water main that will be impacted by site preparation and road construction works. The new water main should be located in the roadway, in-line with the existing PVC water main to the east.
- iv) Remove the existing AC water main along the Lansdowne Road frontage to the extent of the proposed water main, and legally dispose offsite.
- v) Install a new water connection off of the proposed water main on Lansdowne Road. Meter to be located on-site (i.e. in a mechanical room).
- c) At Owner's cost, the City will:
 - i) Cap the existing water connections serving the development site and remove meters.
 - ii) Complete all tie-ins for the proposed works to existing City infrastructure.

18.II Storm Sewer works:

- a) At Owner's cost, the Owner is required to:
 - i) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
- b) At Owner's cost, the City will:
 - i) Install a new storm service connection off of the box culvert on No 3 Road, complete with sump manhole. Where feasible, an existing opening into the box culvert shall be reused.
 - ii) Cap the existing storm connections serving the development site and remove inspection chambers.

18.III Sanitary Sewer works:

- a) At Owner's cost, the City will:
 - i) Cap the existing sanitary connection serving the development site and remove inspection chamber.
 - ii) Install a new sanitary connection off of the existing manhole at the southeast corner of the development site, complete with inspection chamber.

18.IV Frontage Improvements

- a) At Owner's cost, the Owner is required to:
 - i) Coordinate with BC Hydro, Telus and other private communication service providers to pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - ii) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the 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 servicing agreement design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
 - iii) Upgrade the rear lane to City Centre standards, including curb and gutter, asphalt, street lighting, sidewalk, and drainage.
 - iv) Review street lighting levels along all road and lane frontages, and upgrade as required.

- v) Relocate the street lighting conduits along the development lane frontage into the ultimate alignment under the sidewalk.
- vi) Complete other frontage improvements as per Transportation requirements.

18.V General Items:

- a) At Owner's cost, the Owner is required to:
 - i) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
 - ii) Provide a video inspection report of the existing storm and sanitary sewers along the road and lane frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Owner's cost.
 - iii) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the owner's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.
 - iv) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
 - v) Submit a proposed strategy at the building permit stage for managing excavation de-watering. Note that the City's preference is to manage construction water on-site or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the Owner will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of construction water, the Owner will be required to enter into a de-watering agreement with the City to discharge treated construction water to the storm sewer system.
 - vi) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
 - vii) Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream. The owner's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
 - (a) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
 - (b) Pipe sizes, material and slopes.
 - (c) Location of manholes and fire hydrants.
 - (d) Road grades, high points and low points.
 - (e) Alignment of ultimate and interim curbs.
 - (f) Proposed street lights design.

- 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.

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

1. **Rezoning:** Incorporation of features in Development Permit plans as determined via the Rezoning process.
2. **Electric Vehicles (EV):** Incorporation of EV features in Building Permit plans as determined via the Rezoning and/or Development Permit processes, including providing a minimum of 10% of the commercial parking spaces (four spaces) with 240 V electrical charging outlets, and providing the one car-share parking space with an electric vehicle (EV) quick-charge (240 V) charging station.
3. **Accessible Housing Measures:** Include notations on the Development Permit Plans demonstrating that all Market Rental units will meet the Basic Universal Housing provisions and as requested for calculation of density within Zoning Bylaw 8500.
4. **Air Space Parcel Subdivision and/or Strata Subdivision:** The owner is to confirm the whether an Air Space Parcel Subdivision and/or Strata Subdivision are being pursued to ensure the project can be constructed as required under the proposed zoning, Rezoning Considerations and the BC Building Code.
5. **Acoustical and Mechanical Reports:** Complete acoustical and mechanical reports and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City’s Official Community Plan, Noise Bylaw requirements and rezoning legal agreements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

6. **Energy Step Code:** Provided by the Coordinating Registered Professional:
 - a) A statement confirming that the applicable Energy Step Code performance targets have been considered in design, that a Qualified Energy Modeller has been engaged to ensure that the proposed design can achieve the applicable performance targets. For buildings where Bylaw 9769 allows a “Step-down” relaxation with the use of low-carbon energy systems, the statement must identify whether that option will be pursued.
 - b) A summary of the general thermal characteristics of the proposed building skin (e.g. effective R-values of typical wall assemblies, U-values and solar heat gain coefficients of fenestration, window-to-wall ratios, thermal breaks in balconies and similar features) such that the passive energy performance of the building can be assessed and discussed by the Design Panel. A one-page summary of the envelope energy upgrades and other energy efficiency measures would be acceptable.

Prior to Building Permit* issuance, the owner must complete the following requirements:

1. **Rezoning/Development Permit:** Incorporation of features in Building Permit plans as determined via the Rezoning and/or Development Permit processes, including accessibility, sustainability, amenity and landscape design measures.
2. **Electric Vehicles (EV):** Incorporation of EV features in Building Permit plans as determined via the Rezoning and/or Development Permit processes, including providing a minimum of 10% of the commercial parking spaces (four spaces) with 240 V electrical charging outlets, and providing the one car-share parking space with an electric vehicle (EV) quick-charge (240 V) charging station.

3. **Accessible Housing Measures:** Include notations on the Building Permit Plans demonstrating that all Market Rental units will meet the Basic Universal Housing provisions and as requested for calculation of density within Zoning Bylaw 8500.
4. **Construction Parking and Traffic Management Plan*:** Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
5. **Latecomer Works:** If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
6. **Construction Hoarding*:** Obtain a Building Permit* for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.
7. **Translink:** Prior to Building Permit issuance, the owner must obtain and provide to the City Translink concurrence, in writing, regarding adequate completion or otherwise successful resolution of Translink’s adjacent and integrated development (AID) project consent process.

Note:

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

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

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

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

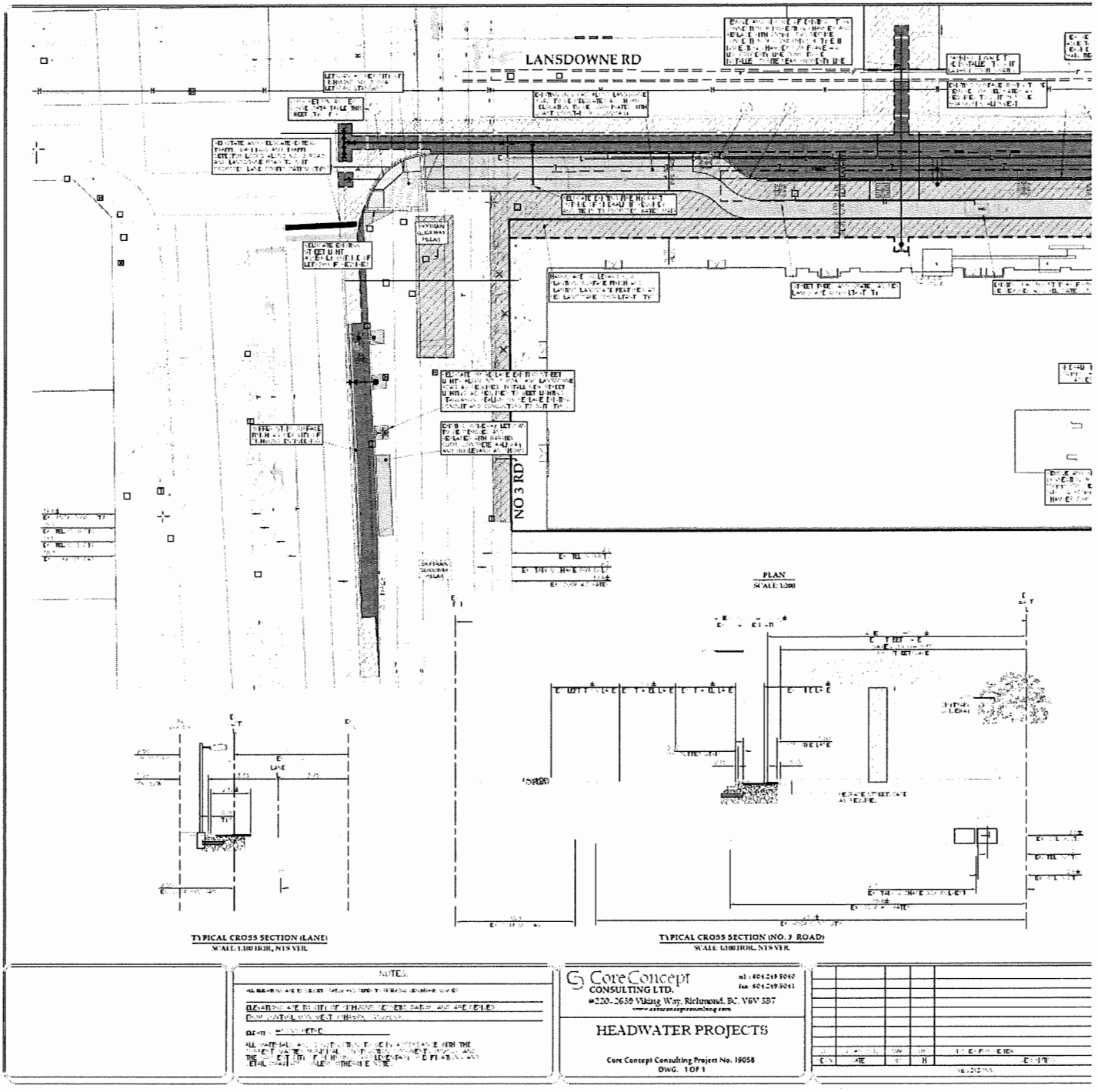
[signed copy on file]

Signed

Date

Schedule 2 Preliminary Road Functional Plan

(West Part)





**Richmond Zoning Bylaw 8500
Amendment Bylaw 10130 (RZ 19-858804)
5500 No. 3 Road**

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

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

“20.45 High Density Market Rental Residential/Limited Commercial (ZMU45) – Lansdowne Village (City Centre)

20.45.1 Purpose

The **zone** provides for **commercial, office**, multi-family residential and compatible **uses** typical of the **City Centre**. Additional **density** is provided to achieve, among other things, **City** objectives related to **market rental units** and non-residential **uses** within the Village Centre Bonus Area designated by the **City Centre** Area Plan.

20.45.2 Permitted Uses

- animal grooming
- broadcasting studio
- child care
- community care facility, minor
- education, commercial
- government service
- health service, minor
- housing, apartment
- library and exhibit
- liquor primary establishment
- office
- recreation, indoor
- religious assembly
- restaurant
- retail, convenience
- retail, general
- retail, secondhand
- service, business support
- service, financial
- service, household repair
- service, personal
- studio
- veterinary service

20.45.3 Secondary Uses

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

20.45.4 Residential Rental Tenure

1. A **dwelling unit** located anywhere in this **zone** shall only be **used** for **residential rental tenure**.

2. For the purposes of this **zone**, “**market rental unit**” means a **dwelling unit** that is rented at prevailing market rates and may be subject to a **market rental agreement**.
3. For the purposes of this **zone**, “**residential rental tenure**” means, in relation to a **dwelling unit** in a multi-family residential **building**, occupancy of a **dwelling unit**, including a **market rental unit**, governed by a tenancy agreement that is subject to the *Residential Tenancy Act* (BC), as may be amended or replaced from time to time.

20.45.5 Permitted Density

1. The maximum **floor area ratio** is 3.0, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate indoor **amenity space**.
2. Notwithstanding Section 20.45.5.1, the reference to “3.0” is further increased to a higher **floor area ratio** of “3.57” provided that it is entirely used to accommodate **market rental units** and the **owner** enters into a **market rental agreement** with the **City** and registers it against the title of the **development site** in the Land Title Office.
3. Notwithstanding Section 20.45.5.2, the reference to “3.57” is further increased to a higher **floor area ratio** of “3.77” if the **owner** provides a cash contribution to the **City** for the value of the **community amenity space** equivalent to 5% of the additional 0.20 **floor area ratio**, and provided that the additional 0.2 **floor area ratio** is entirely **used** to accommodate non-residential **uses**.

20.45.6 Permitted Lot Coverage

1. Maximum **lot coverage** is 80% for **buildings**.

20.45.7 Yards & Setbacks

1. The minimum **building setback** is:
 - a) 3.0 m from the west **lot line** on No. 3 Road;
 - b) 5.0 m from the north **lot line** on Lansdowne Road;
 - c) 1.5 m from the east **lot line** on the rear lane;
 - d) 0.0 m from the south interior **lot line**.

20.45.8 Permitted Height

1. The maximum **building height** is 47.0 m geodectic.

20.45.9 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot width** is 30 m.
2. The minimum **lot depth** is 75 m.
3. The minimum **lot area** is 2,400 m².

20.45.10 Landscaping & Screening

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

20.45.11 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 with the exception that one (1) medium size loading space can be shared the residential and non-residential **uses**.

20.45.12 Other Regulations

1. 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. Notwithstanding Section 20.45.2 and 20.45.3, **apartment housing, boarding and lodging, and home-based business uses** are only permitted on the second and upper floors of the **building** (exclusive of entrance lobbies, which are permitted on the ground floor of the **building**).
 3. Notwithstanding Section 20.45.2 and 20.45.3, all non-residential **uses** are only permitted on the ground floor of the **building** (exclusive of **parking spaces**, which are permitted in the parking structure levels in the **building**)."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and designating it "**HIGH DENSITY MARKET RENTAL RESIDENTIAL/LIMITED COMMERCIAL (ZMU45) – LANSDOWNE VILLAGE (CITY CENTRE)**":

P.I.D. 003-550-699

LOT 21 EXCEPT: PARCEL "A" (REFERENCE PLAN 22118), BLOCK 3 SECTION 4
BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 1601

3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 10130**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

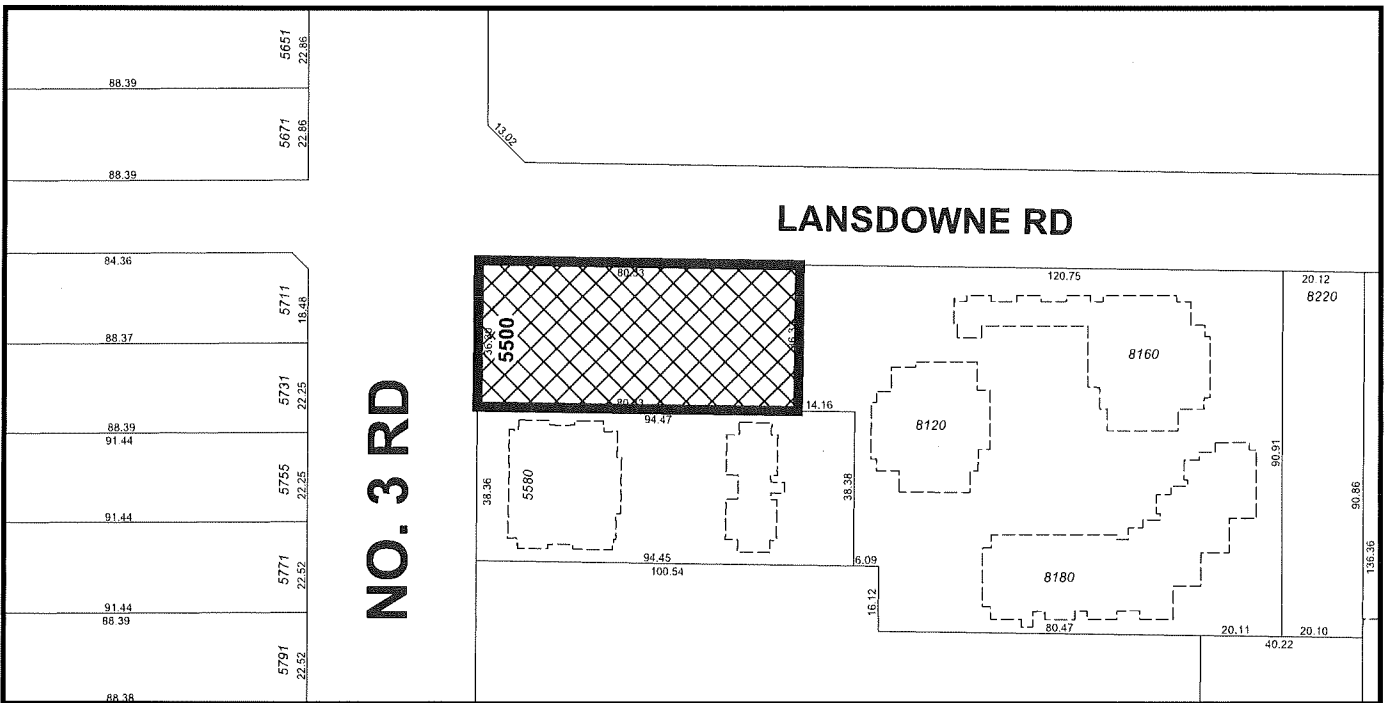
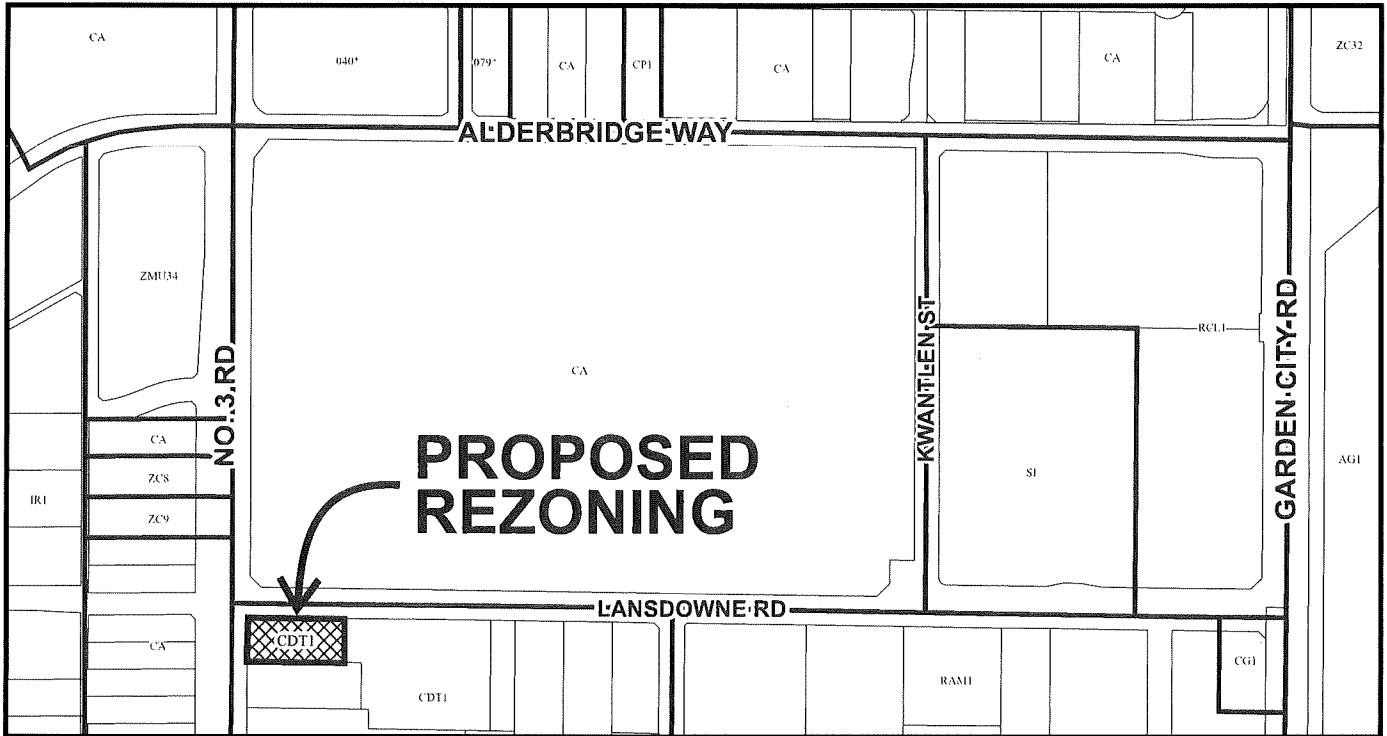
CITY OF RICHMOND
APPROVED by
SB.
APPROVED by Director or Inspector
<i>[Signature]</i>

MAYOR

CORPORATE OFFICER



City of Richmond



RZ 19-858804

Original Date: 05/07/19

Revision Date:

Note: Dimensions are in METRES

PLN - 145



**Richmond Official Community Plan Bylaw 9000
Amendment Bylaw 10131 (RZ 19-858804)
5500 No. 3 Road**

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

1. Richmond Official Community Plan Bylaw 9000, as amended, is further amended by removing the word “maximum” in the first line of Section 3.3, Objective 4, Policy e; and,
2. Richmond Official Community Plan Bylaw 9000, as amended, is further amended by adding the following after the last bullet in Section 3.3, Objective 4, Policy e:
 - “• the density bonus may be increased on a site specific basis for projects that provide additional rental housing to address community need.”
3. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10131**”.



FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Manager or Spillover 

MAYOR

CORPORATE OFFICER