



City Council

Council Chambers, City Hall
6911 No. 3 Road
Monday, November 23, 2020
7:00 p.m.

Pg. # ITEM

MINUTES

- 1. *Motion to:*
 - CNCL-13 (1) *adopt the **minutes** of the Regular Council meeting held on November 9, 2020; and*
 - CNCL-24 (2) *adopt the **minutes** of the Regular Council meeting for Public Hearings held on November 16, 2020.*



AGENDA ADDITIONS & DELETIONS

- 2. APPOINTMENT OF COUNCIL MEMBERS TO EXTERNAL ORGANIZATIONS
 - (a) Appointment of Council representative and alternate to the **Steveston Harbour Authority Board (SHAB)**, until the Annual General Meeting of the SHAB in November 2021.
- 3. NAMING OF STANDING COMMITTEES AND THEIR COMPOSITION BY THE MAYOR
(in accordance with the *Community Charter*)

4. APPOINTMENT OF MEMBERS OF COUNCIL (AND THEIR ALTERNATES) AS THE LIAISONS TO CITY ADVISORY COMMITTEES AND ORGANIZATIONS

Appointment of Council liaisons (and where applicable, their alternates) until November 8, 2021:

- (a) Advisory Committee on the Environment;
- (b) Child Care Development Advisory Committee;
- (c) Council / School Board Liaison Committee;
- (d) Economic Advisory Committee;
- (e) Heritage Commission;
- (f) Major Facility Building / Project Technical Advisory Committee;
- (g) Minoru Centre for Active Living Program Committee;
- (h) Richmond Centre for Disability;
- (i) Richmond Chamber of Commerce;
- (j) Richmond Community Services Advisory Committee;
- (k) Richmond Food Security and Agricultural Advisory Committee;
- (l) Richmond Intercultural Advisory Committee;
- (m) Richmond Public Art Advisory Committee;
- (n) Richmond Sister City Advisory Committee;
- (o) Richmond Sports Council;
- (p) Richmond Sports Wall of Fame Nominating Committee;
- (q) Seniors Advisory Committee;
- (r) Steveston Historic Sites Building Committee; and
- (s) Vancouver Coastal Health/Richmond Health Services Local Governance Liaison Group.



5. APPOINTMENT OF MEMBERS OF COUNCIL AS LIAISONS TO COMMUNITY ASSOCIATIONS

Appointment of Council liaisons to community associations until November 8, 2021:

- (a) Arenas Community Association;
- (b) City Centre Community Association;
- (c) East Richmond Community Association;
- (d) Hamilton Community Association;
- (e) Richmond Art Gallery Association;
- (f) Richmond Fitness and Wellness Association;
- (g) Sea Island Community Association;
- (h) South Arm Community Association;
- (i) Thompson Community Association; and
- (j) West Richmond Community Association.



6. APPOINTMENT OF MEMBERS OF COUNCIL AS THE LIAISONS TO VARIOUS BOARDS

Appointment of Council liaisons to various boards until November 8, 2021:

- (a) Aquatic Services Board;
- (b) Museum Society Board;
- (c) Richmond Gateway Theatre Society Board; and
- (d) Richmond Public Library Board.



7. APPOINTMENT OF MEMBERS OF COUNCIL AS LIAISONS TO VARIOUS SOCIETIES

Appointment of Council liaisons until November 8, 2021:

- (a) Britannia Heritage Shipyard Society;
- (b) Gulf of Georgia Cannery Society;
- (c) London Heritage Farm Society;
- (d) Minoru Seniors Society;
- (e) Richmond Nature Park Society;
- (f) Steveston Community Society; and
- (g) Steveston Historical Society.

8. APPOINTMENT OF PARCEL TAX ROLL REVIEW PANEL FOR LOCAL AREA SERVICES

RECOMMENDATION

That the members of the Public Works and Transportation Committee be appointed as the Parcel Tax Roll Review Panel for Local Area Services until November 8, 2021.

9. APPOINTMENT OF ACTING MAYORS FROM NOVEMBER 23, 2020 TO NOVEMBER 8, 2021

COMMITTEE OF THE WHOLE

10. *Motion to resolve into Committee of the Whole to hear delegations on agenda items.*

11. Delegations from the floor on Agenda items.

PLEASE NOTE THAT FOR LEGAL REASONS, DELEGATIONS ARE NOT PERMITTED ON ZONING OR OCP AMENDMENT BYLAWS WHICH ARE TO BE ADOPTED OR ON DEVELOPMENT PERMITS/DEVELOPMENT VARIANCE PERMITS – ITEM NO. 23.

12. *Motion to rise and report.*

RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

PLEASE NOTE THAT ITEMS APPEARING ON THE CONSENT AGENDA WHICH PRESENT A CONFLICT OF INTEREST FOR COUNCIL MEMBERS MUST BE REMOVED FROM THE CONSENT AGENDA AND CONSIDERED SEPARATELY.

RECOMMENDATIONS FROM COMMITTEE WILL APPEAR ON THE REVISED COUNCIL AGENDA, EITHER ON THE CONSENT AGENDA OR NON-CONSENT AGENDA DEPENDING ON THE OUTCOME AT COMMITTEE.

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- Award of Contract 6722P – Supply and Delivery of Computer Equipment and Related Services
- Energy Step Code Requirements for Part 9 Residential and Part 3 Hotel Buildings
- Land use application for first reading (to be further considered at the Public Hearing on December 14, 2020):
 - 8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way – Rescind Third Reading of Amendment Bylaws 9628 and 9629 and to Update Rezoning Considerations to Amend the Proposed ZC39 Zone (Wydanco Consultants Ltd. – applicant)
- 2021 Council and Committee Meeting Schedule

13. *Motion to adopt Items No. 14 through No. 18 by general consent.*



Consent
Agenda
Item

14. COMMITTEE MINUTES

That the minutes of:

- CNCL-27 (1) *the **General Purposes Committee** meeting held on November 16, 2020;*
- CNCL-35 (2) *the **Special Finance Committee** meeting held on November 16, 2020; and*
- CNCL-40 (3) *the **Council/School Board Liaison Committee** meeting held on October 7, 2020;*

be received for information.



Consent
Agenda
Item

15. **AWARD OF CONTRACT 6722P – SUPPLY AND DELIVERY OF COMPUTER EQUIPMENT AND RELATED SERVICES**
(File Ref. No. 04-1300-01) (REDMS No. 6520987 v. 8)

CNCL-52

See Page CNCL-52 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That contract 6722P – Supply and Delivery of Computer Equipment and Related Services for an initial three-year term estimated at \$845,910 exclusive of taxes, with an option to renew for one further two-year term for a maximum of five years, be awarded to Compugen, Inc.; and*
- (2) *That the Chief Administrative Officer and the General Manager, Finance and Corporate Services be authorized to execute the contract with Compugen, Inc.*



Consent
Agenda
Item

16. **ENERGY STEP CODE REQUIREMENTS FOR PART 9 RESIDENTIAL AND PART 3 HOTEL BUILDINGS**
(File Ref. No. 10-6125-07-02; 12-8060-20-010205) (REDMS No. 6506519 v. 27; 6506222)

CNCL-56

See Page CNCL-56 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That Building Regulation Bylaw No. 7230, Amendment Bylaw No. 10205, which updates existing Step Code requirements for Part 9 residential buildings and introduces Step Code requirements for Group C occupancy hotels, from the Director, Building Approvals, and the Director, Sustainability and District Energy, be introduced and given first reading; and*
- (2) *That for Part 3 Hotels and Motel buildings, and for Part 9 buildings currently required to build to Step 1 and requiring a Development Permit (e.g. duplexes), notwithstanding the adoption of Building Regulation Bylaw No. 7230, Amendment Bylaw No. 10205:*
 - (a) *If a Development Permit has been issued prior to December 15, 2020, the owner may, while their Development Permit remains valid, apply for a Building Permit in compliance with energy efficiency requirements applicable prior to the adoption of Bylaw 10205; or*

- (b) *If an acceptable Development Permit application has been submitted to the City prior to adoption of Bylaw 10205, is considered and endorsed by the Development Permit Panel prior to December 15, 2021, and has a complete Building Permit application acceptable to the City submitted prior to December 15, 2021, the owner may apply for a Building Permit in compliance with energy efficiency requirements applicable prior to adoption of Bylaw 10205.*



Consent
Agenda
Item

- 17. **APPLICATION BY WYDANCO CONSULTANTS LTD. TO RESCIND THIRD READING OF AMENDMENT BYLAWS 9628 AND 9629 AND TO UPDATE REZONING CONSIDERATIONS TO AMEND THE PROPOSED “HIGH RISE COMMERCIAL (ZC39) – BRIDGEPORT GATEWAY” ZONE FOR THE PROPERTIES AT 8320, 8340, 8360 & 8440 BRIDGEPORT ROAD AND 8311 & 8351 SEA ISLAND WAY**
(File Ref. No. ZT 19-575774/RZ 13-628557; 12-8060-20-009626/00) (REDMS No. 6470377 v. 10)

CNCL-113

See Page CNCL-113 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That Third Reading of Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628, for the subject properties, be rescinded;*
- (2) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628, as amended, to amend the Bridgeport Village Specific Land Use Map- Detailed Transect Descriptions in Schedule 2.10 (City Centre Area Plan) by:*
 - (a) *adding commercial education and university education uses (excluding dormitory and child care uses) to the list of uses permitted on a limited range of properties located south of Bridgeport Road and west of No. 3 Road; and*
 - (b) *for the above-noted properties, providing for up to 50% of the 1.0 Floor Area Ratio (FAR) Village Centre Bonus floor area to be allocated to education uses;**be forwarded to a new Public Hearing;*
- (3) *That Bylaw 9628, as amended, having been considered in conjunction with:*
 - (a) *the City's Financial Plan 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 program and plans, in accordance with Section 882 (3) (a) of the Local Government Act;

- (4) *That Bylaw 9628, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation;*
- (5) *That Third Reading of Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, for the subject properties, be rescinded;*
- (6) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, as amended, which would:*
 - (a) *create the “High Rise Commercial (ZC39) – Bridgeport Gateway” zone and rezone the subject properties from “Auto-Oriented Commercial (CA)” and “Land Use Contract 126” to a new site-specific zone, “High Rise Commercial (ZC39) – Bridgeport Gateway”; and*
 - (b) *to discharge “Land Use Contract 126”, entered into pursuant to “Beldee Holdings/CTS Developments Limited Land Use Contract Bylaw No. 3612, 1979”, (RD85571 as modified by RD150271, RD 154654, RD 156206 and BV268786), for the properties at 8320, 8340, 8360 & 8440 Bridgeport Road and 8351 Sea Island Way;*

be forwarded to a new Public Hearing.



Consent
Agenda
Item

18. **2021 COUNCIL AND COMMITTEE MEETING SCHEDULE**
(File Ref. No. 01-0105-01) (REDMS No. 6556849)

CNCL-261

See Page CNCL-261 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That Option 2 be selected as the preferred option for the 2021 Council and Committee Meeting Schedule, as detailed in Attachment 2 of the staff report dated November 3, 2020, from the Director, City Clerk’s Office; and*
- (2) *That the following revisions as detailed in the staff report title “2021 Council and Committee Meeting Schedule” dated November 3, 2020, from the Director, City Clerk’s Office, be approved:*
 - (a) *That the Regular Council meetings (open and closed) of August 9 and August 23, 2021 be cancelled; and*
 - (b) *That the August 16, 2021 Public Hearing be rescheduled to September 7, 2021 at 7:00pm in the Council Chambers at Richmond City Hall.*



CONSIDERATION OF MATTERS REMOVED FROM THE
CONSENT AGENDA

NON-CONSENT AGENDA ITEMS

FINANCE COMMITTEE
Mayor Malcolm D. Brodie, Chair

- 19. **2021 UTILITY BUDGETS AND RATES**
(File Ref. No. 03-0970-01) (REDMS No. 6545588 v. 10)

CNCL-267

See Page CNCL-267 for full report

FINANCE COMMITTEE RECOMMENDATION

Opposed: Cllr. Wolfe

That the 2021 utility budgets, as presented in Option 2 for Water (page 5), Option 2 for Sewer (page 10), Option 1 for Drainage and Diking (page 16), and Option 3 for Solid Waste and Recycling (page 18), as outlined in the staff report, dated November 6, 2020 from the General Manager, Engineering and Public Works and the Acting General Manager, Finance and Corporate Services, be approved as the basis for establishing the 2021 utility rates and included in the Consolidated 5 Year Financial Plan (2021-2025) Bylaw.



Pg. # ITEM

20. **2021 DISTRICT ENERGY UTILITY RATES**

(File Ref. No. 01-0060-20-LIEC1; 12-8060-20-010208/010209/010210) (REDMS No. 6537172 v. 10; 6538843; 6538844; 6538846)

CNCL-297

See Page CNCL-297 for full report

FINANCE COMMITTEE RECOMMENDATION

Opposed: Cllr. Greene

- (1) *That the Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 10208 be introduced and given first, second and third readings;*
- (2) *That the Oval Village District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 10209 be introduced and given first, second and third readings; and*
- (3) *That the City Centre District Energy Utility Bylaw No. 9895, Amendment Bylaw No. 10210 be introduced and given first, second and third readings.*



BYLAW FOR 3rd READING

21. **HOUSING AGREEMENT BYLAW NO. 10057 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS AT 5591, 5631, 5651 AND 5671 NO. 3 ROAD AND REVISED REZONING CONSIDERATIONS**

(File Ref. No.: 08-4057-05) (REDMS No. 6332267 v. 2)

CNCL-317

See Page CNCL-317 for staff memorandum

RECOMMENDATION

- (1) *That third reading of Housing Agreement (5591, 5631, 5651 and 5671 No. 3 Road) Bylaw No. 10057 be rescinded; and*
- (2) *That Housing Agreement (5591, 5631, 5651 and 5671 No. 3 Road) Bylaw No. 10057 be given third reading, as amended.*



COUNCILLOR CHAK AU

22. **MANDATORY MASKS IN INDOOR PUBLIC SPACES**

(File Ref. No.: 08-4057-05) (REDMS No. 6332267 v. 2)

RECOMMENDATION

That a letter be sent to the Premier, with copies to the Provincial Medical Officer, Minister of Health, Vancouver Coastal Health and local MLAs, advocating for making wearing mask mandatory in all indoor public places in the Province, with the exception for age or medical reasons.



PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAW FOR ADOPTION

CNCL-343

Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 9573**
(9560, 9580 and 9584 Granville Avenue, RZ 14-677733)

Opposed at 1st Reading – None.

Opposed at 2nd/3rd Readings – None.



Pg. # ITEM

DEVELOPMENT PERMIT PANEL

23. RECOMMENDATION

See DPP Plan Package (distributed separately) for full hardcopy plans

CNCL-344 (1) *That the **minutes** of the Development Permit Panel meeting held on October 28, 2020, and the **Chair’s report** for the Development Permit Panel meetings held on March 13, 2019 be received for information; and*

CNCL-359 (2) *That the recommendation of the Panel to authorize the issuance of a Development Permit (DP 16-741329) for the property at 9560, 9580 and 9584 Granville Avenue be endorsed, and the Permit so issued.*

ADJOURNMENT



Regular Council

Monday, November 9, 2020

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie
Councillor Chak Au
Councillor Carol Day (by teleconference)
Councillor Kelly Greene (by teleconference)
Councillor Alexa Loo
Councillor Bill McNulty (by teleconference)
Councillor Linda McPhail (by teleconference)
Councillor Harold Steves (by teleconference)
Councillor Michael Wolfe (by teleconference)

Corporate Officer – Claudia Jesson

Call to Order: Mayor Brodie called the meeting to order at 7:00 p.m.

RES NO. ITEM

MINUTES

- R20/19-1 1. It was moved and seconded
 - (1) *That the minutes of the Regular Council meeting held on October 26, 2020 be adopted as circulated; and*
 - (2) *That the minutes of the Special Council meetings held on October 26, 2020 and November 2, 2020 be adopted as circulated.*

CARRIED



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COMMITTEE OF THE WHOLE

- R20/19-2 2. It was moved and seconded
That Council resolve into Committee of the Whole to hear delegations on agenda items (7:01 p.m.).

CARRIED

3. Delegations from the floor on Agenda items.

Item No. 10 – Non-Profit Social Service Agency Space Needs - Policy Options

De Whalen, Richmond resident, Richmond Poverty Reduction Coalition (RPRC), spoke to the proposed recommendation for staff to build a policy framework and conduct an economic analysis for Non-Profit Organization (NPO) space needs. Ms. Whalen implored Council to direct staff to (i) consider new and future space needs, (ii) consider the best practices of other municipalities in the region such as considering City-owned spaces instead of developer owned as noted in a letter from RPRC sent to Council in April 2019, (iii) review the financial impact of the requirement of shell space in new developments in staff's economic analysis and include cost requirements for NPOs and developers, (iv) include a timeframe on receiving the report back, and (v) include space needs for new NPOs.

Ms. Whalen, in reply to queries from Council, remarked that (i) if there is an established timeline, a staged approach would be appropriate particularly due to the unknown impact on space needs due to COVID-19, (ii) one way to decrease barriers is to have services easy to access along bus lines which does not limit NPOs operating outside of the downtown core however city centre is best for services that serve low income populations, and (iii) as the Federal and Provincial governments continue to download services, more new NPOs are necessary.



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Item No. 10 – Non-Profit Social Service Agency Space Needs - Policy
Options

Katherine McCreary, 7560 Glacier Crescent, noted agreement with the establishment of a policy to facilitate NPOs accommodation needs. She further spoke in concern with respect to operational costs for NPOs despite a 50% market rent reduction for NPOs facing space loss due to redevelopment. Ms. McCreary also commented that studying current or future relationships between NPOs and developers could direct any future policy modifications.

- R20/19-3 4. It was moved and seconded
That Committee rise and report (7:17 p.m.).

CARRIED

CONSENT AGENDA

- R20/19-4 5. It was moved and seconded
That Items No. 6 through No. 10 be adopted by general consent.

The question on the motion was not called as it was noted by general consent that the updated proposed Policy 5051 attached to the staff memorandum dated November 9, 2020 (attached to and forming part of these minutes as Schedule 1) would be the version for Council's consideration for Item No. 10, "Non-Profit Social Service Agency Space Needs - Policy Options."

The question on the motion was then called and it was **CARRIED**.

6. **COMMITTEE MINUTES**

That the minutes of the General Purposes Committee meeting held on November 2, 2020 be received for information.

ADOPTED ON CONSENT



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7. **RECOMMENDATION TO AWARD CONTRACT 6851P - VIDEO DETECTION SYSTEM HARDWARE, SOFTWARE AND SERVICES**
(File Ref. No. 02-0775-50-6851; 03-1000-20-6851P) (REDMS No. 6523026)
- (1) *That Contract 6851P - Video Detection System Hardware, Software and Services be awarded to Econolite Canada; and*
 - (2) *That the Chief Administrative Officer and General Manager, Planning and Development, be authorized to execute the contract between the City and Econolite Canada.*

ADOPTED ON CONSENT

8. **ESTABLISHMENT OF UNDERLYING ZONING FOR PROPERTIES DEVELOPED UNDER LAND USE CONTRACTS 008, 013, 022, 068, 100, 153 IN BROADMOOR**
(File Ref. No. 08-4430-03-09; 12-8060-20-010147/010148/010149/010150/010151/010152) (REDMS No. 6403748 v. 4; 6399105; 6444089; 6444236; 6400014; 6400557; 6403964; 6400707; 6404763; 6556966; 6404144)
- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10147, to establish underlying zoning for the property developed under Land Use Contract 008, be introduced and given first reading;*
 - (2) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10148, to establish underlying zoning for the property developed under Land Use Contract 013, be introduced and given first reading;*
 - (3) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10149, to establish underlying zoning for the properties developed under Land Use Contract 022 and to permit a housekeeping amendment, be introduced and given first reading;*
 - (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10150, to establish underlying zoning for the property developed under Land Use Contract 068, be introduced and given first reading;*
 - (5) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10151, to establish underlying zoning for the properties developed under Land Use Contract 100, be introduced and given first reading; and*



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- (6) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10152, to establish underlying zoning for the property developed under Land Use Contract 153 and to permit a housekeeping amendment, be introduced and given first reading.*

ADOPTED ON CONSENT

9. APPLICATION BY BROOK POONI ASSOCIATES FOR A TEMPORARY COMMERCIAL USE PERMIT FOR THE PROPERTY AT 13651 BRIDGEPORT ROAD

(File Ref. No. TU 20-890999) (REDMS No. 6539497 v. 3;)

- (1) *That the application by Brook Pooni Associates for a Temporary Commercial Use Permit (TCUP) for the property at 13651 Bridgeport Road to permit a maximum of 1,490 m² (16,043 ft²) of floor area to be used for “Warehouse Sales” limited to the sale of household appliances, and the provision of 87 vehicle parking spaces, be considered for three years from the date of issuance; and*
- (2) *That this application be forwarded to the December 14, 2020 Public Hearing at 7:00 p.m. in the Council Chambers of Richmond City Hall.*

ADOPTED ON CONSENT

10. NON-PROFIT SOCIAL SERVICE AGENCY SPACE NEEDS - POLICY OPTIONS

(File Ref. No. 07-3000-01; 01-0095-20-5051) (REDMS No. 6503285 v. 7; 6503812; 6491526; 6560058; 6560061)

- (1) *That Council Policy 5051 “Non-Profit Organization Replacement and Accommodation Policy”, as outlined in attachment 1 to the staff memorandum titled, “Follow-Up Memo re: Non-Profit Social Service Agency Space Needs – Policy Options” dated November 9, 2020 be adopted;*



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- (2) *That density bonus provisions in the Zoning Bylaw for Community Amenity Space be used to secure non-profit organization space;*
- (3) *That OCP Policy be reviewed and economic analysis of further policy options to increase the supply of non-profit space be conducted; and*
- (4) *That, following the proposed economic analysis, staff bring forward a policy framework, staff review process and criteria for securing community amenity options through the rezoning process for new developments for Council consideration.*

ADOPTED ON CONSENT

PUBLIC ANNOUNCEMENTS AND EVENTS

Mayor Brodie announced the following 2021 Advisory Committee appointments:

Stephanie Rudnisky has been appointed as a Citizen-at-Large to the Richmond Community Services Advisory Committee for a two-year term to expire on December 31, 2022.

Child Care Development Advisory Committee

Two-year term to expire on December 31, 2022

- Kevin Ching
- Jarrod Connolly
- Tania Lam
- Diana Ma
- Aaron Manalo
- Chantelle Pereira
- Gordon Surgeson
- Elana van Veen
- William Tsai



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Mayor Brodie also spoke to the Province's new Public Health Orders now in place until Monday, November 23, 2020 including: (i) a ban on social interaction with anyone not in an immediate household including meeting others at restaurants, (ii) the suspension of group physical activities such as indoor fitness classes or any indoor activity that increases respiratory rates, (iii) no indoor sports where physical distancing cannot be maintained, and (iv) no non-essential travel into or out of the Vancouver Coastal Health and Fraser Health regions. Mayor Brodie also emphasized the need to continue with proactive measures such as mandatory wearing of masks in City buildings.

BYLAWS FOR ADOPTION

R20/19-5

It was moved and seconded

That Revised Consolidated 5 Year Financial Plan (2020-2024) Bylaw No. 10183, Amendment Bylaw No. 10203 be adopted.

CARRIED

ADJOURNMENT

R20/19-6

It was moved and seconded

That the meeting adjourn (7:51 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the Regular meeting of the Council of the City of Richmond held on Monday, November 9, 2020.

Mayor (Malcolm D. Brodie)

Corporate Officer (Claudia Jesson)



City of
Richmond

Memorandum
Planning and Development Division
Community Social Development

To: Mayor and Councillors
From: Lesley Sherlock
Social Planner
Date: November 9, 2020
File: 07-3000-01/2020-Vol 01
Re: **Follow-Up Memo re: Non-Profit Social Service Agency Space Needs - Policy Options**

The purpose of this memo is to follow up on the Memo to City Council dated November 3, 2020 titled “Non-Profit Social Service Agency Space Needs – Policy Options” by an amended “Non-Profit Organization Replacement and Accommodation Policy” (Attachment 1) for Council’s consideration.

This proposed alternative Policy option includes the following wording:

If there are no NPO tenants on a property at the time of a rezoning application where NPO tenants had previously been located on the property, the City has the right to review that history through the rezoning review and may choose to impose the policy’s requirements.

This option is proposed due to concerns expressed during the November 2, 2020 General Purposes discussion that developers may evict NPOs prior to submitting an application to avoid Policy requirements.

While the proposed Policy would protect NPOs currently leasing at sites that may be redeveloped, it would not address the potential consequence of providing a disincentive for landowners/developer to rent to NPOs. Staff are proposing instead to mitigate this concern by securing space for lease to NPOs through implementation of Zoning Bylaw provisions (Recommendation #2 of the staff report “Non-Profit Social Service Agency Space Needs – Policy Options”), which would secure space for NPO use in perpetuity. Additional tools for securing NPO space would be explored in the future economic analysis (Recommendation #3 of the same report).

While staff consider the original proposed Policy sufficient as staff will apprise Council of any NPO history on a redevelopment application site, if Council wishes to embed this action in the Policy, an option is proposed for consideration (Attachment 1).

November 9, 2020

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If you have any questions or require further information, please contact the undersigned.



Lesley Sherlock
Social Planner
(604-276-4220)

Att. 1

pc: SMT
Kim Somerville, Director, Community Social Development
Jerry Chong, Director, Finance
Kirk Taylor, Director, Real Estate Services
Wayne Craig, Director, Development
Barry Konkin, Director, Policy Planning
Marie Fenwick, Director, Arts, Culture and Heritage Services
Elizabeth Ayers, Director, Recreation and Sport Services



Page 1 of 2	Non-Profit Organization Replacement and Accommodation Policy	Policy 5051
Adopted by Council: <date>		

PPOLICY 5051

Objective: To support existing non-profit organization (NPO) tenants by ensuring that community social service needs are maintained when NPO displacement would result from redevelopment.

It is Council policy that:

- a) As part of the development application review process (Rezoning and OCP Amendment), the owner is to provide staff with a summary of existing on-site non-profit organizations (NPO) and provide confirmation of the following:
 - i. The NPO tenants have been provided with a minimum 6 months notice;
 - ii. The owner has offered to secure NPO permanent replacement space of an equivalent area in the new development;
 - iii. The owner has offered the replacement space at 50% of market rent in perpetuity;
 - iv. The owner has offered three months free rent for NPO tenants who have been at that location for longer than one year;
 - v. The owner has offered to provide the tenant with assistance (e.g. services of a realtor) in finding new and/or temporary space at a lease rate affordable to the agency and cover moving costs to and from the temporary space.

- b) In the new development, the owner is to provide:
 - i. A permanent replacement space comprised of at least an equivalent area to shell level finish.

Shell space is defined as space enclosed by the exterior building envelop which includes suitable washroom facilities; heating and cooling; infrastructure for electrical, mechanical and IT services connected to base building systems and distributed to ceiling level; and stud level of wall and ceiling finishes to allow for future connections;
 - ii. Rent of the NPO replacement space at 50% of market rates in perpetuity;



- iii. The NPO tenant with the first right of refusal to occupy the permanent replacement space in the new development;
 - iv. If the NPO tenant who originally occupied the site declines their first right of refusal to occupy or later vacates the premise, the space may only be occupied by a NPO acceptable to the City.
-
- c) If there are no NPO tenants on a property at the time of a rezoning application where NPO tenants had previously been located on the property, the City has the right to review that history through the rezoning review and may choose to impose the policy's requirements.
 - d) The above will be secured with legal agreements registered on title prior to rezoning bylaw adoption or Development Permit issuance.

Non-profit Tenant Eligibility:

- The proposed policy would be applicable to non-profit organizations providing services to primarily Richmond residents at that location, as determined by the City. Eligible uses are limited to those compatible with office-type settings, including multi-purpose rooms for group activities, which would be easily accommodated within a new development.
- In addition to social services, this policy would apply to other non-profit sectors (e.g. arts, recreation) that provide services within an office-type setting. As City policies and strategies to support child care and affordable housing already exist, these uses would not be addressed by this policy.
- Community Social Development and Community Services Divisions will advise Planning and Development as to which eligible organizations are at risk of displacement based on information provided through space needs surveys and community contacts.



Regular Council meeting for Public Hearings
Monday, November 16, 2020

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Carol Day (by teleconference)
Councillor Alexa Loo
Councillor Bill McNulty (by teleconference)
Councillor Linda McPhail (by teleconference)
Councillor Harold Steves (by teleconference)
Councillor Michael Wolfe (by teleconference)

Matthew O'Halloran, Acting Corporate Officer

Absent: Councillor Kelly Greene

Call to Order: Mayor Brodie opened the proceedings at 7:00 p.m.

- RICHMOND ZONING BYLAW NO. 8500, AMENDMENT BYLAW NO. 10122 (FENCE REGULATIONS)**
(Location: City-wide; Applicant: City of Richmond)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH20/8-1 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 10122 be given third reading.

CARRIED



**Regular Council meeting for Public Hearings
Monday, November 16, 2020**

PH20/8-2 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 10122 be adopted.
CARRIED

PH20/8-3 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 10144 be adopted.
CARRIED

**2. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10206
(RZ 19-881151)**

(Location: 10160 Williams Road; Applicant: Kulbinder Dhesi, Rajbinder Aujla, and Paulveer Aujla)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH20/8-4 It was moved and seconded
*That Richmond Zoning Bylaw 8500, Amendment Bylaw 10206 be given
second and third readings.*

CARRIED

**3. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10211
(RZ 20-898600)**

(Location: 3540 Lockhart Road; Applicant: Raman Kooner)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.



Regular Council meeting for Public Hearings
Monday, November 16, 2020

PH20/8-5

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10211 be given second and third readings.

The question on the motion was not called as discussion ensued with regard to tree retention on-site, and in response to queries, the applicant noted that the tree and hedges on-site does not conflict with the building envelope and would be retained. Also, the applicant added that the retained hedges could be used to enhance privacy for the site.

The question the motion was then called and it was **CARRIED**.

ADJOURNMENT

PH20/8-6

It was moved and seconded

That the meeting adjourn (7:12 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the Regular meeting for Public Hearings of the City of Richmond held on Monday, November 16, 2020.

Mayor (Malcolm D. Brodie)

Acting Corporate Officer
(Matthew O'Halloran)



General Purposes Committee

- Date: Monday, November 16, 2020
- Place: Council Chambers
Richmond City Hall
- Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Carol Day
Councillor Kelly Greene (by teleconference)
Councillor Alexa Loo
Councillor Bill McNulty (by teleconference)
Councillor Linda McPhail (by teleconference)
Councillor Harold Steves (by teleconference)
Councillor Michael Wolfe (by teleconference)
- Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded
That the minutes of the meeting of the General Purposes Committee held on November 2, 2020, be adopted as circulated.

CARRIED

FINANCE AND CORPORATE SERVICES DIVISION

- 1. **AWARD OF CONTRACT 6722P – SUPPLY AND DELIVERY OF COMPUTER EQUIPMENT AND RELATED SERVICES**
(File Ref. No. 04-1300-01) (REDMS No. 6520987 v. 8)

It was moved and seconded
(1) That contract 6722P – Supply and Delivery of Computer Equipment and Related Services for an initial three-year term estimated at \$845,910 exclusive of taxes, with an option to renew for one further two-year term for a maximum of five years, be awarded to Compugen, Inc.; and

General Purposes Committee
Monday, November 16, 2020

- (2) *That the Chief Administrative Officer and the General Manager, Finance and Corporate Services be authorized to execute the contract with Compugen, Inc.*

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

2. ENERGY STEP CODE REQUIREMENTS FOR PART 9 RESIDENTIAL AND PART 3 HOTEL BUILDINGS

(File Ref. No. 10-6125-07-02; 12-8060-20-010205) (REDMS No. 6506519 v. 27; 6506222)

In reply to queries from Committee, Norm Connolly, Manager, Sustainability, by teleconference, spoke to the proposed Energy Step Code requirements for Part 9 residential and Part 3 hotel buildings and in particular, he commented on the following:

- greenhouse gas intensity;
- low carbon energy systems as defined for Part 3 buildings (on-site energy system supplying a minimum 70% of a building's annual heating, cooling and domestic hot water demand);
- the City's requirement for district energy-ready low carbon energy systems in new developments in the City Centre area; and
- the City's Building Regulation bylaw as it relates to thicker walls and floor area ratio calculations.

It was moved and seconded

- (1) *That Building Regulation Bylaw No. 7230, Amendment Bylaw No. 10205, which updates existing Step Code requirements for Part 9 residential buildings and introduces Step Code requirements for Group C occupancy hotels, from the Director, Building Approvals, and the Director, Sustainability and District Energy, be introduced and given first reading; and*
- (2) *That for Part 3 Hotels and Motel buildings, and for Part 9 buildings currently required to build to Step 1 and requiring a Development Permit (e.g. duplexes), notwithstanding the adoption of Building Regulation Bylaw No. 7230, Amendment Bylaw No. 10205:*
- (a) *If a Development Permit has been issued prior to December 15, 2020, the owner may, while their Development Permit remains valid, apply for a Building Permit in compliance with energy efficiency requirements applicable prior to the adoption of Bylaw 10205; or*

General Purposes Committee
Monday, November 16, 2020

- (b) If an acceptable Development Permit application has been submitted to the City prior to adoption of Bylaw 10205, is considered and endorsed by the Development Permit Panel prior to December 15, 2021, and has a complete Building Permit application acceptable to the City submitted prior to December 15, 2021, the owner may apply for a Building Permit in compliance with energy efficiency requirements applicable prior to adoption of Bylaw 10205.*

CARRIED

PLANNING AND DEVELOPMENT DIVISION

4. **APPLICATION BY WYDANCO CONSULTANTS LTD. TO RESCIND THIRD READING OF AMENDMENT BYLAWS 9628 AND 9629 AND TO UPDATE REZONING CONSIDERATIONS TO AMEND THE PROPOSED “HIGH RISE COMMERCIAL (ZC39) – BRIDGEPORT GATEWAY” ZONE FOR THE PROPERTIES AT 8320, 8340, 8360 & 8440 BRIDGEPORT ROAD AND 8311 & 8351 SEA ISLAND WAY**
(File Ref. No. ZT 19-575774/RZ 13-628557; 12-8060-20-009626/00) (REDMS No. 6470377 v. 10)

In reply to queries from Committee, by teleconference, Wayne Craig, Director, Development, advised that the Applicant is seeking to relocate the proposed educational uses from Area A (Phase 1) to Area C (Phase 2) in order to postpone construction of a post-secondary educational facility as a result of changes in market demand for that use. He stated that a legal agreement will restrict strata titling of the education space whether it is constructed as education space or office space; also Mr. Craig commented on sustainability features, noting that the proposed application has been updated to reflect the provision of a low carbon energy plant, for which ownership would be transferred to the City as per the City’s current District Energy Utility standards.

It was moved and seconded

- (1) That Third Reading of Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628, for the subject properties, be rescinded;*
- (2) That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628, as amended, to amend the Bridgeport Village Specific Land Use Map- Detailed Transect Descriptions in Schedule 2.10 (City Centre Area Plan) by:*
 - (a) adding commercial education and university education uses (excluding dormitory and child care uses) to the list of uses permitted on a limited range of properties located south of Bridgeport Road and west of No. 3 Road; and*

General Purposes Committee
Monday, November 16, 2020

(b) for the above-noted properties, providing for up to 50% of the 1.0 Floor Area Ratio (FAR) Village Centre Bonus floor area to be allocated to education uses;

be forwarded to a new Public Hearing;

(3) That Bylaw 9628, as amended, having been considered in conjunction with:

(a) the City's Financial Plan 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 program and plans, in accordance with Section 882 (3) (a) of the Local Government Act;

(4) That Bylaw 9628, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation;

(5) That Third Reading of Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, for the subject properties, be rescinded;

(6) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, as amended, which would:

(a) create the "High Rise Commercial (ZC39) – Bridgeport Gateway" zone and rezone the subject properties from "Auto-Oriented Commercial (CA)" and "Land Use Contract 126" to a new site-specific zone, "High Rise Commercial (ZC39) – Bridgeport Gateway"; and

(b) to discharge "Land Use Contract 126", entered into pursuant to "Beldee Holdings/CTS Developments Limited Land Use Contract Bylaw No. 3612, 1979", (RD85571 as modified by RD150271, RD 154654, RD 156206 and BV268786), for the properties at 8320, 8340, 8360 & 8440 Bridgeport Road and 8351 Sea Island Way;

be forwarded to a new Public Hearing.

CARRIED

General Purposes Committee
Monday, November 16, 2020

3. **APPLICATION BY PC URBAN (VIKING WAY) HOLDINGS CORP. FOR STRATA TITLE CONVERSION AT 3671 & 3691 VIKING WAY AND 13511 & 13520 CRESTWOOD PLACE**

(File Ref. No. SC 20-893905; SC 20-895413; SC 20-895414) (REDMS No. 6471629 v. 4; 77594; 6488062)

In response to queries from Committee, Bob Cabral, Chief Operating Officer, Dan Cupa, Director, Development, Bob Reid, Senior Development Manager, and Louise Tagulao, Director, Creative Marketing and Communications, PC Urban, provided the following information by teleconference:

- PC Urban does not wish accelerate the termination of leases with tenants who will not stay;
- PC Urban is committed to trying to find ways to make current tenants owners;
- PC Urban will continue to offer tenants opportunities to stay short-term on a case-by-case basis;
- PC Urban will fund a Strata Reserve Fund at the start of stratification and in keeping with the *Strata Property Act*, the fund will be 5% of the strata budget; and
- PC Urban believes that stratification offers small businesses greater autonomy over their destiny by providing ownership opportunities.

It was moved and seconded

(1) *That the three applications for Strata Title Conversion by PC Urban (Viking Way) Holdings Corp. for the properties located at 3671 & 3691 Viking Way and 13511 & 13520 Crestwood Place be approved on the fulfilment of the following conditions within 180 days of the date of this resolution:*

- (a) *Payment of all City utility charges and property taxes up to and including the current year;***
- (b) *Registration of a flood indemnity covenant on title;***
- (c) *Registration of an aircraft noise indemnity covenant on title;***
- (d) *Registration of a covenant on title identifying that no separate sales of strata lots are permitted unless the strata lots are separated by a demising wall;***
- (e) *Completion of remediation works identified in the Building Code Compliance Report prepared by CFT Engineering Inc., to the satisfaction of the Building Approvals Department;***

General Purposes Committee
Monday, November 16, 2020

- (f) Receipt of a Letter of Credit in the amount of \$36,410 to secure the provision of six additional accessible vehicle parking spaces, 24 Class 2 bicycle parking spaces, and pedestrian connections from the buildings to the sidewalk; and*
- (g) Submission of appropriate plans and documents to the City and execution of the same by the Approving Officer; and*
- (2) That the City, as the Approving Authority, delegate to the Approving Officer the authority to execute the strata conversion plan on behalf of the City, as the Approving Authority, on the basis that the conditions set out in Recommendation 1 have been satisfied.*

The question on the motion was not called as discussion ensued and the following Committee comments were noted:

- based on the tenant surveys received, a little over half of the tenants support the proposed application;
- it would be ideal for the Applicant to offer long-term leasing opportunities to existing tenants; and
- given the age of the building, 5% of the strata budget for the reserve fund seems low.

In reply to a query from Committee, Mr. Craig advised that, in comparison to a single ownership parcel, re-development of a stratified building may be more challenging because there are more owners involved.

The question on the motion was then called and it was **DEFEATED** with Cllrs. Au, Day, Greene, Steves and Wolfe opposed.

As a result, the following **referral motion** was introduced:

It was moved and seconded

That the three applications for Strata Title Conversion by PC Urban (Viking Way) Holdings Corp. for the properties located at 3671 & 3691 Viking Way and 13511 & 13520 Crestwood Place be referred back to staff for further discussion with the Applicant.

CARRIED

4. **APPLICATION BY WYDANCO CONSULTANTS LTD. TO RESCIND THIRD READING OF AMENDMENT BYLAWS 9628 AND 9629 AND TO UPDATE REZONING CONSIDERATIONS TO AMEND THE PROPOSED “HIGH RISE COMMERCIAL (ZC39) – BRIDGEPORT GATEWAY” ZONE FOR THE PROPERTIES AT 8320, 8340, 8360 & 8440 BRIDGEPORT ROAD AND 8311 & 8351 SEA ISLAND WAY**
(File Ref. No. ZT 19-575774/RZ 13-628557; 12-8060-20-009626/00) (REDMS No. 6470377 v. 10)

Please see Page 3 for action on this matter.

General Purposes Committee
Monday, November 16, 2020

LEGAL AND LEGISLATIVE SERVICES DIVISION

5. 2021 COUNCIL AND COMMITTEE MEETING SCHEDULE

(File Ref. No. 01-0105-01) (REDMS No. 6556849)

It was moved and seconded

- (1) That Option 2 be selected as the preferred option for the 2021 Council and Committee Meeting Schedule, as detailed in Attachment 2 of the staff report dated November 3, 2020, from the Director, City Clerk's Office; and*
- (2) That the following revisions as detailed in the staff report title "2021 Council and Committee Meeting Schedule" dated November 3, 2020, from the Director, City Clerk's Office, be approved:*
 - (a) That the Regular Council meetings (open and closed) of August 9 and August 23, 2021 be cancelled; and*
 - (b) That the August 16, 2021 Public Hearing be rescheduled to September 7, 2021 at 7:00pm in the Council Chambers at Richmond City Hall.*

CARRIED

COUNCILLOR KELLY GREENE

6. INCLUSION OF THE UN SUSTAINABLE DEVELOPMENT GOALS IN THE CITY OF RICHMOND'S ANNUAL REPORT OR OTHER ANNUAL REPORT

(File Ref. No.)

It was moved and seconded

For staff to provide analysis on inclusion of the UN Sustainable Development Goals in the City of Richmond's Annual Report or other annual report basis.

The question on the referral motion was not called as Councillor McPhail served a Notice of Motion and requested additional information on the matter.

As a result, Mayor Brodie advised that the "Inclusion of the UN Sustainable Development Goals in the City of Richmond's Annual Report or Other Annual Report" would be placed on the November 30, 2020 General Purposes Committee agenda.

General Purposes Committee
Monday, November 16, 2020

7. **SIDEWALK WIDTH STANDARDS FOR ARTERIAL AND MINOR ARTERIAL ROADS**
(File Ref. No.)

Councillor McPhail served a Notice of Motion.

As a result, Mayor Brodie advised that the “Sidewalk Width Standards for Arterial and Minor Arterial Roads” would be placed on the November 30, 2020 General Purposes Committee agenda.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:06 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the General Purposes Committee of the Council of the City of Richmond held on Monday, November 16, 2020.

Mayor Malcolm D. Brodie
Chair

Hanieh Berg
Legislative Services Associate



Finance Committee

Date: Monday, November 16, 2020

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Carol Day
Councillor Kelly Greene (by teleconference)
Councillor Alexa Loo
Councillor Bill McNulty (by teleconference)
Councillor Linda McPhail (by teleconference)
Councillor Harold Steves (by teleconference)
Councillor Michael Wolfe (by teleconference)

Call to Order: The Chair called the meeting to order at 5:07 p.m.

MINUTES

It was moved and seconded

That the minutes of the meetings of the Finance Committee held on October 5, 2020 and the Special Finance Committee held on August 26, 2020, be adopted as circulated.

CARRIED

PRESENTATION

1. KPMG Audit Plan

By teleconference, C.J. James, Audit Partner, KPMG, and Aanu Adeleye, Senior Manager, KPMG, stated that there are no changes or updates to the City of Richmond Audit Planning report for the year ending December 31, 2020.

Special Finance Committee
Monday, November 16, 2020

FINANCE AND CORPORATE SERVICES DIVISION

2. **2021 UTILITY BUDGETS AND RATES**

(File Ref. No. 03-0970-01) (REDMS No. 6545588 v. 10)

By teleconference, Jason Ho, Manager, Engineering Planning, and Suzanne Bycraft, Manager, Fleet and Environmental Programs, reviewed the proposed 2021 utility rates for water, sewer, drainage and diking, and solid waste and recycling.

Water Utility

Option 1 proposes a zero rate impact with a draw of \$1.4 million from the Rate Stabilization provision, Option 2 proposes a \$700,000 draw from the Rate Stabilization provision (recommended by staff), and Option 3 proposes non-discretionary increases with no draw from the Rate Stabilization provision.

In reply to queries from Committee, Mr. Ho advised that the latest water consumption data reflect a change in water consumption patterns likely as a result of COVID-19, and thus staff have adjusted their recommendation to account for this change in consumption.

Sewer Utility

Option 1 proposes a zero rate impact with a draw of \$1.2 million from the Rate Stabilization provision, Option 2 proposes a \$600,000 draw from the Rate Stabilization provision (recommended by staff), and Option 3 proposes non-discretionary increases with no draw from the Rate Stabilization provision.

Drainage and Diking Utility

Option 1 proposes a zero rate impact (recommended by staff), Option 2 proposes a 15% increase to medium and large non-stratified properties, 2% increase to single-family properties, and 1% increase to multi-family properties, and Option 3 proposes a 30% increase to medium and large non-stratified properties, 4% increase to single-family properties, and 2% increase to multi-family properties.

In reply to queries from Committee, Mr. Ho advised that, unlike water and sewer, the diking and drainage utility is not impacted by external cost factors like Metro Vancouver. He highlighted that staff have been highly successful in securing grant funding for the City's diking network and therefore, staff recommend a zero rate impact as it will not affect the City's flood protection initiatives.

Special Finance Committee
Monday, November 16, 2020

Solid Waste and Recycling Budget

Option 1 proposes a zero rate impact, Option 2 proposes partial cost increases offset by a operating budget impact draw from the provision account, and Option 3 proposes partial cost increases with no offset from the provision account.

It was moved and seconded

That the 2021 utility budgets, as presented in Option 2 for Water (page 5), Option 2 for Sewer (page 10), Option 1 for Drainage and Diking (page 16), and Option 3 for Solid Waste and Recycling (page 18), as outlined in the staff report, dated November 6, 2020 from the General Manager, Engineering and Public Works and the Acting General Manager, Finance and Corporate Services, be approved as the basis for establishing the 2021 utility rates and included in the Consolidated 5 Year Financial Plan (2021-2025) Bylaw.

The question on the motion was not called as the following **amendment motion** was introduced:

It was moved and seconded

That Option 2 for Drainage and Diking (page 16) be approved, instead of Option 1.

DEFEATED

Opposed: Mayor Brodie
Cllrs. Au
Loo
McNulty
McPhail

The question on the main motion was then called and it was **CARRIED** with Cllr. Wolfe opposed.

ENGINEERING AND PUBLIC WORKS DIVISION

3. **2021 DISTRICT ENERGY UTILITY RATES**

(File Ref. No. 01-0060-20-LIEC1; 12-8060-20-010208/010209/010210) (REDMS No. 6537172 v. 10; 6538843; 6538844; 6538846)

In reply to queries from Committee, by teleconference, Alen Postolka, Manager, District Energy, advised that the proposed district energy utility rates are competitive with conventional energy costs based on the same level of service; also he remarked that the rate increase ensures sufficient revenues to offset the capital investment and operating costs.

Committee requested that a memorandum comparing district energy utility rates with those of conventional utility rates be provided to Council.

Special Finance Committee
Monday, November 16, 2020

Discussion took place on the proposed 2.5% blended increase and in particular, the 2.0% for Consumer Price Index (CPI) and in response, Mr. Postolka advised that the CPI is one factor in the overall service rates costs.

It was moved and seconded

- (1) *That the Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 10208 be introduced and given first, second and third readings;*
- (2) *That the Oval Village District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 10209 be introduced and given first, second and third readings; and*
- (3) *That the City Centre District Energy Utility Bylaw No. 9895, Amendment Bylaw No. 10210 be introduced and given first, second and third readings.*

The question on the motion was not called as the following **referral motion** was introduced:

It was moved and seconded

That the staff report titled “2021 District Energy Utility Rates” dated September 25, 2020 from the Director, Sustainability and District Energy be referred back to staff to reduce the rate increases.

The question on the referral motion was not called as in reply to Committee comments, John Irving, General Manager, Engineering and Public Works, by teleconference, advised that the CPI is one factor in the overall proposed rate increases. He remarked that there is no proposed increase to the Alexandra District Energy Utility rate, which is the majority of the district energy customer base. He added that the proposed district energy utility rates are competitive with those of conventional utilities and a lower rate for 2021 would result in a higher rate increase in future years.

The question on the referral motion was then called and it was **DEFEATED** with Mayor Brodie and Cllrs. Loo, McNulty, McPhail and Steves opposed.

The question on the main motion was then called and it was **CARRIED** with Cllr. Greene opposed.

Special Finance Committee
Monday, November 16, 2020

Mayor Brodie acknowledged Councillor Greene for her hard work on Council and congratulated her on her new role as Member of the Legislative Assembly.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:37 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Special Finance Committee of the Council of the City of Richmond held on Monday, November 16, 2020.

Mayor Malcolm D. Brodie
Chair

Hanieh Berg
Legislative Services Associate



Council/School Board Liaison Committee

Date: October 7, 2020
Place: Anderson Room
Richmond City Hall
Present: Councillor Alexa Loo, Chair
Councillor Kelly Greene (by teleconference)
Trustee Debbie Tablotney (by teleconference)
Trustee Donna Sargent (by teleconference)
Trustee Ken Hamaguchi
Call to Order: The Chair called the meeting to order at 9:20 a.m.

AGENDA

It was moved and seconded
That the Council/School Board Liaison Committee agenda for the meeting of October 7, 2020, be adopted as circulated.

CARRIED

MINUTES

It was moved and seconded
That the minutes of the meeting of the Council/School Board Liaison Committee held on June 10, 2020, be adopted as circulated.

CARRIED

BUSINESS ARISING & NEW BUSINESS

1. **LIVESTREAMING THE (OPEN) COUNCIL/SCHOOL BOARD LIAISON COMMITTEE MEETINGS**

Council/School Board Liaison Committee

Wednesday, October 7, 2020

It was moved and seconded

That the open Council/School Board Liaison Committee meetings be livestreamed online.

CARRIED

2. UPDATE ON THE FOUNDRY

City staff updated Committee on the Foundry, highlighting the following:

- the Richmond branch of the Foundry launched in July 2020 and provides integrated health and social services for youth ages 12-24;
- services are available in-person or virtually;
- the Richmond branch is operated by Vancouver Coastal Health;
- the Foundry is working collaboratively with the City and community organizations; and
- the District and other community groups will be participating in a virtual tour of the Foundry and the tour will be later posted on the organization's website.

In reply to queries from Committee, City and District staff noted that the District's PAC has been involved with Foundry meetings and updates can be provided at the next School Board meeting. City staff added that information on the Foundry program can be provided to Council and the School Board.

It was moved and seconded

That the verbal Update on the Foundry be received for information.

CARRIED

3. CHILD CARE UPDATE

City staff provided an update on Child Care in Richmond, noting the following:

- the City, together with District, Child Care Licensing and Child Care Resource and Referral Centres have been holding regular meetings regarding the emergency child care planning and have been providing information to parents and child care operators;
- most licensed operators have re-opened with lower enrollment and some operators have permanently closed;
- Provincial emergency temporary funding for child care has ended in August 2020; and
- City staff are gathering data on child care operations and an inventory on child care is forthcoming.

City staff then provided an update on the Community Child Care Planning Project, noting the following:

Council/School Board Liaison Committee

Wednesday, October 7, 2020

- the City received funding towards the project in the amount of \$25,000 from the Union of British Columbia Municipalities (UBCM);
- the project will include (i) an inventory of child care spaces, (ii) public engagement of child care needs in the city, (iii) child care targets for the next 10 years, and (iv) an action plan for implementation; and
- the public engagement component will include surveys of residents, operators, employers, community partners and focus groups with City and District staff.

City staff provided an update on future City-owned child care facilities, noting that the three facilities – (i) Seedlings Early Childhood Development Hub, (ii) Sprouts Early Childhood Development Hub, (3) Hummingbird Child Care Facility are under development. City staff added that all three facilities have received Provincial funding for facility furnishing and equipment.

City staff commented on the upcoming annual update on the Child Care Needs Assessment Strategy, noting that the Strategy will outline the progress on actions that have been taken and the impact of the COVID-19 Pandemic on child care in the city. City staff added that the update will be available in early 2021.

In reply to queries from Committee, City staff noted that most of the preschools that were closed at the onset of the COVID-19 Pandemic have reopened with virtual and in-person programming. City staff added that information will be gathered on preschools as part of the upcoming child care inventory.

It was moved and seconded

That the verbal update on Child Care be received for information.

CARRIED

4. **POVERTY REDUCTION AND PREVENTION ACTION PLAN**

City staff briefed Committee on the City's Poverty Reduction and Prevention Action Plan, noting that (i) a \$25,000 grant was received from UBCM, (ii) the Plan will identify areas of greatest community needs, potential service accessibility improvements and enhance social inclusion, (iii) public engagement will include consultations with individuals with lived experience, community organizations and the School District, and (iv) completion of the project is expected in the second quarter of 2021.

It was moved and seconded

That the verbal report on the Poverty Reduction and Prevention Action Plan be received for information.

CARRIED

Council/School Board Liaison Committee

Wednesday, October 7, 2020

5. BIKE PUMP TRACK

With the aid of a PowerPoint presentation (attached to and forming part of these minutes as Schedule 1), City staff briefed Committee on the proposed bike pump track, noting that (i) the facility is proposed for the site along Granville Street and Railway Avenue, (ii) the site is in proximity to other recreational facilities such as the Richmond Olympic Oval, (iii) the proposed track will be designed for beginner and intermediate riders, however can accommodate riders of all ages, (iv) the City will seek input from the local riding community, and other community stakeholders as part of the engagement process, and (v) the City can examine options to utilize natural track materials

Discussion ensued with regard to exploring various track design configurations and improving cycling and pedestrian safety along the adjacent intersection. It was suggested that as part of the engagement process, City staff seek input from residents within a 200 metre radius the proposed facility and the Richmond School District.

Discussion then ensued with regard to the figure-eight bike track design at the Garden City Lands, and it was suggested that City staff explore configuration improvements to enhance rider safety.

It was moved and seconded

That the update on the Bike Pump Track be received for information.

CARRIED

6. UPDATE ON THE 2020 SCHOOL OPENING

District staff provided an update on the 2020 School Opening, highlighting that (i) the District was able to provide three programming options – Online/Distributed learning, remote transitional learning, and face-to-face programming, (ii) the District has utilized Provincial and Federal funding for learning programs, (iii) approximately two-thirds of elementary school students and 95% of secondary students have opted for face-to-face learning, (iv) the District has adjusted webinar licences to allow for additional users, (v) the District has increased the number of custodial staff, and (vi) enhanced cleaning protocols and measures to encourage mask wearing and hand washing are in place.

It was moved and seconded

That the verbal update on the 2020 School Opening be received for information.

CARRIED

Council/School Board Liaison Committee
Wednesday, October 7, 2020

FUTURE AGENDA ITEMS (STANDING ITEM)

It was suggested that an update on the Foundry program be provided at the next Council/School Board Liaison Committee meeting.

NEXT COMMITTEE MEETING DATE

December 2, 2020 (tentative date) at 9:15 a.m. in the Anderson Room.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (10:05 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the City of Richmond Council/School Board Liaison Committee held on October 7, 2020.

Councillor Alexa Loo
Chair

Evangel Biason
Legislative Services Coordinator
City Clerk's Office



Railway Greenway Bike Skills Park

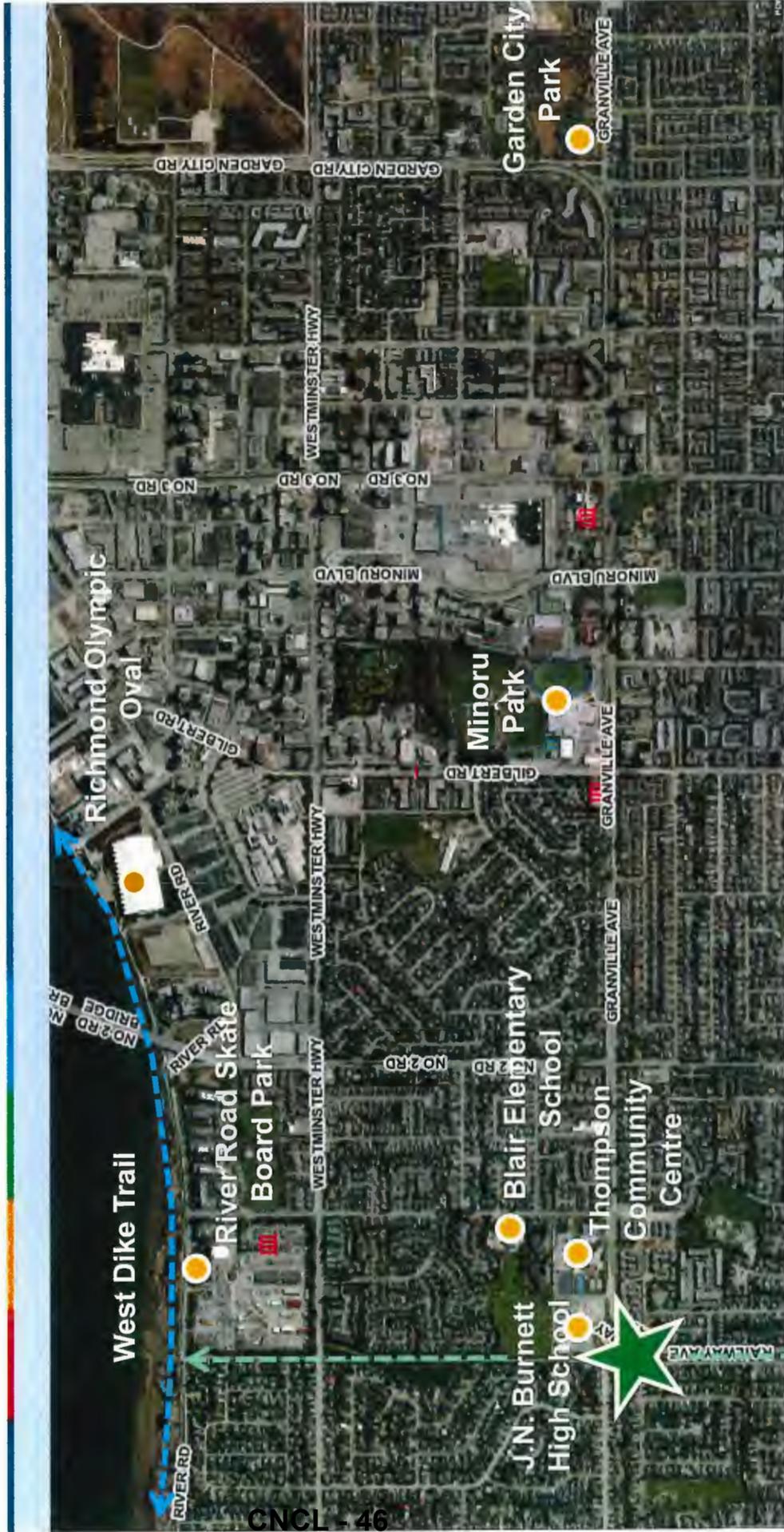
Alex Kurnicki

Research Planner II & Project Manager

Park Services, City of Richmond

Schedule 1 to the Minutes of the Council/School Board Liaison Committee meeting held on Wednesday, October 7, 2020.

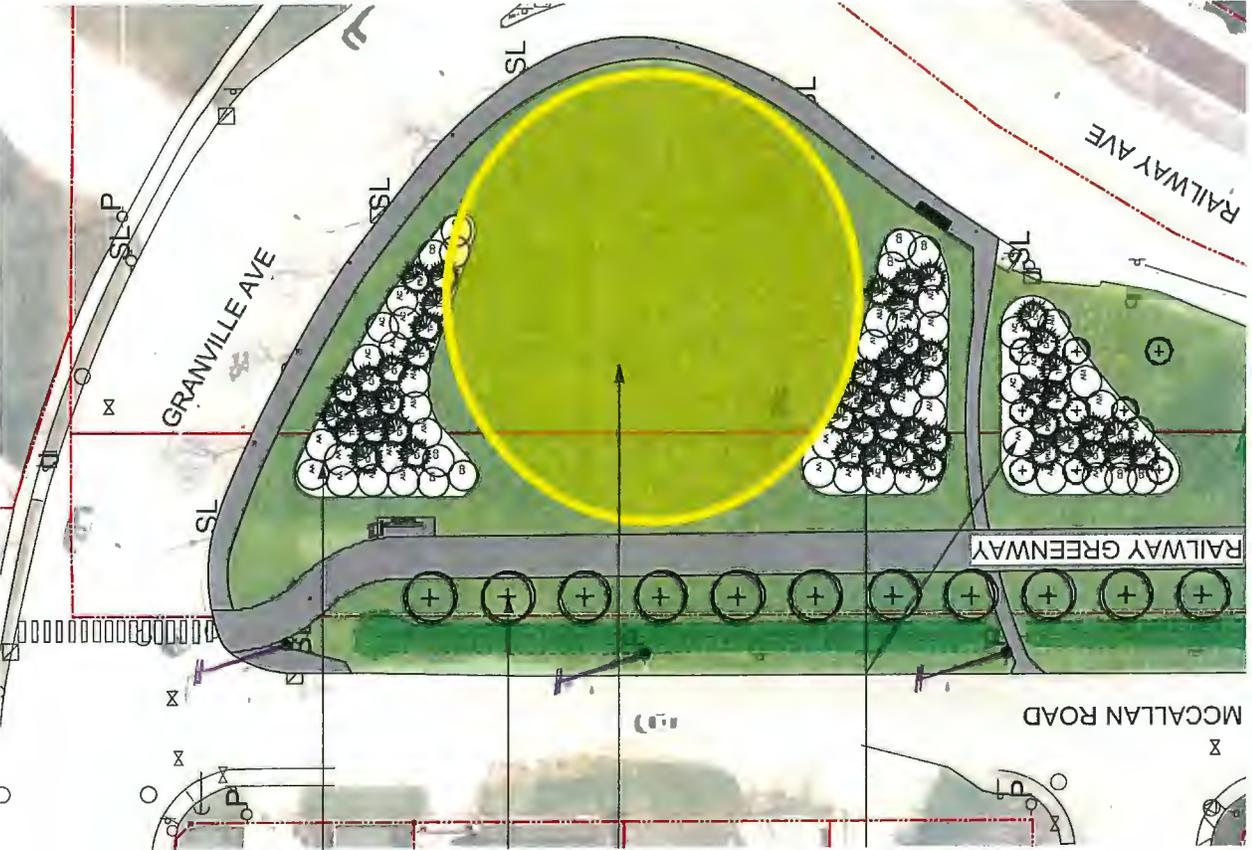
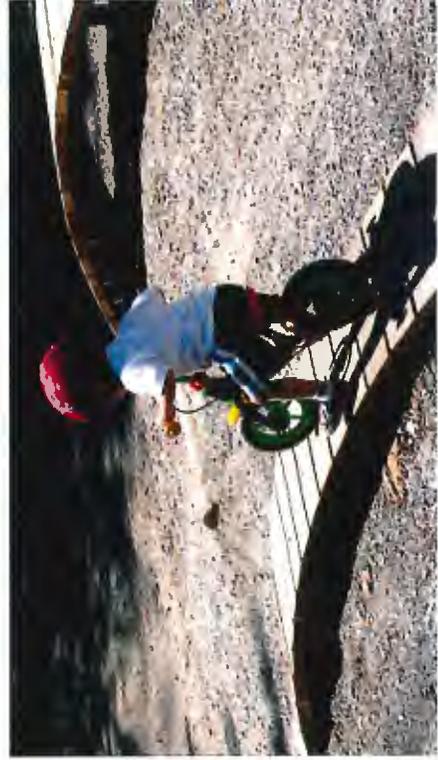
Civic Context & Connections



Railway Greenway

Location Plan and Site Context





NATIVE TREE PLANTING AREA.

EXISTING TREES TO BE RETAINED, TYP.

FUTURE BIKE PARK

NATIVE TREE PLANTING AREA.

RAILWAY BIKE PARK CONCEPTUAL LOCATION PLAN
CITY OF RICHMOND



Proposed Bike Park Program

- Intended for beginner & intermediate riders:
green and blue level terrain
- Easy access from Railway Greenway, adjacent schools and community centre
- Develop entry level skills
- Graduate to Garden City Terrain Bike Park
- Take pressure off Garden City
- Natural obstacles, pump track and skill building terrain

Proposed Park Development Process & Timeline

- Contract awarded to Hoots Ltd.
- Parks will work with Hoots to develop a design with input from the local riding community
- City is looking to identify stakeholders who should be involved: *Who do you think we should involve?*
- Construction expected to proceed in spring, 2021 and completed mid-2021



Proposed Park Development Process & Timeline

Input Required at Several Points:

1. Design Development: Getting ideas on what we want to have in the Skills Park (early 2021)
2. Feedback on the Options Created (spring, 2021)
3. Attend the Grand Opening (summer, 2021)
4. Ride it every day!

Thank you for your time today!

Alex Kurnicki (akurnicki@Richmond.ca)





City of Richmond

Report to Committee

To: General Purposes Committee **Date:** Oct 6, 2020
From: Grant Fengstad **File:** 04-1300-01/2020-Vol
 Director, Information Technology 01
Re: **Award of Contract 6722P – Supply and Delivery of Computer Equipment and Related Services**

Staff Recommendation

1. That contract 6722P – Supply and Delivery of Computer Equipment and Related Services for an initial three-year term estimated at \$845,910 exclusive of taxes, with an option to renew for one further two-year term for a maximum of five years, be awarded to Compugen, Inc.; and
2. That the Chief Administrative Officer and the General Manager, Finance and Corporate Services be authorized to execute the contract with Compugen, Inc.

Grant Fengstad
 Director, Information Technology
 (604-276-4096)

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance Department	<input checked="" type="checkbox"/>	 for Andrew Nazareth
SENIOR STAFF REPORT REVIEW	INITIALS:	APPROVED BY CAO
		

Staff Report

Origin

The City has adopted a “best practice” refresh program to ensure that the lifecycle for Information Technology assets are providing the best value to the City and being updated as they become “end of life”. Corporate computers are replaced on a five-year refresh cycle with approximately 20% of the inventory being updated each year. This provides up to date technology on a rolling basis to City employees that enable a high level of performance in serving the needs of the community. Having a managed refresh program reduces Corporate risk by planning and scheduling replacement versus responding to computer failures and breakage. In addition, facilitating the move from desktops to laptops to support remote work.

Information Technology manages a current inventory of approximately 1600 desktop and 400 laptop devices. Each year, approximately 400 of these devices are updated to current technology standards.

This report supports Council’s Strategic Plan 2018-2022 Strategy #2 A Sustainable and Environmentally Conscious City:

Environmentally conscious decision-making that demonstrates leadership in implementing innovative, sustainable practices and supports the City's unique biodiversity and island ecology.

2.1 Continued leadership in addressing climate change and promoting circular economic principles.

2.2 Policies and practices support Richmond's sustainability goals.

This report supports Council’s Strategic Plan 2018-2022 Strategy #5 Sound Financial Management:

Accountable, transparent, and responsible financial management that supports the needs of the community into the future.

5.3 Decision-making focuses on sustainability and considers circular economic principles.

Analysis

RFP Process

RFP 6722P - Supply and Delivery of Computer Equipment and Related Services was posted to BC Bid on July 2nd, 2020 and closed on August 10th, 2020.

The RFP set out the City’s requirements for computer equipment for a 5-year period, detailing technical specifications, quantities required by year and service level expectations.

Five proposals were received by the closing date from the following proponents:

- Compugen Inc.
- Island Key Computers
- Microserve
- Prototype Integrated Solutions Inc.
- Risentex Enterprises Ltd

Review Process

Staff initially evaluated the five proposals against pre-determined criteria that included:

- Proponent experience, including references
- Ability to provide the required services
- Ability to meet technical requirements, including stated specifications
- Financial proposal
- Circular economy assessment

The results of the team’s initial evaluation of proposals are shown below:

Table 1- Results of First Stage Evaluation

Proponent	Evaluation Score	Proposed price to supply required equipment during initial 3-year contract term
Compugen Inc.	72.0%	\$845,910
Island Key Computers	68.2%	\$1,062,018
Microserve	66.3%	\$991,730
Risentex Enterprises Ltd	43.8%	\$1,348,904
Prototype Integrated Solutions Inc.	12.7%	\$2,792,377

The evaluation showed that two proponents were not able to meet or able to provide the services or technical requirements requested and removed from further evaluation. The three remaining proponents were requested to provide test equipment for technical evaluation and physical assessment, where a pass or fail assessment was applied.

The result of the technical testing and physical assessment of the equipment was as follows:

Table 2- Results of Second Stage Evaluation

Proponent	Technical Testing (Pass/Fail)	Physical Assessment (Pass/Fail)
Compugen Inc.	Pass	Pass
Island Key Computers	Pass	Pass
Microserve	Fail	Pass

Based on the team's evaluation of proposals and the results of the second stage technical testing and certification process, Compugen’s proposal received the highest overall score (shown in Table 1).

To further confirm Compugen’s ranking, the team conducted an online interview, which confirmed the submission content and did not uncover any concerns. Through the interview process, adoption to circular economy best practices was discussed at length. Compugen has an existing program known as Green4Good that will responsibly recycle end of life computers and not create any waste.

Contract Term

The recommended contract length is for a three-year term with an option to renew for an additional two one-year terms, for a maximum of five years.

Financial Impact

None.

Conclusion

This report presents the RFP summary results for Contract 6722P – Supply and Delivery of Computer Equipment and Related Services. It is recommended that a contract be awarded to Compugen Inc. as the most responsive and responsible bidder with the initial three-year term estimated at \$845,910, exclusive of taxes.

Harjap Bardin
 Harjap Bardin
 Manager, Infrastructure Services
 (604-276-4071)
 HB:aed


 Angela Deer
 Manager, IT Compliance and Project Delivery
 (604-276-4252)



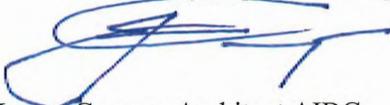
City of Richmond

Report to Committee

To: General Purposes Committee **Date:** October 26, 2020
From: James Cooper, Director, Building Approvals **File:** 10-6125-07-02/2020-Vol 01
Peter Russell, Director, Sustainability and District Energy
Re: Energy Step Code Requirements for Part 9 Residential and Part 3 Hotel Buildings

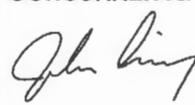
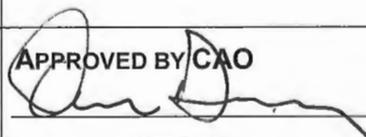
Staff Recommendation

1. That Building Regulation Bylaw No. 7230, Amendment Bylaw No. 10205, which updates existing Step Code requirements for Part 9 residential buildings and introduces Step Code requirements for Group C occupancy hotels, from the Director, Building Approvals, and the Director, Sustainability and District Energy, be introduced and given first reading; and
2. That for Part 3 Hotels and Motel buildings, and for Part 9 buildings currently required to build to Step 1 and requiring a Development Permit (e.g. duplexes), notwithstanding the adoption of Building Regulation Bylaw No. 7230, Amendment Bylaw No. 10205:
 - (a) If a Development Permit has been issued prior to December 15, 2020, the owner may, while their Development Permit remains valid, apply for a Building Permit in compliance with energy efficiency requirements applicable prior to the adoption of Bylaw 10205; or
 - (b) If an acceptable Development Permit application has been submitted to the City prior to adoption of Bylaw 10205, is considered and endorsed by the Development Permit Panel prior to December 15, 2021, and has a complete Building Permit application acceptable to the City submitted prior to December 15, 2021, the owner may apply for a Building Permit in compliance with energy efficiency requirements applicable prior to adoption of Bylaw 10205.


James Cooper, Architect AIBC
Director, Building Approvals
(604-247-4606)


Peter Russell, MCIP RPP
Director, Sustainability and District Energy
(604-276-4130)

Att. 7

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Law	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY/CAO 

Staff Report

Origin

In July 2018, Council adopted energy efficiency requirements of the BC Energy Step Code for new Part 9 residential buildings, and for Part 3 multi-unit residential, office and commercial buildings. At the same meeting, Council also approved amendments to the Official Community Plan (OCP) to include a schedule detailing new future Building Regulation Bylaw amendments in early 2020, 2022 and 2025 respectively, subject to future Council approvals to support the City's greenhouse gas (GHG) reduction targets.

This report includes a proposed amendment to City of Richmond's Building Regulation Bylaw 7230 that references higher Step Code requirements for new Part 9 residential buildings (single-detached, duplex and townhouse homes), and adds Step Code requirements for the additional "Group C occupancy" of Hotel and Motel uses. The Bylaw amendments introduce a 'two-option' Step Code format, where homebuilders and developers have the choice of meeting the prescribed Step Code performance requirement or a one-Step relaxation for installing (or connecting to) a low-carbon building energy system (LCES).

This report supports Council's Strategic Plan 2018-2022 Strategy #2 A Sustainable and Environmentally Conscious City:

2.1 Continued leadership in addressing climate change and promoting circular economic principles.

The implementation of Part 9 building requirements were originally scheduled to be considered earlier in 2020 but were delayed in consideration of the current COVID-19 pandemic. Staff undertook extensive online consultation with local homebuilders and developers from May to July 2020, engaging over 250 participants in total, which signaled industry support for the proposed Bylaw amendments. The report discusses financial considerations for developers; given the broadening of choices for builders and the minimal financial impact, staff believe the introduction of the bylaw changes are appropriate at this time.

Analysis

The Province's 2018 CleanBC Plan signaled that a "net zero energy-ready" level of energy efficiency will be required of all new buildings in the 2032 BC Building Code, specifically:

Compared to the current base BC Building Code, new homes will be:

- 20 per cent more energy efficient by 2022,
- 40 per cent more energy efficient by 2027, and
- 80 per cent more energy efficient by 2032, the net-zero energy ready standard.

The above increases in minimum BC Building Code requirements are equivalent to Steps 3, 4 and 5 respectively for new Part 9 residential buildings, and Steps 2, 3 and 4 respectively for new Part 3 "Group C occupancies" (i.e., multi-unit residential buildings, including hotels and motels).

City of Richmond Energy Step Code Requirements and Timing

The current OCP schedule (Table 1) of forecasted increases in Energy Step Code requirements indicates that new buildings in Richmond will be required to build to the highest level of the Step Code beginning in 2025, seven years in advance of Provincial requirements. The City’s aggressive schedule was justified because the City already had ‘above code’ rezoning requirements and had invested heavily in capacity building with local builders, including providing subsidized air tightness training and testing. Given the sea-change in building design and construction now underway, catalyzed by the BC Energy Step Code, ongoing support for builders will be key to the City’s continued success in reducing GHGs on this timeline. Further acceleration of the schedule set out in the OCP is expected to create non-compliances with energy performance requirements resulting in delayed approvals and expensive remedial actions.

Table 1 – Schedule Showing Current OCP, Proposed and Future Step Code Requirements

<i>Time of Building Permit Application</i>	Adopted Bylaw	Proposed Bylaw Amendment	Subject to future Council approval	
	<i>Sept. 2018</i>	<i>Dec. 2020</i>	<i>Jan. 2022</i>	<i>Jan. 2025</i>
Part 9 Residential				
Townhomes & Apartments	Step 3	Step 3 OR Step 2 + LCES (a)	Step 4 OR Step 3 + LCES (b)	Step 5 OR Step 4 + LCES (b)
Single Family, Duplex & Other Residential	Step 1	Step 3 OR Step 2 + LCES (a)	Step 4 OR Step 3 + LCES (b)	Step 5 OR Step 4 + LCES (b)
Part 3 Development				
Office & Retail Buildings	Step 2	Same as 2018	Step 3 (c)	Step 3 (c)
Residential Wood frame Low/Mid-Rise	Step 3	Same as 2018	Step 4 (c)	Step 4 (c)
Residential Concrete Towers	Step 3 OR Step 2 + LCES	Same as 2018	Step 3 (c)	Step 4 (c)
Hotels & Motels	n.a.	Step 3 OR Step 2 + LCES	Same as 2020 (c)	Step 4 OR Step 3 + LCES (c)

(a) – Greenhouse Gas Intensity no more than 6 kg CO_{2e} / m²/ year [or] ≤ 1.2 tCO_{2e} / year

(b) – Greenhouse Gas Intensity no more than 3 kg CO_{2e} / m²/ year [or] ≤ 0.6 tCO_{2e} / year

(c) – LCES targets for 2022-2025 Part 3 residential and commercial to be developed in 2021

Attachment 1 includes further detail on Provincial Code direction and Council-endorsed climate action targets.

Incenting GHG Emission Reductions Using a Low Carbon Energy System Policy

The BC Energy Step Code has been highly effective as a performance-based framework that reduces the total amount of thermal and mechanical energy used in a new building. The Step

Code does not however directly limit carbon emissions via a specific metric, since it is ‘fuel agnostic’ as to the source of energy used in a building.¹

The City of Richmond has pioneered a novel method of incenting low carbon mechanical systems in new buildings using the Step Code. This approach provides homebuilders and developers with two options to satisfy minimum energy performance requirements in Richmond’s Building Regulation Bylaw. As proposed, this ‘two-option’ or ‘Step down’ framework would provide applicants with the following choices:

- (a) Meet the current minimum Energy Step Code performance level as set in Building Regulation Bylaw No. 7230 for that building type (e.g., Step Code level 3); or,
- (b) Meet a one Step lower performance level (e.g., Step Code level 2) with installation of, or connection to, a low carbon energy system, in accordance with the requirements in Building Regulation Bylaw No. 7230.

The trade off between a higher investment in the building envelope to meet the Step Code requirement, versus meeting a one Step lower requirement, provides an incentive to install a low carbon energy system that provides energy efficient heating and cooling services powered by low-carbon BC grid electricity and/or renewable natural gas.

Engaging the Construction Industry on Proposed Bylaw Amendments

City staff organized and facilitated extensive online engagement of local homebuilders and developers from May to July 2020, using a series of ‘virtual Builder Breakfasts’ for Part 9 residential buildings, as well as two developer webinars for Part 3 hotels and motels. The City’s online engagement was amongst the most extensive to date, with over 250 participants in total (homebuilders, developers, contractors, Energy Advisors and building officials) from six online webinar and workshop sessions. See Attachment 2 for details on the City’s engagement process and feedback results.

Proposed Bylaw Amendments for Part 9 Residential Buildings

At present, new detached and duplex houses in Richmond must meet Step 1 of the Energy Step Code. Current bylaw requirements for townhouses requires that they meet Step 3, in terms of energy performance. These requirements entered into force on September 1, 2018. However, projects with ‘in stream’ Development Permits were allowed to build to the previous requirements, as long as an acceptable Building Permit application was submitted to the City prior to the end of 2019. Step Code requirements have been applied to new townhouse developments submitting Building Permit applications since January 1, 2020.

To date, Richmond homebuilders have successfully transitioned to the Energy Step Code, easily meeting airtightness and building envelope performance metrics (see Attachment 3), in part because of subsidized training and airtightness testing provided by the City.

Proposed Bylaw Amendment

The proposed Building Regulation Amendment would align Energy Step Code requirements for all Part 9 residential buildings. With Council approval, these requirements would enter into

¹ New buildings built to the top level of the Step Code (effectively near the Passive House standard), have ultra low thermal energy demand and tend to use all-electric heating systems.

force on December 15, 2020. In order to maximize GHG reductions, while providing local homebuilders with two options for energy performance, a one-Step relaxation would be available to applicants installing a low carbon energy system, as shown in Table 1.

For Part 9 buildings, staff propose that the definition of an LCES be tied to achieving an absolute carbon performance level to qualify for a one-Step relaxation. For 2020, a 6 kg / m² carbon target allows industry an easier transition toward lower carbon mechanical equipment in new homes, relative to a more stringent 3 kg / m² requirement that staff is considering recommending for 2022, subject to future Council approval. At 6 kg / m², builders still can install a mix of energy efficient gas and electric heating systems, while growing the market for electric heat pump systems. The 2020 requirements also include a 1.2 tonne limit, ensuring that smaller homes (under 200 m² in floor area) are not penalized relative to larger homes, given the higher energy use of smaller homes on a per square metre basis. See Attachment 4 for staff's presentation to local builders on proposed requirements, including live polling results on timing options for the Step Code framework, and preferred LCES carbon intensity metric.

Based on the performance of local homebuilders in implementing beyond-Code energy performance to date, staff are confident that builders will be able to successfully construct to the proposed schedule of Energy Step Code requirements, set out to 2025.

Regarding financial considerations, staff relied on the Province's 2018 costing study assessing the additional capital cost of building to Energy Step Code requirements relative to minimum prescriptive code requirements. The study reported that the lowest identified incremental costs of building a smaller detached house of 237m² (2,551 ft²) to Steps 2 and 3 were just 0.2% and 0.7% respectively above that for a minimum code compliant building, while the lowest identified incremental capital costs for building a 511m² (5,500 ft²) house to Steps 2 and 3 were 1.0% and 1.1% respectively.

Because townhouses are already required to achieve Step 3, the addition of the new Step 2 + LCES option may reduce total capital costs for these projects. The Province's 2018 costing study indicated that for a townhouse building comprised of six units of 1,720 ft² each, the lowest identified capital cost for building to Step 2 was 0.2% lower than building to Step 3. Townhouse builders would want to assess the further cost of implementing a low carbon energy system in a Step 2 building when deciding which compliance option to select.

Proposed Bylaw Amendments for Part 3 Hotels and Motels

There are no Step Code performance requirements for new hotels and motels in Richmond at present. When Council adopted the Energy Step Code into local regulation in July 2018, the Province of BC had not yet created Step Code requirements for new hotels and motels, which were later added to the BC Building Code. New hotels currently have to meet current prescriptive energy requirements within the BC Building Code of either ASHRAE 90.1 (2016) or the National Energy Code for Buildings (2015). Within the City Centre Area, new hotel projects would need to consider LEEDTM Silver sustainability measures at the time of rezoning.

Proposed Bylaw Amendment

The proposed Building Regulation Amendment introduces Energy Step Code requirements for new Part 3 Hotels and Motels, with Energy Step Code requirements coming into force on December 15, 2020. In order to maximize GHG reductions, a one-Step relaxation in Step Code

requirements will be available to applicants installing an LCES, or connecting to the City's district energy system (Table 1), similar to options available for concrete frame multi-unit residential buildings. See Attachment 5 for City staff presentation on proposed requirements.

Regarding financial considerations, the Province's 2018 costing study found that the most cost-effective approach for building a 9,520 m² ten-story hotel to Step 3 would increase overall capital costs by only \$1/m², or less than 0.1% relative to minimum prescriptive code requirements. The study also calculated that the 33% improvement in energy efficiency would result in a simple cost payback within half a year of building occupancy. The lowest assessed incremental cost of building this hotel to a Step 2 performance level actually reduced total capital expenditures by 0.2% (\$57 per m²) below that of building to minimum code requirements.

In-stream provisions for new buildings subject to a development permit are detailed in Attachment 6. These accommodate the request from the Urban Development Institute (UDI) to extend the in-stream allowance beyond six months (Attachment 7).

Next Steps

During the first half of 2021, City staff will undertake technical analysis, and engage Richmond's builders / developers on proposed Step Code bylaw amendments for January 2022.

Financial Impact

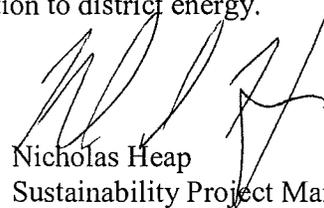
None.

Conclusion

Implementing new BC Energy Step Code requirements for Part 9 Residential buildings and for Part 3 Hotels and Motels advances the City's policy objectives for energy efficiency and greenhouse gas emission reduction in new construction. The incremental increases in Part 9 Step Code requirements for 2020 have been anticipated by builders since the introduction of the Step Code in 2018. Extending Step Code requirements to Hotels and Motels brings consistency in applying the Step Code to Part 3 buildings. The recommended two-option framework for Step Code requirements offers builders increased choice and encourages use of low carbon energy through in-building low carbon systems, or connection to district energy.



Norm Connolly, MCIP RPP
Sustainability Manager
(604-247-4676)



Nicholas Heap
Sustainability Project Manager
(604-783-8050)

- Att. 1: Provincial Direction on Step Code and Richmond's Climate Action Targets
 2: 2020 Online Builder and Developer Engagement on the Energy Step Code
 3: City of Richmond Progress on Step Code Adoption for Part 9 Residential Buildings
 4: City of Richmond staff presentation at online Builder Breakfast workshop, May 20, 2020
 5: City of Richmond staff presentation at online Hotel Developer workshop, June 24, 2020
 6: Provision for In-Stream Development Permits
 7: Letter from Urban Development Institute – Propose Energy Step Code Implementation for New Hotel Developments

Provincial Direction on Step Code and Richmond’s Climate Action Targets

The BC Energy Step Code sets out graduated energy performance requirements for new buildings, and is a key policy and regulatory tool that local governments can utilize to achieve higher building energy performance than base requirements in the BC Building Code (BCBC). The Province of BC has signaled that a “net zero energy-ready” level of energy efficiency will be required of all new buildings in the 2032 BCBC.

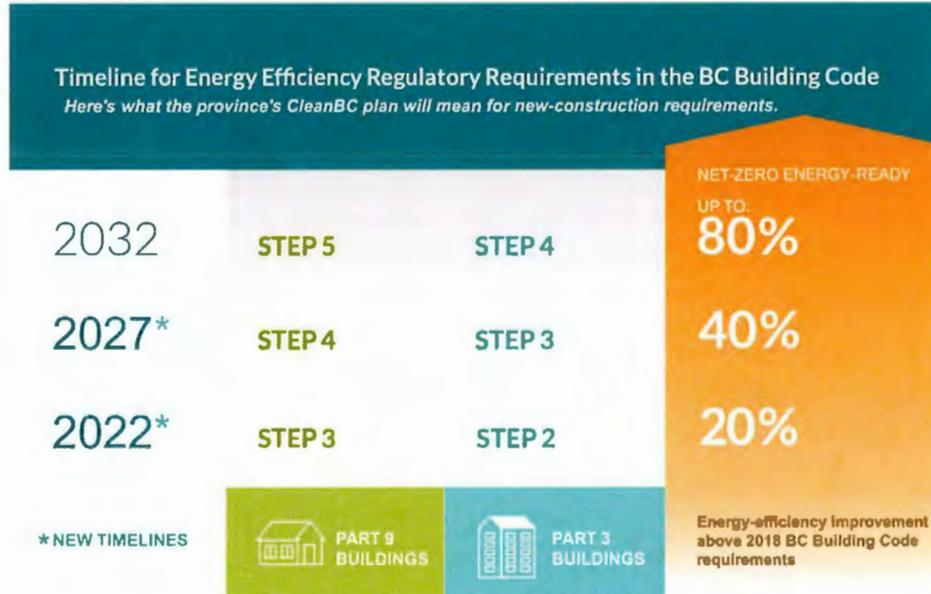
The Province’s CleanBC Plan (2018), states that:

Compared to the current base BC Building Code, new homes will be:

- 20 per cent more energy efficient by 2022,
- 40 per cent more energy efficient by 2027, and
- 80 per cent more energy efficient by 2032, the net-zero energy ready standard.²

In line with the CleanBC commitment, the Province is now revising minimum performance requirements for the next edition of the BCBC, in order to achieve a 20% improvement in the energy efficiency for all new buildings. When adopted, these new regulations would come into force in the BCBC in December 2022, and would apply to new construction beginning in 2023. The following figure shows timing of future BCBC energy efficiency targets mapped against equivalent Step Code levels for both Part 9 and Part 3 residential buildings.

Timeline for Energy Efficiency Requirements in the BC Building Code



²“Net zero energy ready” is generally understood to mean reducing building energy requirements for heating, cooling, ventilation and hot water to a level where it becomes possible to meet all remaining building energy requirements by means of on-site renewable energy resource such as roof-top solar power or geo-exchange systems.

Richmond's community-wide GHG emission reduction targets, as stated in the Official Community Plan (2041) sets a reduction target of 33% below 2007 levels by 2020, and 80% below 2007 levels by 2050. The OCP also includes a separate energy efficiency goal of reducing building energy use by 10% below 2007 levels by 2020.

In March 2019, Council directed staff to identify measures capable of reducing Richmond's GHG emissions by 50% below 2007 levels by 2030, and achieving net zero emissions by 2050. In January 2020, following significant community engagement in 2019 on the City's revised Community Energy and Emissions Plan, Council endorsed eight strategic directions to achieve these deeper targets, including the following objectives for new buildings (see figure below).

Climate Action Direction #3 for New Buildings

CARBON NEUTRAL ENERGY FOR NEW BUILDINGS

Major Move for 2020-2030

DIRECTION 3

All new building applications will meet the applicable (for building type) top performance level of the BC Energy Step Code starting in 2025, and be powered by low carbon energy systems (in-building or district energy).



Carbon Reduction Impact by 2030:

- ✓ Achieve 80% low-carbon energy supply for heating and cooling district-energy-connected buildings in Richmond.
- ✓ All new buildings completed after 2025 (not connected to district energy) will consume 50% less energy and emit two-thirds less greenhouse gases than new buildings built in 2017.



2020 Online Homebuilder and Developer Engagement on the Energy Step Code

City staff organized and facilitated extensive online engagement of local homebuilders and developers from May to July 2020, using a series of ‘virtual Builder Breakfasts’ for Part 9 residential buildings, as well as two developer webinars for Part 3 hotels and motels. These sessions provided attendees with backgrounds on proposed Step Code amendments to the City’s Building Regulation Bylaw to be introduced in 2020, subject to Council approval.

The engagement process fully achieved City objectives to:

- Conduct a successful, COVID-19 appropriate, online engagement series with Richmond’s design and construction community;
- Be consistent with previous Council policy on Step Code adoption and timing;
- Maximize options to reduce carbon emissions from new buildings;
- Where opportunities exist, seek consistency in Step Code requirements throughout the Metro Vancouver region; and,
- Maintain and build upon the City’s excellent relationship with the development community.

Virtual Builder Breakfasts	Topic Summary	Participant Stats
May 6, 2020	<ul style="list-style-type: none"> • Update on Step Code market adoption in Richmond • December 2019 changes to BC Building Code (Step Code) • Overview on City’s plan to adopt higher Step Code levels 	Attendees 55 in total; with 45 homebuilders, four Energy Advisors, and 6 City staff
May 13, 2020	<p>Joint event with City of New Westminster</p> <ul style="list-style-type: none"> • Integrated design – essential tool for high performance buildings (Einar Halbig, E3 EcoGroup) • High performance, low-carbon HVAC mechanical systems (Rob Pope, Ecolighten) • High performance design and construction by Victoreric 	Attendees 148 in total; with 115 homebuilders, designers, energy advisors and presenters; 13 staff from Richmond and New West; 20 from other local governments
May 20, 2020	<p>Virtual Workshop with Live Polling on a proposed two-option Step Code framework:</p> <ul style="list-style-type: none"> • Step Code relaxations for low carbon energy systems • Defining a two-option approach for Richmond • Timing of Step Code requirements in 2020 and 2022 • Defining LCES in our Building Regulation Bylaw • Supporting our construction community • LCES incentives for Part 9 (Roberto Pecora, ZEBx) 	Attendees 76 in total; with 63 homebuilders, designers, energy advisors and presenters; and 13 staff from other local governments
July 15, 2020	<ul style="list-style-type: none"> • City staff presentation on proposed updates to Richmond’s Building Bylaw, with new efficiency requirements for fall 2020 and January 2022. • Case study of high performance building envelopes, with several projects featured by Victoreric, including a Step Code level 4+ home in Terra Nova. 	Attendees 73 in total; with 55 homebuilders, designers, energy advisors; and 13 staff from other local governments; and 5 City staff

Summary of Key Feedback – Part 9 Homebuilders, Contractors and Trades

The following points summarize feedback received during the 2020 Builder Breakfast series:

- Participants favour the ‘two-option’ Step Code proposal by the City, as it would provide two paths for applicants to satisfy the Building Regulation Bylaw requirement, with a one-Step relaxation available for installation of a low carbon energy system (LCES).
- Participants prefer that the LCES relaxation be limited to a single Step, as opposed to a two-Step relaxation approach (like West Vancouver has implemented).
- The current timing of expected Step Code increments in 2020, 2022 and 2025, as per current City of Richmond OCP schedule, is preferred, with participants signaling it would be achievable.
- Participants like an incremental approach to setting carbon intensity limits as a performance definition for LCES (i.e., 5.5 kg CO₂e / m² / year in 2020, dropping to 3 kg CO₂e / m² / year in 2022). This provides time for industry to transition to electric heat pump mechanical systems, while still allowing for mixed natural gas and electric heating systems to occur in new buildings in the near term. [Note the 5.5 kg limit was rounded to 6 kg in the eventual Amendment]
- Participants understood the point in the City staff presentation that the proposed Amendment may also include a fixed carbon limit (tonnes of carbon emitted annually) in the LCES definition, to ensure smaller floor area houses are not unintentionally penalized by a carbon intensity limit.
- Local construction community sees value the current Bylaw requirement that a mid-construction airtightness test be conducted (prior to drywall installation) to ensure the project is on track to meet the Step Code airtightness target, and they see continued value in this requirement.

Developer Webinars	Topic Summary	Participant Stats
June 24, 2020	<ul style="list-style-type: none"> • Update on Step Code market adoption in Richmond • Local governments with new Step Code requirements for hotels. and LCES relaxation option available • Proposed Bylaw Amendment with Step Code req’s and how LCES relaxation applies within district energy areas 	Attendees 14 in total; with 8 developers and architects; rep’s from Urban Development Institute; and 6 City staff
July 8, 2020	<ul style="list-style-type: none"> • Treatment of in-stream hotel development applications • Expected timing of Bylaw Amendment in fall 2020, and Step Code requirements in 2022 	Attendees 12 in total; with 7 developers and architects; rep’s from Urban Development Institute; and 5 City staff

Summary of Key Feedback – Part 3 Hotel Developers

The following summarizes feedback received from hotel developers and UDI Pacific Region representatives during summer 2020 developer webinars:

- Participants favour extending the ‘two-option’ Step Code approach (currently only available to concrete-frame multi-unit residential buildings) to Hotels / Motels in the proposed Amendment.
- The current Part 3 LCES definition was viewed as sufficient for the proposed 2020 Building Regulation Bylaw Amendment. Participants understood that this definition would be reviewed in 2021, as part of developing proposed 2022 Bylaw amendments.
- City staff adjusted the in-stream allowance from six to 12 months for Hotels / Motels subject to a development permit, accommodating a request from the Urban Development Institute.

City of Richmond Progress on Step Code Adoption for Part 9 Residential Buildings

The BC Energy Step Code was adopted by the City of Richmond in July 2018, with Step Code requirements entering into force in September 2018.

Largely owing to policies implemented by the Province and federal government in response to housing affordability issues, the pace of construction in new detached housing was considerably slower than expected during late 2018 and 2019, and very few detached homes built to Energy Step Code requirements reached completion before the start of 2020. The slowdown in new detached house construction resulted in no homes built to Energy Step Code requirements from reaching final inspection until fall 2019. Lacking information on how well local homebuilders were able to comply with the new Step 1 requirements, staff postponed making recommendations on increased Energy Step Code requirements until the level of compliance achieved by homebuilders to Step 1 requirements was better understood.

As of July 2020, 59 single-detached and two-unit buildings containing 82 dwelling units have been built to Step 1 requirements and approved for occupancy. It is now clear that Richmond homebuilders have done very well in meeting the new requirements of the Energy Step Code. In addition to incorporating energy modelling in building design, and integrating energy efficient features, local homebuilders have achieved particular success in improving the airtightness (and thus, the comfort and indoor air quality) of these new homes relative to those built before Energy Step Code requirements were put in place. Council's direction to invest resources into an Airtightness Training Program appears to have played a significant role in helping local homebuilders gain the new skills necessary for success in building to the Energy Step Code.

Owing to the in-stream provisions noted above, no townhouse projects subject to Energy Step Code requirements have yet been completed, but many townhouse projects built over the past four years have been designed and constructed to meet beyond-Code EnerGuide 82 requirements. These townhouses have incorporated many of the energy efficiency upgrades that would also be effective in achieving Step 2 or Step 3 under the Energy Step Code. The biggest change in going from EnerGuide 82 to Step 2 or Step 3 of the Energy Step Code will be achieving the mandatory airtightness target, which is expected to result in a significant improvement in the overall energy performance of these buildings. As noted above, Richmond actively supports local builders to gain the required knowledge and skills through the Airtightness Training Program.

In sum, the ability of builders to build successfully to the City's new Energy Step Code requirements has exceeded expectations. Staff are confident that the local construction industry is gaining the skills and experience needed to meet the next increment of Energy Step Code requirements.



TODAY'S AGENDA:

Workshop on a Tiered Energy Step Code Framework

- Potential approaches for a two-option Step Code framework
- ✓ Feedback on Richmond's Two-Option Part 9 (TOP9) Energy Step Code framework
- ✓ Feedback on defining a "Low Carbon Energy System"

Live polling of participants via an easy-to-use survey tool.

- New incentives for low-carbon mechanical systems



Part 9 | Step 5: Net Zero Ready New Construction



What Does the BC Energy Step Code Measure?

Performance Requirements For:

✓ **Building envelope**



What Does the BC Energy Step Code Measure?

Performance Requirements For:

- ✓ Building envelope
- ✓ **Equipment and systems**



What Does the BC Energy Step Code Measure?

Performance Requirements For:

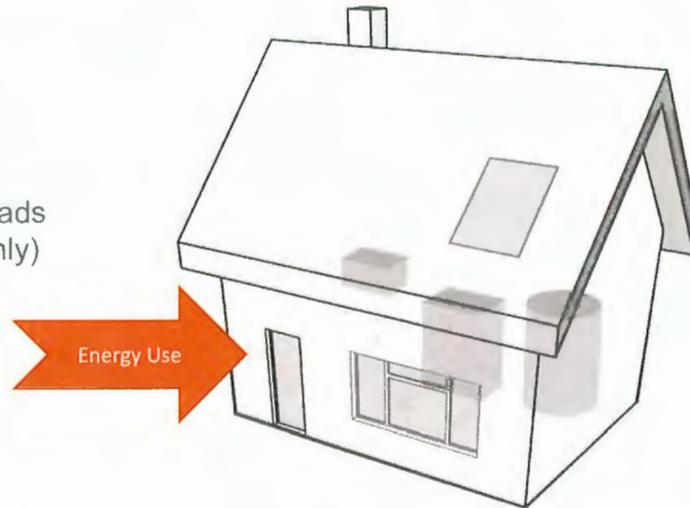
- ✓ Building envelope
- ✓ Equipment and systems
- ✓ **Airtightness (as-built)**



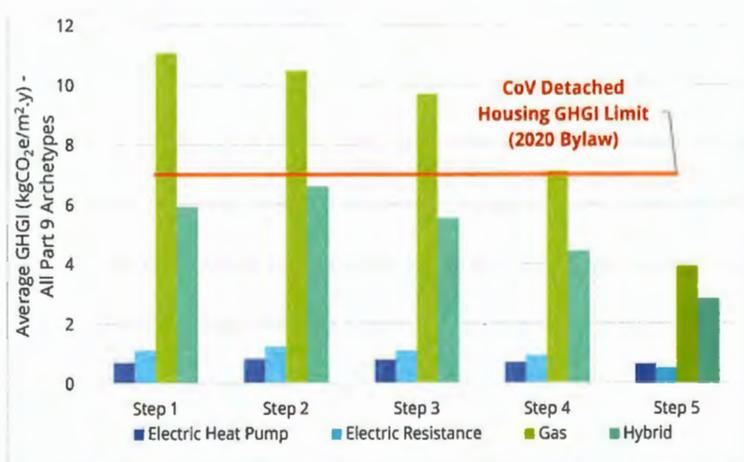
Equipment Efficiency Metrics

Energy Use

- Heat
- Water heating
- Ventilation
- Lights and plug loads (large buildings only)



GHG Emissions & BC Energy Step Code



Graph Source: Integral Group, June 2019. Implications of BC Energy Step Code on GHG Emissions

- Step Code on its own does not necessarily achieve very low GHG emissions
- Gas systems are being widely implemented as part of Energy Step Code Part 9 buildings





To: General Purposes Committee **Date:** November 29, 2019
From: Peter Russell **File:** 10-6125-07-02/2019
 Director, Sustainability and District Energy
Re: Community Energy and Emissions Plan 2020-2050 Directions

CARBON NEUTRAL ENERGY FOR NEW BUILDINGS *Major Move for 2020-2030*

DIRECTION 3
 All new building applications will meet the applicable (for building type) top performance level of the BC Energy Step Code starting in 2025, and be powered by low carbon energy systems (in-building or district energy).



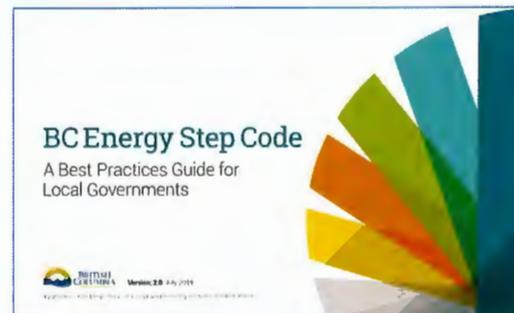
Carbon Reduction Impact by 2030:

- ✓ Achieve 80% low-carbon energy supply for heating and cooling district-energy-connected buildings in Richmond.
- ✓ All new buildings completed after 2025 (not connected to district energy) will consume 50% less energy and emit two-thirds less greenhouse gases than new buildings built in 2017.



“Two Option Part 9” (TOP9) Energy Step Code Framework

- A two-option Energy Step Code framework offers builders choice, while encouraging low-GHG development:
 - Option A: **Step X** [or]
 - Option B: **Step (X – n) with a low-carbon energy system**
- This two-option approach is already used for **Part 3** construction in **Richmond**, Burnaby, Surrey, Vancouver, New Westminster and UBC
- Included in the *Best Practices Guide for Local Governments v.2*



“Offering industry a relaxation clause that will also reach climate objectives”



WORKSHOP: Setting the direction for our Building Bylaw update

- ✓ Feedback on Richmond's Two-Option Part 9 (TOP9) Energy Step Code framework
- ✓ Feedback on defining a "Low Carbon Energy System"

Open your web browser to the following URL:

<https://www.menti.com/1zdyfqkmcm>

The digit code is: 37 40 41



Energy Step Code schedule in Official Community Plan

Bylaw 9771
2018/07/16

Building Type	Building Permit Application			
	Estimated Timetable for Future Consideration			
Smaller Part 9 Residential	September 1, 2018	September 1, 2020	January 2022	January 2025
Townhomes and Apartments	Step 3	<i>Revise to include step-down low carbon energy system options</i>		
Single Family, Duplex and Other Residential	Step 1			

Staff propose that there would be two Energy Step Code compliance options for all Part 9 buildings



Two-Option Part 9 (TOP9) ESC: Key Implementation Issues

1. Defining the TOP9 ESC framework (requirements and timing)
2. Defining "low carbon energy system"
3. Supporting the transition to high-performance low-carbon homes



Defining the TOP9 ESC framework (requirements and timing)

Objectives:

1. Develop recommendations in accord with Council decisions and priorities
2. Maximize GHG emission reductions in new construction
3. Maintain or improve consistency between local governments
4. Maximize compliance with ESC requirements in force
5. Maintain and build upon the City's good relationship with local builders



Defining the TOP9 ESC framework (requirements and timing)

Objectives:

1. Develop recommendations in accord with Council decisions and priorities

*Bylaw 9771
2018/07/16*

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	<i>Estimated Timetable for Future Consideration</i>			
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Single Family, Duplex and Other Residential	Step 1	Step 3	Step 3 or Step 4	Step 4 or Step 5



Defining the TOP9 ESC framework (requirements and timing)

Objectives:

2. Maximize GHG emission reductions in new construction

CARBON NEUTRAL ENERGY FOR NEW BUILDINGS

Major Move for 2020-2030

DIRECTION 3

All new building applications will meet the applicable (for building type) top performance level of the BC Energy Step Code starting in 2025, and be powered by low carbon energy systems (in-building or district energy).



Defining the TOP9 ESC framework (requirements and timing)

Objectives:

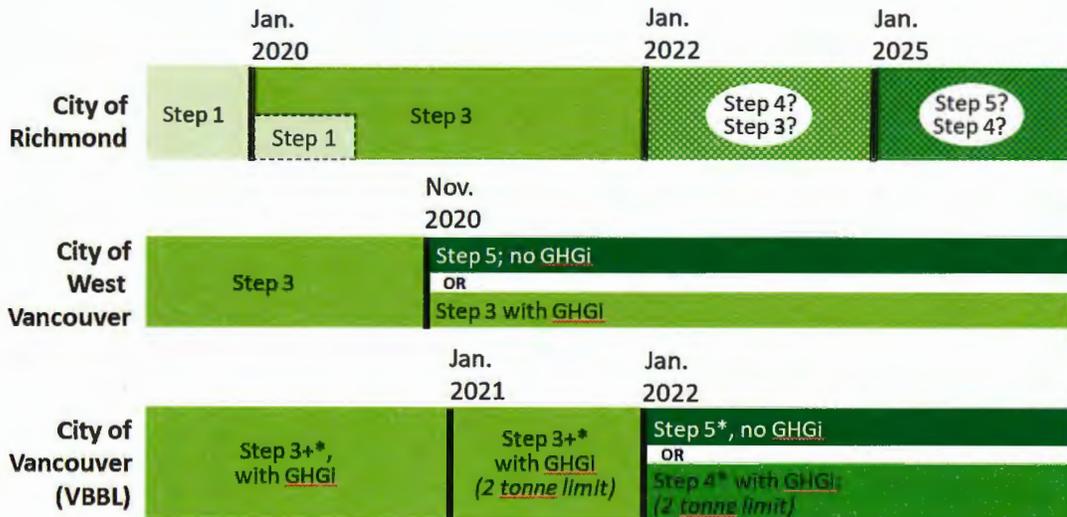
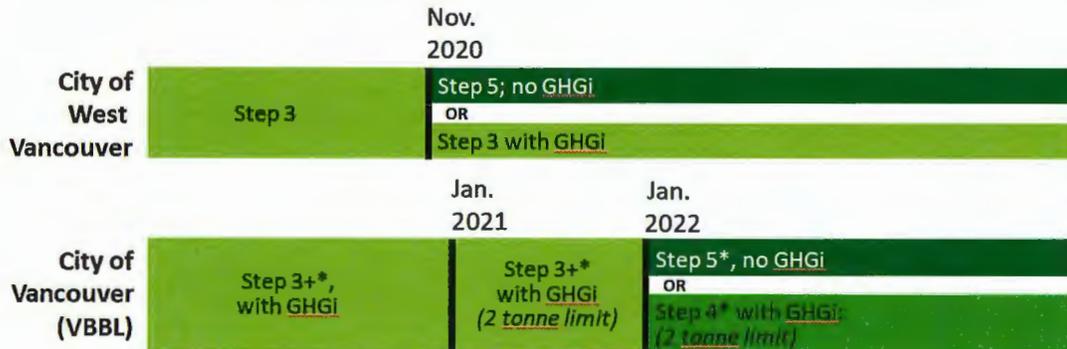
3. Maintain or improve consistency between local governments



Defining the TOP9 ESC framework (requirements and timing)

Objectives:

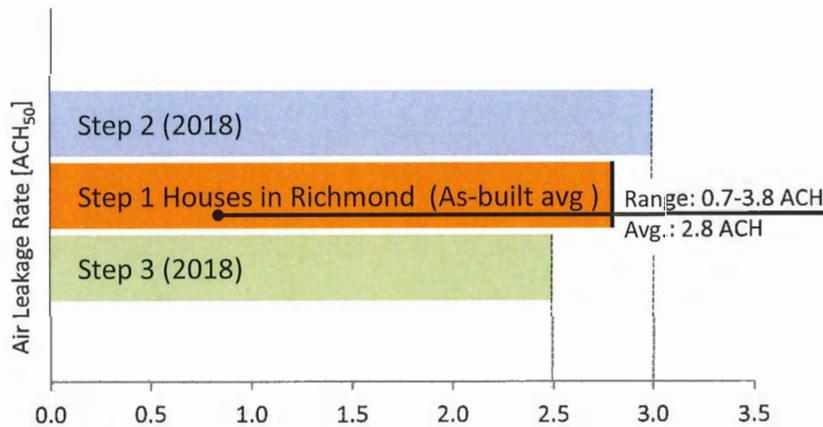
- Maintain or improve consistency between local governments



Defining the TOP9 ESC framework (requirements and timing)

Objectives:

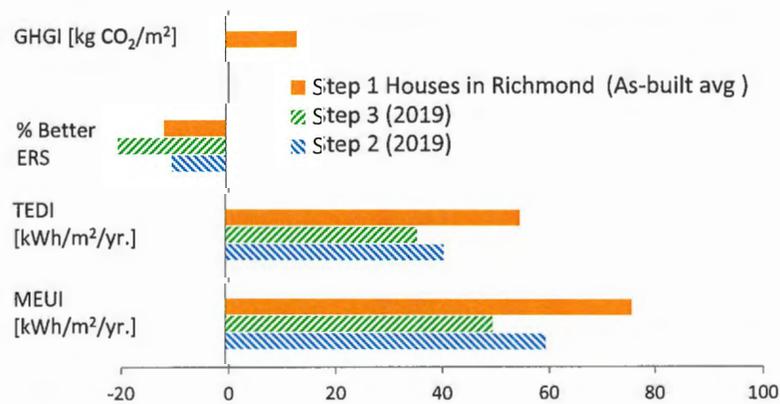
4. Maximize compliance with ESC requirements in force



Defining the TOP9 ESC framework (requirements and timing)

Objectives:

4. Maximize compliance with ESC requirements in force



Defining the TOP9 ESC framework (requirements and timing)

Objectives:

- Maintain and build upon the City's good relationship with local builders

Building Type	Building Permit Application			
	Estimated Timetable for Future Consideration			
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Office & Retail Buildings	Step 2	Same as 2018	Step 3	Step 3

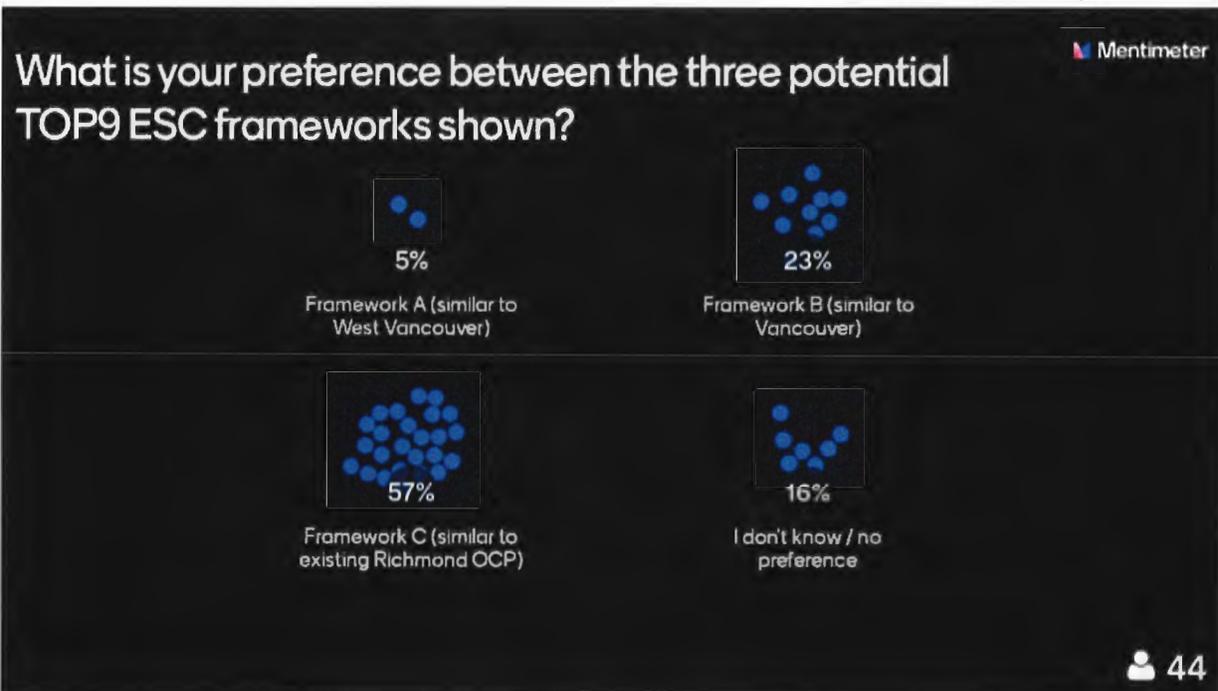


Defining the TOP9 ESC framework (requirements and timing)

Staff consider framework "C" to be the best option for meeting the City's objectives

	September 2020	January 2022	January 2025 (...or advance to 2024?)	Bylaw Requirements
A	Step 5	Step 5	Step 5	• Similar to North Shore (West Van) Requirements
	OR	OR	OR	
B	Step 3 + LCES	Step 3 + LCES	Step 4 + LCES	• Similar to City of Vancouver requirements
	OR	OR	OR	
C	Step 4	Step 5	Step 5	• Similar to existing City of Richmond OCP schedule
	OR	OR	OR	
C	Step 3	Step 4	Step 5	• Similar to existing City of Richmond OCP schedule
	OR	OR	OR	
	Step 2 + LCES	Step 3 + LCES	Step 4 + LCES	





Two-Option Part 9 (TOP9) ESC: Key Implementation Issues

- ✓ 1. Defining the TOP9 ESC framework (requirements and timing)
2. Defining “low carbon energy system”
3. Supporting the transition to high-performance low-carbon homes

Defining “Low Carbon Energy System”

Richmond: Current language in Building Regulation Bylaw No. 7230 :
(developed with Part 3 buildings in mind) :

“Low carbon building energy system” ... means a building’s space heating, cooling and domestic hot water heating mechanical system that is supplied energy through:

- a) *... a City owned district energy utility* ...;*
or

** usually not economic for Part 9 buildings*



Defining “Low Carbon Energy System”

Richmond: Current language in Building Regulation Bylaw No. 7230
(developed with Part 3 buildings in mind) :

- b) *on-site energy supply equipment designed to meet a **minimum 70%** of the building’s annual heating, cooling and hot water energy demand from a **renewable energy** source... [including]*
- air and ground source **heat pumps***
 - **solar** collectors*
 - waste **heat recovery***
 - **other**, as approved by the City*



Defining “Low Carbon Energy System”

Vancouver uses a **performance metric** for Part 9 residential buildings:

- *Building energy system (heating, cooling, hot water) is limited to GHG emissions of 5.5 kg CO₂e / m² / year*
 - *i.e.: a 300 m² building cannot emit more than (300 x 0.0055 =) 1.65 tonnes GHG per year*
- *Will be reduced to 3 kg CO₂e / m² / year* in 2022.*

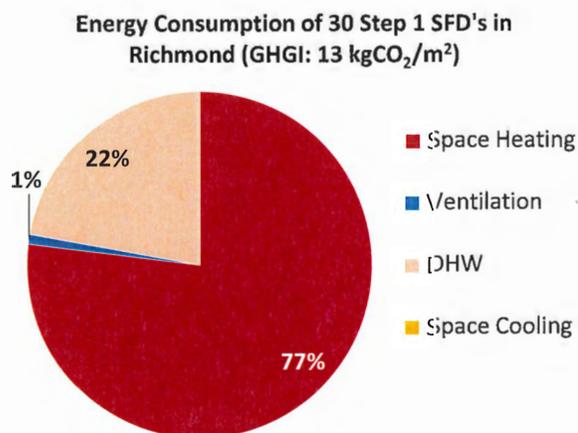
Vancouver will also be using a **fixed limit**:

- *2 tonne GHG per year limit on homes larger than 3,500ft² (2021)*

** Allows for natural gas use in **Step 5** buildings*



Getting to 5.5 kg and 3 kg CO₂e/m²/year...



For the average **Step 1** house:

- Use electricity for **75%** of space heating (baseboard or heat pump) = ~5.5 kg CO₂/m²
- Decarbonize **all** space heating = ~3.0 kg CO₂/m²
- Decarbonize **all** space heating, cooling and DHW, **but** install natural gas range and/or fireplace = ~3.0 kg CO₂/m²

Defining “Low Carbon Energy System”

West Vancouver uses several **performance metrics**:

- *Building energy system (heating, cooling, hot water) is limited to GHG emissions of **3 kg CO₂e / m² / year** (November 2020)
[i.e.: a 300 m² building = 900 kg = 0.9 tonnes GHG per year]*
- *The system must have a seasonal average **COP > 2** (November 2020)*
 - *Coefficient of performance (COP) for various heating systems:*
 - *Natural gas furnaces and boilers = < 1* **X**
 - *Electric baseboards = 1* **X**
 - *Natural gas heat pumps = <2* **X**
 - *Electric heat pumps = 1 – 2.5+* **✓**



Defining “Low Carbon Energy System”

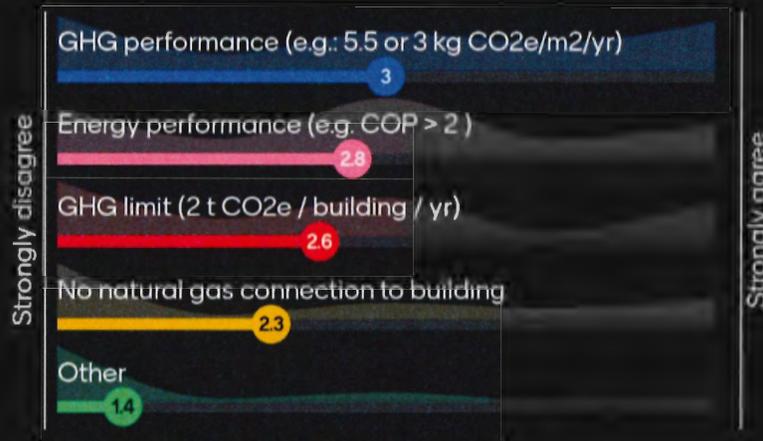
Other suggested measures:

- *No natural gas connection to building*



Should Richmond use the following to define "Low Carbon Energy Systems" for Part 9 residential buildings?

Mentimeter



37

Are there other ways to define a "Low Carbon Energy System" for Part 9 residential buildings?

Mentimeter

- Don't know
- solar if cost allows in future
- passive house
- i would like to see advances in equipment installed in the homes
- can the city explore the use of solar system?
- i think Heat pump will be a good idea
- airtight

7

Two-Option Part 9 (TOP9) ESC: Key Implementation Issues

- ✓ 1. Defining the TOP9 ESC framework (requirements and timing)
- ✓ 2. Defining “low carbon energy system”
3. Supporting the transition to high-performance low-carbon homes



Supporting the transition to high-performance low-carbon homes

Objectives:

- a. Improve / streamline building code regulation and regulatory compliance
- b. Support local builders in building to higher levels of the ESC

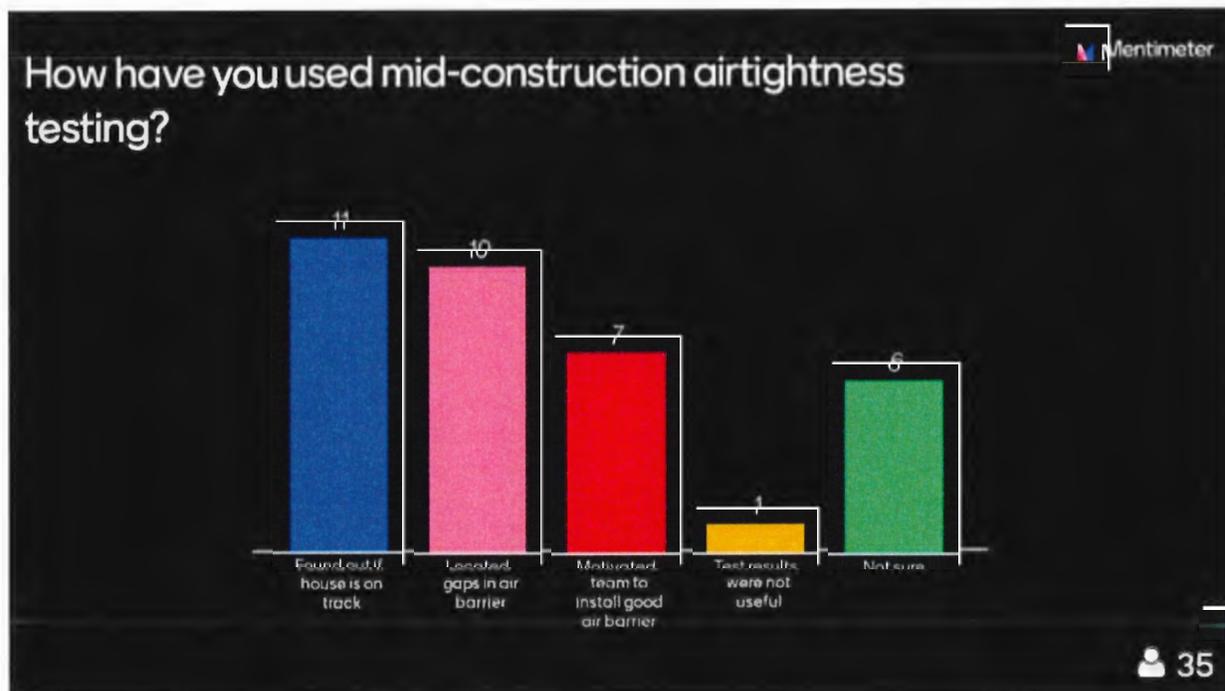


Supporting the transition to high-performance low-carbon homes

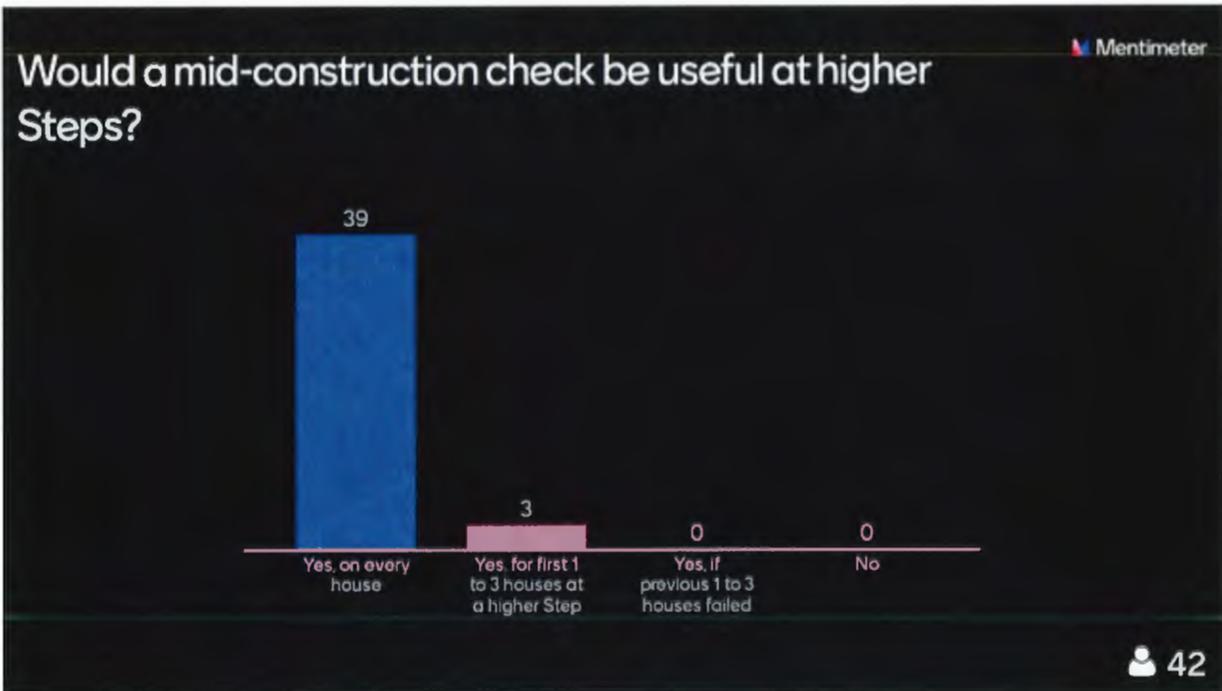
Objectives:

a. Improve/streamline building code regulation / regulatory compliance

- ESC requires pre-construction and post-construction forms
- Richmond currently requires a **mid-construction** check as well:
 - Verification of upgrades
 - Pre-drywall blower door test



Step	Building energy model	Airtightness Requirement:		Performance Requirement of Building Equipment and Systems			Performance Requirement of Building Envelope			
		Blower door test	ACH ₅₀ : air changes per hour @ 50 Pa pressure differential	Reference House: % better than ERS v15 ref. house	OR	mechanical energy use Intensity (MEUI): kWh/m ² -year	thermal energy demand Intensity (TEDI): kWh/m ² -year	OR	Reference House: % better than ERS v15 ref. house	
1	✓	✓	report score	0%	OR	conform to Subsection 9.36.5				
2	✓	✓	≤ 3.0	10%	OR	≤ 60 OR for A/C and/or < 210m ² houses, see Table 9.36.6.3.A	≤ 35 OR HDD-adjusted TEDI:	≤ 41	OR	5%
3	✓	✓	≤ 2.5	20%	OR	≤ 45 OR for A/C and/or < 210m ² houses, see Table 9.36.6.3.A	≤ 30 OR HDD-adjusted TEDI:	≤ 36	OR	10%
4	✓	✓	≤ 1.5	40%	OR	≤ 35 OR for A/C and/or < 210m ² houses, see Table 9.36.6.3.A	≤ 20 OR HDD-adjusted TEDI:	≤ 26	OR	20%
5	✓	✓	≤ 1.0			≤ 25 OR for A/C and/or < 210m ² houses, see Table 9.36.6.3.A	≤ 15 OR HDD-adjusted TEDI:	≤ 18	OR	40%



What other measures should Richmond consider to improve implementation of the Energy Step Code?

Mentimeter

NA	Don't know	Make it mandatory to have exterior air barrier. Will make it easier for people once they learn it.
extra FSR	Compare costs of electricity vs gas for homes. Cost is important for end users.	Provide free hands on seminars for builders.
should required report by CEA for detail report for air tight in the mid construction report. This will limit the issue at the end of construction. — Perry Yang	If it's not mandatory, our municipality's (not Richmond) builders won't do it.	incentives coupled with mandatory requirements, but you're already on it

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Supporting the transition to high-performance low-carbon homes

Objectives:

b. Support building to higher levels of the ESC

Richmond implemented the Airtightness Training Program in Fall 2018.

- Over 75 builders have taken the free one-day training course
- Over 25 (non-ESC) houses have had a free diagnostic blower door test

There are funds remaining in both programs.



Virtual **UDI Developer Workshop:
Proposed Energy Step Code
Framework for New Hotels** *Webinar #1*

City of Richmond
June 24, 2020

**ENERGY
STEP CODE**
BUILDING BEYOND THE STANDARD

Step Code Framework for New Hotels
(Virtual) Webinar with UDI Pacific

June 24, 2020

Norm Connolly Sustainability Manager City of Richmond	Sepehr Foroushani Building Energy Specialist City of Richmond	Nicholas Heap Sustainability Project Manager City of Richmond
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AGENDA

Proposed Two-Option Step Code Framework for New Part 3 Hotels

- National and Provincial Building Code Context
- City of Richmond policy approach: supporting the Step Code transition
- Proposed two-option Step Code framework for new hotels
- Incentives for low-carbon mechanical systems
 - Live polling of participant feedback via an easy-to-use survey tool.*
- New energy modeling tools for Part 3 buildings
- Training opportunities available in Metro Vancouver



Provincial Policy Context

December 2018



By 2032, new buildings will be **80% more energy efficient** than a home built today.



CleanBC – Better Buildings



Energy Efficiency
Climate Resilience
Seismic Resilience

British Columbia's commitment for future Building Codes

New Buildings

2022 – 20% improvement

2027 – 40% improvement

2032 – Net Zero Energy Ready

Existing Buildings

Code for existing buildings in 2024

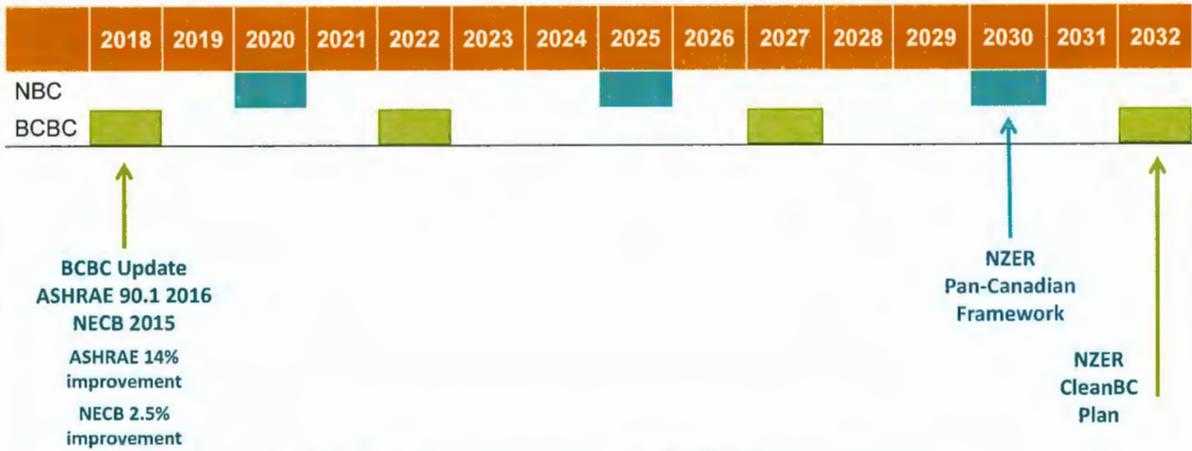
Roadmap to Net Zero Energy Ready

BC Energy Step Code Expansion since 2017



6

National and Provincial Code Direction



Path to Net Zero Energy Ready (NZER) Construction

Timeline for Energy Efficiency Regulatory Requirements in the BC Building Code

Here's what the province's CleanBC plan will mean for new-construction requirements.

2032

STEP 5

STEP 4

2027*

STEP 4

STEP 3

2022*

STEP 3

STEP 2

NET-ZERO ENERGY-READY

UPTO:

80%

40%

20%

* NEW TARGET DEADLINES



PART 9 BUILDINGS



PART 3 BUILDINGS

Energy-efficiency improvement above 2018 BC Building Code requirements

3

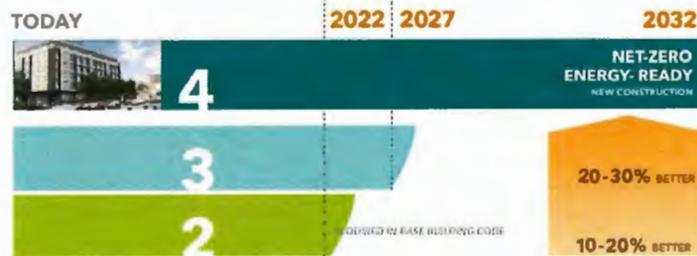
New Construction – Part 3 Group C Occupancies



Includes

- Hotels
- Multi-Unit Apartment Buildings (BCBC: 'Other Group C Occupancies')

New Construction – Part 3



Energy Step Code in 2022: Considerations

- NECB-2020 baseline (ASHRAE 90.1-2019?)
- Discussion about "20% better" and possible target adjustments
- Continued focus on industry and local government leadership
- Continued focus on modelling and airtightness testing
- Seeking recommendations through Energy Step Code Council

Responding to the Climate Emergency

As of June 2020, 1,500 jurisdictions in 30 countries have declared a climate emergency.

In BC, 26 local authorities have declared a climate emergency through their Councils.



Responding to the Climate Emergency

Policy and Program Approach:

Integrate energy efficiency and emissions intensity in assessing overall building performance.

Set minimum performance levels in Bylaw, and signal to industry when requirements will step up.





To: General Purposes Committee

Date: November 29, 2019

From: Peter Russell
Director, Sustainability and District Energy

File: 10-6125-07-02/2019

Re: Community Energy and Emissions Plan 2020-2050 Directions

CARBON NEUTRAL ENERGY FOR NEW BUILDINGS *Major Move for 2020-2030*

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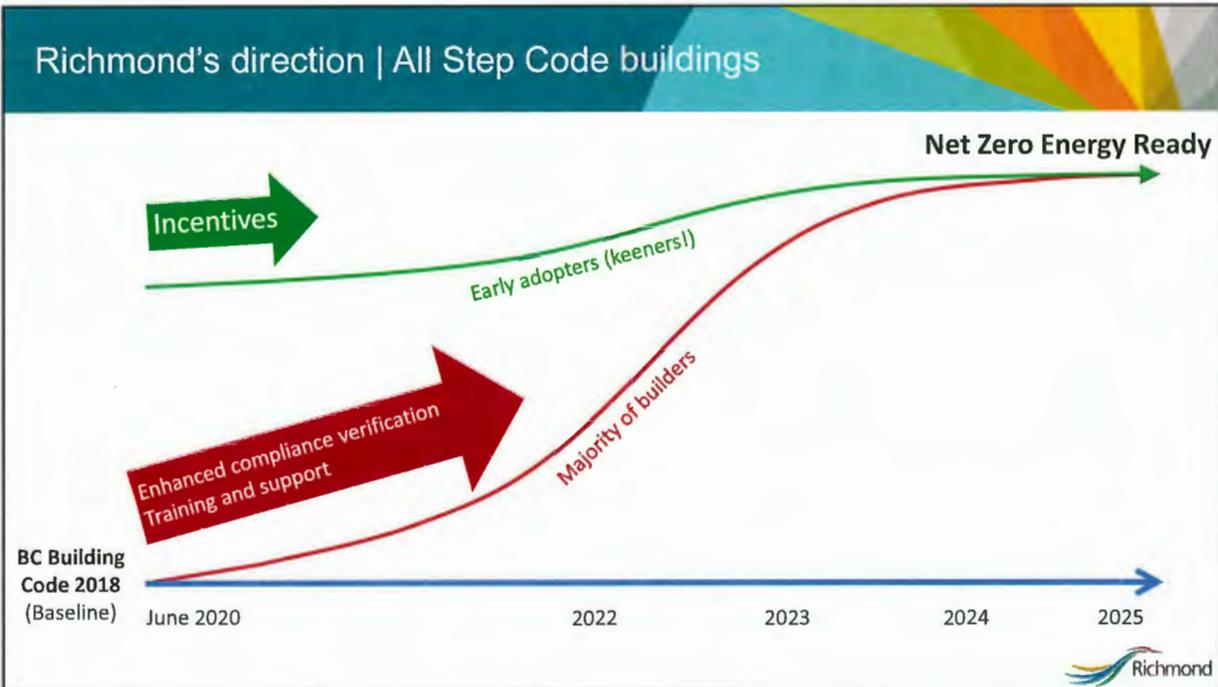


Carbon Reduction Impact by 2030:

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- ✓ All new buildings completed after 2025 (not connected to district energy) will consume 50% less energy and emit two-thirds less greenhouse gases than new buildings built in 2017.



Richmond's direction | All Step Code buildings



Part 3 Archetypes

- Mid-Rise MURB
- High-Rise MURB
- Mid-Rise Mixed Use
- Commercial Office
- Commercial Retail / Mercantile
- Hotel / Motel (December 2018)



PATHWAY TO 2032: PART 3 (WOOD-FRAME RESIDENTIAL)



Part 3 Building Metrics



Thermal Energy Demand Intensity (TEDI)



Total Energy Use Intensity (TEUI)



Air leakage rate, in L/(s.m²) @75 Pa
Pressure Differential

GHGI Targets

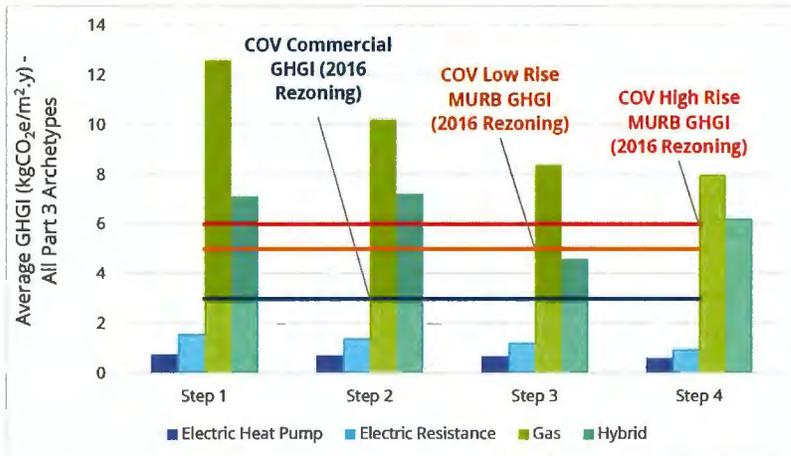


Greenhouse Gas Intensity (GHGI)

- ✓ Visible progress toward municipal and provincial carbon reduction targets
- ✓ Helps reduce number of buildings requiring costly retrofits to meet future targets

Solution: Incent building-scale or district-scale Low-Carbon Energy Systems (LCES)

Emission Intensities | All Part 3 Archetypes

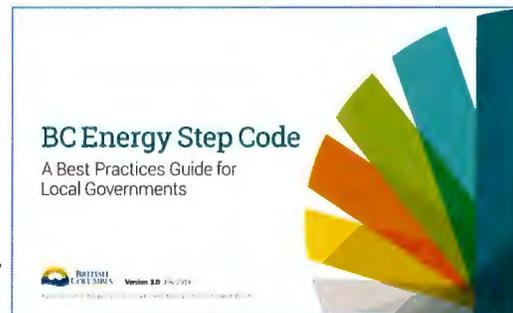


Graph Source: Integral Group. June 2019. *Implications of BC Energy Step Code on GHG Emissions*

Low Carbon Energy Systems provide lower GHG intensities, even at high thermal loads.

Low Carbon Energy Systems | Two Option Approach

- A two-option Energy Step Code framework offers builders choice, while encouraging lower emission development:
 - Option A: **Step X**
 - [or]
 - Option B: **Step (X – n) with a LCES**
- This two-option approach is already used for **Part 3** construction in **Richmond, Burnaby, Surrey, Vancouver, New Westminster, Port Moody and UBC.**
- Included in the *Best Practices Guide for Local Governments v.2*



"Offering industry a relaxation clause that will also reach climate objectives"

Energy Step Code schedule in Official Community Plan

*Bylaw 9771
2018/07/16*

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Residential Woodframe Low/Mid-Rise	Step 3	Same as 2018	Step 4	Step 4
Office & Retail Buildings	Step 2	Same as 2018	Step 3	Step 3



Low Carbon Energy Systems | Definition for Part 3

- **LCES:** A professionally operated or maintained on-site energy system supplying a minimum of 70-75% of the building's annual heating, cooling, and domestic hot water demand.

Examples include, electrical air source heat pump or variable refrigerant flow, geo-exchange, in-building sewer heat recovery, biomass, solar, or other system approved by the City.

- **Step Code relaxation** applies to buildings implementing an on-site Low-Carbon Energy System, or connecting to a district energy system (for buildings within a DE service area).



Hotels and Motels

[Table 10.2.2.3.-H; Dec. '19]

Step	Building energy model	Airtightness Requirement		Building Equipment and Systems	Building Envelope
		Airtightness Test	Performance Requirement	Total Energy Use Intensity (TEUI) <i>kWh/m²·year</i>	thermal energy demand intensity (TEDI) <i>kWh/m²·year</i>
1	✓	✓	report score	Conform to Part 8 of NECB	Conform to Part 8 of NECB
2	✓	✓	report score	≤ 170	≤ 30
3	✓	✓	report score	≤ 140	≤ 20
4	✓	✓	report score	≤ 120	≤ 15

Part 3: "Other Residential Occupancies"

[Table 10.2.2.3.-H; Dec. '19]

Step	Building energy model	Airtightness Requirement		Building Equipment and Systems	Building Envelope
		Airtightness Test	Performance Requirement	Total Energy Use Intensity (TEUI) <i>kWh/m²·year</i>	thermal energy demand intensity (TEDI) <i>kWh/m²·year</i>
1	✓	✓	report score	Conform to Part 8 of NECB	Conform to Part 8 of NECB
2	✓	✓	report score	≤ 130	≤ 45
3	✓	✓	report score	≤ 120	≤ 30
4	✓	✓	report score	≤ 100	≤ 15

Hotels and Motels

[Table 10.2.2.3.-H; Dec. '19]

Step	Building energy model	Airtightness Requirement		Building Equipment and Systems	Building Envelope
		Airtightness Test	Performance Requirement	Total Energy Use Intensity (TEUI) <i>kWh/m²·year</i>	thermal energy demand intensity (TEDI) <i>kWh/m²·year</i>
1	✓	✓	report score	Conform to Part 8 of NECB	Conform to Part 8 of NECB
2	✓	✓	report score	≤ 170 (+31%)	≤ 30 (67%)
3	✓	✓	report score	≤ 140 (+17%)	≤ 20 (67%)
4	✓	✓	report score	≤ 120 (+20%)	≤ 15 (same)

Hotels: Energy Step Code requirements in Metro Vancouver

Richmond's proposed new hotel
Energy Step Code requirement:

- Step 3
- OR
- Step 2 + LCES

Is aligned with:

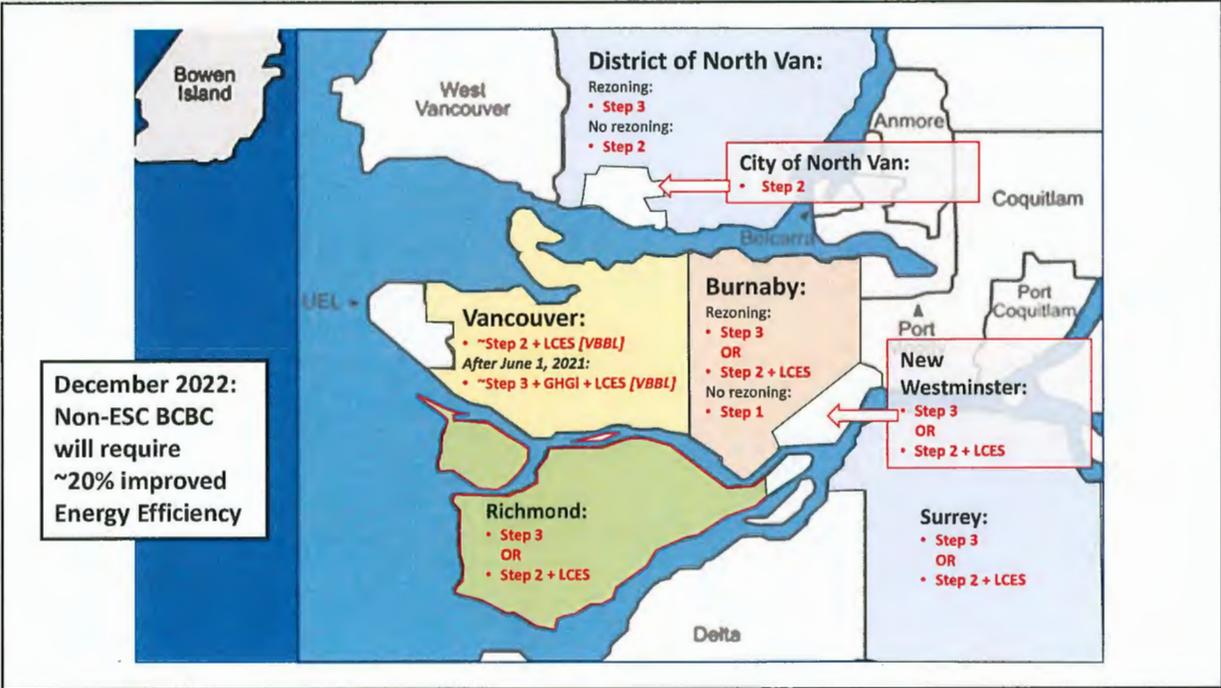
- Surrey
- New Westminster
- Burnaby (w/ rezoning)

... and less stringent than:

- Vancouver (after June 1, 2021)
- District of North Van (w/ rezoning)



Note: 2022 BCBC: ~20% gain in energy efficiency for all new construction



**Proposed Two-Option Step Code Framework for Hotels
 (performance requirements and timing)**

	September 2020	January 2022	January 2025	City Staff Proposal Options
A	Step 3	Step 3	Step 4	• Step Code framework similar to other Metro Vancouver muni's
	OR	OR	OR	
	Step 2 + LCES	Step 2 + LCES	Step 3 + LCES	
B	Step 2	Step 3	Step 4	• Step Code framework referencing relaxation to Step 1 (2020-2021)
	OR	OR	OR	
	Step 1 + LCES	Step 2 + LCES	Step 3 + LCES	



NEW! Part 3 Energy Design Report

Voluntary **Excel-based tool** that can be used by energy modellers and design professionals as a checklist and submitted to local government authorities to verify compliance.

Development of the Design Report funded by **City of Richmond** and **BC Hydro**.

Gives industry and local authorities a consistent way to gather and review energy performance characteristics of **Part 3 Step Code buildings** at both pre-construction and as-built stages, tailored to the energy performance characteristics of larger buildings.

When to use the report

Used at any of the development review stages for larger buildings:

- Pre-Application or Application
- Rezoning Application
- Development Permit
- Building Permit
- Occupancy



NEW! Part 3 Energy Design Report

Application

For buildings containing major occupancies complying with Subsection 10.2.3. of the BC Building Code. Intended to capture requirements of Articles 2.2.2.1 and 2.2.9.2 of Division C of the Code, as well as local government Bylaw requirements for energy use and emissions reductions in buildings. Portions of the building that are subject to Subsection 10.2.2.1.(1)(a) or (b) of Division B of the BC Building Code should also be included in this modelling report.

Learn to use the report

July webinar dates to be announced soon!

The Building and Safety Standards Branch is offering free webinars on this report:

Webinar #1 For **building energy modellers**. It will summarize the features of the checklist and how to complete it.

Webinar #2 For **local government staff**. It will summarize how to review the completed checklist to confirm that modelled energy and/or emissions performance has been met, and how to review the completed checklist for purposes of compliance.





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Pattern Language from Passive House

How to design + build high-performance buildings at the lowest possible cost.

DATES

Session 1: May 19, 21, 26, 28

Session 2: June 2, 9, 16, 23

Summer and Fall 2020 dates coming soon!



Provision for In-Stream Development Permits

Staff propose that Part 3 Hotels and Motel buildings, and Part 9 buildings currently required to build to Step 1 (e.g. duplexes), be permitted to build to the prior energy efficiency requirements if they are well advanced within the Development Permit process at the time the new Step Code requirements come into force. Specifically, to be eligible for this exemption, a proposed new development requiring a Development Permit, would have to meet the following conditions:

- a) If a Development Permit has been issued prior to December 15, 2020, the owner may, while their Development Permit remains valid, apply for a Building Permit in compliance with the energy efficiency requirements applicable prior to the adoption of Amendment Bylaw No. 10205; or
- b) If an acceptable Development Permit application has been submitted to the City prior to adoption of Amendment Bylaw No. 10205, it must be considered and endorsed by the Development Permit Panel and have a complete building permit application acceptable to the City submitted prior to December 15, 2021. The Building Permit application must include architectural drawings showing envelope details and schedule of mechanical systems in compliance with Part 10 (Step Code section) of the BC Building Code (BCBC).



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August 13, 2020

Nicholas Heap
Sustainability Project Manager
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1

Norm Connolly
Community Energy Manager
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1

Dear Mr. Heap and Mr. Connolly:

Re: Proposed Energy Step Code Implementation for New Hotel Developments

The Urban Development Institute (UDI) would like to thank Richmond Staff for meeting virtually with representatives from building and hotel sectors to discuss proposals to implement the *BC Energy Step Code (ESC)* for new hotel development in Richmond. The *ESC* is important to us, as our organization was one of the original participants in its development, and we continue to sit on the BC Energy Step Council. We see the *ESC* as a positive vehicle to meet the 2032 energy efficiency targets established by senior governments in a consistent and flexible way across multiple jurisdictions that allows builders to adapt to new approaches in construction.

We would like to commend staff for their work on the development of this policy and their dedicated outreach to local builders, in-particular those with in-stream applications. Although hotel development is not a primary focus for many of our members, we would like to offer some general comments on the proposed policy and Richmond's broader *ESC* framework.

UDI continues to support the two-option framework through which, builders in many areas can choose to build to a higher step or a lower step with a low carbon energy system (LCES), as it provides additional flexibility for builders. However, as we have expressed in the past, we are concerned with the City's continued requirement for builders to design and construct a District Energy-ready LCES in the City Centre area, to be provided to the Lulu Island Energy Company with no compensation. This is an added cost for builders, at a time when the economy is transitioning into a recovery phase.

By requiring that LCES systems be provided to the City, it prevents the builder from pursuing other cost recovery mechanisms, including allowing other energy provider, such as Corix or FortisBC, to purchase the system. Homebuyers and tenants are paying much more for their units to be have their energy costs regulated by the City – as opposed to the BC Utilities Commission.

As we noted in the discussion in the July 22nd webinar, the grandfathering period for in-stream applications is relatively short. It was acknowledged that the time for a new application to reach the Development Permit Panel stage will most likely exceed the 6-month in-stream protection proposed in the policy. To provide increased certainty to applicants we would suggest that staff consider extending the grandfathering period to ensure that applications that are already underway can proceed without the need redesign projects, contributing to costly delays. Our members purchase land and make financial commitments early in the development process. Adjustments become increasingly difficult to make at later stages.

We thank staff again for meeting with builders regarding these proposals, and ask that you consider our recommendations as part of the ongoing work on this policy. We look forward to working with Richmond on this and other initiatives.

Sincerely,

A handwritten signature in black ink, appearing to read 'Anne McMullin', with a long horizontal flourish extending to the right.

Anne McMullin
President and CEO, Urban Development Institute



**Building Regulation Bylaw No. 7230,
Amendment Bylaw No. 10205
(Energy Step Code requirements for
new Part 9 Residential and Part 3 Hotel buildings)**

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

1. *Building Regulation Bylaw No. 7230*, as amended, is further amended by replacing the schedule in Section 10.1.1 with the following schedule:

<i>Buildings subject to Part 9 of the Building Code</i>		
Building Type	Building permit application filed on or after September 1, 2018	Building permit application filed on or after December 15, 2020
Townhomes and apartments	Step 3	Step 3 OR Step 2 for buildings that implement a low carbon building energy system.
Single family, duplex and other dwelling units	Step 1	

<i>Buildings subject to Part 3 of the Building Code</i>		
Building Type	Building permit application filed on or after September 1, 2018	Building permit application filed on or after December 15, 2020
Hotels and Motels	n.a.	Step 3 OR Step 2 for buildings that implement a low carbon building energy system.
Other Group C Residential occupancies greater than 6 stories or non-combustible construction (not including hotel and motel occupancies)	Step 3 OR Step 2 for buildings that implement a low carbon building energy system.	
Other Group C Residential occupancies 6 stories or less and combustible construction (not including hotel and motel occupancies)	Step 3	
Group D Business and personal services occupancies or Group E mercantile occupancies	Step 2	

2. *Building Regulation Bylaw No. 7230*, as amended, is further amended at Section 16.1 by adding the following definitions in alphabetical order:

CARBON DIOXIDE EQUIVALENT has the meaning given to that term in the *Greenhouse Gas Industrial Reporting and Control Act*, [SBC 2014] Chapter 29.

CONDITIONED SPACE has the meaning given to that term in the **Building Code**.

- HOTEL** has the meaning given to that term in the **Richmond Zoning Bylaw No. 8500**.
- MOTEL** has the meaning given to that term in the **Richmond Zoning Bylaw No. 8500**.
- OTHER GROUP C RESIDENTIAL OCCUPANCY** has the meaning given to that term in the **Building Code**.
- LOW CARBON BUILDING ENERGY SYSTEM** means:
- a) for **buildings** subject to Part 3 of the **Building Code**, a **building's** space heating, cooling and domestic hot water heating mechanical system that is supplied energy through:
 - i) a connection to a district energy utility system owned by the **City** or a corporate subsidiary of the **City**; or
 - ii) on-site energy supply equipment designed to meet a minimum 70% of the **building's** annual heating, cooling and domestic hot water energy demand from a renewable energy source, approved by the **City's** General Manager of Engineering and Public Works. Applicable renewable energy source technologies include, but are not limited to, air and ground source heat pump systems, waste heat recovery systems, solar collectors, or other systems as approved by the **City's** General Manager of Engineering and Public Works. The **building's** energy system must be designed and constructed such that it is ready to connect to a future district energy utility system owned by the **City** or a corporate subsidiary of the **City**. For sites outside district energy utility service areas and the City Centre Area (as defined in Bylaw No. 9000, Official Community Plan), the **City's** General Manager of Engineering and Public Works may exempt the building's energy system from the requirement to be ready to connect to a future district energy utility system.

- b) for **buildings** subject to Part 9 of the **Building Code**, a **building's** space heating, cooling and domestic hot water heating mechanical system that in combination meets the following performance requirement:
 - i) less than 1.2 tonnes of carbon dioxide equivalent emissions per building per year; or
 - ii) 6 kg or less of carbon dioxide equivalent emissions per square metre of conditioned space per year.

3. This Bylaw may be cited as "**Building Regulation Bylaw No. 7230, Amendment Bylaw No. 10205**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED



MAYOR

CORPORATE OFFICER



To: General Purposes Committee

Date: October 27, 2020

From: Wayne Craig
Director, Development

File: ZT 19-875774 /
RZ 13-628557

Re: **Application by Wydanco Consultants Ltd. to Rescind Third Reading of Amendment Bylaws 9628 and 9629 and to Update Rezoning Considerations to Amend the Proposed “High Rise Commercial (ZC39) – Bridgeport Gateway” Zone for the Properties at 8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way.**

Staff Recommendation

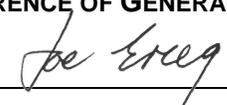
1. That Third Reading of Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628, for the subject properties, be rescinded.
2. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628, as amended, to amend the Bridgeport Village Specific Land Use Map- Detailed Transect Descriptions in Schedule 2.10 (City Centre Area Plan) by:
 - a) adding commercial education and university education uses (excluding dormitory and child care uses) to the list of uses permitted on a limited range of properties located south of Bridgeport Road and west of No. 3 Road; and
 - b) for the above-noted properties, providing for up to 50% of the 1.0 Floor Area Ratio (FAR) Village Centre Bonus floor area to be allocated to education uses;be forwarded to a new Public Hearing.
3. That Bylaw 9628, as amended, having been considered in conjunction with:
 - a) the City's Financial Plan 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 program and plans, in accordance with Section 882 (3) (a) of the Local Government Act.
4. That Bylaw 9628, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.
5. That Third Reading of Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, for the subject properties, be rescinded.

6. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, as amended, which would:
- a) create the "High Rise Commercial (ZC39) – Bridgeport Gateway" zone and rezone the subject properties from "Auto-Oriented Commercial (CA)" and "Land Use Contract 126" to a new site-specific zone, "High Rise Commercial (ZC39) – Bridgeport Gateway"; and
 - b) to discharge "Land Use Contract 126", entered into pursuant to "Beldee Holdings/CTS Developments Limited Land Use Contract Bylaw No. 3612, 1979", (RD85571 as modified by RD150271, RD 154654, RD 156206 and BV268786), for the properties at 8320, 8340, 8360 & 8440 Bridgeport Road and 8351 Sea Island Way;
- be forwarded to a new Public Hearing.



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

WC:RP
 Att. 9

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

Staff Report

Origin

Wydanco Consultants Ltd. has applied on behalf of New Continental Properties Inc., for permission to develop a two-phase commercial development on the subject site via rezoning application (RZ 13-628557). The site is bisected by an existing public lane, with Phase 1 (Areas A and B) south and east of the lane and Phase 2 (Area C) located north of the lane. A location map of the subject properties can be found in Attachment 1 and a site area map is provided on Attachment 2. New Continental Properties Inc. is owned by Mr. Zai Ai Liu. Danny Leung is the Director of Wydanco Consultants Ltd.

The applicant has applied for a Zoning Text Amendment for this site (ZT 19-875774) in order to amend the “High Rise Commercial (ZC39) – Bridgeport Gateway” zone, as presented by Amendment Bylaw 9629, to relocate the proposed educational uses from Area A (Phase 1) to Area C (Phase 2) in order to postpone construction of a post-secondary educational facility as a result in the change of market demand for that use. An amendment to OCP Amendment Bylaw 9628 is also required in order to accommodate the relocation of educational uses away from the No. 3 Road frontage.

At the Public Hearing on July 17, 2017, Council granted Second and Third Reading to Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9629:

- Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628 sought to amend the Bridgeport Village Specific Land Use Map - Detailed Transect Descriptions in Schedule 2.10 (City Centre Area Plan) to accommodate ‘education, commercial’ and ‘education, university’ uses (but excluding dormitory and child care uses) on a limited range of properties located south of Bridgeport Road and west of No. 3 Road; and, provide for up to 50% of the 1.0 FAR Village Centre Bonus floor area to be allocated to education uses for the subject site.
- Richmond Zoning Bylaw 8500, Amendment Bylaw 9629 sought to rezone the subject properties to permit the development of a two-phase commercial development.

The original Report to Council, dated May 30, 2017 is provided (Attachment 3).

Because Amendment Bylaws 9628 and 9629 have not yet been adopted, the following steps are required to consider the proposal:

- A rescindment of Third Reading for Amendment Bylaws 9628 and 9629.
- Revisions to the previously agreed to Rezoning Considerations.
- Consideration of the revised bylaws at a new Public Hearing.
- Subsequent consideration of Third Reading.

Findings of Fact

Please refer to the original staff report dated May 30, 2017 (Attachment 3), for detailed information regarding the original rezoning application.

Site and Surrounding Development

The subject site is located in Bridgeport Village, between Bridgeport Road and Sea Island Way, to the west of No. 3 Road, and is comprised of six lots separated by an existing City lane. The site is flat and is currently occupied by a two-storey commercial building on the north side of the lane and surface parking on both the north and south sides of the lane. The proposed configuration of the development lots will leave one orphan lot (8380 Bridgeport Road), which is currently occupied by a one-storey restaurant and surface parking.

Surrounding development includes:

To the North: Across Bridgeport Road, on the west side of West Road, is a mixed-use building, which includes retail, hotel and office uses (RZ 12-605272, ZT 15-708370 and DP 12-624180).

Across Bridgeport Road, on the east side of West Road, is an existing two-storey commercial building.

Across Bridgeport Road, along No. 3 Road, is a two-storey, retail, restaurant and office development with surface parking (DP 14-659747).

To the South: Across Sea Island Way is Phase 2 of a 3-Phase development, which includes retail, office and residential uses, plus a new community centre (RZ 12-603040 and ZT 19-872212). As of the date of this report, Development Permit application (DP 17-794169) for this proposed development is currently under staff review.

To the East: Across No. 3 Road, an existing one-storey, auto-oriented commercial development with surface parking (DP 05-320899).

To the West: An existing two-storey warehouse with surface parking.

Analysis

Original Proposal

The original proposal, via rezoning application (RZ 13-628557), sought to permit the development of high-density commercial, commercial education and university education uses on two linked development lots in the City Centre's Bridgeport Village. Key components of the original proposal concept include:

- A two-Phase development: Phase 1 was composed of Areas A and B, and Phase 2 consisted of Area C. This phasing of areas is not proposed to change.
- On the south-easterly development lot, a two-tower with podium building combining restaurant, office, and education uses in one tower (Area A) and hotel and convenience retail uses in the other tower (Area B).
- On the north-westerly development lot, a single tower with podium building with a hotel and an attached low-rise parkade.

- A total floor area of approximately 28,140 m² (302,896 ft²) comprised of approximately:
 - 975 m² (10,495 ft²) of retail and restaurant space.
 - 17,785 m² (191,436 ft²) of hotel space.
 - 4,690 m² (50,483 ft²) of office space.
 - 4,690 m² (50,483 ft²) of commercial and university education space.
- Approximately 306 rooms in the hotel in Area B, and 95 rooms in the hotel in Area C.
- LEED Silver equivalent buildings designed and constructed to connect to the future district energy utility (DEU) system.
- Development of an enhanced public open space along No. 3 Road.

Proposed Changes

The applicant has proposed changes to the proposed development that include the relocation of ‘education, commercial’ and ‘education, university’ land uses from the tower portion of the building in Area A (Phase 1) to Area C (Phase 2) and replacing the relocated educational uses in Area A (on Levels 5-8 of the tower) with office use. However, because Area C fronts onto Bridgeport Road, OCP Amendment Bylaw 9628 likewise needs amending in order to remove a stipulation that educational uses must front onto No. 3 Road.

Although an increased amount of office floor area is proposed (as a result of being allocated floor area that had previously been allocated to educational uses), the form and massing of Building A would remain generally as originally proposed. Similarly, the proposed changes to the use of the Building B involve a reduction in hotel floor area (as a result of the cumulative impacts of relatively minor changes to hotel layout on each floor) but results in no significant changes to form and massing. Together, Buildings A and B (Phase 1) are proposed to have a combined FAR of 2.44. Including Building C (Phase 2), the total FAR of all three areas would be 2.94 FAR. The updated conceptual plans are provided in Attachment 4 and an updated Development Application Data Sheet is provided in Attachment 5.

A redlined version of the updated OCP Amendment Bylaw 9628, highlighting the changes from the previous version, can be found in Attachment 6. The proposed change to Bylaw 9628 consists of removing the text (in Section 1(a) of the Bylaw) which states that educational uses must be located on a site fronting No. 3 Road, in keeping with the original proposal.

With consideration to the future Capstan Canada Line Station, the proposed City Community Centre across Sea Island Way to the south and the enhanced public realm that is established through the redevelopment occurring along the No. 3 Road corridor, in tandem with the applicant’s voluntary rezoning contributions of \$697,119 for additional local connectivity improvements and \$100,000 towards pedestrian crossing enhancements along Bridgeport Road (as part of the proposed TDM measures) and the improved public realm and connectivity that composes part of the proposed development (including sidewalks and trees along the Municipal lane and 3 m wide sidewalks along the Sea Island Way and Bridgeport Road frontages, staff support the removal of language from Bylaw 9628 that requires educational uses to be provided in Area A.

A redlined version of the updated Zoning Amendment Bylaw 9629, highlighting the changes from the previous version, can be found in Attachment 7.

Sustainability

Through this application, the proposed development is required to achieve Step 2 of the Energy Step Code. As of the date of this report, the proposed office component is required to meet Step 2 of the Energy Step Code; however, there is no step code requirement for hotels at this time. Energy modelling and an associated report will be provided prior to advancing the Development Permit the Development Permit Panel.

The original proposal was required to connect to the City's District Energy Utility System, whereas the through current proposal, the applicant has agreed to secure provision for an on-site low carbon energy system and the transfer of its ownership to the City.

Updated Rezoning Considerations

The updated Rezoning Considerations are provided in Attachment 8, and a redlined version, highlighting the changes from the previous version, can be found in Attachment 9.

The updated Rezoning Considerations are summarized as follows:

- **Legal Agreement Restricting Strata of Education and Commercial Uses (ZT Consideration #21):** The original proposal included a restriction on strata titling of the 0.5 FAR of the floor area that is eligible for commercial education or university education uses. This consideration ensures that that portion of the development is maintained as a single strata lot. This rezoning consideration needs to be amended to address the proposed relocation of the educational uses to Area C. The revised rezoning consideration ensures that this 0.5 FAR is retained as a single strata lot whether it is used for education or office purposes.
- **District Energy Utility (ZT Consideration #32):** Under the original proposal, the development was proposed to connect to a District Energy Utility (DEU). This consideration has been updated to reflect the provision of a low carbon energy plant, for which ownership would be transferred to the City as per the City's current District Energy Utility standards. A legal agreement securing this arrangement is required prior to final adoption of Amendment Bylaw 9629.
- **Community Facilities Contribution (ZT Consideration #34):** The original rezoning included the provision of cash-in-lieu of securing Civic Amenity Space in the development for the reasons stated in the original staff report (Attachment 3). The rate for cash-in-lieu contributions has increased since the original rezoning staff report was presented to Council in 2017, from \$6,997 per square metre (\$650 per square foot) to \$8,073.20 per square metre (\$750 per square foot). This results in a net contribution increase of \$504,736.39.

- **Community Planning Contribution (ZT Consideration #35):** The rate for the Community Planning Contribution, which is applied to gross floor area of the proposed development (Phase 1), has increased since the original rezoning staff report was presented to Council in 2017, from \$2.69 per square metre (\$0.25 per square foot) to \$3.23 per square metre (\$0.30 per square foot). This results in a net contribution increase of \$15,175.31.
- **Public Art Contribution (ZT Consideration #36):** The rate for the Community Planning Contribution, which is applied to gross floor area of the proposed development (Phase 1), has increased since the original rezoning staff report was presented to Council in 2017; from \$4.63 per square metre (\$0.43 per square foot) to \$5.06 per square metre (\$0.47 per square foot). This results in a net contribution increase of \$12,077.78.
- **Development Permit (ZT Consideration #39):** A Development Permit application, which is required prior to rezoning approval, must include energy modelling and an associated report, which is also required to be attached to a covenant addressing DEU matters via ZT Consideration #32(a) (see above).

Next Steps

Should Council wish to proceed with the amended Bylaw 9629 and the updated rezoning considerations, the applicant would be required to satisfy the updated rezoning considerations prior to final adoption of Bylaw 9628 and Bylaw 9629.

Conclusion

It is recommended that Third Reading for Official Community Plan Bylaw 7100, Amendment Bylaw 9628 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9629 be rescinded, revised and re-introduced to Council via a new Public Hearing.



Robin Pallett, RPP, MCIP
Planner 2
(604-276-4200)

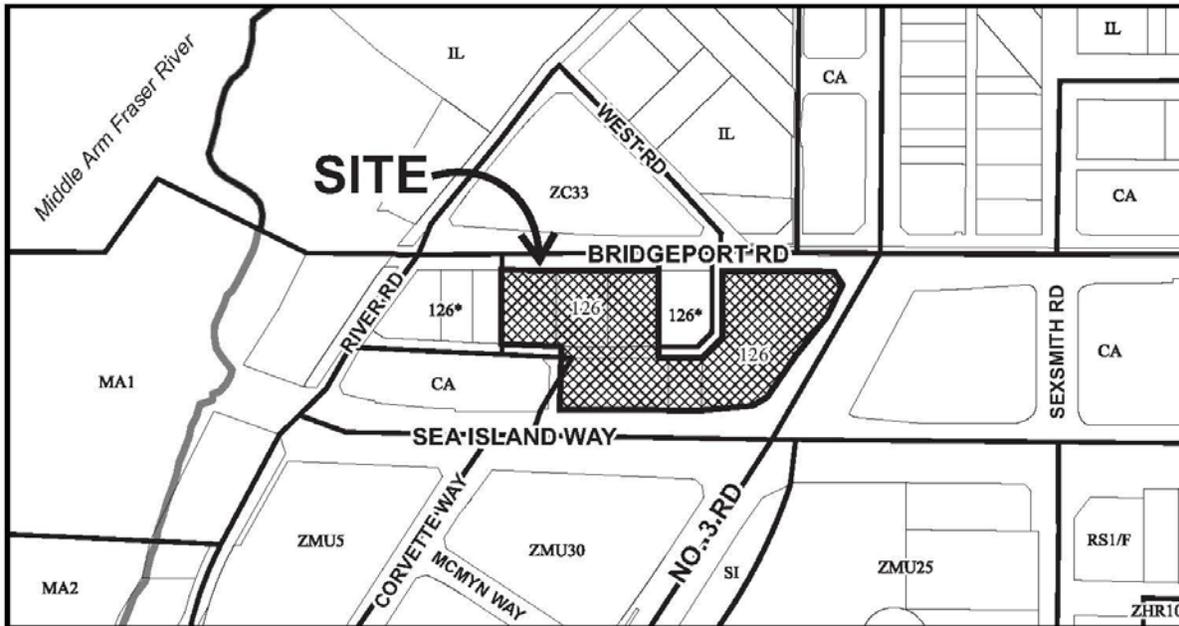
RP:blg

Attachments:

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Site Areas Map
- Attachment 3: Original Rezoning Report to Council, dated May 30, 2017
- Attachment 4: Updated Proposal Conceptual Plans
- Attachment 5: Updated Development Application Data Sheet
- Attachment 6: Updated OCP Amendment Bylaw 9628 (redlined version)
- Attachment 7: Updated Zoning Amendment Bylaw 9629 (redlined version)
- Attachment 8: Updated Rezoning Considerations (clean version)
- Attachment 9: Updated Rezoning Considerations (redlined version)



City of
Richmond



ZT 19-875774

Original Date: 10/15/19

Revision Date:

Note: Dimensions are in METRES



City of
Richmond

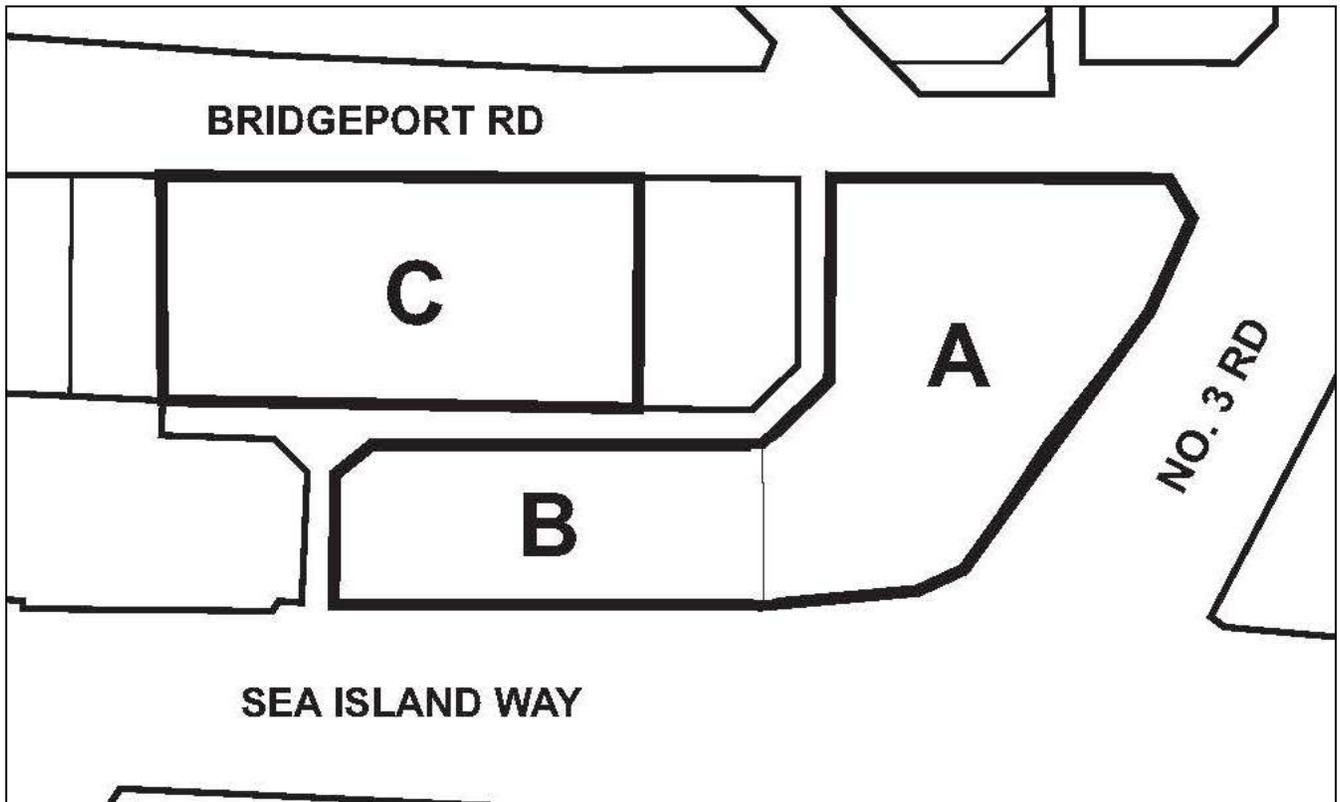


ZT 19-875774

Original Date: 10/15/19

Revision Date:

Note: Dimensions are in METRES





City of Richmond

Report to Committee

To: Planning Committee **Date:** May 30, 2017

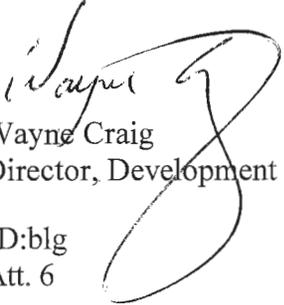
From: Wayne Craig
Director, Development **File:** RZ 13-628557

Re: **Application by New Continental Properties Inc. and Affiliates for Rezoning of the Properties at 8320, 8340, 8360 & 8440 Bridgeport Road from "Land Use Contract 126"; at 8351 Sea Island Way from "Land Use Contract 126"; and, at 8311 Sea Island Way from "Auto-Oriented Commercial (CA)" and "Land Use Contract 126" to "High Rise Commercial (ZC39) – Bridgeport Gateway"**

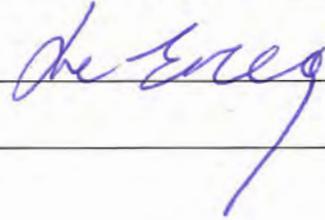
Staff Recommendation

1. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628, to amend the Bridgeport Village Specific Land Use Map - Detailed Transect Descriptions in Schedule 2.10 (City Centre Area Plan) by:
 - a) adding commercial education and university education uses (excluding dormitory and child care uses) to the list of uses permitted on a limited range of properties located south of Bridgeport Road and west of No. 3 Road; and
 - b) for the above-noted properties, providing for up to 50% of the 1.0 FAR Village Centre Bonus floor area to be allocated to education uses,be introduced and given first reading.
2. That Bylaw 9628, having been considered in conjunction with:
 - a) The City's Financial Plan and Capital Program;
 - b) The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby found to be consistent with said program and plans, in accordance with Section 882 (3) (a) of the Local Government Act.
3. That Bylaw 9628, 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 9629, to create the "High Rise Commercial (ZC39) – Bridgeport Gateway" zone and to rezone the properties at 8320, 8340, 8360 & 8440 Bridgeport Road from "Land Use Contract 126", the property at 8351 Sea Island Way from "Land Use Contract 126", and the property at

8311 Sea Island Way from "Auto-Oriented Commercial (CA)" and "Land Use Contract 126" to a new site-specific zone, "High Rise Commercial (ZC39) – Bridgeport Gateway" and to discharge "Land Use Contract 126", entered into pursuant to "Beldee Holdings/CTS Developments Limited Land Use Contract Bylaw No. 3612, 1979", (RD85571 as modified by RD150271, RD 154654, RD 156206 and BV268786), be discharged for the properties at 8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way be introduced and given first reading.


Wayne Craig
Director, Development

JD:blg
Att. 6

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

Staff Report

Origin

New Continental Properties Inc. and Affiliates has applied to the City of Richmond for permission to rezone the properties at 8320, 8340, 8360 & 8440 Bridgeport Road from “Land Use Contract 126”, the property at 8351 Sea Island Way from “Land Use Contract 126”, and the property at 8311 Sea Island Way from “Auto-Oriented Commercial (CA)” and “Land Use Contract 126” to a new site-specific zone, “High Rise Commercial (ZC39) – Bridgeport Gateway” (Attachment 1), in order to permit the development of high-density commercial and education uses on two linked development lots in the City Centre’s Bridgeport Village. Key components of the proposal concept (Attachment 2) include:

- A two-phase development.
- On the south-easterly development lot, a two tower with podium building combining restaurant, office, and education uses in one tower (Building A) and hotel and convenience retail uses in the other tower (Building B).
- On the north-westerly development lot, a single tower with podium building with a hotel and an attached low-rise parkade.
- A total floor area of approximately 28,140 m² (302,896 ft²) comprised of approximately:
 - 975 m² (10,495 ft²) of retail and restaurant space;
 - 17,785 m² (191,436 ft²) of hotel space;
 - 4,690 m² (50,483 ft²) of office space; and
 - 4,690 m² (50,483 ft²) of commercial and university education space.
- Approximately 306 rooms in the hotel on Parcel A+B and 95 rooms in the hotel on Parcel C.
- LEED Silver equivalent buildings designed and constructed to connect to the future district energy utility (DEU) system.
- Development of an enhanced public open space along No. 3 Road featuring public art.

Associated Official Community Plan (OCP) bylaw amendments are proposed to facilitate the inclusion of commercial education and university education (excluding dormitory and child care) uses on the subject site. As well, discharge of the existing Land Use Contract from the titles of the existing properties is required.

Findings of Fact

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

Site and Surrounding Development

The subject site is located in Bridgeport Village (Attachment 4) between Bridgeport Road and Sea Island Way, to the west of No. 3 Road, and is comprised of six lots separated by an existing city lane. The site is flat and is currently occupied by a two-storey commercial building on the north side of the lane and surface parking on both the north and south sides of the lane. The proposed configuration of the development lots will leave one orphan lot (8380 Bridgeport Road), which is currently occupied by a one-storey restaurant and surface parking.

Surrounding development includes:

To the North: Across Bridgeport Road and under construction, a 3.0 FAR podium and tower, hotel and office development with a maximum height of 45 m (DP 12-624180).
Across Bridgeport Road and under application, a 3.0 FAR podium and tower, hotel and office development with a maximum height of 45 m (RZ 12-598104).
Across Bridgeport Road and under construction, a two-storey, 0.5 FAR, retail, restaurant and office development with surface parking (DP 14-659747).

To the South: Across Sea Island Way, a recently-approved rezoning and DP for a 3.5 FAR, podium and tower, retail, office and residential development, which will also include a new community centre, with a maximum height of 45 m (DP 16-745853).

To the East: Across No. 3 Road, an existing one-storey, auto-oriented commercial development with surface parking (DP 05-320899).

To the West: An existing two-storey warehouse with surface parking.

Related Policies

1. Official Community Plan/City Centre Area Plan

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

City Centre Area Plan: The City Centre Area Plan (CCAP) Bridgeport Village Specific Land Use Map designates the site as “Urban Centre T5 (45 m)” and “Urban Centre T5 (35 m)”. The proposed rezoning is generally consistent with these designations, except that OCP amendments are required to accommodate:

- the proposed commercial education and university education uses which are not currently supported on sites south of Bridgeport Road; and,
- utilization of up to one-half of the Village Centre Bonus floor area for combined commercial and university education uses.

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

2. Other Policies, Strategies and Bylaws

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

Aircraft Noise Sensitive Development Policy: The proposed development is located in a combination of Area 1B (new residential land use prohibited) and Area 2 (aircraft noise sensitive uses may be considered) on the Aircraft Noise Sensitive Development Map. The proposed

rezoning and associated OCP amendment are consistent with this Policy. Registration of an aircraft noise covenant is required prior to rezoning adoption.

Ambient and Commercial Noise: The proposed development must address additional OCP Noise Management Policies, specifically ambient noise and commercial noise. Requirements include provision of an acoustic consultant report regarding sound attenuation measures and registration of associated noise covenants before final adoption of the rezoning bylaw.

District Energy Utility Policy and Bylaws: The proposed development will be designed to utilize energy from a District Energy Utility (DEU) when a neighbourhood DEU is implemented. Connection to the future DEU system will be secured with a legal agreement prior to final adoption of the rezoning bylaw.

Richmond Public Art Policy: The proposed development must address the Richmond Public Art Policy and provide for installation of art on the site or a financial contribution toward Public Art in the Bridgeport Village. The contribution will be secured before rezoning adoption with a combination cash deposit and Letter of Credit. The Please refer to Analysis Section 2 b) "Community Amenities" for further information.

Consultation

1. OCP Amendment

General Public: An OCP amendment application sign has been installed on the subject site noting the proposed addition of education uses to the list of uses supported by the City Centre Area Plan (CCAP) for this property. Staff have not received any comments from the public in response to the sign. Should the Planning Committee endorse this application and Council grant first reading to the bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have further opportunity to comment on the proposed amendments. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

External Agencies: Staff have reviewed the proposed OCP amendments with respect to the *Local Government Act* and the City's OCP Consultation Policy No. 5043 requirements. Referrals were made to Ministry of Transportation and Infrastructure (MoTI) and TransLink through the rezoning process. Consultation with other stakeholders was deemed unnecessary. Consultation with external stakeholders is summarized below.

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
BC Land Reserve Co.	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Richmond School Board	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only. The proposed OCP amendments do not permit K-12 schools and, as residential uses are not permitted, there will be no impacts on School Board operation.
The Board of the Greater	No referral necessary, as the proposed amendment refers to the

Stakeholder	Referral Comment (No Referral necessary)
Vancouver Regional District (GVRD)	addition of commercial and university education as a permitted use relative to the subject site only.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected, and the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Ministry of Transportation and Infrastructure (MoTI)	The proposed amendment refers to the addition of commercial and university education uses to those permitted on the subject site only. It was referred to MoTI through the associated rezoning process.
TransLink	The proposed amendment refers to the addition of commercial and university education uses to those permitted on the subject site only. It was referred to TransLink through the associated rezoning process.
Port Authorities (Vancouver Port Authority / Steveston Harbour Authority)	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary. However, as a courtesy, staff have notified VIAA of the proposed rezoning application and associated OCP amendment.
Richmond Coastal Health Authority	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Miscellaneous Stakeholder Organizations (e.g. UDI)	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Community Groups and Neighbours	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Relevant Federal and Provincial Government Agencies	No referral necessary, except as included in this table, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.

2. Rezoning

General Public: A rezoning application sign has been installed on the subject property. Staff have not received any comments from the general public in response to the sign except from the representative of the owners of the adjacent orphan lot (8380 Bridgeport Road). The representative noted that they were aware of the proposed rezoning, that they had been approached by the developer and that the owner was not interested in selling the property at this time. Should the Planning Committee endorse this application and Council grant first reading to the proposed rezoning, the application will be forwarded to a Public Hearing, where any area

resident or interested party will have further opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

External Agencies: The rezoning application was formally referred to or otherwise coordinated with external agencies as described below.

- Ministry of Transportation and Infrastructure (MoTI): The application was referred by staff to MoTI in 2013 and again in 2017. MoTI has provided the City with an extension of the previously provided preliminary approval, based on the rezoning drawings, road functional drawings and Transportation Study. The preliminary approval includes new deceleration lanes, access and egress restrictions for the subject site and the adjacent orphan lot, and, lane manoeuvring for vehicles and various sized trucks. Final approval of the road functional design for the Bridgeport Road and Sea Island Way frontages will be required prior to rezoning adoption.
- South Coast British Columbia Transportation Authority (TransLink): Staff have referred the proposed OCP amendment and rezoning to TransLink due to proximity to the Canada Line guideway. Further, the property owner has entered into an agreement with TransLink for formal review through the Adjacent and Integrated Development (AID) program. TransLink has provided staff with preliminary comments regarding the proposed OCP amendment, the off-site design of the No. 3 Road area and implications for the regional transportation system. On this basis, TransLink is not opposed to staff advancing the OCP and rezoning report to Council. At the AID consent level, TransLink staff have stated that they are not at the point in the review to provide comment but expect that the applicant will work cooperatively to address all concerns as well as obtain Translink consent prior to any site work or construction. Staff note that the proposed development meets the CCAP 6.0 m Canada Line setback requirement established with TransLink's input. Further, the rezoning considerations require the registration of a legal agreement restricting building permit issuance prior to final approval being received from TransLink.
- Trans Mountain Pipeline/Kinder Morgan Canada: There is an existing jet fuel pipeline in the Bridgeport Road right-of-way that runs past the subject site. Kinder Morgan has noted that standard Approved Pipeline Proximity Installation Permits for both on-site and off-site works may be required and these can be granted to the owner of the subject development if the owner conforms to standard requirements. Preliminary review between Kinder Morgan and the applicant has not identified any significant issues.

Analysis

Staff have reviewed the proposed rezoning and proposed associated OCP (CCAP) amendments and find that they are generally consistent with City objectives including, but not limited to: public and private infrastructure; land use; density, height; siting conditions; and, community amenities.

1. Proposed OCP (CCAP) Amendment

Land Use: The proposed OCP (CCAP) land use amendments will allow commercial education and university education uses on the site. The range of education programs is expected to include ESL training, short term career training, private career college programs, privately and publically funded college diploma and associate degree programs and first and second year university

courses leading to subsequent study at a university. These programs would generally be offered in conjunction with New Continental's education services agency, Global Education Centre (GEC). The proposed facility would offer courses to local and international students and the duration of courses would range from 12 to 24 months. There would be approximately 58 staff.

The proposed OCP amendment would add "commercial education" and "university education" uses to the current list of uses supported on the subject site (i.e. office, hotel, institution and studio) in the Bridgeport Village Specific Land Use Map. Staff support the addition of these uses to the site, as discussed below, but recommend the university education use exclude accessory dormitory and child care uses due to the livability issues arising from vehicle and aircraft noise.

Connectivity: Education uses were not envisioned by the CCAP in Bridgeport Village south of Bridgeport Road because of concerns around poor transportation connectivity for students, a challenging pedestrian environment on Bridgeport Road and Sea Island Way and a lack of local services. Since the plan was adopted, many of these circumstances have improved. Capstan Station is expected to be constructed in the future and would be closer to the site than the existing Bridgeport Station. Capstan Village to the south is undergoing significant residential and commercial redevelopment and a new City Community Centre, offering recreation, cultural and community programming, will be provided in the Yuan Heng development across Sea Island Way from the subject site. In this evolving context, staff believe that the education uses may be considered if connectivity is further reinforced. To this end, the applicant has offered a voluntary rezoning contribution of \$697,119 for additional local area connectivity improvements. Specific recommendations for use of the funds, once identified, will be forwarded to Council in a separate report.

Density: The proposed amendments are structured to permit education uses as a component of the Village Centre Bonus floor area (up to half of the 1.0 FAR VCB), along with office uses. This is intended to ensure that the site is developed primarily with airport-related uses (e.g. hotels and offices supporting YVR), as well as to maintain a portion of the original VCB incentive to develop office uses. Staff note that the applicant has agreed to maintain the education floor area under a single strata title so that it can be easily converted to large tenant office space if the education facilities are no longer desirable or viable.

Hotel Use: Hotel use is permitted by the CCAP. Two hotels, designed to function as standard hotels, are being proposed on the subject site. There is some concern that these hotels may be used as student dormitories. To ensure that the student living arrangements are not compromised and that the hotels are being used as bona fide standalone commercial enterprises consistent with the City's land use, licensing and taxation objectives, registration of a legal agreement on title securing the owner's and assignee's commitment to a maximum on-site hotel stay of six months is a condition of rezoning bylaw adoption. Further, a non-strata agreement on each hotel must also be registered on title prior to rezoning approval.

Proposed Rezoning

The proposed rezoning is consistent with the Bridgeport Village Specific Land Use Map transects, Urban Centre T5 (35 m) and (45 m) (except for the commercial and university education uses which are the subject of the proposed OCP amendment). A new site-specific zone is proposed, "High Rise Commercial (ZC39) – Bridgeport Gateway ". The recommended

provisions reflect requirements regarding the amounts of hotel, office and education floor area, the location of education uses (in support of transportation connectivity objectives), site-specific height and siting parameters and parking and loading rates. Signed rezoning considerations are provided (Attachment 5).

2. CCAP Implementation Policies

The CCAP includes a variety of policies intended to address a community development needs arising from densification, as outlined in this section.

a) Utility, Transportation and Parks Infrastructure

The proposed infrastructure improvements are summarized below and will be realized through a Servicing Agreement.

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

- Water main upgrades on Sea Island Way and the lane frontages.
- Storm sewer upgrades Bridgeport Road, No. 3 Road, Sea Island Way and the lanes.
- Various frontage improvements including street lighting.

A more detailed description of frontage and other infrastructure improvements is included in the Rezoning Considerations (Attachment 5). Required improvements to City utilities are not eligible for Development Cost Charge (DCC) credits and will be funded by the developer.

Private Utilities: Undergrounding of private utility lines, location of private utility equipment on site and, if possible, relocation of a BC Hydro transmission pole and/or guy wires, are required.

Transportation Network: The CCAP encourages completion and enhancement of the City street and lane network. The following frontage and off-site street, lane and intersection improvements are required.

- Bridgeport Road: The roadway will be widened to accommodate MoTI travel and turning lane requirements, as well as a lighting strip. The City cross-section will include a treed boulevard and a sidewalk. A property dedication is required up to and including 2.0 m of the 3.0 m sidewalk. The remaining area will be secured with a statutory right-of-way (SRW).
- No. 3 Road: The No. 3 Road vehicle lane widths will remain the same. The back-of-curb cross-section will be widened to accommodate a raised bikeway, a treed boulevard and a sidewalk. A property dedication is required up to and including 2.0 m of the 3.0 m sidewalk. The remaining area will be secured with an SRW.
- Sea Island Way: Sea Island Way currently has a wide off-street area of land that is City-owned, but under MoTI jurisdiction. MoTI has agreed to permit the developer to locate the standard City treed boulevard and sidewalk in this area, along the roadway, as well as create a plaza in the remaining space. Further, MoTI has expressed support for a building setback (1.5 m) along this frontage.
- Lanes: The various existing lanes will be upgraded to increase their travel widths and to add sidewalks. A new lane will be added at the western end of the site to create a second connection to Bridgeport Road and will be secured with an SRW. The Parcel A+B

turnaround as well as existing lane widenings will be secured with a combination of dedications and SRWs.

Preliminary Road Functional Drawings have been provided (Attachment 6).

Road enhancements along No. 3 Road to provide the new raised bike lane and a wider sidewalk will be eligible for DCC credits. All other works will be the sole responsibility of the developer and are not eligible for DCC credits.

Parks and Open Space Network: The CCAP identifies No. 3 Road as part of the City's greenway system. In lieu of providing a linear greenway and consistent with the need to enhance the pedestrian environment at this busy double intersection, the proposal includes two plazas bordering No. 3 Road. The combined plazas will assist with the transition between Capstan Village and Bridgeport Village as well as marking transitions to and from the city, river and airport.

- **Public Realm Design – No. 3 Road North:** The application shows approximately 694 m² of plaza space at the corner of No. 3 Road and Bridgeport Road (not including required City sidewalks). The proposed plaza is subject to a number of 3rd party SRWs and will also be subject to a public-right-of-passage (PROP) SRW. Detailed design development will be undertaken through the DP and SA processes. Parks Department staff have requested significant tree planting in this area, the implementation of which will be subject to co-ordination with TransLink (guideway), MoTI and BC Hydro (transmission pole) limitations.
- **Public Realm Design – No. 3 Road South:** There is a large area of City land bordering Sea Island Way that is reserved for future widening of the highway. The applicant reviewed highway widening needs with MoTI and MoTI supports adjustments to this area for public realm use. The south-facing area connects with a large covered pedestrian plaza area between the hotel and office/education components on Parcel A+B that links the building entries and the streets and lane. Detailed design development of the required improvements will be undertaken through the DP and SA processes and will be co-ordinated with any MoTI requirements.

The greenway/ plaza (Parks) infrastructure improvements are not eligible for Development Cost Charge (DCC) credits and will be funded by the developer.

b) Community Amenities

The CCAP Implementation Strategy includes density bonusing and other measures to support community enhancements that are desirable in the context of City Centre densification. The proposed rezoning includes offers to contribute to the following community amenities in accordance with the OCP.

Density Bonusing: The proposed rezoning is located in the Brighthouse Village Specific Land Use Map "Village Centre Bonus (VCB)" area and utilizes the available VCB density increase of 1.0 FAR. Five percent of this area is expected to be provided back to the City in the form of floor area for a community amenity or a cash-in-lieu contribution to the City Centre Facility Development Fund. Community Services staff have reviewed the location of the development, and limited amount of community amenity floor area (469 m²) against neighbourhood needs and recommend that the City accept a cash-in-lieu contribution based on the finished value of the space (\$3,281,593.00 calculated using the proposed floor area $[0.05 \times 1.0 \times 9,380 \text{ m}^2 \times \$6,997$

/m²]). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier (\$6,997) 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.

Community Planning: The proposed rezoning is subject to a community planning implementation contribution for future community planning (\$75,696.60 calculated using the proposed floor area [28,140 m² x \$2.69 / m²]).

Public Art: A Public Art Plan has been submitted proposing an on-site art contribution, which staff recommend be located in either or both of the public plaza areas. The contribution will be secured through the rezoning with a combination of cash deposit (5%) and Letter of Credit (95%), based on the current contribution rates (e.g. a minimum of \$130,288.20 calculated using the proposed floor areas [28,140 m² x \$4.63]).

3. Other CCAP Development Policies

a) Transportation

Site Access - Off-site: Vehicular access/egress to the site will be provided via an internal laneway system connecting to Sea Island Way and Bridgeport Road.

Access/Egress - Orphan Lot: Existing parking for the orphan lot at 8380 Bridgeport Road is provided at the front and the rear of the building and is currently accessed from the City lane. Egress from the front parking area, which has angled spaces, is provided through the subject site (8360 Bridgeport Road/Parcel C) onto Bridgeport Road. MoTI does not support permanently retaining this egress and it must be removed when construction of the Bridgeport Road improvements is commenced toward the end of Phase 1 of the subject development (Parcel A+B and interim Parcel C). At that time, the applicant is proposing to provide a one way egress from the orphan lot front yard parking, through Parcel C, south to the east-west lane. This egress route is proposed to be provided as an SRW. As the proposed new SRW route requires the demolition of the existing building at 8360 Bridgeport Road and the existing building is intended to be used during construction of Phase 1, registration of the SRW will occur at the time that the Bridgeport Road egress is closed. In lieu of immediate registration of the SRW, an agreement will be registered on title in favour of the City and Province to ensure that the applicant provides the SRW at the appropriate time.

Site Access - On-site: Vehicular access is provided via the lane system to both drop-off/turnaround areas and parkade entrances on Parcel A+B and Parcel C. Truck access and loading is provided and will be the subject of further review during the DP review process.

Parking: The proposed parking rates are consistent with the parking provisions of the Richmond Zoning Bylaw (City Centre Zone 1A) except for the education parking. Staff requested a consultant parking study to establish the appropriate rate for the education use in this location. The proposed rate of 0.4 spaces per student and 0.4 spaces per staff is based on existing mode splits observed at similar education facilities. Transportation staff support the proposed education parking rate, which is reflected in the proposed site-specific zone, as well as the overall parking proposal which includes the following TDM reductions:

- A 10 percent reduction for all uses due to shared parking;

- A 10 percent reduction for all uses with the provision of the following TDM measures:
 - Transit passes (similar to that of the U-Pass program) for all students in perpetuity.
 - End-of-trip cycling facilities (e.g. showers, toilets) for each gender for each of the proposed land uses.
 - Two parking spaces for car-share vehicles with the necessary PROP SROW registered.
 - One car-share vehicle for a minimum duration of three years.
 - Equipping of the car-share spaces with one electric vehicle (EV) quick-charge (240 V) charging station.
 - Equipping of 20% of all vehicle parking spaces with 240 volt plug in receptacles for the future addition of shared use charging stations.
- An additional 20 percent reduction for the commercial education uses with the provision of the following TDM measures:
 - Transit passes for all staff in perpetuity.
 - A shuttle bus provided in perpetuity for both staff and students.
 - Priority carpool parking for students and staff.
 - Equipping of the Class 1 bicycle spaces with 120V electric vehicle plug in receptacles for the future addition of shared use charging stations.
 - Voluntary cash contribution of \$100,000 towards pedestrian crossing enhancements along Bridgeport Road.

All TDM measures associated with the commercial education use are to be implemented with Phase 1 development (Parcel A+B and interim C). Further, all car share and car pool spaces are to be provided in the Parcel A+B structure. Registration of legal agreements on title to secure various components of the TDM package is required prior to rezoning adoption.

Parking Location and Phasing: Some of the required parking for Parcel A+B is proposed to be located on Parcel C, first as surface parking (Phase 1) and then in a parkade (Phase 2). The applicant has provided a comprehensive proposal, as part of the consultant transportation study, to manage the transition from the surface parking to the constructed parkade. The physical design of the interim surface parking will be managed through the DP review process.

Parking – Orphan Lot: The design concept for future redevelopment of the orphan lot at 8380 Bridgeport Road demonstrates the need for between 73 and 82 parking spaces, depending on the Capstan Station status at the time of development. Sixteen of these spaces can be provided on the orphan lot and the remainder, between 57 and 66, will be accommodated on the subject site (Parcel C). Registration of a legal agreement for the provision of the required spaces for the future use of the orphan is a requirement of rezoning adoption.

Loading: The proposed loading calculation for medium size trucks is consistent with the Richmond Zoning Bylaw. For Parcel A+B, a total of four SU-9 loading trucks will be required. For Parcel C, two SU-9 spaces will be required. Staff support waiving the requirement for large truck loading spaces, as reflected in the proposed site-specific zoning, based on the results of the consultant study: the proposed uses would not typically involve deliveries with large semi-trailers and the lane network will be able to accommodate short-term large truck loading activities should such need arise. The proposed site-specific zone permits the waiving of the large loading spaces.

b) Ecology and Adaptability

Living Landscape: The CCAP looks to development to support and enhance ecological functioning in City Centre through the creation of a continuous and interconnected landscape system. The proposed development will contribute to the ecological network through a number of measures including:

- Provision of a significant number of new trees in or around the plaza areas along No. 3 Road, subject to coordination with MoTI, TransLink and other private utilities.
- Provision of street trees on all three street frontages.
- Provision of soft landscape in the back-of-curb public realm areas.
- Provision of intensive/extensive green roofs on the upper roof levels.

Further review of the landscape and green roof aspects of the proposal will occur within the DP process.

Greening of the Built Environment: The proposed development will be designed to achieve a sustainability level equivalent to the Canada Green Building Council LEED Silver certification.

4. Development Concept Review

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

Massing Strategy: The massing of the proposed development is generally consistent with the urban design objectives of the CCAP and is arranged to address the site's unusual configuration, specific constraints (Canada Line guideway), urban impacts (adjacent arterial highways), urban design opportunities (multi-directional gateway) and combination of uses (education, office and hotel). There are three main tower elements that are interspersed with varied height midrise and podium elements. The varied massing, height and façade expression, as well as the allocation of uses across the site, provides for a more intimate grain on the street frontages than might typically be found on a development of this scale.

Adjacencies: The relationship of the proposed development to adjacent public and private properties is assessed with the intent that negative impacts are reduced and positive ones enhanced. Much of the proposed development is surrounded by wide City streets and widened lanes which mitigates potential impacts on both the surrounding public realm and surrounding private development. The only abutting adjacency is with the orphan lot and the applicant has provided conceptual drawings demonstrating its potential for development at 3.0 FAR and six storeys.

Form and Character: Through the Development Permit Application process, the form and character of the proposed development is assessed against the expectations of the Development Permit Guidelines. Staff have identified the following issues to be resolved at the DP.

Phase 1 (Parcel A+B and interim parking on Parcel C)

- the site and functional planning to further develop:
 - the plaza and public realm to address general programming, circulation, design and landscaping requirements as well as improvements related to existing utilities and infrastructure;

- building entries and other indoor-outdoor relationships to enhance street public realm animation (*Note: More active uses should be provided at ground level along the Bridgeport Road side of building*);
- the general architectural form and character to further develop:
 - the façade expression of the Tower A in the context of the CCAP signature tower/gateway designation and to acknowledge and celebrate the education uses;
 - the upper levels of Tower A to add more visual interest to the skyline;
 - the laneside building facades to establish a finer urban grain and to provide more visual interest (*Note: The lane circulation is intended to operate as an extension of the public realm. Further, much of the building will be highly visible from the surrounding area*);
 - all large areas of curtain wall to add visual interest and reduce the sense of anonymity;
 - addition of weather protection and exploration of opportunities to add shading devices for both sustainability and visual interest;
- the interim surface parking lot to:
 - provide interim screening and landscaping;

Phase 2 (Parcel C)

- the site and functional planning to further develop:
 - provision of a public landscape feature in the Bridgeport Road setback area adjacent to the parkade to improve the public realm experience along this frontage;
- the general architectural form and character to further develop:
 - the Bridgeport Road parkade facade (Building C);

DP Guidelines: Additional review of the following building features will occur through the Development Permit Application process.

- Parking and Loading: A draft functional plan showing truck manoeuvring has been provided and will be further developed through the DP process.
- Waste Management: A draft waste management plan has been submitted and will be further developed through the DP process.
- Rooftop Equipment: Rooftop mechanical equipment and building mounted telecom equipment can be unsightly when viewed from the ground and from surrounding buildings. To prevent diminishment of both the architectural character and the skyline, a more detailed design strategy for rooftop equipment/enclosures is required.
- Crime Prevention through Environmental Design (CPTED): The City has adopted policies intended to minimize opportunities for crime and promote a sense of security. A CPTED checklist and plans demonstrating natural access, natural surveillance, defensible space and maintenance measures will be reviewed within the development permit process. Specific design development should include:
 - Phase 2 (Parcel C)*
 - the orphan lot lane, parkade interface and consideration of potential CPTED issues.
- Accessibility: In addition to providing a variety of accessible units (per Analysis, Section C.1 – Households and Housing), the proposed development will be required to provide good site

and building accessibility and visitability. Provision of a checklist along with design implementation will occur within the development permit process.

- Sustainability: Integration of sustainability features into the site, building and landscape design.

5. City-wide Policies

a) **Tree Management**

The applicant wishes to remove 5 on-site trees (Trees #169, 170, 178, 179 and 180). The 2:1 replacement ratio would require a total of 10 replacement trees, which the applicant has agreed to provide within the overall landscape plan that will be provided and reviewed through the DP application process. Tree protection is required for the 3 existing trees on the orphan lot at 8380 Bridgeport Road.

On the advice of Park staff, off-site tree replacement measures will include a contribution of \$9,100 (*7 trees x \$1,300*) to the Tree Compensation Fund and the provision of new frontage trees through the SA process.

6. Legal Encumbrances

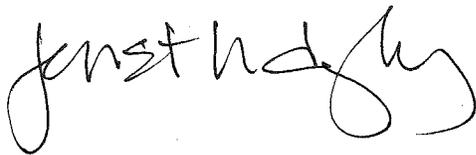
The proposed rezoning will alter the current property boundaries and legal encumbrances as well as create new ones. The applicant has provided a Charge Summary and Opinion prepared by a lawyer. Staff comment as follows.

- Statutory Rights of Way (SRW) pertaining to utilities that are in favour of the City may need to be discharged or amended subject to circumstances arising from preloading and/or SA civil design. These circumstances will be established within the SA process.
- The Covenant that restricts access from Bridgeport Road to the property at 8320 Bridgeport Road should be discharged (BR 25294).

Conclusion

The application by New Continental Properties Inc. and Affiliates to amend the OCP and to rezone the properties at 8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way in order to develop a high-density, mixed hotel, office and education complex is consistent with City objectives as set out in the OCP, CCAP and other City policies, strategies and bylaws. The proposed commercial uses will support the nearby airport as well as future development in Bridgeport Village. The proposed education uses will create an added layer of activity on the site and help invigorate the surrounding area. The built form will provide a strong identity for the site's gateway role, and, public realm enhancements will greatly improve the pedestrian experience at this high traffic location. Engineering, transportation and parks improvements, along with a voluntary OCP amendment contribution and cash-in-lieu density bonusing contributions, will help to address a variety of community development needs.

On this basis, it is recommended that OCP Bylaw 7100, Amendment Bylaw 9628 and Zoning Bylaw 8500, Amendment Bylaw 9629, be introduced and given first reading.



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

JD:blg

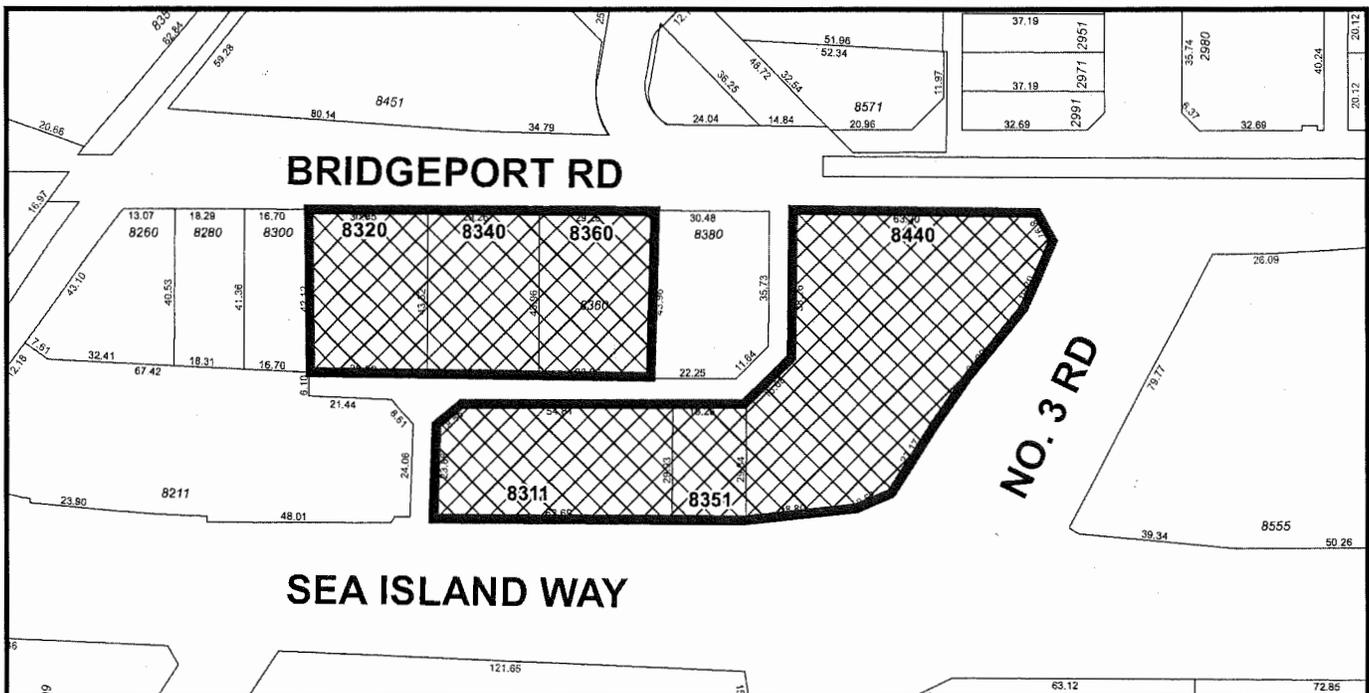
Attachments:

- | | |
|---------------|--|
| Attachment 1: | Rezoning Map /Aerial |
| Attachment 2: | Rezoning Proposal Conceptual Plans |
| Attachment 3: | Development Application Data |
| Attachment 4: | City Centre Bridgeport Village Specific Land Use Map |
| Attachment 5: | Rezoning Considerations |
| Attachment 6 | Preliminary Road Functional Drawings |

Enclosure



City of Richmond



	<h2>RZ 13-628557</h2>	<p>Original Date: 03/05/14 Revision Date: 01/11/16 Note: Dimensions are in METRES</p>
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RZ 13-628557

Original Date: 02/05/13

Amended Date: 01/11/16

Note: Dimensions are in METRES



CNCL - 141

PERSPECTIVES A027

PROPOSED MIXED USE DEVELOPMENT

NEW CONTINENTAL PROPERTIES INC
2807 Park Place - 666 Burrard Street, Vancouver, BC, V6C 2Z7 Ph: 604 603 0855 Fax: 604 519 3510

MAY 3, 2017 RICHMOND, B.C.



CNCL - 142

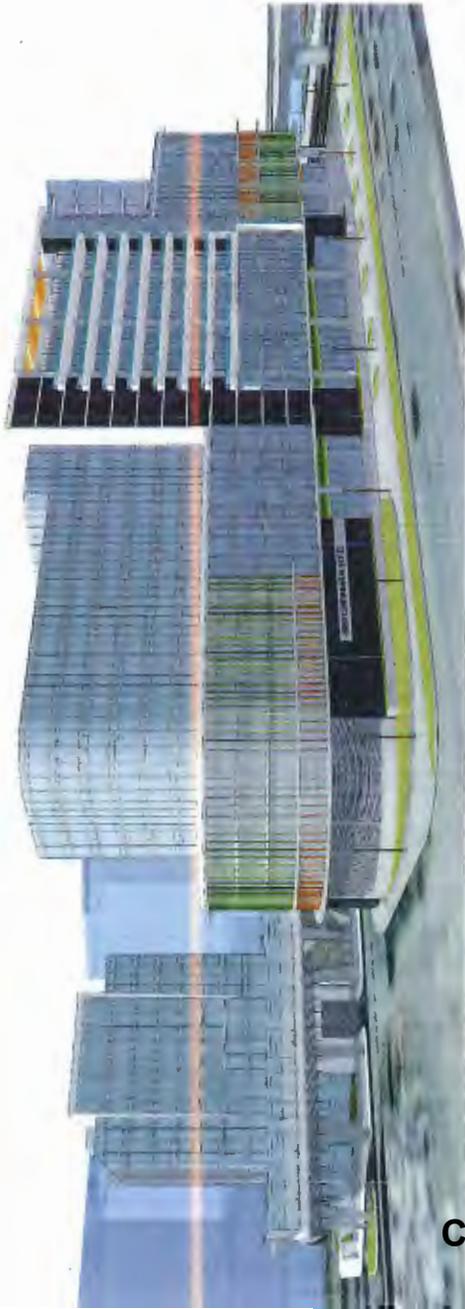
PERSPECTIVES A028

PROPOSED MIXED USE DEVELOPMENT

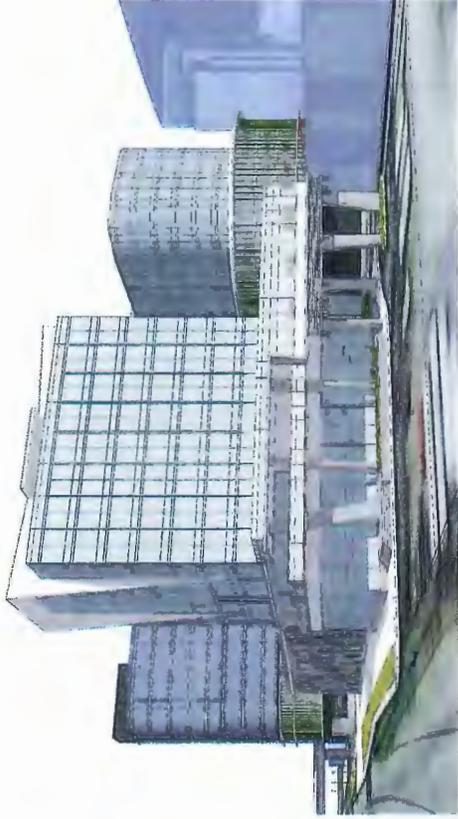
NEW CONTINENTAL PROPERTIES INC
2000 Park Place - 608 Burnaby Street, Vancouver, BC V6C 2Z7 Ph: 604.603.0850 Fax: 604.610.3210

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PERSPECTIVES A038

PROPOSED MIXED USE DEVELOPMENT

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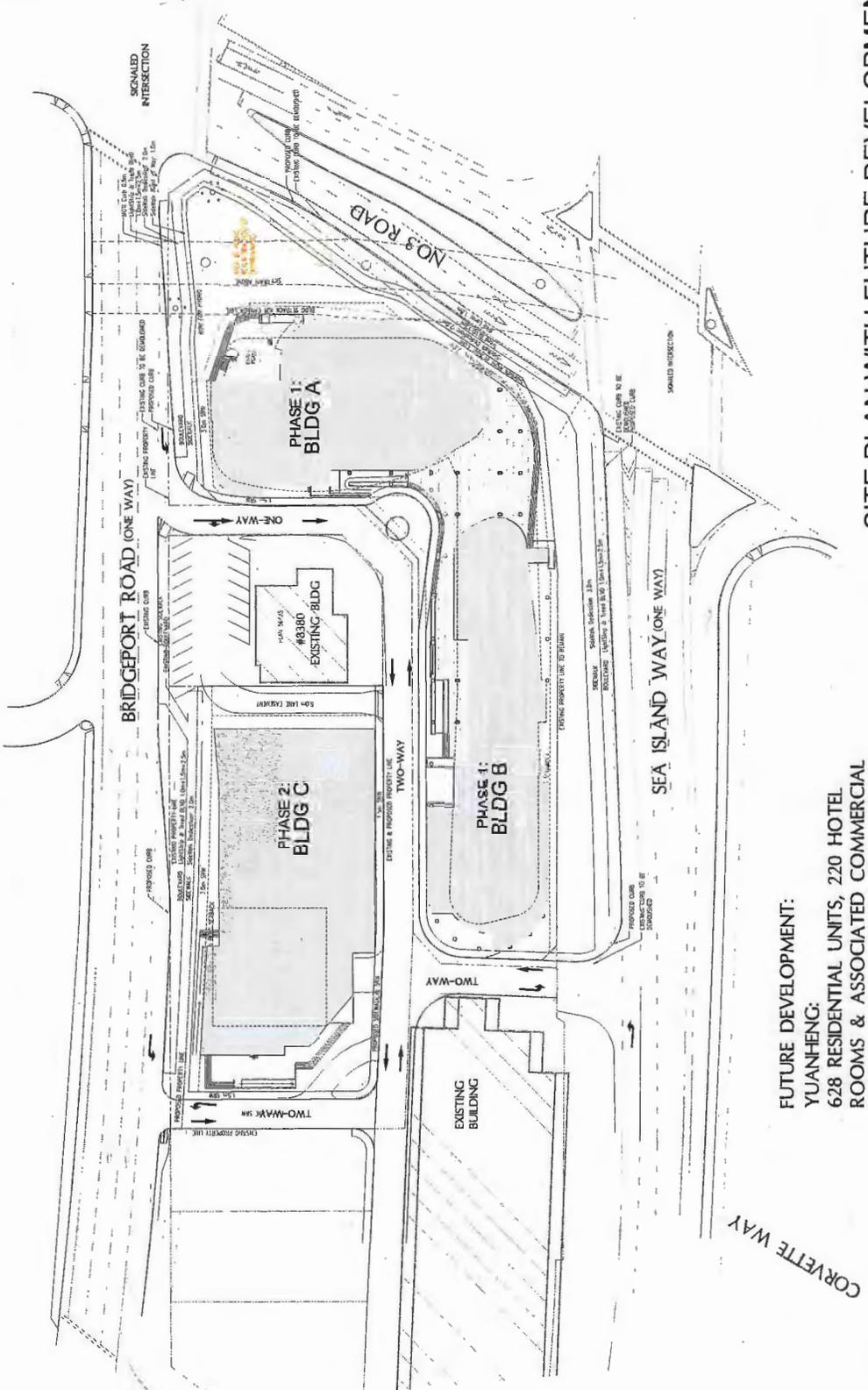
WA WENSLEY ARCHITECTURE LTD
201-1450 W. 4th Ave., Vancouver V6L 2S6
604-681-2020

NEW CONTINENTAL PROPERTIES INC
2800 Park Place - 855 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604-633-0855 Fax: 604-636-3510

FUTURE DEVELOPMENT:
DAVA:
 2 STOREY COMMERCIAL BUILDINGS

FUTURE DEVELOPMENT:
 JINGON: 4 MILLION SF. OF RETAIL, ENTERTAINMENT, OFFICE, HOTEL & CONFERENCE

FUTURE DEVELOPMENT:
 3 TOWER WITH HOTEL, OFFICE & COMMERCIAL



FUTURE DEVELOPMENT:
 YUANHENG:
 628 RESIDENTIAL UNITS, 220 HOTEL ROOMS & ASSOCIATED COMMERCIAL

SITE PLAN WITH FUTURE DEVELOPMENT CONTEXT A005

PROPOSED MIXED USE DEVELOPMENT

MAY.3.2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC
 2800 Park Place - 608 Burnaby Square, Vancouver BC V5C 2Z7 (Ph: 604 993 8009 Fax: 604 433 3070)

W
 WENSLEY ARCHITECTURE LTD
 201-655-5252
 201-655-5252
 201-655-5252

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXECUTION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



GFA DIAGRAM

CNCL - 145

BUILDING A+B: FLOOR PLAN LEVEL 1 011

PROPOSED MIXED USE DEVELOPMENT

MAY 3, 2017 RICHMOND, B.C.

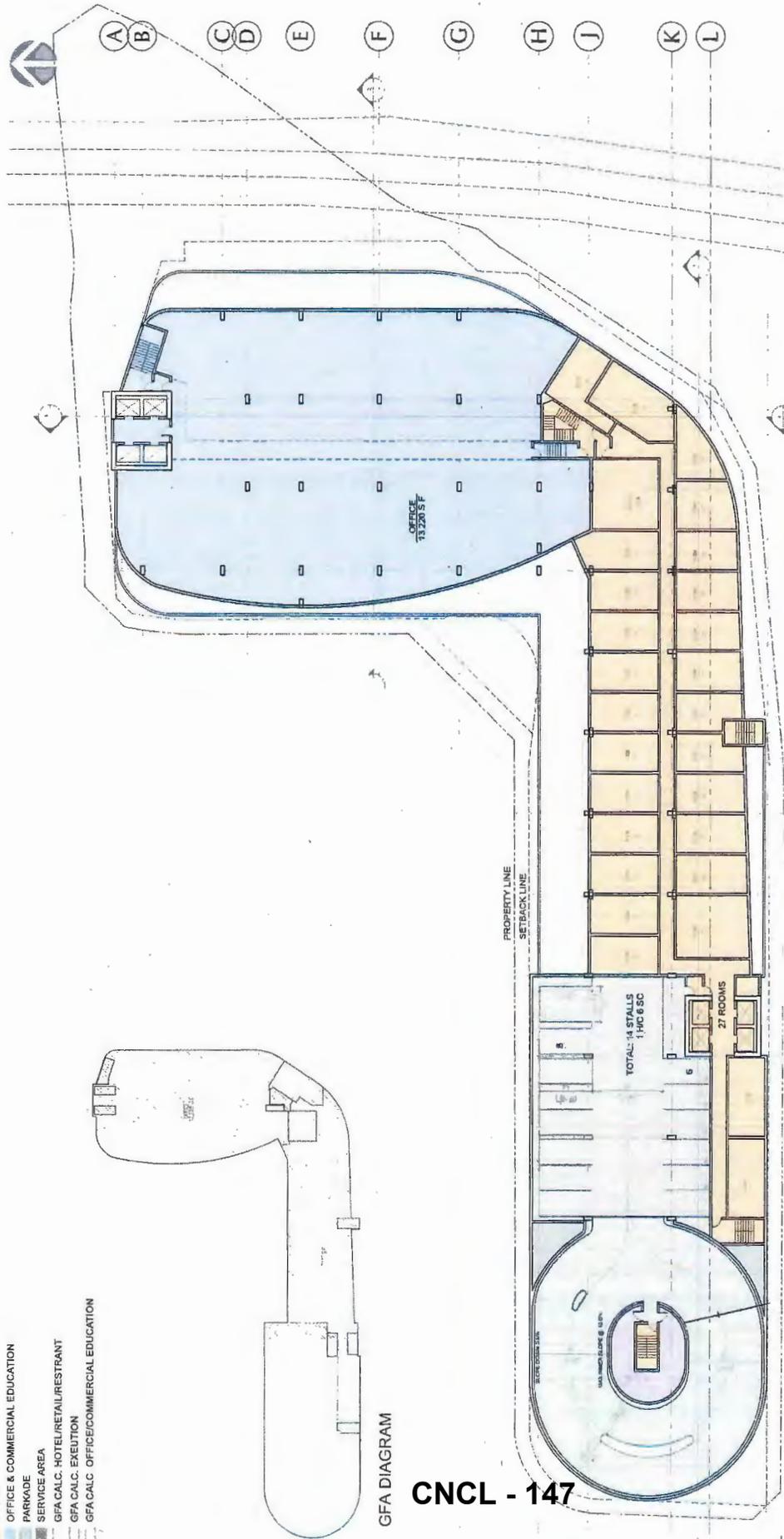


351 - 544 Avenue St. Vancouver V6G 2Z4
604 682 2828 • www.wensley.com

NEW CONTINENTAL PROPERTIES INC.
2600 Park Place • 650 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 603 9859 Fax: 604 603 3510

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA/CALC. HOTEL/RETAIL/RESTAURANT
- GFA/CALC. EXECUTION
- GFA/CALC. OFFICE/COMMERCIAL EDUCATION



GFA DIAGRAM

CNCL - 147



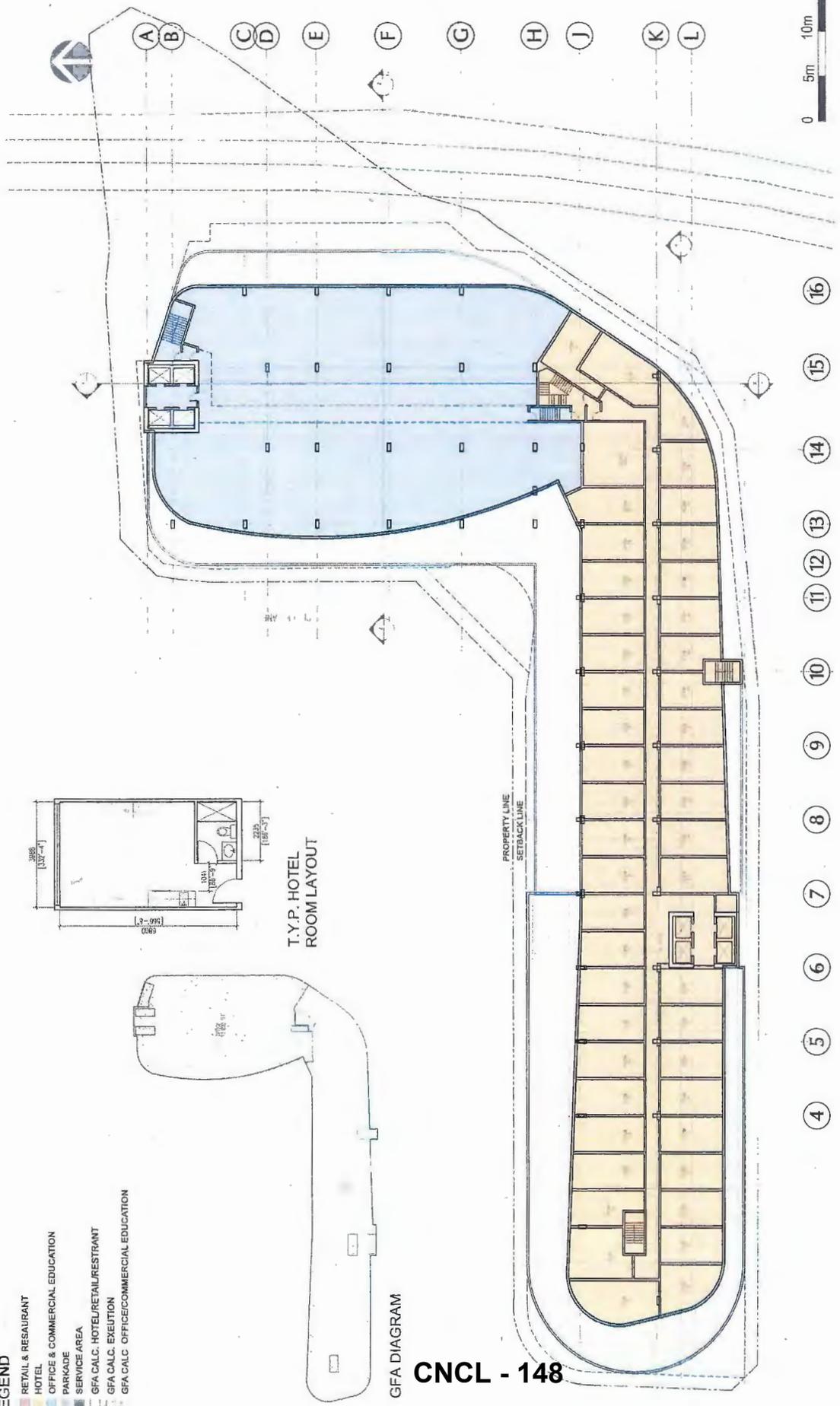
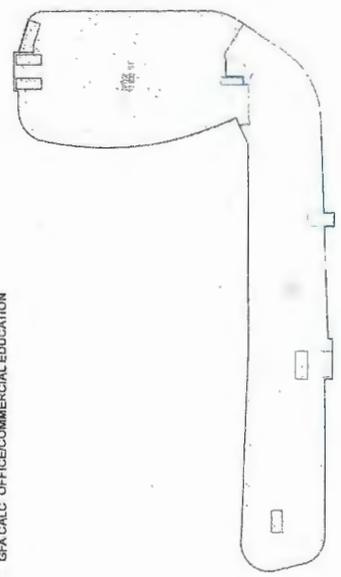
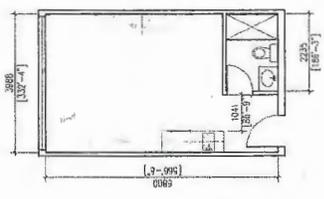
BUILDING A+B: FLOOR PLAN LEVEL 5A013

PROPOSED MIXED USE DEVELOPMENT

NEW CONTINENTAL PROPERTIES INC
 2520 Park Place - 556 Burrard Street Vancouver BC V6C 2Z7 Ph: 604 653 0659 Fax: 604 650 3510

MAY. 3, 2017 RICHMOND, B.C.

- LEGEND**
- RETAIL & RESTAURANT
 - HOTEL
 - OFFICE & COMMERCIAL EDUCATION
 - PARKADE
 - SERVICE AREA
 - GFA CALC. HOTEL/RETAIL/RESTAURANT
 - GFA CALC. EXECUTION
 - GFA CALC. OFFICE/COMMERCIAL EDUCATION



CNCL - 148

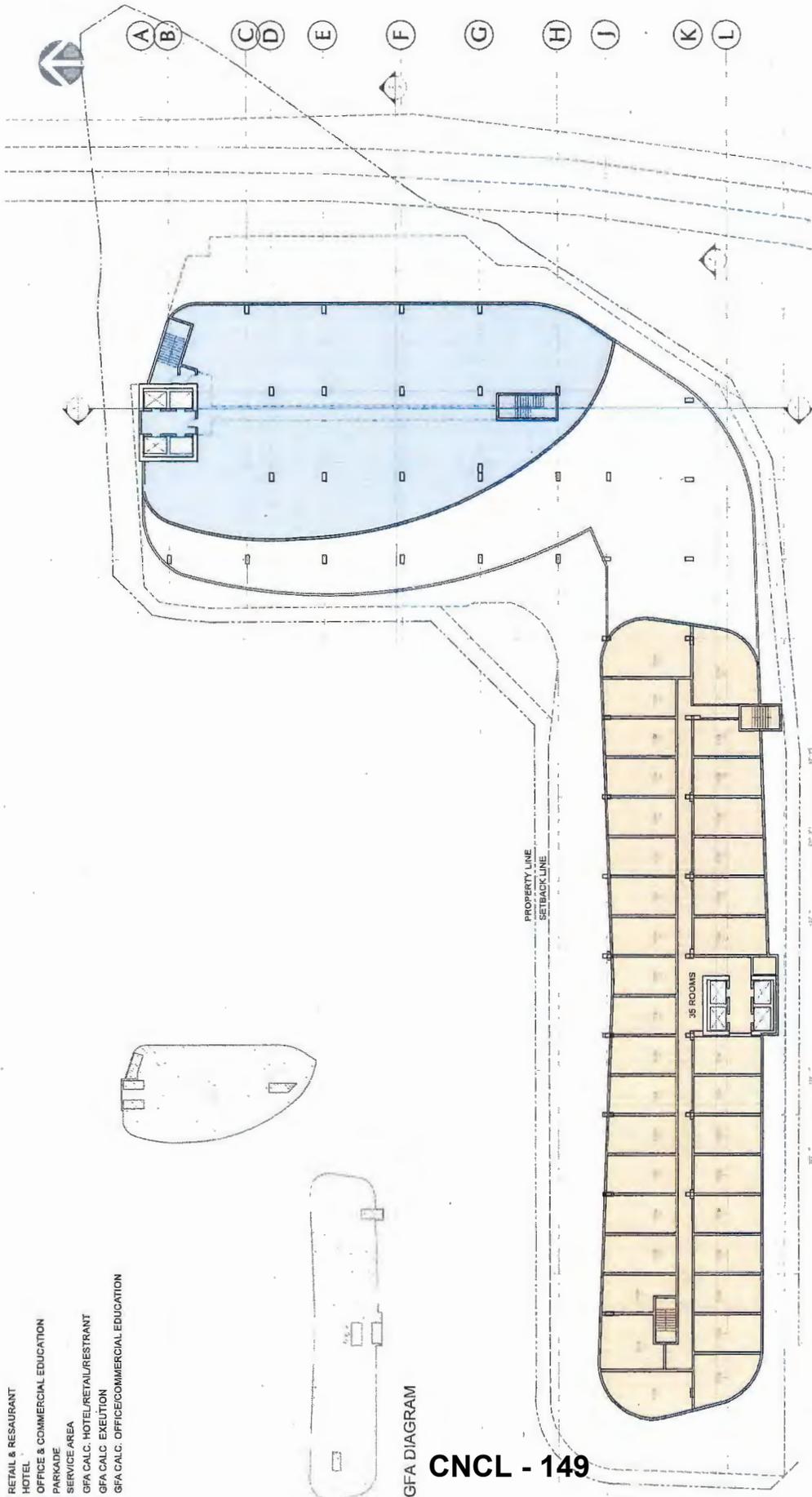
BUILDING B: FLOOR PLAN LEVEL 6, 7, 8
 BUILDING A: FLOOR PLAN LEVEL 5, 6, 7 A014

PROPOSED MIXED USE DEVELOPMENT

MAY 3, 2017 RICHMOND, B.C.

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXECUTION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



GFA DIAGRAM

CNCL - 149

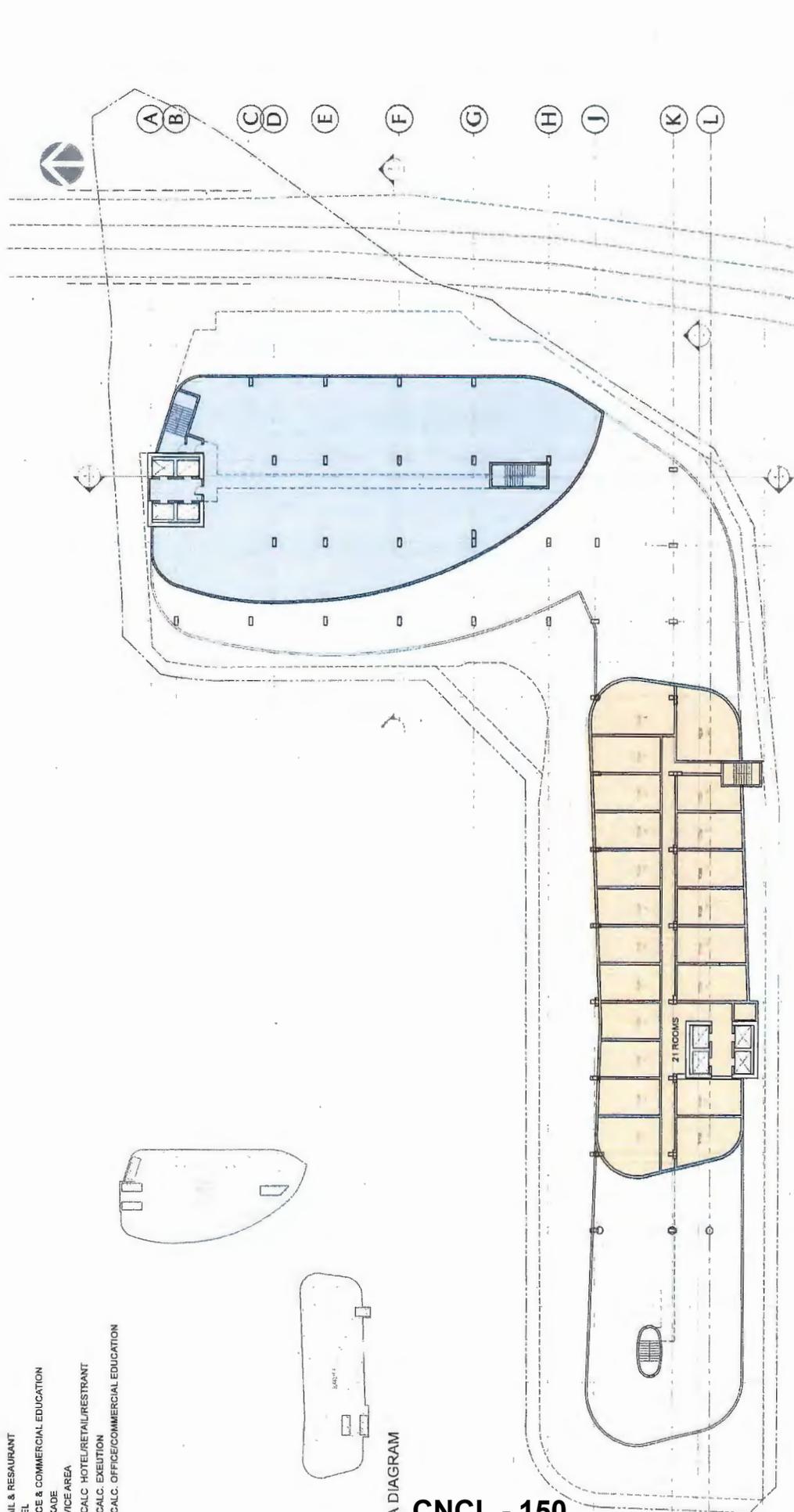
BUILDING B: FLOOR PLAN LEVEL 9, 10, 11
BUILDING A: FLOOR PLAN LEVEL 8, 9, 10 A015

PROPOSED MIXED USE DEVELOPMENT

MAY.3.2017 RICHMOND, B.C.

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXECUTION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



GFA DIAGRAM

CNCL - 150

0 5m 10m 20m

④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰

BUILDING B: FLOOR PLAN LEVEL 12
BUILDING A: FLOOR PLAN LEVEL 11-12 A016



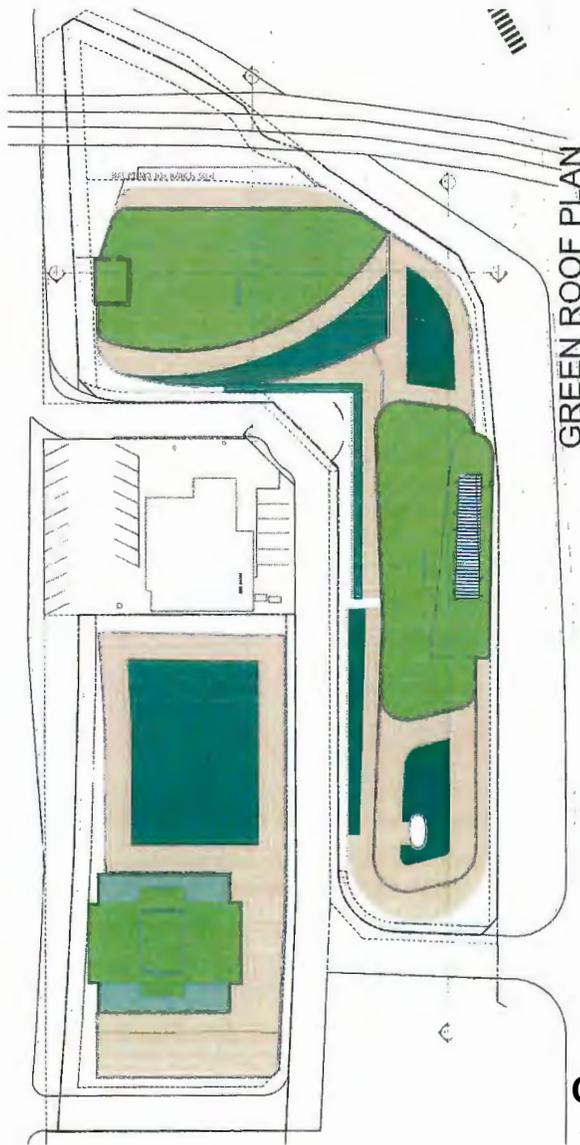
301 1444 Avenue 55, Victoria, BC V8P 2E4
 2501 Pine Place - 656 Burnside Street, Vancouver BC V6Z 2Z7 Ph: 604.633.9855 Fax: 604.676.3510

PROPOSED MIXED USE DEVELOPMENT

MAY.3.2017 RICHMOND, B.C.

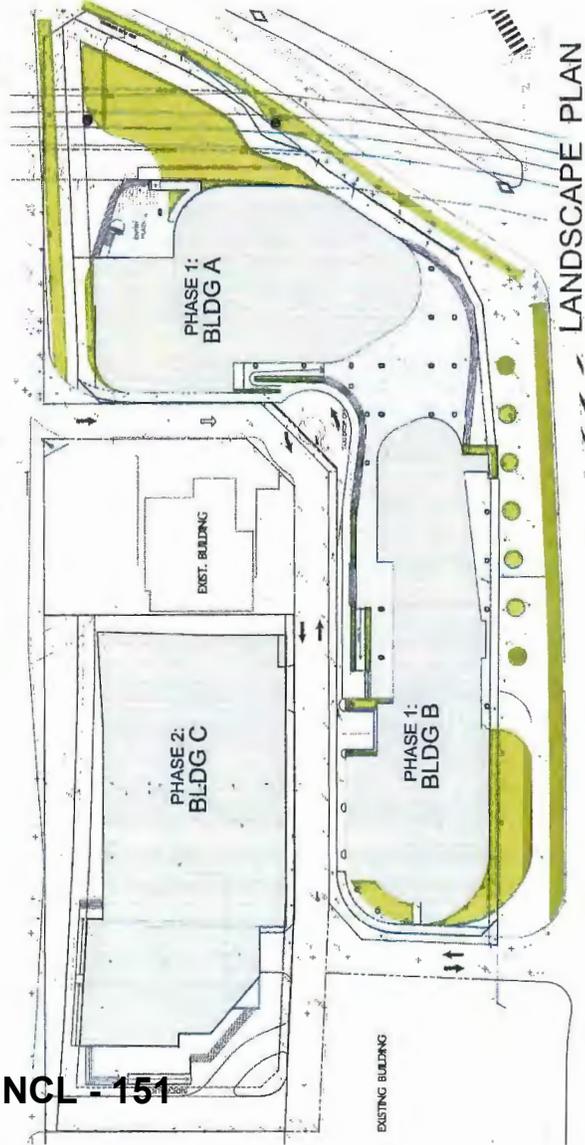
NEW CONTINENTAL PROPERTIES INC
 2501 Pine Place - 656 Burnside Street, Vancouver BC V6Z 2Z7 Ph: 604.633.9855 Fax: 604.676.3510

- LEGEND**
- COOL ROOF
 - COOL ROOF PAVING
 - GREEN ROOF
 - REGULAR PAVING
 - LEVEL 1 GREEN LANDSCAPE



GREEN ROOF PLAN

CNCL - 151



LANDSCAPE PLAN

BUILDING A+B GREEN ROOF PLAN 017

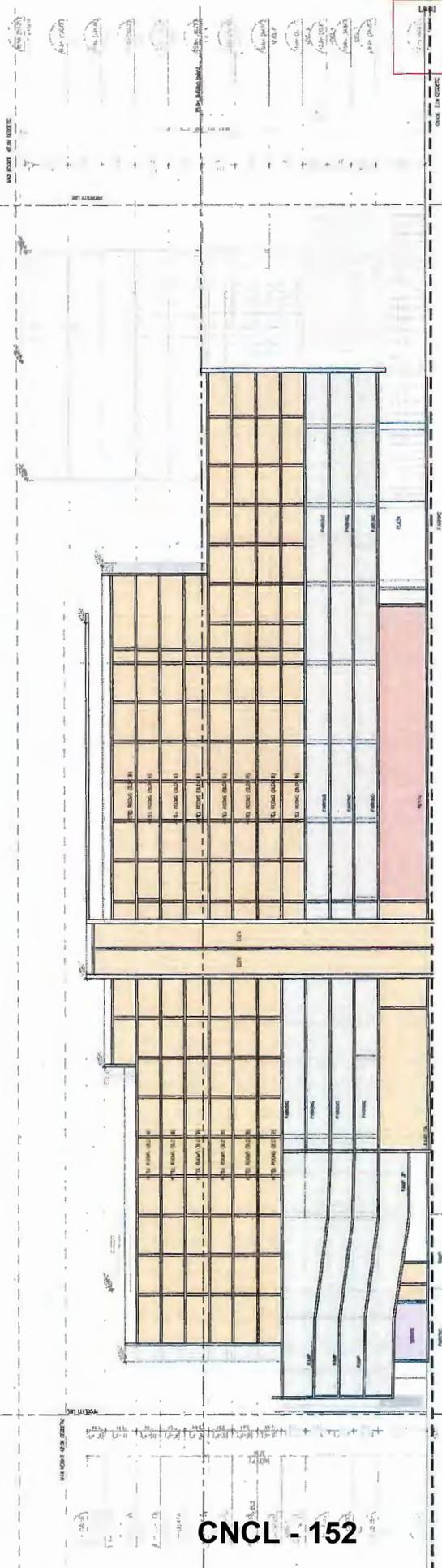
PROPOSED MIXED USE DEVELOPMENT

DECEMBER 16, 2016 RICHMOND, B.C.

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXECUTION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16



27 MAIN FLOOR ELEVATION BASED ON 0.3METER ABOVE HIGHEST GRADE OF ADJACENT STREET.

SECTION 1-1

CNCL - 152

BUILDING A+B SECTION A020

PROPOSED MIXED USE DEVELOPMENT

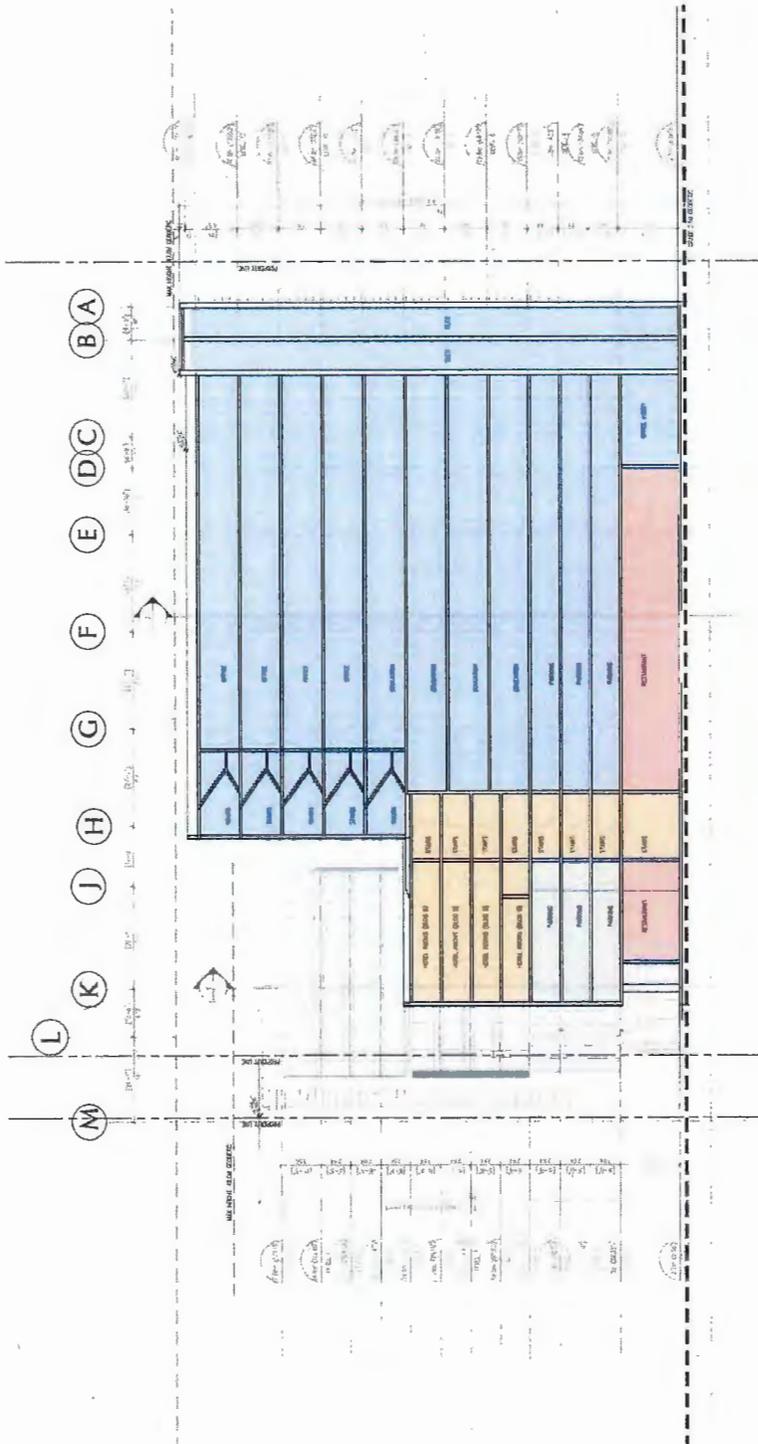
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NEW CONTINENTAL PROPERTIES INC
2600 West Fraser - 656 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 683 0855 Fax: 604 683 0570

WA WENSLEY ARCHITECTURE LTD.
210 - 1145 Burrard Street, Vancouver, BC V6Z 1X6
Tel: 604 683 0855 Fax: 604 683 0570
www.wensleyarch.com

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



SECTION 3-3

CNCL - 153

BUILDING A+B SECTION A021

PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

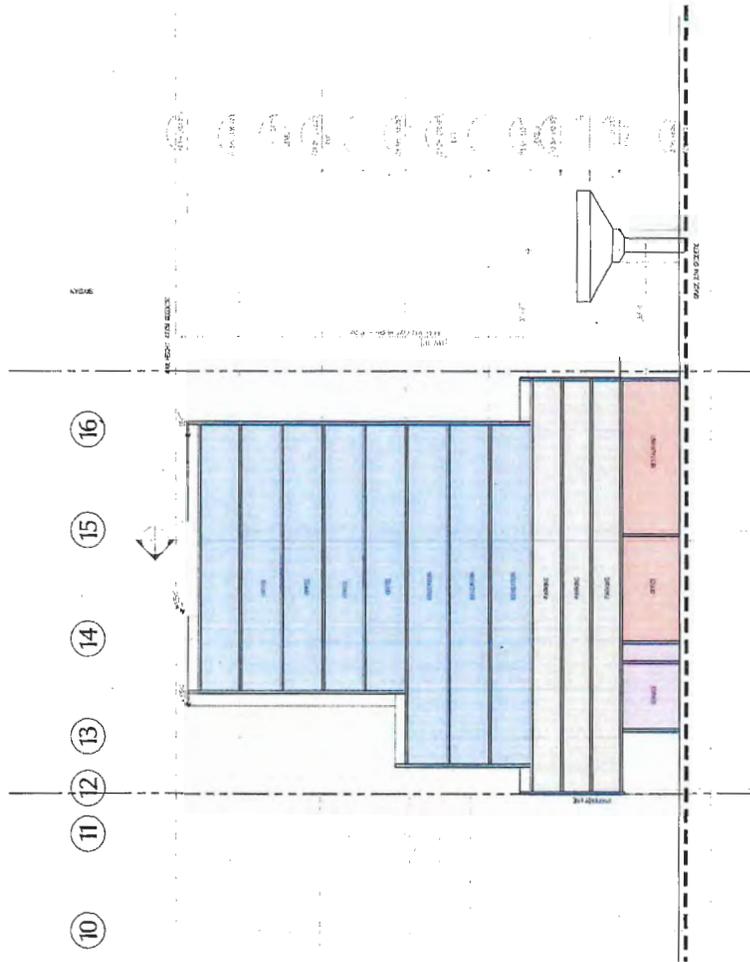
NEW CONTINENTAL PROPERTIES INC
2080 Park Place - 658 Burrard Street Vancouver BC V6C 2Z7 Ph: 604 697 0885 Fax: 604 697 2610

WA WENSLEY ARCHITECTURE LTD
301 - 1444 Avenue 6, Vancouver V6C 2Z5
604-695-5358 www.wensleyarch.com

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA/CALC. HOTEL/RETAIL/RESTAURANT
- GFA/CALC. EXECUTION
- GFA/CALC. OFFICE/COMMERCIAL EDUCATION

CNCL - 154



1 SECTION 2-2

BUILDING A+B SECTION A022

PROPOSED MIXED USE DEVELOPMENT

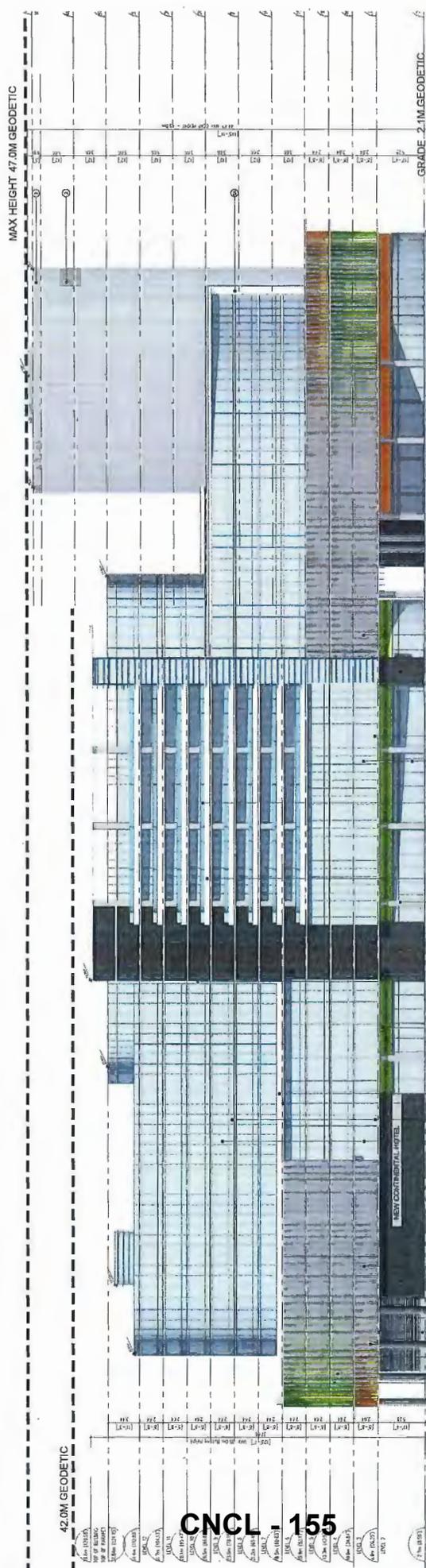
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 2500 B.V.P. ROAD - 656 Burnside Street Vancouver BC V6C 2E7 Ph: 604 563 7655 Fax: 604 566 2510

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 WENSLEY ARCHITECTURE LTD
 101-1111 Glenora Street, Suite 201
 Vancouver, BC V6E 4K1
 Tel: 604.681.1111
 Fax: 604.681.1112
 www.wensleyarchitect.com

MATERIAL LEGEND

1	GLASS CURTAIN WALL
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81	GLASS CURTAIN WALL
82	GLASS CURTAIN WALL



CNCL 155

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PROPOSED MIXED USE DEVELOPMENT

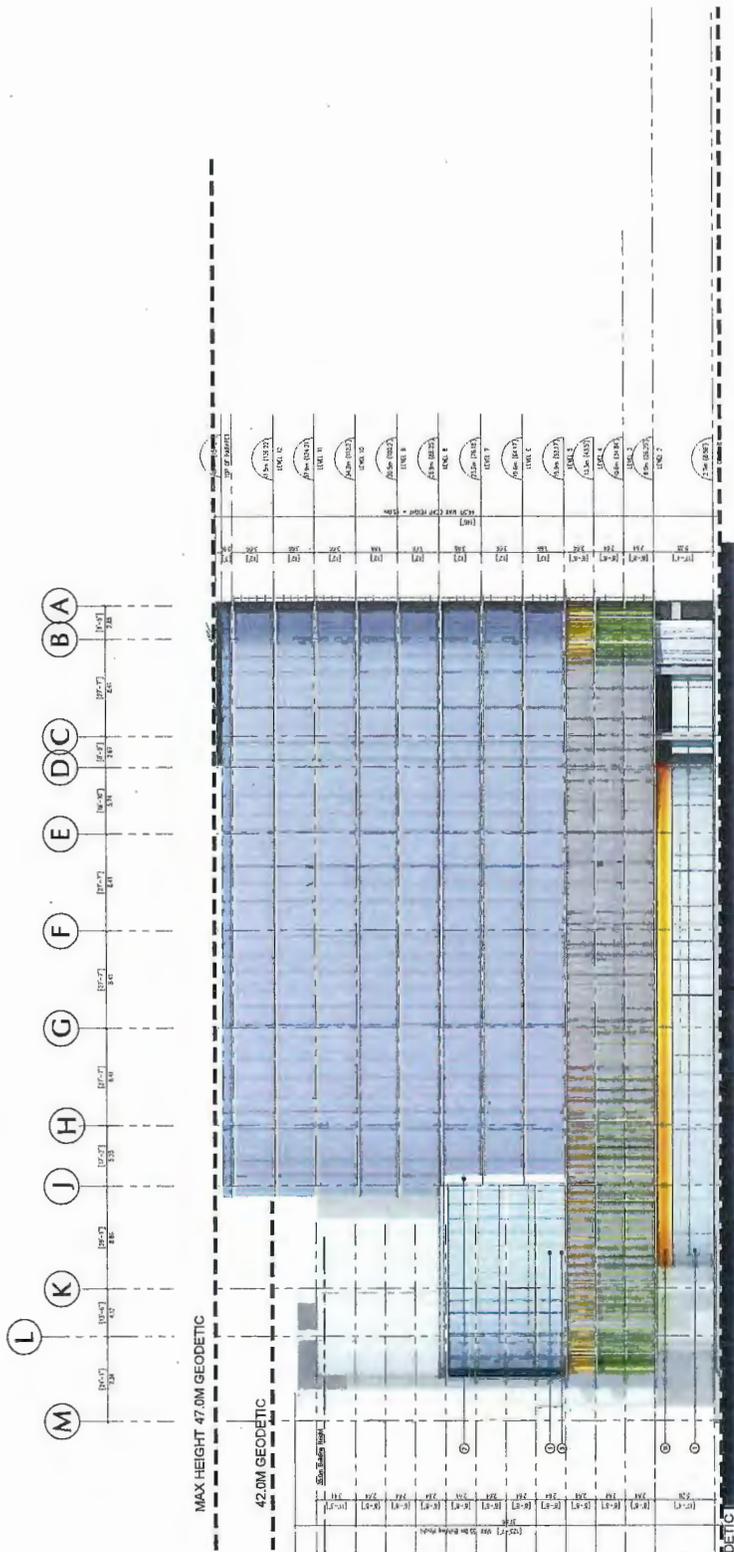
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BUILDING A+B SOUTH ELEVATION A023

NEW CONTINENTAL PROPERTIES INC.
 2200 Park Fraser - 686 Burrard Street Vancouver, BC V6C 2Z7 Ph: 604 683 0835 Fax: 604 683 2510

MATERIAL LEGEND	
1	GLASS CURT
2	WALL CLASH
3	3000 PINK PAVEMENT CURT
4	BRICK VENEER
5	4" X 8" PANEL - WOOD
6	4" X 8" PANEL - STAIN
7	PAVED ROOFTOP
8	CONCRETE - EXPOSED
9	CONCRETE - POLISHED
10	4" X 8" PANEL - WOOD
11	4" X 8" PANEL - STAIN
12	GLASS CURT
13	GLASS CURT
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99	GLASS CURT
100	GLASS CURT

CNCL - 156



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PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

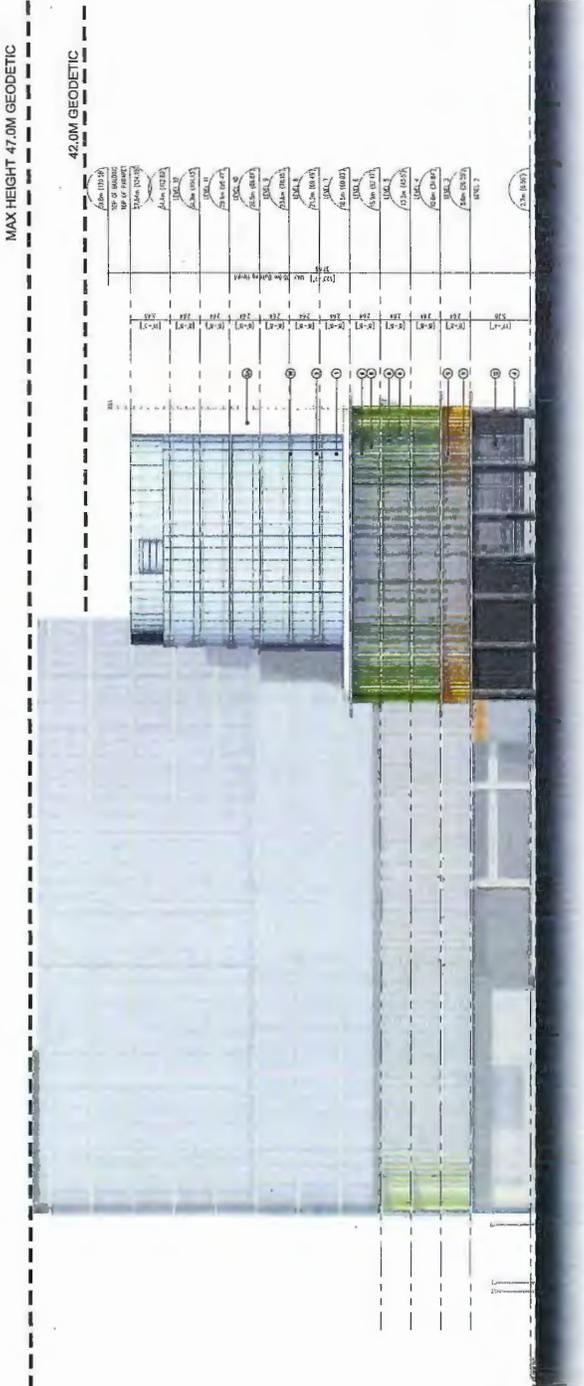
NEW CONTINENTAL PROPERTIES INC.
2810 Park Place - 696 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604.603.0858 Fax: 604.603.3510

BUILDING A+B EAST ELEVATION A024

MATERIAL LEGEND

1	CONCRETE
2	GLASS
3	PAVED SURFACE
4	PAVED SURFACE
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CNCL - 157



BUILDING A+B WEST ELEVATION A025

PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

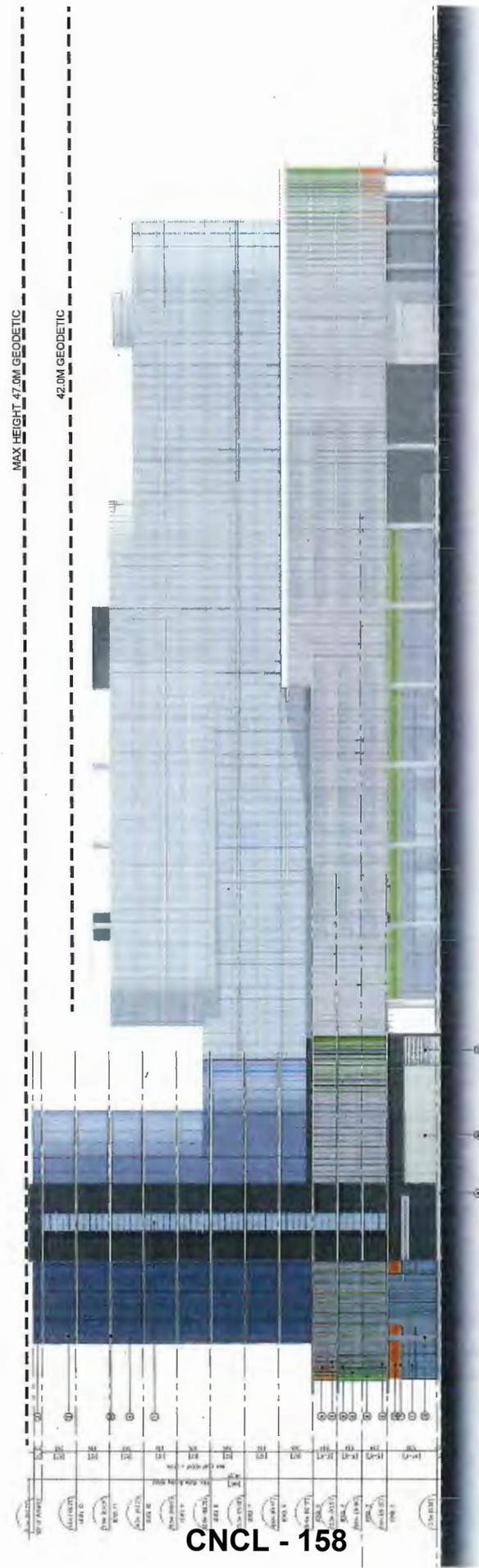
NEW CONTINENTAL PROPERTIES INC.
2800 Park Place - 658 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 683 0655 Fax: 604 695 3510

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WA WENSLEY ARCHITECTURE LTD
601-1554 Alford St, Vancouver, BC V6C 2Z4
604-683-0655 www.wensleyarch.com

MATERIAL LEGEND

1	GLASS CURT
2	WIND BARR
3	3000 PERFORATED ALUMINUM
4	BRASS SLIP
5	ALUMINUM PANEL - 1515
6	ALUMINUM PANEL - 1515
7	WINDSHIELD
8	GLASS PANEL - 1515
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CNCL - 158

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WA
 201 - 1444 Avenue 6, Vancouver V6B 2Z6
 604 685 8558
 WENSLEY ARCHITECTURE LTD

PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

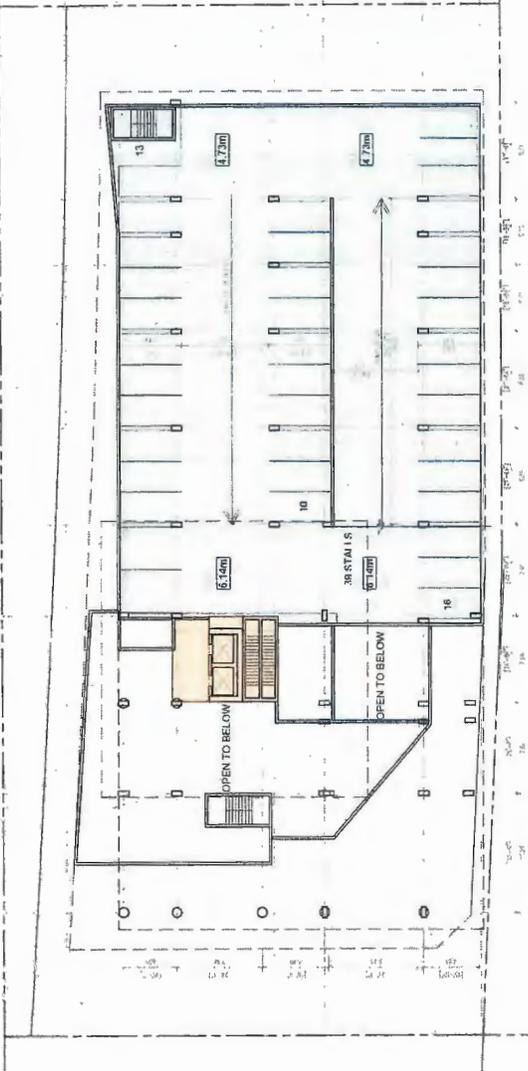
BUILDING A+B NORTH ELEVATION A026

NEW CONTINENTAL PROPERTIES INC.
 3800 Park Place 606 Burnaby Street, Burnaby, BC V6C 2Z7 Ph: 604 903 0855 Fax: 604 655 3570

- LEGEND**
- RETAIL & RESTAURANT
 - HOTEL
 - OFFICE & COMMERCIAL EDUCATION
 - PARKADE
 - SERVICE AREA
 - GFA CALC. HOTEL/RETAIL/RESTAURANT
 - GFA CALC. EXHIBITION
 - GFA CALC. OFFICE/COMMERCIAL EDUCATION

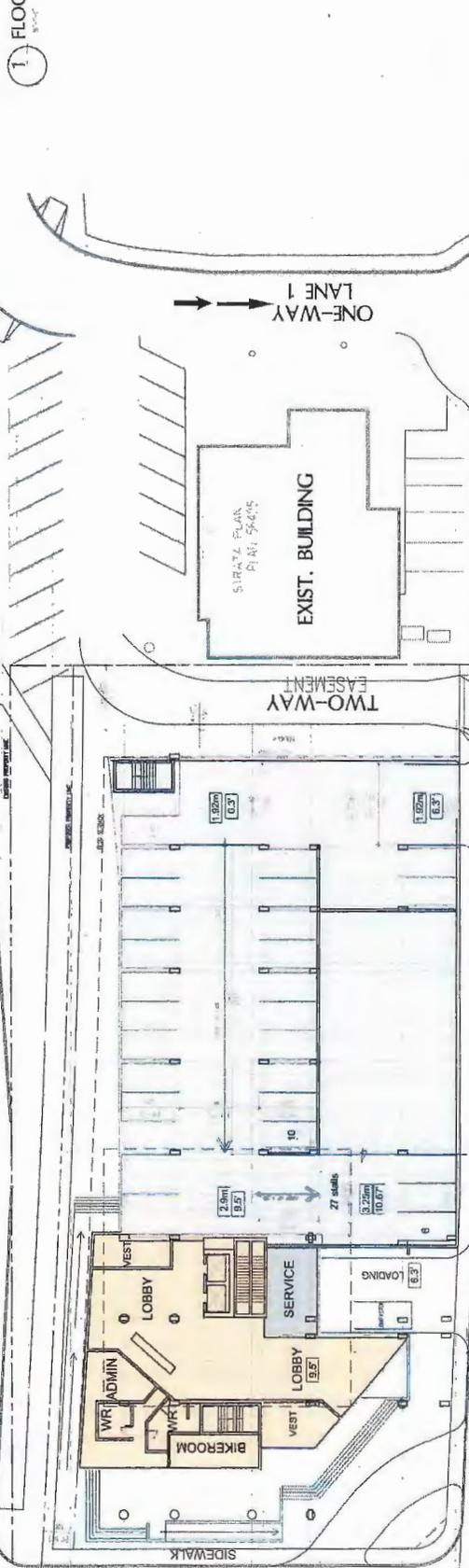


A B C D E F



CNCL - 159

BRIDGEPORT ROAD



1 FLOOR LEVEL 2

1 FLOOR LEVEL 1

BUILDING C: FLOOR PLAN LEVEL 1 / LEVEL 2
A031

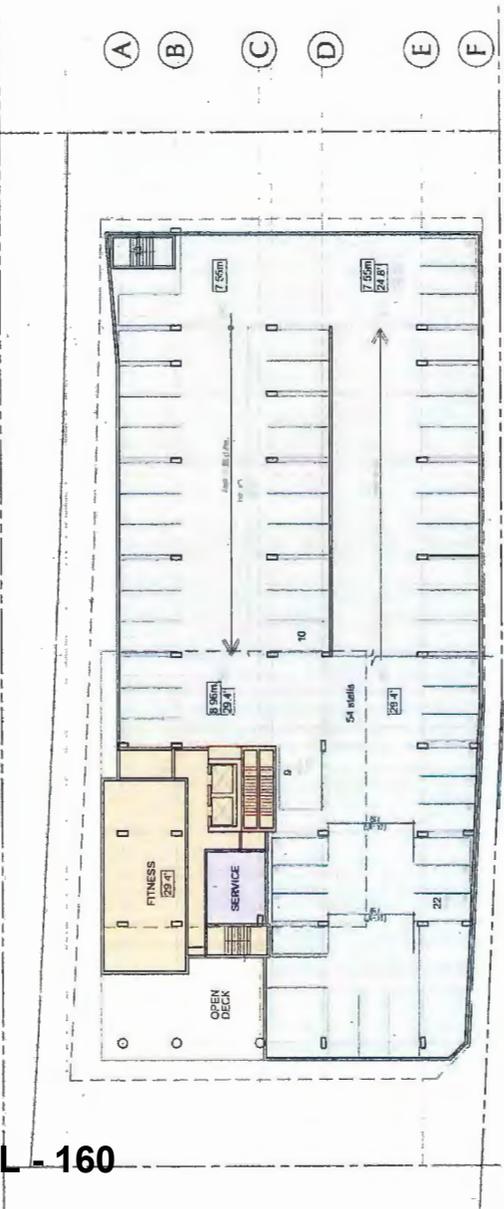
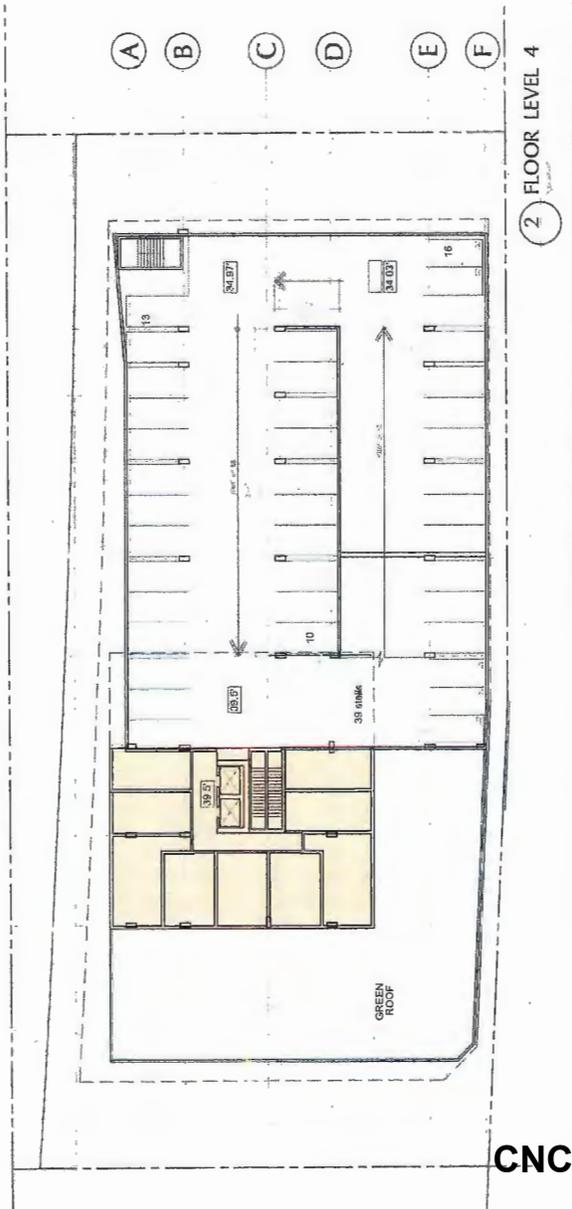
PROPOSED MIXED USE DEVELOPMENT

WA WENSLEY ARCHITECTURE LTD

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LEGEND

-  RETAIL & RESTAURANT
-  HOTEL
-  OFFICE & COMMERCIAL EDUCATION
-  PARKADE
-  SERVICE AREA
-  GFA CALC. HOTEL/RETAIL/RESTAURANT
-  GFA CALC. EXHIBITION
-  GFA CALC. OFFICE/COMMERCIAL EDUCATION



BUILDING C: FLOOR PLAN LEVEL 3-11/ROOF LEVEL A032

PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

WA WENSLEY ARCHITECTURE LTD
 2274 West 4th Avenue, Vancouver, BC V6P 2Z4
 604.683.5228
 www.wensleyarchitecture.com

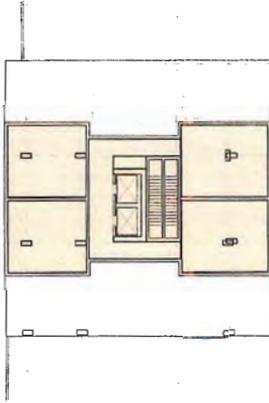
NEW CONTINENTAL PROPERTIES INC
 2800 Pico Drive - 1056 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604.605.0855 Fax: 604.608.3810





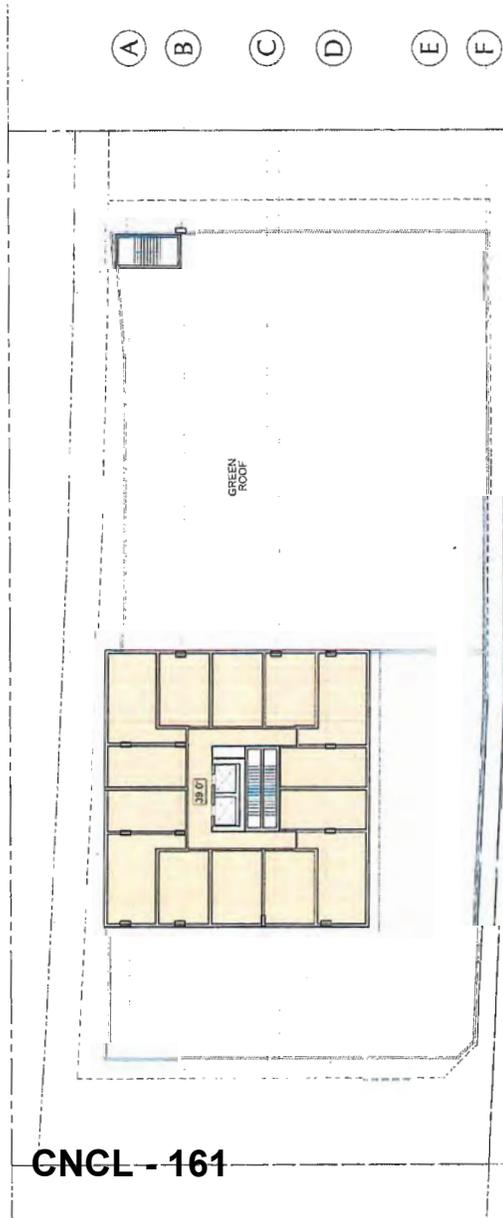
LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION

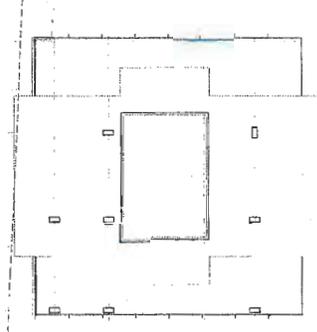


3 FLOOR LEVEL 11

CNCL - 161



2 FLOOR LEVEL 5-10



4 ROOF PLAN

BUILDING C: FLOOR PLAN LEVEL 3-11/ROOF LEVEL A033

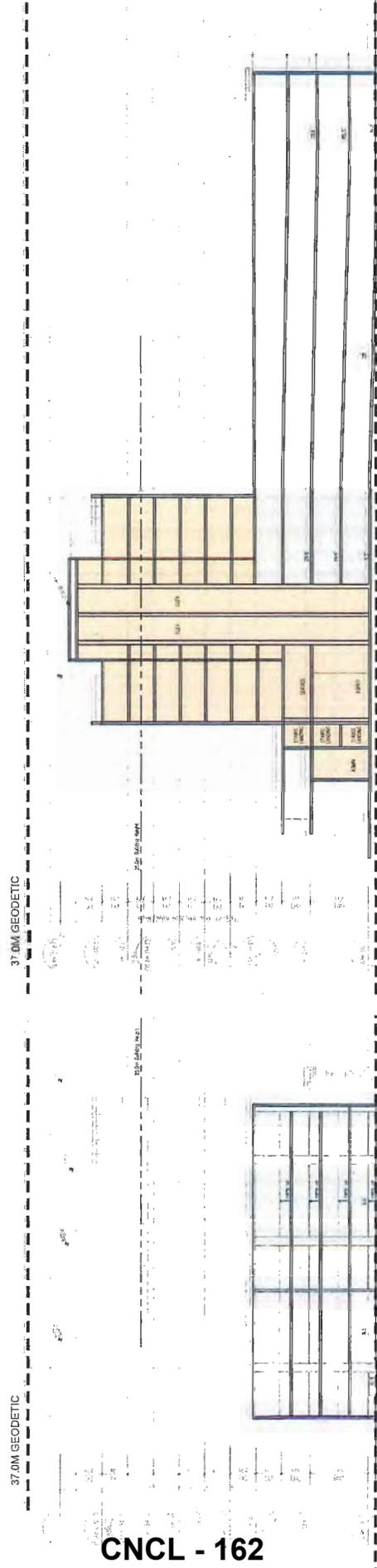
PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- JFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXECUTION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION

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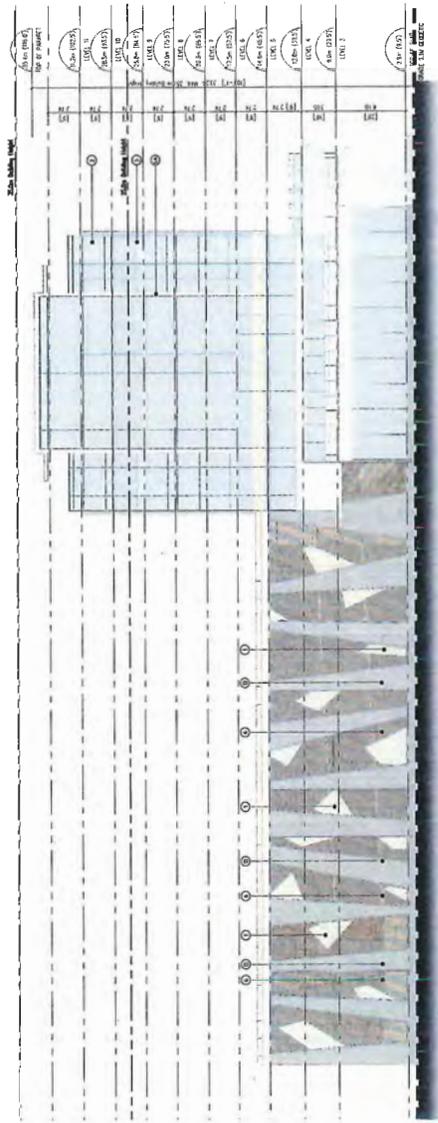
CNCL - 162

① SECTION BLDG C 1-1

② SECTION BLDG C 2-2

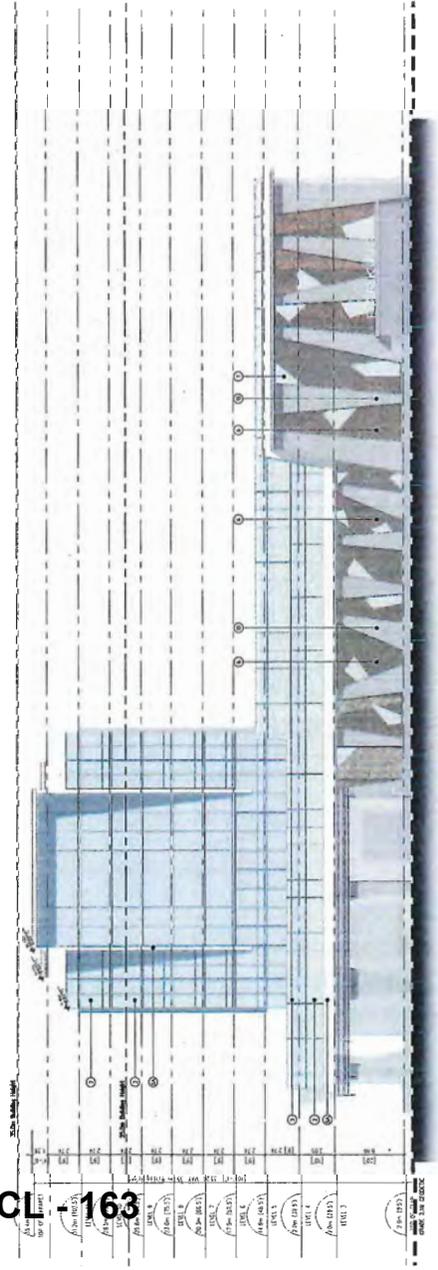
MATERIAL LEGEND

1	GLAZ CURT
2	WED CLAS
3	NOV PAINTS PANEL CLAS
4	NOV WOOD
5	NOV PANEL - WEL
6	NOV PANEL - WDR
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100	NOV CLAS



1 BLDG C NORTH ELEVATION
REV: 04

CNCL - 163



2 BLDG C SOUTH ELEVATION
REV: 04

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201-516-2244
604-883-2222
1007-7001

PROPOSED MIXED USE DEVELOPMENT
MAY 03, 2017 RICHMOND, B.C.

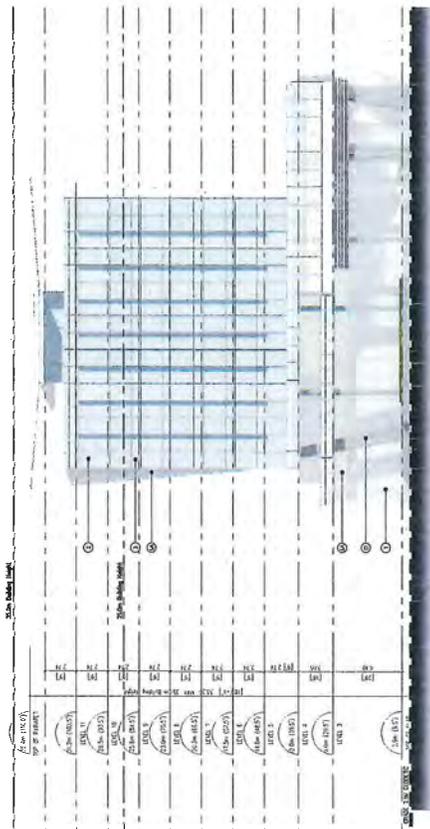
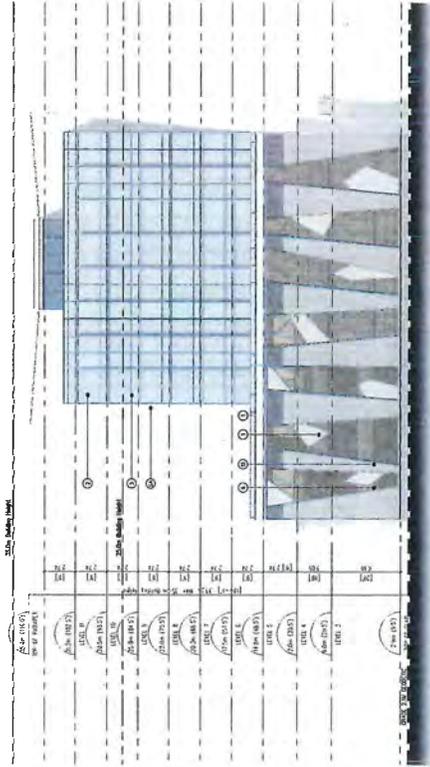
BUILDING C ELEVATIONS A036

NEW CONTINENTAL PROPERTIES INC
2800 Park View - 604 Burrard Street Vancouver BC V6C 2Z7 Tel: 604 607 8888 Fax: 604 607 3510

MATERIAL LEGEND

- 1) GYPSUM BOARD
- 2) 1/2" GYPSUM BOARD
- 3) 1/2" GYPSUM BOARD
- 4) 1/2" GYPSUM BOARD
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- 19) 1/2" GYPSUM BOARD
- 20) 1/2" GYPSUM BOARD

CNCL - 164



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WENSLEY ARCHITECTURE LTD
3011 - 3440 Alouin Rd, Vancouver V6J 2Z4
778.458.5555 | www.wensleyarch.com

PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

BUILDING C ELEVATIONS A037

NEW CONTINENTAL PROPERTIES INC
2830 Park Place, 688 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604-692-6545 Fax: 604-692-3710



RZ 13-628557	
Address:	8320, 8340, 8360 & 8440 Bridgeport Road and 8311& 8351 Sea Island Way
Owner/Agent:	New Continental Properties Inc. / Danny Leung, Wydanco
Planning Area(s):	City Centre Area Plan – Bridgeport Village – T5 (45m) and T5 (35) – VCB Overlay – DPG Sub-Area A.4
Other Area(s):	Aircraft Noise Sensitive Use Area 1.B & 2 – Flood Construction Level Area A

RZ 13-628557	Existing	Proposed
OCP Designation:	Commercial	Commercial
Land Uses:	Commercial	Commercial & Education
Zoning:	LUC 126 and CA	ZMU39
Site Area (before and after dedications): Parcel A+B+C	10,441 m ²	9,380 m ²
Net Development Site Area (for floor area calculation):	N/A	9,380 m ²
Number of Residential Units:	0	0

RZ 13-628557	Proposed Site Specific Zone	Proposed Development	Variance
Base FAR (max):	2.00	2.00	
Village Centre Bonus (VCB) (max):	1.00	1.00	
Total FAR (max):	3.00	3.00	
Commercial FAR (hotel and secondary uses) (max):	2.00	2.00	
Office FAR (max):	3.00	0.50	
Education FAR (max.):	0.50	0.50	
Commercial (hotel and secondary uses) (max):	18,760 m ²	18,760 m ²	
Office (max):	28,140 m ²	4,680 m ²	
Education (max):	4,680 m ²	4,680 m ²	
Floor Area FAR (max):	28,161 m ²	28,161 m ²	
Lot Coverage (max.):	90%	71% / 73%	
Setback – Bridgeport Road (min):	6.0 m / 3.0 m	3.0 m	
Setback – No. 3 Road (min):	6.0 m / 3.0 m	3.0 m	
Setback – Sea Island Way (min):	6.0 m / 1.5 m	1.5 m	
Setback – Canada Line (min):	6.0 m	6.0 m	
Setback – Lanes	0.0 m	0.0 m	
Setback – Interior Side Yard (min):	0.0 m	> 0.0 m	
Height Dimensional (geodetic) (max):	47.0 m / 42.0 m / 37.0 m	46.1 m / 37.65 m / 35.4 m	
Height Accessory (max):	5.0	n/a	
Subdivision/Lot Size (minimum):	3,400 m ²	3,480 m ²	
Off-street Parking TTL – Pre-Capstan (Parcel A+B+C and Orphan) (min):	503	475	1 and 2
Off-street Parking TTL – Post-Capstan (Parcel A+B+C and Orphan) (min):	465	475	1 and 2

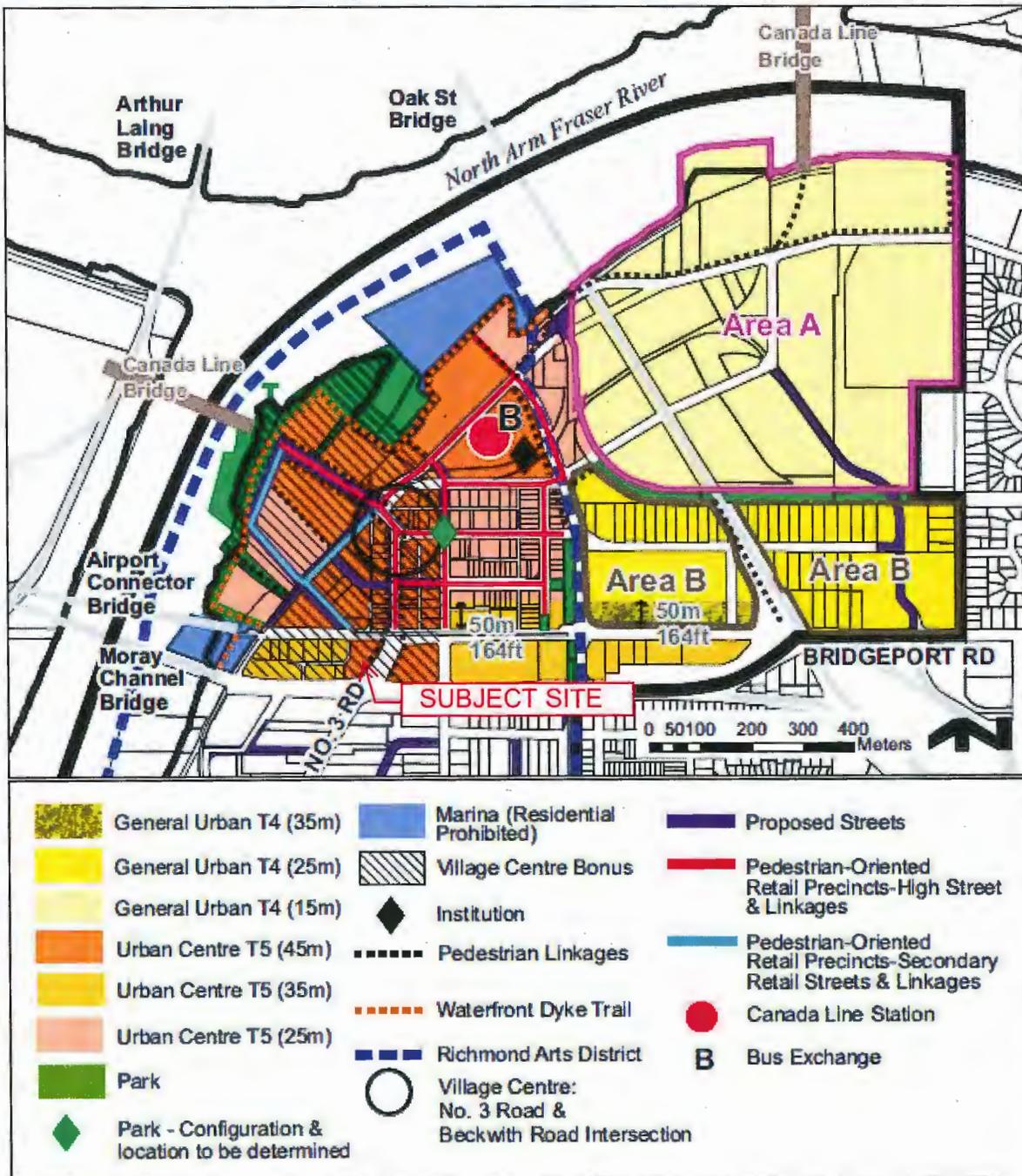
TDM Reduction (max):	10% / 20% (education)	10% / 20% (education)	
Class 1 Bicycle Parking (min):	127	129	
Class 2 Bicycle Parking (min):	132	132	
Loading – Medium (min):	6	6	
Loading – Large (min):	within lane system	within lane system	

GENERAL NOTE: All figures are based on the preliminary site survey site area and are subject to change with final survey dimensions. Further, the proposed development figures above have been modified to reflect the preliminary site survey site area and may differ slightly from the figures provided on the conceptual architectural drawings.

NOTE 1: Parking figures are based on the calculation methodology provided in the Transportation Study. Where base information changes (e.g. number of hotel rooms, floor areas), final parking requirements will be determined using the same methodology.

NOTE 2: The proposed parking makes assumptions regarding timing of Capstan Station, development of subject site Phase 1 and 2 and development of the orphan lot. Final parking provision will be required to meet the relevant conditions at the time of development permit approval.

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





City of Richmond

OCP Amendment and Rezoning Considerations

Development Applications Department
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 8320, 8340, 8360 and 8440 Bridgeport Road and 8311 and 8351 Sea Island Way

File No.: RZ 13-628557

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, the owner is required to complete the following.

(OCP Amendment)

1. Final Adoption of OCP Amendment Bylaw 9628.

(External Agencies)

2. ***(Ministry of Environment)*** Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues.

Note: MOE no further correspondence required on file.

Note: This approval is required prior to the dedication or fee simple transfer of any land or road to the City.

3. ***(Provincial Ministry of Transportation & Infrastructure - Site)*** Final approval of the proposed OCP amendments and rezoning, including acceptance of final transportation studies, access and egress agreements and road functional designs, as developed through the Development Permit (DP) and Servicing Agreement (SA) processes.

Note: Preliminary approval and a subsequent extension from MOTI have been received and are on file. Expiration date: March 21, 2018.

4. ***(Provincial Ministry of Transportation & Infrastructure - Off-site)*** Provision and approval of road functional drawings for the future Sea Island Way deceleration lane to the west of the subject site.
5. ***(South Coast British Columbia Transportation Authority (TransLink))*** Final approval of the proposed OCP amendments, rezoning, development permit and servicing agreement, subject to a no building permit issuance agreement. *(Refer to Covenants and Agreements section.)*

Note: Preliminary comments from Translink have been received and are on file.

6. ***(Trans Mountain Pipeline/Kinder Morgan Canada)*** Final confirmation that Kinder Morgan is prepared to enter into a Pipeline Proximity Installation Permit for all on-site and off-site works directly with the owner of the development site.

Note: Preliminary comment from Kinder Morgan has been received and is on file.

7. ***(BC Hydro)*** Final confirmation, in conjunction with the Servicing Agreement (SA) process, from BC Hydro that it concurs with any changes to the hydro transmission poles, associated equipment and other circumstances (such as location of protection bollards) arising through the Development Permit (DP) and Servicing Agreement (SA) processes.

Note: Preliminary comment has been received from BC Hydro and is on file.

(Submissions)

8. **(Transportation Reports)** Submission of final transportation reports (Infrastructure Changes, Access Strategy, Parking, Transportation Demand Management, Traffic Impact Assessment), signed and sealed, to the satisfaction of the City.

Note: Final report on file.

9. **(Road Functional Drawings)** Submission of final interim and ultimate road functional drawings, signed and sealed, to the satisfaction of the City.

Note: Preliminary road functional drawings on file.

(Subdivision, Dedications and Statutory-Rights-of-Way)

10. **(Discharges)** Discharge of the following charges:

- a) With respect to 8320 Bridgeport Road:
- Statutory-Right-of-Way – City of Richmond – BR25282
- Covenant No. BR25294

11. **(Subdivision)** Registration of a Subdivision Plan for the subject site, which satisfies the following conditions:

- a) acceptance by the City and the Ministry of Transportation and Infrastructure (MoTI) of submitted interim and ultimate road functional drawings;
b) road dedications as follow:

For Parcel A+B (including 8440 Bridgeport Road and 8311 and 8351 Sea Island Way):

- i. land along Bridgeport Road to provide for road widening in accordance with Ministry of Transportation and Infrastructure (MoTI) requirements and to provide for boulevard cross-section improvements in accordance with City requirements;
ii. land along No. 3 Road to provide for road and boulevard cross-section improvements in accordance with City requirements;
iii. approximately 1.5 m for widening of the east-west vehicle travel lanes (Lane 4);
iv. approximately 1.5 m for widening of the north-south vehicle travel lanes (Lane 2);
and
v. corner cuts and/or other geometries as required to provide required functionality.

For Parcel C (including 8320, 8340 and 8360 Bridgeport Road):

- vi. land along Bridgeport Road to provide for road widening in accordance with Ministry of Transportation and Infrastructure (MoTI) requirements and to provide for boulevard cross-section improvements in accordance with City requirements; and
vii. corner cuts and/or other geometries as required to provide required functionality,
c) consolidation of the existing lots into two lots separated by a City lane, generally as shown in the Preliminary Subdivision Plan (Schedule 1) and including revision of any existing strata lots as required; and
d) registration of a covenant on title of each lot created for the purpose of the subject development (Parcel A+B and Parcel C), to the satisfaction of the City, generally as described on the Preliminary Subdivision Plan(s) (RTC Attachment 9), stipulating that the registered lots may not be subdivided or sold or otherwise separately transferred without prior approval of the City.

12. **(Statutory Rights-of-Way)** Granting of public right of passage statutory rights of way in favour of the City as shown in the related Preliminary Statutory-Right-of-Way Plan (Schedule 1) subject to

minor modifications arising from design development of the building, landscape, frontage and road functional plans through the Development Permit (DP) and Servicing Agreement (SA) processes, as well as the requirements of other jurisdictions, where applicable, generally providing for:

- i. universal accessibility;
- ii. 24 hour a day access;
- iii. design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- iv. design and construction at owner's cost; and
- v. maintenance and repair at owner's cost,

and, specifically providing for:

For Parcel A+B (including 8440 Bridgeport Road and 8311 and 8351 Sea Island Way):

- vi. along the Bridgeport Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- vii. along the No. 3 Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- viii. along the north-south lane (Lane 1), a minimum 1.5 m wide strip to accommodate a sidewalk on the east side of the travel lanes;
- ix. along the east-west lane (Lane 4), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the south travel lane;
- x. at the intersection of the north-south and east west lanes (Lanes 1 and 4), the whole of the area provided for vehicle drop off and car and truck manoeuvring, as well as a minimum 1.5 m strip to accommodate a sidewalk adjacent to the travel lanes;
- xi. along the north-south lane (Lane 2), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the travel lanes; and
- xii. in all other areas, up to a line established a minimum of 1.5 m away from the building face and/or building-related outdoor open spaces along the Bridgeport Road, No. 3 Road and Sea Island Way frontages, except below the covered passage between Buildings A and B, unless otherwise determined through the Development Permit (DP) and Servicing Agreement (SA) processes;

For Parcel C (including 8320, 8340 and 8360 Bridgeport Road):

- xiii. along the Bridgeport Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- xiv. along the Bridgeport Road frontage, additional area up to a minimum of 1.5 m away from the building face and/or building-related outdoor open spaces, unless otherwise determined through the Development Permit (DP) and Servicing Agreement (SA) processes;
- xv. along the western edge, a minimum 7.5 m wide strip to accommodate a 6.0 m travel lane and a 1.5 m sidewalk; and
- xvi. along the east-west lane (Lanes 4 and 5), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the north travel lane; and

13. **(Statutory Rights-of-Way)** Granting of a public right of passage Statutory-Right-of-Way in favour of the City to accommodate car share spaces and drive aisle access and subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation, generally providing for:

- xvii. universal accessibility;
- xviii. 24 hour per day access;

- xix. design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- xx. design and construction at owner's cost; and
- xxi. maintenance and repair at owner's cost,

General Note: Refer also to Servicing Agreement conditions regarding existing and new PROP or utilities rights of way to be discharged, amended and/or created as a consequence of the Servicing Agreement approval.

General Note: Refer also to the District Energy Utility conditions regarding statutory rights of way related to district energy facilities.

General Note: Refer also to Servicing Agreement conditions regarding statutory rights of way related to private utility equipment and connections.

(Covenants and Agreements)

- 14. **(TransLink)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, stipulating that no building permit for all or any part of the development shall be issued until the applicant has provided the City with satisfactory written confirmation that all terms required by the South Coast British Columbia Transportation Authority (TransLink), as a condition of issuance of any building permit for the development, have been met.
- 15. **(Aircraft Noise)** Registration of an aircraft noise covenant on title, to the satisfaction of the City, suitable for Area 1B (new residential land uses prohibited) and Area 2 (new aircraft noise sensitive land uses permitted except new single family) and granting of a Statutory-Right-of-Way in favour of the Airport Authority.
- 16. **(Ambient Noise – Development Impacts)** Registration of an ambient noise and development impacts covenant on title, to the satisfaction of the City, noting that the development is located in a densifying urban area and may be subject to impacts that affect the use and enjoyment of the property including, but not limited to, ambient noise, ambient light, shading, light access, privacy, outlook, vibration, dust and odours from development or redevelopment of public and private land in the surrounding area.
- 17. **(Commercial Noise)** Registration of a commercial noise covenant on title, to the satisfaction of the City, indicating that commercial uses are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and that noise generated from rooftop HUAC units will comply with the City's Noise Bylaw.
- 18. **(Flood Construction Level)** Registration of a flood covenant on title, to the satisfaction of the City, identifying the basic minimum flood construction level of 2.9 m GSC for Area A.
- 19. **(Hotel – Length of Stay)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, securing the owner's and the owner's assignee's commitment to limit the length of stay of hotel guests to a maximum of six months.
- 20. **(Hotel – No Strata)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, for each hotel building prohibiting strata titling of individual or groups of hotel rooms.
- 21. **(Education – No Strata)** Registration of covenant or alternative legal agreement on title, to the satisfaction of the City, prohibiting strata titling of the 0.5 FAR of the floor area that is eligible for commercial and education use.

22. **(Vehicle Access and Egress)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, subject to the approval of the Director of Transportation, stipulating that there shall be no direct vehicle access or egress for the site from Bridgeport Road, No. 3 Road and Sea Island Way, except as required to access the lane Statutory-Right-of-Way (Lane 3) and except as required to provide for temporary egress from 8360 and 8380 Bridgeport Road as described under **(Egress – Orphan Lot)**.
23. **(Egress – Orphan Lot)** Registration of a covenant on title and an associated Statutory-Right-of-Way, to the satisfaction of the City and subject to the approval of the Director of Transportation and the Minister of Transportation and Infrastructure, in favour of the City and the Province, securing the owner's commitment to provide for vehicular egress from the existing angled parking located in the front yard of the existing development at 8380 Bridgeport Road, until such time that the property at 8380 Bridgeport Road is redeveloped, including the following:
- a) granting of a Statutory-Right-of-Way in favour of the City running from the existing front yard parking on 8380 Bridgeport Road adjacent to the east property line of Parcel C (currently 8360 Bridgeport Road) to the east-west City lane south of Bridgeport Road generally as described in the Preliminary Statutory-Right-of-Way Plan (Schedule 2) and providing for:
 - 24 hour a day use; and
 - design and construction at owner's cost and maintenance and repair at owner's cost;
 - b) providing for temporary encroachment of the existing building on Parcel C (currently located on 8360 Bridgeport Road) into the Statutory-Right-of-Way until such time that the use of the Statutory-Right-of-Way is required, at which time the existing building shall be demolished;
 - c) during Phase 1 of the subject development (Parcel A+B and Interim Parcel C) and until such time that the frontage improvements along Bridgeport Road are commenced, providing for access through Parcel C (specifically the front yard area currently located on 8360 Bridgeport Road) to the existing egress point on Bridgeport Road, as is the current arrangement (see temporary exit route per MPT Engineering Ltd. drawing – Schedule 3) and providing for:
 - 24 hour a day use; and
 - maintenance and repair at owner's cost; and
 - d) at the time that the Phase 1 Bridgeport Road frontage improvements are commenced, providing for access through the subject Statutory-Right-of-Way; and
 - e) providing for the discharge of this covenant and the associated Statutory-Right-of-Way at the time that the property at 8380 Bridgeport Road is redeveloped.
24. **(Parking – Orphan Lot)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, in favour of the City of Richmond, securing the owner's commitment to provide parking spaces for the future benefit of the property at 8380 Bridgeport Road at the time that 8380 Bridgeport Road is redeveloped generally providing for:
- a) universal accessibility;
 - b) 24 hour a day open access or with more limited or secure access arrangements to the satisfaction of the owner of 8380 Bridgeport Road;
 - c) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
 - d) design and construction at owner's cost; and
 - e) maintenance and repair at owner's cost;

and specifically providing for:

- f) the number of spaces shall be calculated based on the required parking at the time of redevelopment of 8380 Bridgeport Road minus 16 spaces;
- g) the spaces shall be located on Parcel C, except during construction of the parkade on Parcel C, if applicable, in which case they may be temporarily relocated to Parcel A+B;
- h) the spaces shall include disabled, large car and small car spaces consistent with the requirements of the Richmond Zoning Bylaw;
- i) vehicle and pedestrian access shall be provided through the subject development to and from the parking spaces without restriction during normal business hours and with security access during non-business hours; and
- j) provision of wayfinding signage.

Note: The forgoing agreement applies in the case of Phase 1 of the development (Parcel A+B with temporary surface parking on Parcel C) and Phase 2 of the development (Parcel C including construction of a permanent parkade with parking spaces for Parcel A+B and Parcel C), as well as the transition period between Phase 1 and Phase 2.

- 25. **(Transit Passes – Education Students)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide to all students attending the commercial and university education institutions free monthly, two-zone transit passes or equivalent in perpetuity and to provide for implementation measures to the satisfaction of the City and subject to the approval of the Director of Transportation.
- 26. **(Transit Passes – Education Staff)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide to all staff of the commercial and university education institutions free monthly, two-zone transit passes or equivalent in perpetuity and to provide for implementation measures to the satisfaction of the City and subject to the approval of the Director of Transportation..
- 27. **(End of Trip Facilities)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide cycling end of trip facilities for each of the uses (e.g. hotel, office and education) on each sites A, B, and C, generally providing for:
 - a) universal accessibility;
 - b) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
 - c) design and construction at owner's cost; and
 - d) maintenance and repair at owner's cost,and, specifically providing for:
 - e) one male facility and one female facility, each with a minimum of two showers;
 - f) location such that the facilities are easily accessible from bicycle parking areas and all intended users.
 - a) identification of the cycling end of trip facilities in the Development Permit plans;
 - b) identification of the cycling end of trip facilities in the Building Permit plans; and
 - c) provision of wayfinding signage for the end of trip facilities prior to Building Permit issuance granting occupancy.

Note: Facilities shall be a handicapped-accessible suite of rooms containing a change room, toilet, wash basin, shower, lockers, and grooming station (i.e. mirror, counter, and electrical outlets) designed to accommodate use by two or more people at one time.

28. (**Car Share Provisions**) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to, in Phase 1, provide two car-share spaces with drive aisle access, secured with Statutory-Right-of-Way in favour of the City, generally providing for:

- a) universal accessibility;
- b) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- c) design and construction at owner's cost; and
- d) maintenance and repair at owner's cost,

and, specifically providing for:

- d) safe public access 24 hours a day;
- e) one EV quick-charge (240 volt) charging station for their convenient and exclusive use of the two spaces;
- f) identification of the location, size, access, EV and CPTED characteristics of the car share spaces on the Development Permit plans;
- g) identification of the location, size, access, EV and CPTED characteristics of the car share spaces on the Building Permit plans;
- h) provision of wayfinding signage for the car share spaces prior to Building Permit issuance granting occupancy;
- i) provision of the car share spaces and associated access at no cost to the car share operator;
- j) provision of the car share spaces and associated access at no cost to individual users of the car share service, except as otherwise determined by the City;
- k) provision of one car share car for a minimum of three years, at no cost to the car share operator;
- l) submit a draft contract of the agreement between the Developer and the car share provider for City's review;
- m) submission of a Letter of Credit prior to Development Permit for the sum of \$30,000 to secure the developer's commitment to provide the car share cars;
- n) agreement to voluntarily contribute the \$30,000 secured by LOC towards alternate transportation demand management modes of transportation should the car share cars not be provided at the time of Building Permit issuance granting occupancy;
- o) prior to Building Permit issuance granting occupancy, entering into a contract with a car share operator for a minimum of three years from the first date of building occupancy, a copy of which shall be provided to the City; and
- p) agreement that, in the event that the car-share facilities are not operated for car-share purposes as intended via the subject rezoning application (e.g., operator's contract is terminated or expires), control of the car-share facilities shall be transferred to the City, at no cost to the City, and the City at its sole discretion, without penalty or cost, shall determine how the facilities shall be used going forward.

29. (**Electric Vehicle Provisions – Cars and Bicycles**) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to:

- a) install and maintain a minimum of 20% of vehicle parking spaces with a 240 volt plug-in receptacles for the future addition of shared use charging stations;
- b) install and maintain a minimum of 10% of Class 1 bicycle parking spaces with a 120 volt plug in receptacles for the future addition of shared use charging stations;

- c) identify the spaces and equipment in the Development Permit plans;
- d) identify the spaces and equipment in the Building Permit plans; and
- e) prior to Building Permit issuance granting occupancy, provide wayfinding and stall identification signage for the electric vehicle spaces.

Note: Additional EV requirements pertaining to car share cars included in Car Share Covenant.

- 30. **(Shuttle Bus)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide a shuttle bus for staff and/or student to use as a means to transport between the subject site, the Vancouver International Airport (YVR), Canada Line rapid transit stations and/or other locations, in perpetuity or for the life of the of the proposed commercial and university education uses.
- 31. **(Priority Car Pool Parking)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide a minimum 2% of the total number of parking spaces required for the commercial and university education as car pool parking spaces in perpetuity or for the life of the proposed commercial and university education uses to be located on Parcel A+B.
- 32. **(District Energy Utility)** Registration of a covenant on title, to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement 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 DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until: the Owner has executed and delivered to the City a Section 219 Covenant for the installation, operation and maintenance of all necessary facilities for supplying the services to the Lands; the Owner has entered into a Service Provider Agreement as required by the City; and the Owner has granted or acquired the Statutory-Right-of-Way(s) and/or easements necessary for supplying the DEU services to the Lands; and
 - c) if a DEU is not available for connection, then the following is required prior to the earlier of subdivision (stratification) or final building inspection permitting occupancy of a building:
 - 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 owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation;
 - iii. the owner grants or acquires the Statutory-Right-of-Way(s) and/or easements necessary for supplying DEU services to the building; and
 - iv. if required by the Director of Engineering, the owner provides to the City with security for costs associated with acquiring any further Statutory-Right-of-Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.

(Contributions)

- 33. **(Connectivity Measures)** City acceptance of the owner's offer to voluntarily contribute \$697,199 for transportation connectivity improvements in Bridgeport Village and Capstan Village (*General Account (Transportation) # 5132-10-550-55005-0000*).

34. **(Community Facilities)** City acceptance of the owner’s offer to voluntarily contribute at least \$3,281,593.00 (five percent of the Village Centre Bonus floor area calculated using the proposed floor area e.g. 0.05 x 1.0 x 9380 m² x \$6,997 /m²) towards the development of community facilities (*City Centre Facility Development Fund - Account # 7600-80-000-90170-0000*). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier (\$6,997) 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.
35. **(Community Planning)** City acceptance of the owner’s offer to voluntarily contribute at least \$75,696.60 (100% of the total floor area calculated using the proposed floor area e.g. 28,140 m² x \$2.69 / m²) towards City Centre community planning (*CC-Community Planning and Engineering Account # 3132-10-520-00000-0000*).
36. **(Public Art)** City acceptance of the owner’s offer to voluntarily contribute at least \$130,288.20 (100% commercial floor area @ \$4.63 per square meter calculated using the proposed floor area e.g. 28,140 m² x \$4.63 /m²) towards public art (*15% to Public Art Provision Account # 7500-10-000-90337-0000 and 85% to ma # 7600-80-000-90173-0000*).
37. **(Transportation Demand Management)** City acceptance of the owner’s offer to voluntarily contribute \$100,000 towards TDM pedestrian crossing enhancements along Bridgeport Road (*General Account (Transportation) # 5132-10-550-55005-0000*).
38. **(Trees – City Property)** City acceptance of the owner’s offer to voluntarily contribute \$9,100 (calculated as 7 x \$1,300 per tree) for the planting of replacement trees within the City (*Tree Compensation Fund Account # 2336-10-000-00000-0000*).

Per Current Floor Area Estimates in m²:

Floor Area Total	Retail/Restaurant	Hotel	Office/ Education	VCB
28,140	975	17,785	9,380	9,380

(Development Permit)

39. Submission and processing of a Development Permit* application for Parcels “A” and “B” completed to a level deemed acceptable by the Director of Development, demonstrating:
 - a) design development of the rezoning concept to address, unless otherwise determined by the Director of Development:
 - i. Council directions arising out of Public Hearing;
 - ii. form and character objectives noted in the associated Report to Planning Committee;
 - iii. comments of the Advisory Design Panel;
 - iv. the requirements of TransLink related to Development Permit (DP) level consent;
 - v. technical resolution, as necessary, of building services, private utilities, public utilities, parking and loading and waste management, including provision of final on-site utility, loading, waste management, signage and wayfinding plans; and
 - vi. technical resolution, as necessary, of the landscape design including but not limited to provision of adequate soil depth and automatic irrigation systems where appropriate;
 - b) the owner’s commitment to design and construct the development in accordance with rezoning policy, the rezoning considerations and the draft site-specific zoning bylaw, by incorporating information into the Development Permit plans (inclusive of architectural, landscape and other plans, sections, elevations, details, specifications, checklists and supporting consultant work) including, but not limited to:

- i. statutory rights of way, easements, encroachments, no build areas, agreements and other legal restrictions;
- ii. flood construction level(s);
- iii. use, density, height, siting, building form, landscaping, parking and loading and other zoning provisions;
- iv. site access and vehicular crossings;
- v. location and details of EV-charging and EV-ready vehicle and bicycle parking spaces;
- vi. location and details of car-share parking spaces;
- vii. location and details of car-pool parking spaces;
- viii. location and details of orphan lot parking spaces (temporary and permanent);
- ix. required end of trip facilities, including their location, number, size, type and use;
- x. the location of areas reserved for DEU connection facilities and a notation regarding the need for DEU pre-ducting;
- xi. an Accessibility Checklist and identification of specific recommended measures on the plans, where relevant;
- xii. a CPTED Checklist and identification of specific recommended measures on the plans, where relevant;
- xiii. a LEED Checklist with measures recommended by a LEED AP BD+C to achieve LEED Silver equivalent and identification of specific measures to be incorporated into the Building Permit plans;
- xiv. on the landscape plan and roof plans, if applicable:
 - a. the location and specifications for ecological network landscaping;
 - b. the location and specifications for intensive and extensive green roofs;
 - c. the location and dimension of required on-site tree protection;
 - d. the location, dimensions and specifications for replacement trees;
- ii. include a mix of coniferous and deciduous trees;
- iii. include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
- iv. include the 5 required replacement trees with the following minimum sizes:
- xv. location and dimensions of tree protection on City property and on 8380 Bridgeport Road,
- xvi. submission of a contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review; and
- xvii. notation regarding the location and general form of public art, in the case that the public art contribution is located on the site or building.

(Letter of Credit – Trees, Ecological Network and Landscape)

- c) Submission of a letter of credit for landscaping based on 100% of the cost estimate provided by the Landscape Architect, including installation costs, plus a 10% contingency cost.

(Servicing Agreement)

40. Submission and processing of a Servicing Agreement* application, completed to a level deemed acceptable by the Director of Engineering, for the design and construction of works associated with the proposed rezoning, subject to the following conditions:

(Development Phasing)

- a) All utilities and transportation works to be completed in the first phase of development except where limited by interface issues.

(Utilities – Engineering)

(Water Works)

- b) Using the OCP Model, there is 551 L/s of water available at a 20 psi residual at the hydrant located at the frontage of 8320 and 8340 Bridgeport Road and 309 L/s available at 20 psi residual at the hydrant located at the frontage of 8311 Sea Island Way. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit Stage.
 - ii. Review, via the Servicing Agreement (SA) design, the impact of the proposed offsite works (e.g., frontage improvements, road widening, private utility works such as hydro, telecom and gas, etc.) on the existing 300mm diameter AC watermain along the Bridgeport Road frontage of 8320, 8340 and 8360 Bridgeport Road and provide mitigation measures.
 - iii. Remove the existing AC watermain along the south property lines of 8311 and 8351 Sea Island Way and 8440 Bridgeport Road and install as replacement within the Sea Island Way roadway approximately 130 meters of new watermain. Tie-ins shall be to the existing watermains in Sea Island Way and No. 3 Road. Installation of the new watermain within Sea Island Way roadway may be required prior to start of soil densification and/or preload works subject to the result of the required Geotechnical assessment below.
 - iv. Install approximately 260 meters of new 200mm diameter watermain and fire hydrants (spaced as per City standard) along the proposed development's lane frontages. The new watermains shall be tied-in to the existing watermains along Sea Island Way and Bridgeport Road.
 - v. Install fire hydrants spaced as per City standard along the proposed development's Bridgeport Road, Sea Island Way and No. 3 Road frontages.
- c) At Developers cost, the City will:
- i. Cut and cap the north end of the existing 250mm diameter watermain at the southeast corner of 8440 Bridgeport Road.
 - ii. Cut and cap at main all existing water service connections.
 - iii. Complete all proposed watermain tie-ins.

(Storm Sewer Works)

- d) The Developer is required to:
- i. Upgrade approximately 95 meters of existing 375mm diameter storm sewers to 600mm diameter storm sewer along the development's Bridgeport Road frontage complete with new manholes at each end. A three (3) meter wide utility right of way is required along the entire north property line of 8320, 8340 and 8360 Bridgeport Road for the new 600 mm storm sewer.
 - ii. Upgrade the existing 450 mm diameter storm sewer (complete with new manholes spaced as per City standard) with a length of approximately 85 meters from existing manhole

STMH6106 (located at the north end of the existing lane between 8380 and 8440 Bridgeport Road) to existing manhole STMH9189 (located at the southwest corner of No 3 Road and Bridgeport Road intersection), to 600 mm diameter storm sewer. The existing storm sewers and manholes shall be removed to accommodate the storm sewer upgrade. A three (3) meter wide utility right of way is required along the entire north property line of 8440 Bridgeport Road for the new 600 mm storm sewer. Coordination with BC Hydro Transmission department is required to address potential impact of the storm sewer installation to the existing Transmission pole.

- iii. Upgrade the existing 375mm and 450mm diameter storm sewers along No. 3 Road frontage to 600mm diameter storm sewer complete with new manholes spaced as per City standard. The new 600mm diameter storm sewers with an approximate length of 120 meters shall be installed in a new alignment from the new manhole at the southwest corner of No 3 Road and Bridgeport Road intersection to a new manhole which will be located within the intersection of No 3 Road and Sea Island Way. The existing 375mm and 450mm storm sewers and manholes along the east property line of 8440 Bridgeport road shall be removed.
- iv. Remove the existing 375 mm diameter storm sewer from existing manhole STMH9174 (located at the northwest corner of No 3 Road and Sea Island intersection) to existing manhole STMH9175 (located at the south end of the existing lane between 8211 and 8311 Sea Island Way) with a length of approximately 115 meters. Install within the Sea Island Way roadway new 600 mm diameter storm sewers (complete with new manholes spaced as per City standard) from the new manhole at the intersection of Sea Island Way and No. 3 Road to approximately 120 meters to the west.
- v. Install new storm sewers complete with manholes as per City standard in the proposed lanes along the west property lines of 8311 Sea Island Way and 8320 Bridgeport Road. Tie-ins shall be to the new storm sewers at Bridgeport Road and Sea Island Way.

e) At Developers cost, the City will:

- i. Cut and cap at main all existing storm service connections.
- ii. Remove all existing inspection chambers and storm service leads and dispose offsite.
- iii. Complete all proposed storm sewer tie-ins.

(Sanitary Sewer Works)

f) The Developer is required to:

- i. No upgrade required to the existing sanitary sewers at the lane frontages.

g) At Developers cost, the City will:

- i. Cut and cap at main all existing sanitary service connections.
- ii. Remove all existing inspection chambers and sanitary leads and dispose offsite.
- iii. Complete all proposed sanitary sewer service connections and tie-ins.

(Frontage Improvements – Engineering)

h) The Developer is required to:

- i. Provide other frontage improvements as per Transportation's requirements. Improvements shall be built to the ultimate condition wherever possible.
- ii. Provide street lighting along Bridgeport Road, No. 3 Road, Sea Island Way and lane frontages.

Note: All Servicing Agreement (SA) works within MoTI's jurisdiction will need to be reviewed and approved by MoTI before City staff are able to grant final approval to the Servicing Agreement (SA) design.

- iii. Remove or put underground the existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) along the lane frontages of 8320 to 8340 Bridgeport Road and 8311 to 8351 Sea Island Way. The developer is required to coordinate with the private utility companies.
- iv. Pre-duct for future hydro, telephone and cable utilities along all Bridgeport Road, No. 3 Road, Sea Island Way and lane frontages.
- v. Remove and/or relocate an existing above ground kiosk at the Bridgeport Road frontage of 8440 Bridgeport Road.
- vi. Coordinate with BC Hydro, prior to start of site densification and pre-load works (if required), to address any impact on the existing BC Hydro Transmission pole and overhead lines at the Bridgeport Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and pre-load to the existing transmission poles may be required.
- vii. Confirm with BC Hydro (Transmission) the required clearance between the existing transmission pole and the proposed curb at the Bridgeport Road frontage of 8440 Bridgeport Road. Relocation of the existing transmission pole within the proposed development may be required, at developer's costs, if the resulting clearance between the proposed curb and existing transmission pole is not acceptable to BC Hydro (Transmission).
- viii. Coordinate with Pro Trans BC prior to start of site densification and pre-load works (if required) to address any impact on the existing Canada Line guiderail and columns along the No. 3 Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and pre-load to the existing Canada Line guiderail and columns may be required.
- ix. Coordinate with Kinder Morgan, prior to start of site densification and pre-load works (if required) to address any impact on the existing jet fuel line along Bridgeport Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and pre-load to the existing jet fuel may be required.
- x. Provide, prior to start of site preparation works, a geotechnical assessment of pre-load, soil densification, foundation excavation and dewatering impacts on the existing sanitary sewer along the lane frontages and the existing AC watermain along the south property line of 8311 and 8351 Sea Island Way and 8440 Bridgeport Road and the existing AC watermain at Bridgeport Road frontage, and provide mitigation recommendations. The mitigation recommendations if necessary (e.g., removal of the AC watermain and its replacement within the Sea Island Way roadway, etc.) shall be constructed and operational, at developer's costs, prior to soil densification, pre-load and/or foundation excavation.
- xi. Video inspections of adjacent sewer mains to check for possible construction damage are required prior to start of soil densification and pre-load and after pre-load removal. At their cost, the developer is responsible for rectifying construction damage.
- xii. Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of Statutory Rights of Way that shall be

shown in the functional plan and registered prior to Servicing Agreement (SA) design approval:

- BC Hydro Vista - Confirm Statutory-Right-of-Way dimensions with BC Hydro
- BC Hydro PMT – Approximately 4mW X 5m (deep) – Confirm Statutory-Right-of-Way dimensions with BC Hydro
- BC Hydro LPT – Approximately 3.5mW X 3.5m (deep) – Confirm Statutory-Right-of-Way dimensions with BC Hydro
- Street light kiosk – Approximately 2mW X 1.5m (deep)
- Traffic signal controller cabinet – Approximately 3.2mW X 1.8m (deep)
- Traffic signal UPS cabinet – Approximately 1.8mW X 2.2m (deep)
- Shaw cable kiosk – Approximately 1mW X 1m (deep) – show possible location in functional plan. Confirm Statutory-Right-of-Way dimensions with Shaw
- Telus FDH cabinet - Approximately 1.1mW X 1m (deep) – show possible location in functional plan. Confirm Statutory-Right-of-Way dimensions with Telus

(General Items – Engineering)

- i) The Developer is required to:
- i. Grant utilities statutory rights of way for required connections between City utilities and the development as determined within the Servicing Agreement process.
 - ii. 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 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.
 - iii. Undertake pre and post construction elevation surveys of adjacent roads, underground utilities (e.g. manhole rims, manhole inverts, service boxes, etc.) and property lines to determine settlement amounts.
 - iv. Undertake pre and post construction video inspections of adjacent sewer mains to check for possible construction damage. At their cost, the developer is responsible for rectifying construction damage.
 - v. Coordinate the servicing agreement design and offsite construction works with MoTI, Trans Mountain Pipeline (Jet Fuel), Kinder Morgan Canada, BC Hydro Transmission, Pro Trans BC and Metro Vancouver due to proximity of works to Sea Island Way, Bridgeport Road, the jet fuel line, BC Hydro transmission line, Metro Vancouver's trunk sewer, and Canada line overhead railway and columns.

(Frontage Improvements – Transportation)

- j) The developer is responsible for the design and construction of the works shown on the Preliminary Functional Road Plan (to be submitted, reviewed and approved by staff), supported in principle by the City staff, subject to review and approval of the detailed Servicing Agreement (SA) designs, which shall include, but may not be limited to, the following.

Note: In addition to the following, landscape features are required to the satisfaction of the City, as determined via the Servicing Agreement (SA) and Development Permit review and approval

processes. Landscaped improvements may include, but shall not be limited to, street trees, landscaped boulevard, hard- and soft-scape features, street furnishings, decorative paving, and innovative storm management features, as appropriate.

k) The Developer is required to:

i. For No. 3 Road Frontage:

Along the entire No. 3 Road frontage, complete the following road cross-section (east to west):

- Existing southbound traffic lanes to remain.
- Using the edge of the existing southbound curb lane, convert and widen the existing on-street bike lane to a raised bike lane, which would include: 0.15m wide roll-over curb, 1.8m wide asphalt riding surface, and 0.3m wide Richmond Urban Curb.
- Min. 1.5m wide treed boulevard.
- Min. 3.0m wide concrete sidewalk (Min. 2.0 m provided as dedication).

Note: The alignment of the sidewalk and boulevard may need to be shifted westward to avoid the existing Canada Line Guideway column.

Note: Along the No. 3 Road frontage north of the Canada Line guideway column, an allowance should be made for the future provision of a 3.5m wide bus bay.

Note: The location of the sidewalk may need to be adjusted to avoid conflicts with BC Hydro infrastructure.

ii. For Bridgeport Road Frontage:

Along the entire Bridgeport Road frontage, complete the following cross-section (north to south):

- MoTI requirements: deceleration lanes approaching both laneways, new 0.5m wide curb/gutter, 1.0m wide grass boulevard/utility strip.
- Min. 1.5m wide grassed/treed boulevard.
- Min. 3.0m wide concrete sidewalk (Min. 2.0 m provided as dedication)

Note: The location of the sidewalk may need to be adjusted to avoid conflicts with BC Hydro infrastructure.

iii. For Sea Island Way Frontage:

Along the entire Sea Island Way frontage, complete the following cross-section (south to north):

- MoTI requirements: road widening as necessary, new 0.5m wide curb/gutter, 1.0m wide grass boulevard/utility strip.
- Min. 1.5m wide grassed/treed boulevard.
- Min. 3.0m wide concrete sidewalk.

iv. For Lanes:

Lane 1: North/south lane off Bridgeport Road immediately west of No. 3 Road:

Widen existing 6m wide lane to provide a min. 6m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 2: North/south lane off Sea Island Way: Widen existing 6m wide lane to provide a min. 7.5m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 3: North/south lane off Bridgeport Road west of Lane 1: Provide a new lane to include a min. 6m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 4: East/west lane between Lane 1 and Lane 2: Widen existing 6m wide lane to provide a 7.5m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the south side. Provide a rollover curb and a 1.5 m sidewalk on the north side of the lane also.

Lane 5: East/west lane between Lane 2 and Lane 3: Widen existing 6m wide lane to provide a 6.0 m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the north side.

- v. Corner cuts be provided at:
- All intersections due to the skewedness of the Bridgeport Road/No. 3 Road & Sea Island Way/No. 3 Road intersections, the exact size to be determined upon receiving the revised road functional plan.
 - All intersections of public roads and lanes, minimum 3m x 3m plus additional dedication to accommodate the turning of loading vehicle.

Note: Final MoTI approval is required prior to rezoning adoption.

Note: Land Dedication: Road functional design drawings incorporating the frontage improvements as noted above to be prepared by the applicant, which would need to be reviewed and approved by the City. Such approved road functional design drawings would then be used to determine the amount of land dedication and legal drawings can then be prepared accordingly.

- l) Applicant to consult with business operators/owners and provide relevant documentation within the area bordered by Sea Island Way, No. 3 Road, Bridgeport Road, River Road regarding the proposed change in internal lane configuration and traffic operation.
- m) Construction Timing: All works to be completed prior to final Building Permit inspection granting the occupancy of the first building (Phase 1) on the subject site.

(Servicing Agreement – Letter of Credit)

- n) Provision of a letter of credit to secure the completion of the works in an amount determined by the Director of Development.

Note: A separate Letter of Credit or other form of financial commitment may be required to secure the completion of interface works at a future date.

(Servicing Agreement – LTO Registration)

- o) Registration of the Servicing Agreement on title.

(Building Permit)

Note: Prior to Building Permit issuance the approved Development Permit and associated conditions, as well as any additional items referenced in “Schedule B: Assurance of Professional Design and Commitment for Field Review”, shall be incorporated into the Building Permit plans (drawings and documents).

Note: Prior to Building Permit issuance the developer must submit a “Construction Parking and Traffic Management Plan” to the Transportation Department. The Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

Note: Prior to Building Permit issuance the developer must 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.

General Notes:

1. Some of the foregoing items (*) may require a separate application.
2. Where the Director of Development deems it appropriate, legal agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

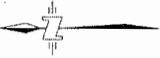
All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise,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

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

3. 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

Signed

Date



PRELIMINARY

SUBDIVISION PLAN OF LOT 90 PLAN 57164, LOTS 80 AND 85 PLAN 56425, LOT 1 PLAN EPP68705, AND LOTS 2 AND 4 PLAN LMP48700 ALL OF SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PURSUANT TO SECTION 41 OF THE LAND TITLE ACT

SCALE 1 : 250

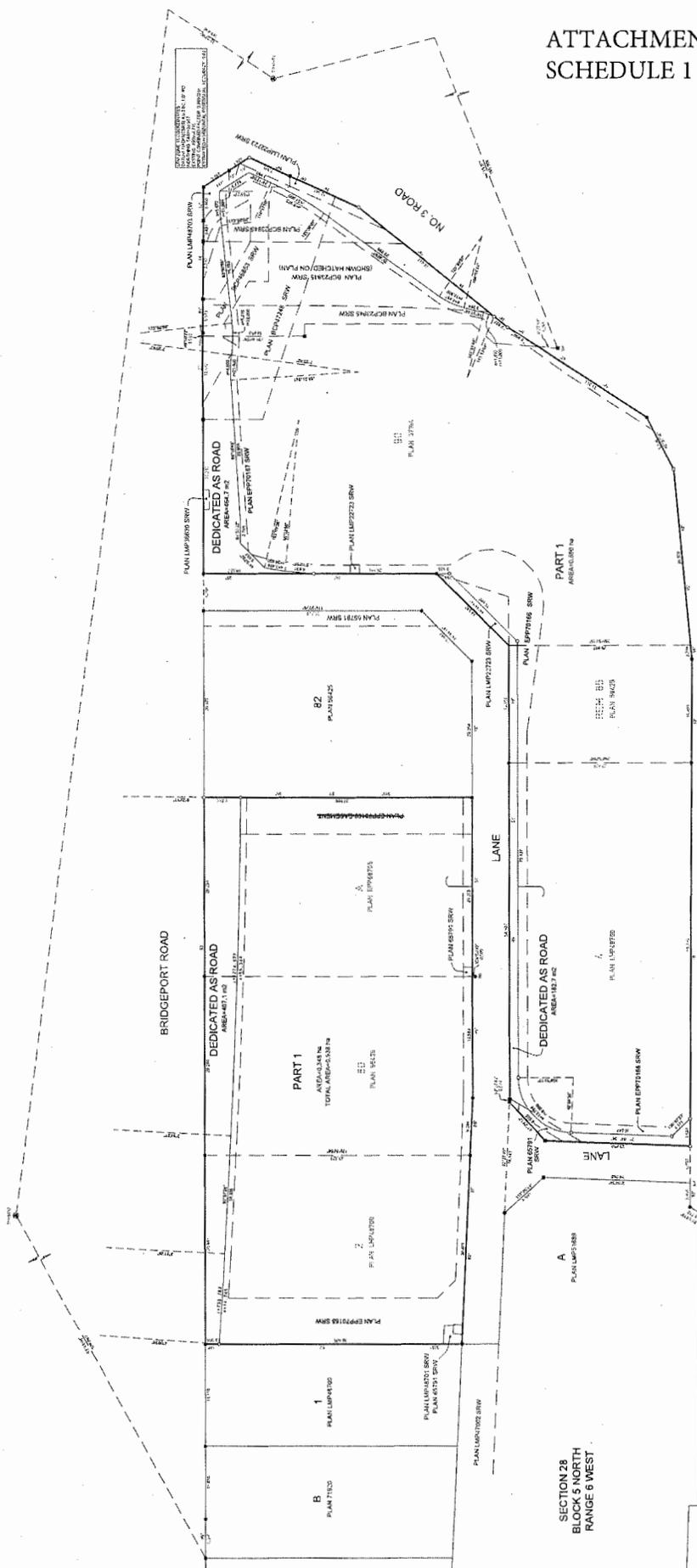


THIS PLAN IS A PRELIMINARY PLAN AND IS NOT TO BE USED FOR CONSTRUCTION OR AS EVIDENCE OF TITLE. IT IS SUBJECT TO THE APPROVAL OF THE LAND TITLE OFFICE AND THE REVISIONS THEREON. THE PLAN IS NOT TO BE USED FOR CONSTRUCTION OR AS EVIDENCE OF TITLE. IT IS SUBJECT TO THE APPROVAL OF THE LAND TITLE OFFICE AND THE REVISIONS THEREON.

SYMBOL	DESCRIPTION
(Symbol)	BOUNDARY
(Symbol)	CONVEYANCE
(Symbol)	RESERVATION
(Symbol)	RIGHTS
(Symbol)	STREETS
(Symbol)	SEWER MAINS
(Symbol)	WATER MAINS
(Symbol)	UTILITY MAINS
(Symbol)	PROPOSED
(Symbol)	EXISTING

PLAN EPP70163

CNCL - 185



SEA ISLAND WAY

SECTION 28
BLOCK 5 NORTH
RANGE 6 WEST

PLAN EPP70163

THIS PLAN IS A PRELIMINARY PLAN AND IS NOT TO BE USED FOR CONSTRUCTION OR AS EVIDENCE OF TITLE. IT IS SUBJECT TO THE APPROVAL OF THE LAND TITLE OFFICE AND THE REVISIONS THEREON.

MEL HANNEY ASSOCIATES
LAND SURVEYORS LTD.
Suite 2300
13450 - 102 Avenue
Surrey BC
V4A 4L7
Tel 604 596 0391
Fax 604 596 0392
FILE NO. 2117-0079048 EXP
ECP DATE

EXPLANATORY PLAN OF STATUTORY RIGHT OF WAY OVER
PART OF LOT A SECTION 28 BLOCK 5 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN EPP68705

PURSUANT TO SECTION 99(1)(e) OF THE LAND TITLE ACT.
FOR ACCESS PURPOSES

BCGS 92G-015

SCALE 1 : 200



ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF

THE INTENDED PLOT SIZE OF THIS PLAN IS 960 mm IN WIDTH BY
432 mm IN HEIGHT (C-SIZE) WHEN PLOTTED AT A SCALE OF 1:200

INTEGRATED SURVEY AREA No. 18 (CITY OF RICHMOND)

NAUD3 (CSRS) 4.0.0.BC-1.GVRO

GRID BEARINGS ARE DERIVED FROM PLAN EPP68705

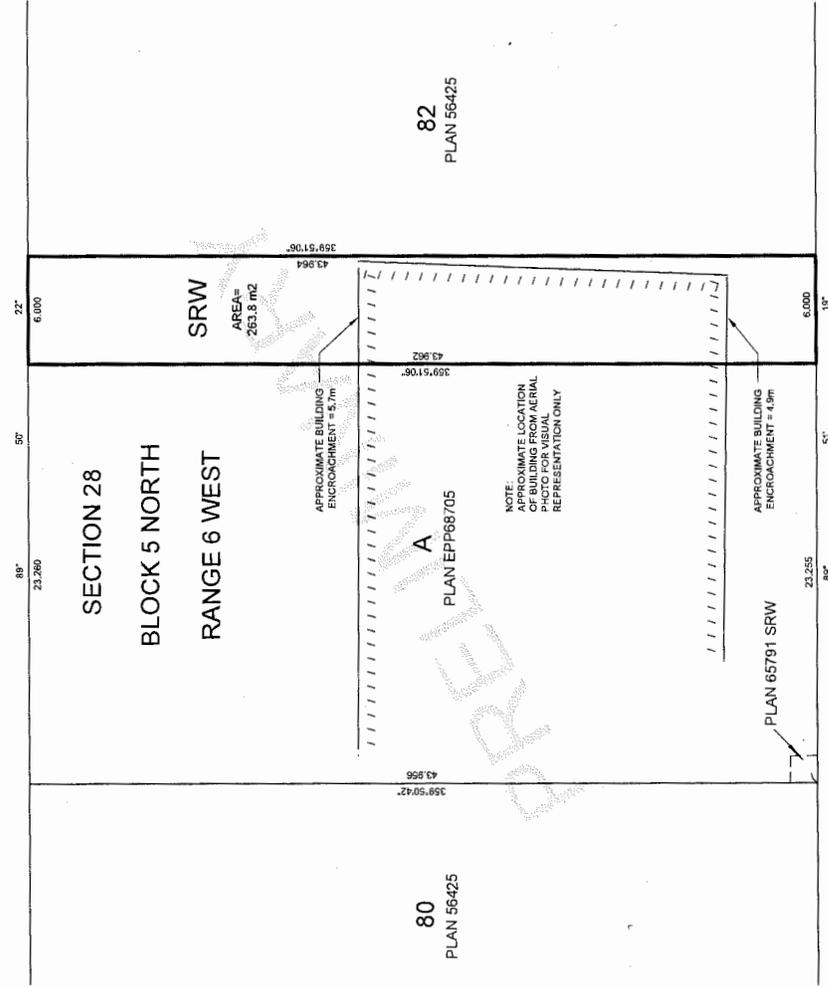
LEGEND:

m² DENOTES SQUARE METRE(S)



CNCL - 186

BRIDGEPORT ROAD



LANE

THIS PLAN LIES WITHIN THE GREATER VANCOUVER REGIONAL DISTRICT

THIS PLAN IS BASED ON THE FOLLOWING
LAND TITLE AND SURVEY AUTHORITY OF BC
PLAN EPP68705

JASON G. HAMEL, BCLS (2011)
28TH DAY OF MARCH, 2017.

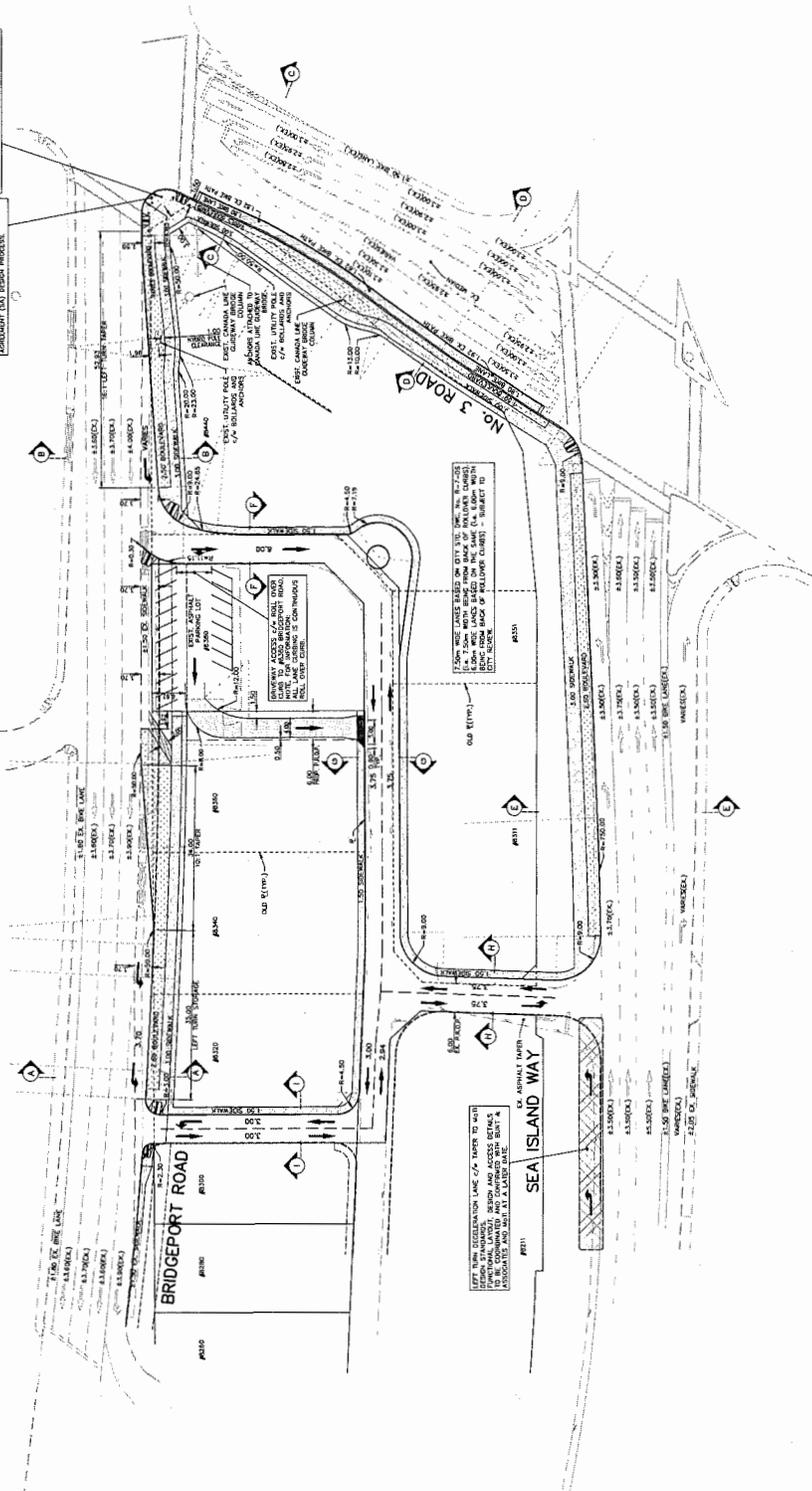
ATTACHMENT 6



CONSTRUCTION OF THE FIRST SUBSECTION AT THE 3.00 METER ELEVATION SHALL BE ASSOCIATED WITH THE DEVELOPMENT OF THE 3.00 METER ELEVATION. THE SECOND SUBSECTION SHALL BE ASSOCIATED WITH THE DEVELOPMENT OF THE 3.00 METER ELEVATION. THE THIRD SUBSECTION SHALL BE ASSOCIATED WITH THE DEVELOPMENT OF THE 3.00 METER ELEVATION.

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INTERIM FUNCTIONAL PLAN RELATES TO REQUIRED WORKS ASSOCIATED WITH DEVELOPMENT OF 8320, 8340, 8360, 8380, 8400, 8420, 8440, 8460, 8480, 8500, 8520, 8540, 8560, 8580, 8600, 8620, 8640, 8660, 8680, 8700, 8720, 8740, 8760, 8780, 8800, 8820, 8840, 8860, 8880, 8900, 8920, 8940, 8960, 8980, 9000, 9020, 9040, 9060, 9080, 9100, 9120, 9140, 9160, 9180, 9200, 9220, 9240, 9260, 9280, 9300, 9320, 9340, 9360, 9380, 9400, 9420, 9440, 9460, 9480, 9500, 9520, 9540, 9560, 9580, 9600, 9620, 9640, 9660, 9680, 9700, 9720, 9740, 9760, 9780, 9800, 9820, 9840, 9860, 9880, 9900, 9920, 9940, 9960, 9980, 10000.

City of Richmond

TITLE: 'INTERIM' FUNCTIONAL PLAN
 8320, 8340, 8360 & 8440 BRIDGEPORT ROAD/
 B.311 & B.351 SEA ISLAND WAY
 CITY FILE: RZ 13-828557

DATE	BY	DESCRIPTION
02/10/10	...	...
02/10/10	...	...
02/10/10	...	...

NO.	DATE	DESCRIPTION
1	28 MAR/11	NO. 1 SUBMISSION
2	4 MAY/11	NO. 2 SUBMISSION
3	28 JUN/11	NO. 3 SUBMISSION
4	28 MAR/11	NO. 4 SUBMISSION
5	28 MAR/11	NO. 5 SUBMISSION
6	28 MAR/11	NO. 6 SUBMISSION

DATE: 02/10/10
 TIME: 10:00 AM
 DRAWING NO.: RZ 13-828557

MPT ENGINEERING CO. LTD.
 NEW CONTINENTAL PROPERTIES INC.

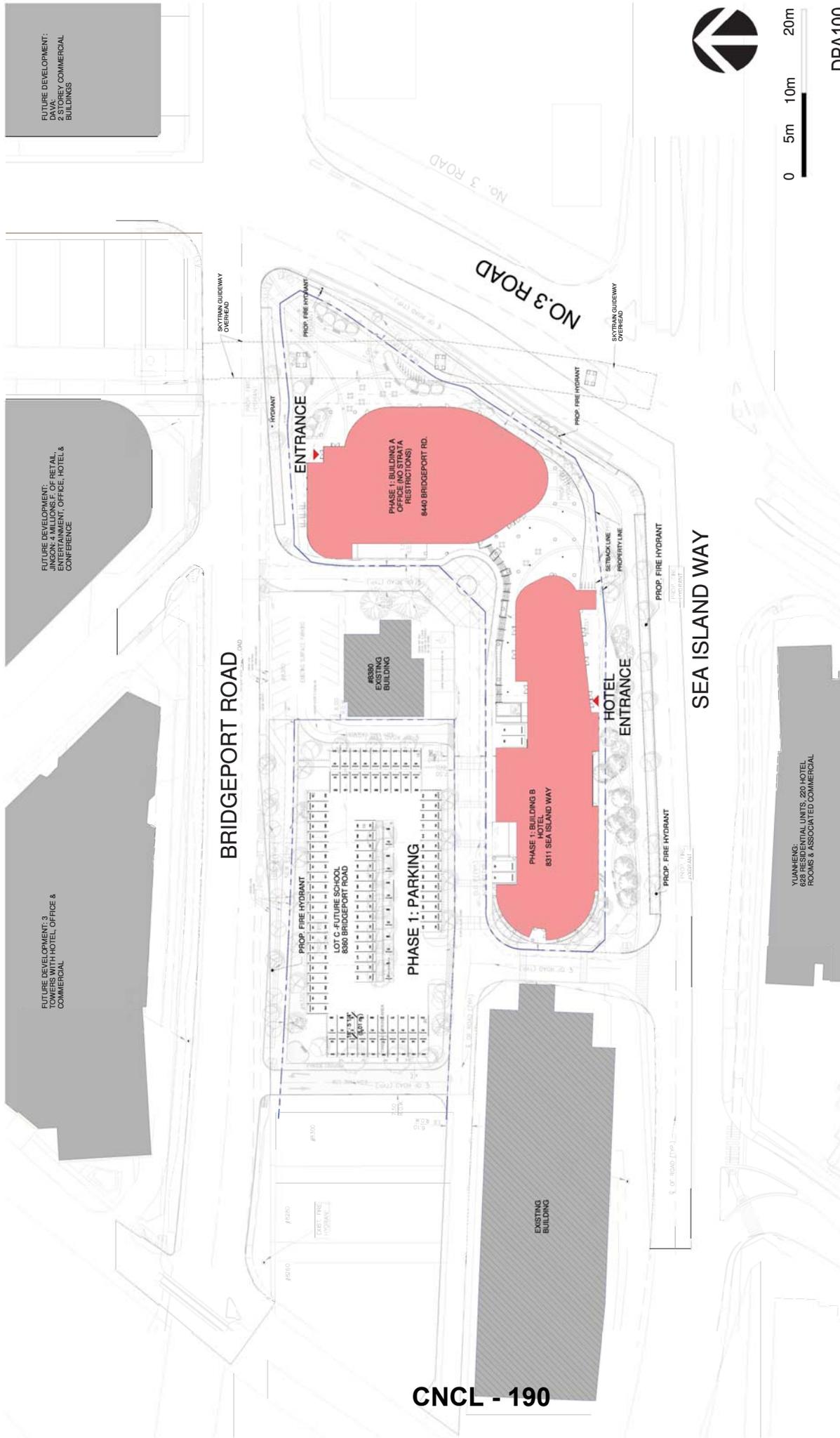
NOTES:
 1. ALL ELEVATIONS ARE TO PROPERTY BOUNDARY AND REFER TO EXISTING BENCHMARK IN LEAST 20' FROM PROPERTY BOUNDARY.
 2. PROPERTY TO BE CONSIDERED BOUNDARY WITH MPT ENGINEERING. WORK IS TO BE CONSIDERED AS PER MPT ENGINEERING. ALL WORK IS TO BE CONSIDERED AS PER MPT ENGINEERING.
 3. ALL MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH THE CURRENT MASTER SPECIFICATIONS OF THE CITY OF RICHMOND.
 4. ALL MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH THE CURRENT MASTER SPECIFICATIONS OF THE CITY OF RICHMOND.

MPT DWG. No.: R15943-FP
 SHT. No.: 1 OF 4

DATE: 02/10/10
 TIME: 10:00 AM
 DRAWING NO.: RZ 13-828557

MPT ENGINEERING CO. LTD.
 NEW CONTINENTAL PROPERTIES INC.

DATE: 02/10/10
 TIME: 10:00 AM
 DRAWING NO.: RZ 13-828557



CNCL - 190



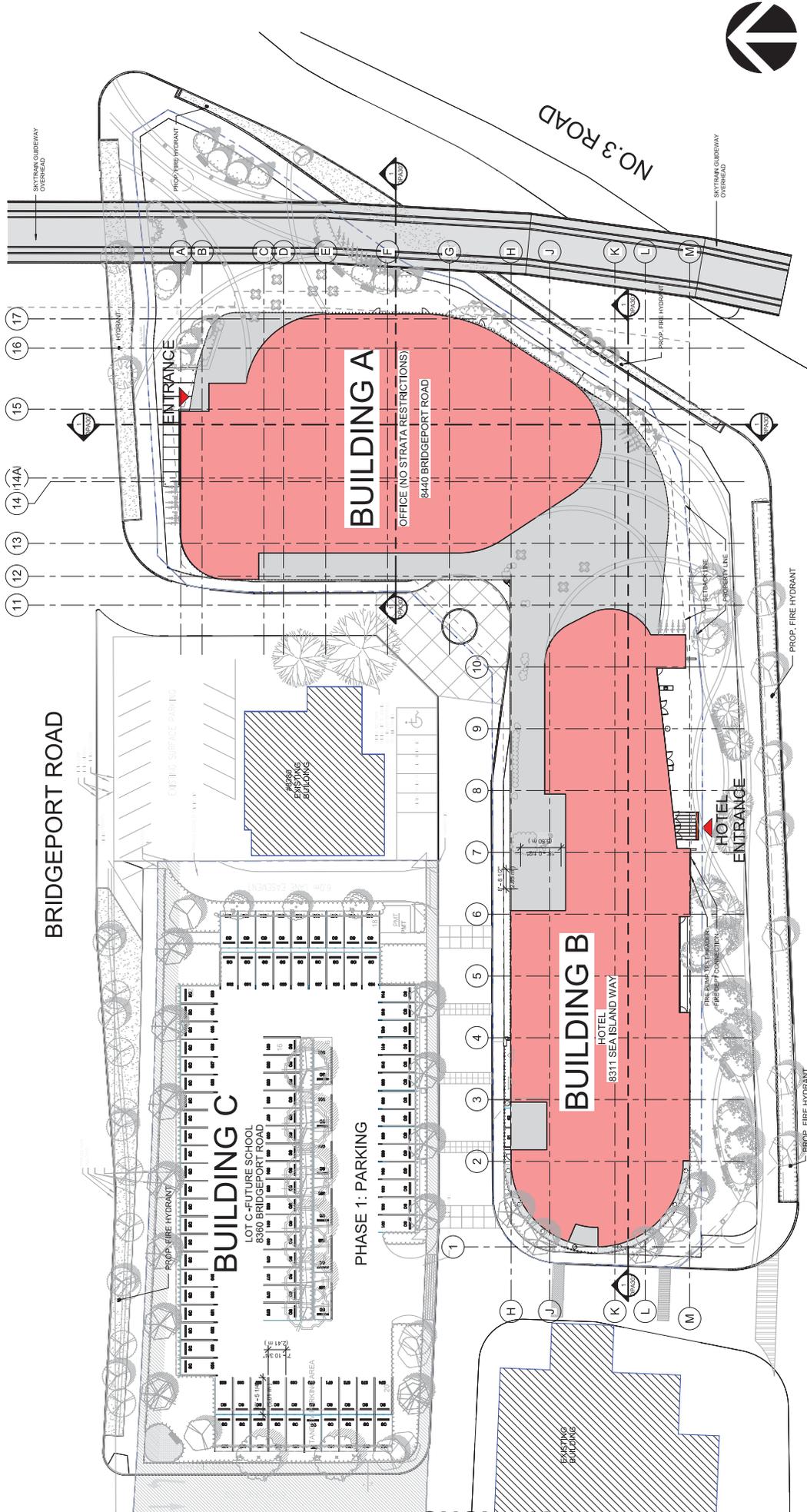
REISSUED FOR DEVELOPMENT PERMIT APPLICATION OCTOBER 04, 2019
PROPOSED COMMERCIAL USE DEVELOPMENT

RICHMOND, B.C.

SITE PLAN WITH FUTURE DEVELOPMENT CONTEXT PH1
NEW CONTINENTAL PROPERTIES INC

DPA100

OCT 04, 2019



BRIDGEPORT ROAD

SEA ISLAND WAY

NO.3 ROAD

BUILDING A
OFFICE (NO STRATA RESTRICTIONS)
8440 BRIDGEPORT ROAD

BUILDING B
HOTEL
8311 SEA ISLAND WAY

BUILDING C
LOT C-FUTURE SCHOOL
8380 BRIDGEPORT ROAD

PHASE 1: PARKING

DPA104
PHASE 1 SITE PLAN
NEW CONTINENTAL PROPERTIES INC
OCT 04, 2019

REISSUED FOR DEVELOPMENT PERMIT APPLICATION OCTOBER 04, 2019
PROPOSED COMMERCIAL USE DEVELOPMENT
RICHMOND, B.C

CNCL - 191

① PHASE 1 SITE PLAN - DP
1" = 20'-0"



LEGEND

- RETAIL/RESTAURANT
- OFFICE
- HOTEL
- PARKADE
- SERVICE AREA



① BUILDING B SECTION - DP
1/16" = 1'-0"

DPA301
SECTION 1-1
OCT 04, 2019

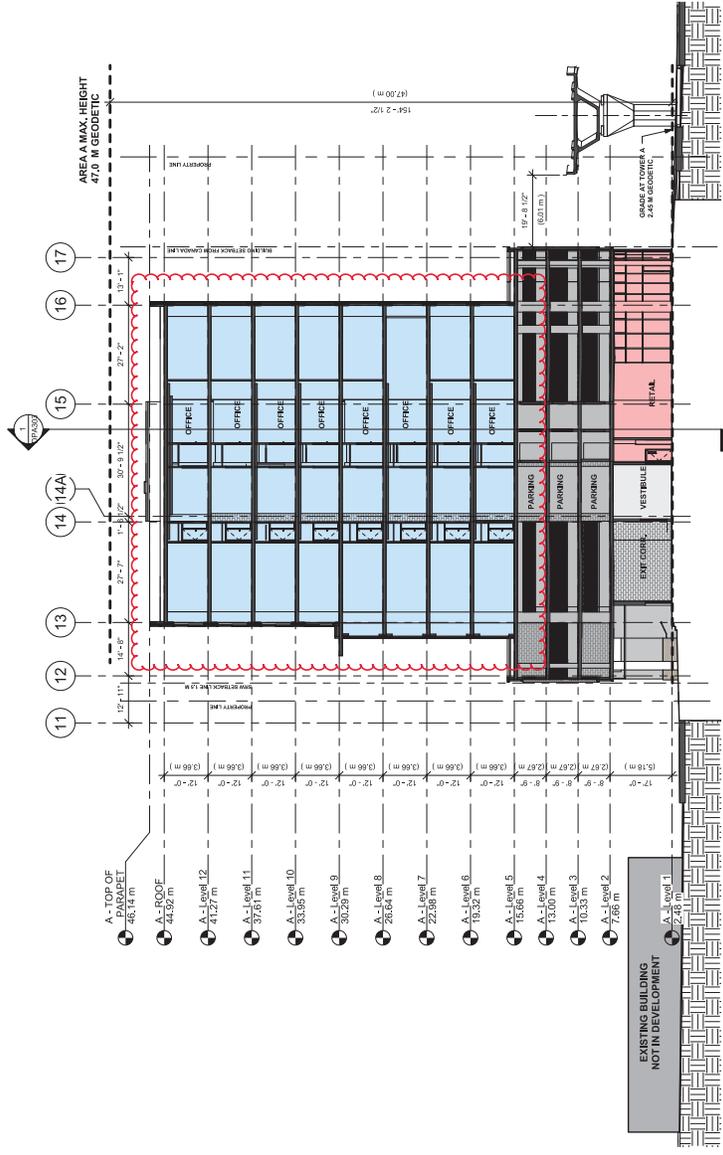
REISSUED FOR DEVELOPMENT PERMIT APPLICATION OCTOBER 04, 2019
PROPOSED COMMERCIAL USE DEVELOPMENT

RICHMOND, B.C

NEW CONTINENTAL PROPERTIES INC

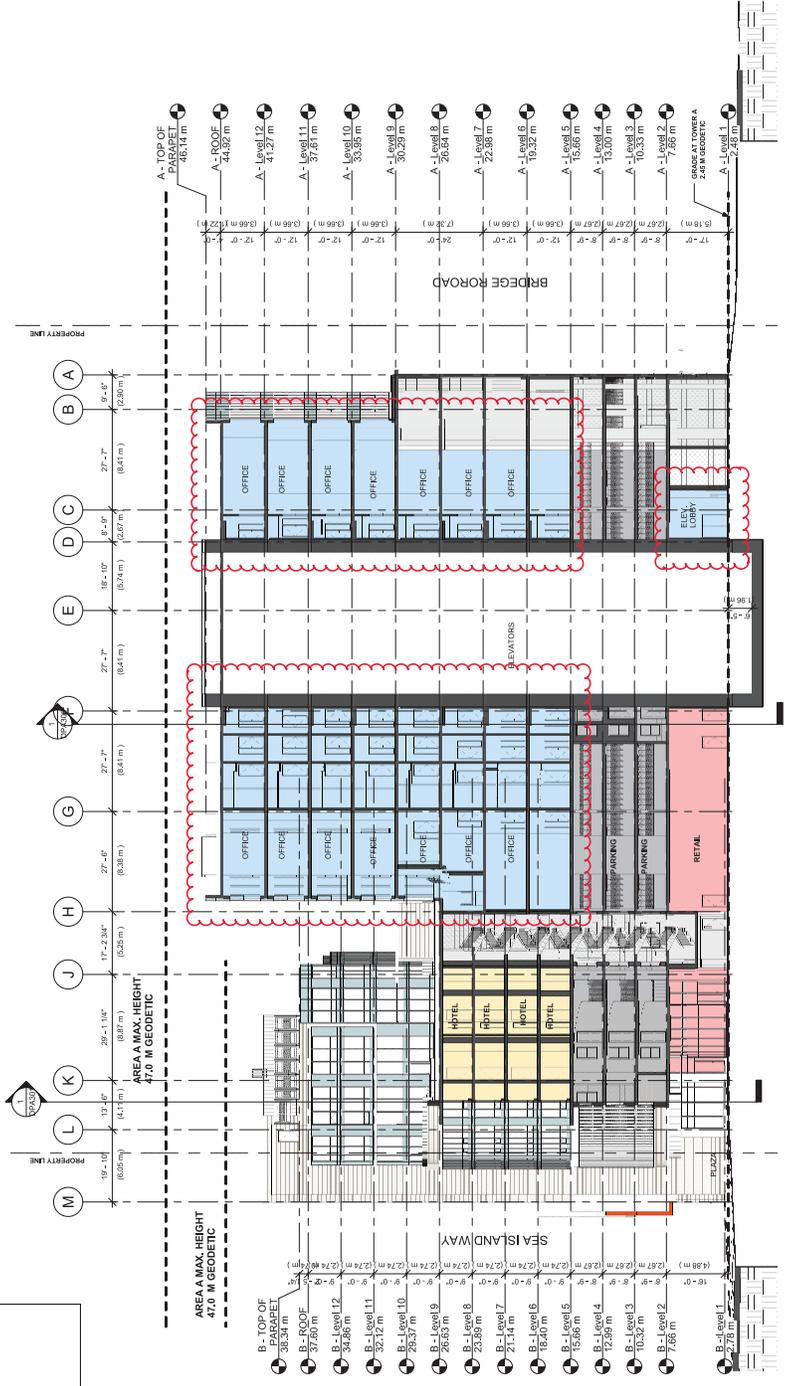


LEGEND	
	RETAIL/RESTAURANT
	OFFICE
	HOTEL
	PARKADE
	SERVICE AREA



⊙ BUILDING A SECTION 1 - DP
1/16" = 1'-0"

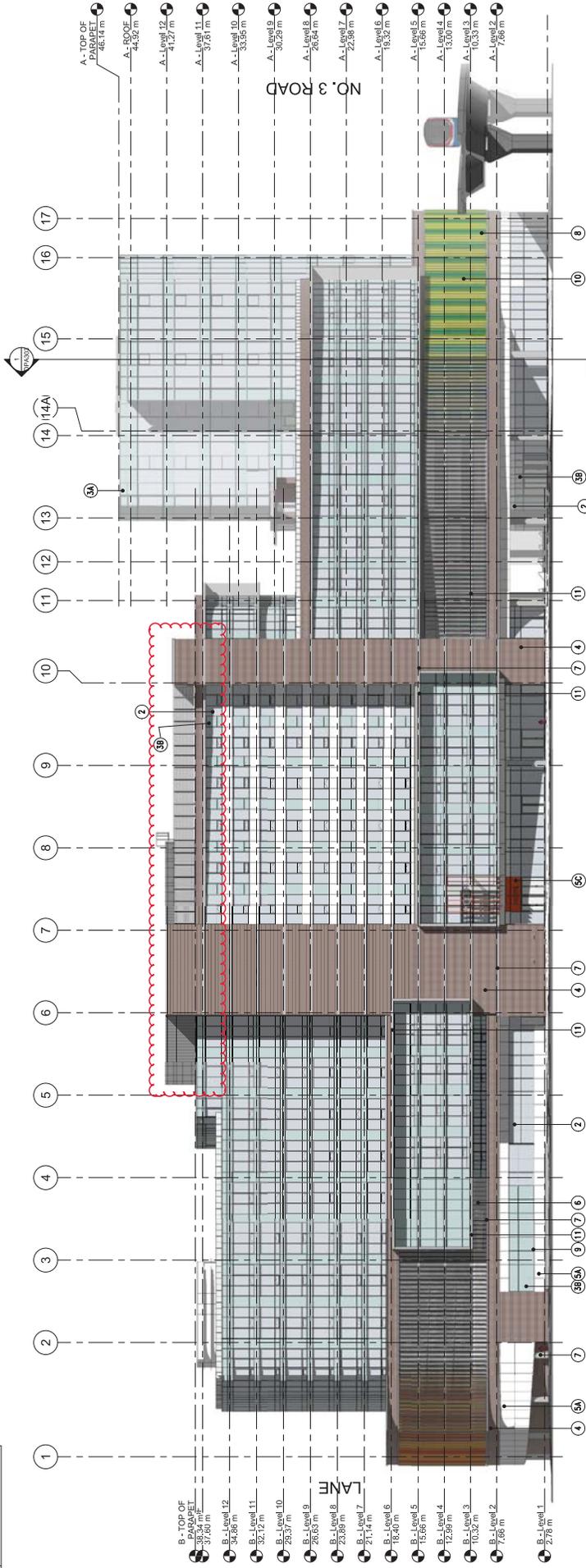
LEGEND	
	RETAIL/RESTAURANT
	OFFICE
	HOTEL
	PARKADE
	SERVICE AREA



1 BUILDING SECTION 2 - DP
1/16" = 1'-0"

REF.	MATERIAL KEYNOTE LEGEND	MATERIAL
1	GLAZING	VISION-CLEAR
2	GLAZING	VISION-LIGHT BLUE TINT
3A	SPANDREL GLAZING	OPAQUE T/O
3B	SPANDREL GLAZING	OPAQUE-T/O
4	BRICK	VISIBL E
5	METAL PANEL	GRAY DORTHE
5B	METAL PANEL	SILVER
5C	METAL PANEL	ORANGE (O)
6	PAINTED CONCRETE	
7	METAL PANEL	
8	METAL PANEL	ORANGE AND DORANGE
9	METAL PANEL	ORANGE AND DORANGE
10	CLEAR ANODIZED ALUMINUM	COUPLE
11	ALUMINUM SPANGLER FRAME	CLEAR
12	ALUMINUM SPANGLER FRAME	CLEAR
13	ANODIZED OR B/O	FRAME
14	PRE-FINISHED	RED/PORPH
15	VERTICAL	MULLION/CLAM
16		
16A2		

CNCL - 195



① SOUTH ELEVATION - DP
1/16" = 1'-0"



REISSUED FOR DEVELOPMENT PERMIT APPLICATION OCTOBER 04, 2019
PROPOSED COMMERCIAL USE DEVELOPMENT

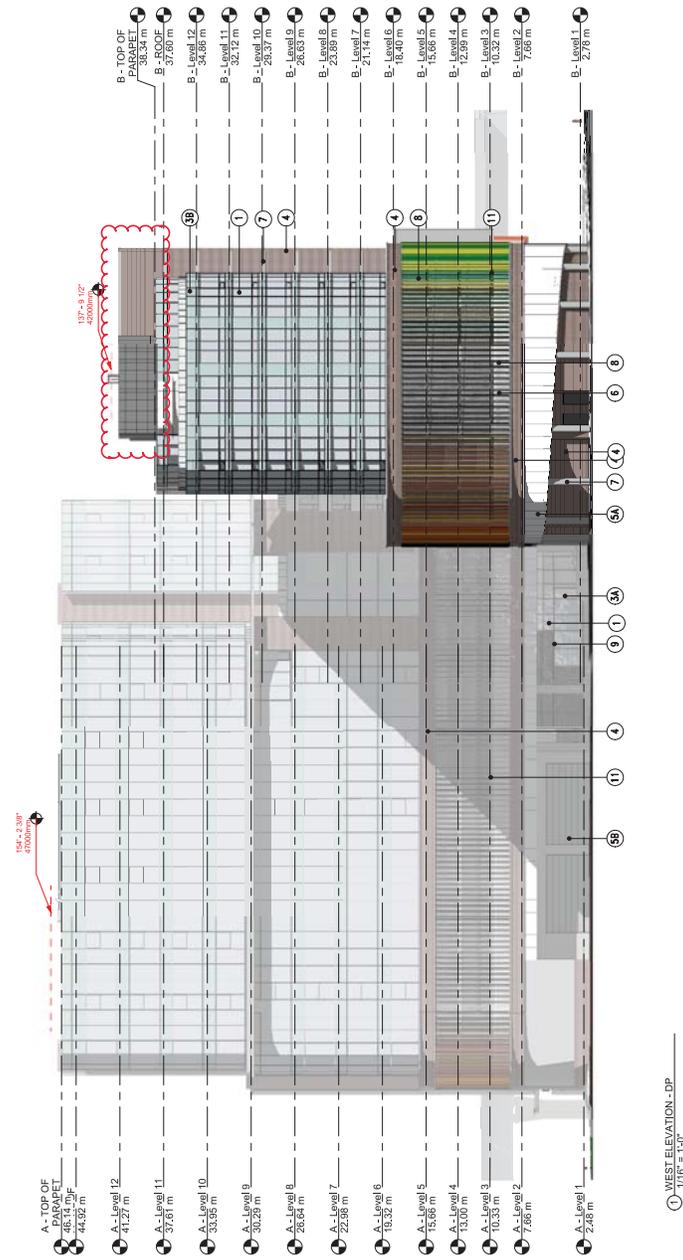
RICHMOND, B.C

NEW CONTINENTAL PROPERTIES INC

OCT 04, 2019

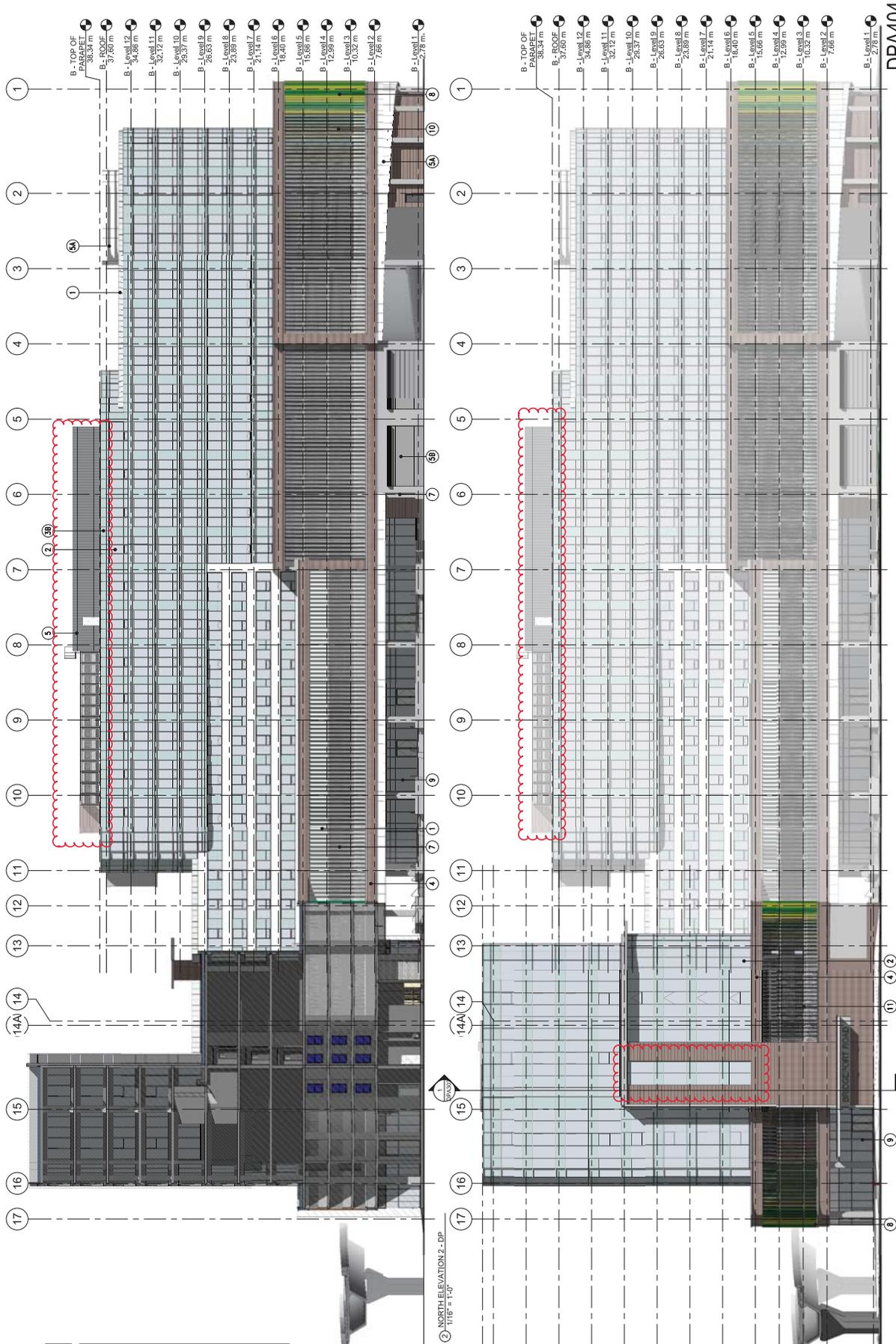
DPA401
SOUTH ELEVATION

MATERIAL KEYNOTE LEGEND	
KEY	MATERIAL
1	GLAZING - VISION CLEAR
2	GLAZING - VISION CLEAR
3A	SPANDREL GLAZING - SPANDREL TINT
3B	MATCH CLEAR VISION GLASS
4	BRICK VENEER
5A	METAL PANEL - BRILKY WHITE
5B	METAL PANEL - BRILKY WHITE
6	MESH PERFORATED METAL PANEL
7	METAL PANEL - ORANGE (04)
8	METAL PANEL - GREEN AND ORANGE
9	ALUMINUM STORAGE FRAME - ANODIZED 6061 T6
10	ALUMINUM STORAGE FRAME - CLEAR ANODIZED ALUMINUM
11	SEALED CONCRETE
12	ALUMINUM STORAGE FRAME - ANODIZED 6061 T6
13	ALUMINUM STORAGE FRAME - CLEAR ANODIZED ALUMINUM
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99	ALUMINUM STORAGE FRAME - CLEAR ANODIZED ALUMINUM
100	ALUMINUM STORAGE FRAME - CLEAR ANODIZED ALUMINUM



KEY	MATERIAL
1	GLAZING: MIRROR-CLEAR
2	GLAZING: MIRROR-CLEAR TINT
3A	SPANNING: MIRROR-CLEAR TINT
3B	MATCH GLAZING WHEN GLASS
4	MATCH BLUE-TINTED VERDIA GLASS
5	BRICK: VENEER
6A	METAL PANEL: MILKY WHITE
6B	METAL: SILVER-GRANITE (M)
7	MESH: PERFORATED METAL PANEL
8	PAINTED CONCRETE
9	WOOD: OAK
10	WOOD: ORANGE
11	SEQUOIA: ON-FACI WIDE SIB
12	ALUMINUM: ANTI-CORROSION
13	SEALANT: POLYURETHANE
14	SEALANT: POLYURETHANE
15	SEALANT: POLYURETHANE
16	ALUMINUM: ANTI-CORROSION
17	ALUMINUM: ANTI-CORROSION
18	ALUMINUM: ANTI-CORROSION
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99	ALUMINUM: ANTI-CORROSION
100	ALUMINUM: ANTI-CORROSION

CNCL - 198



1 NORTH ELEVATION - DP
1/16" = 1:4"

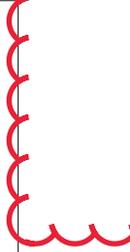
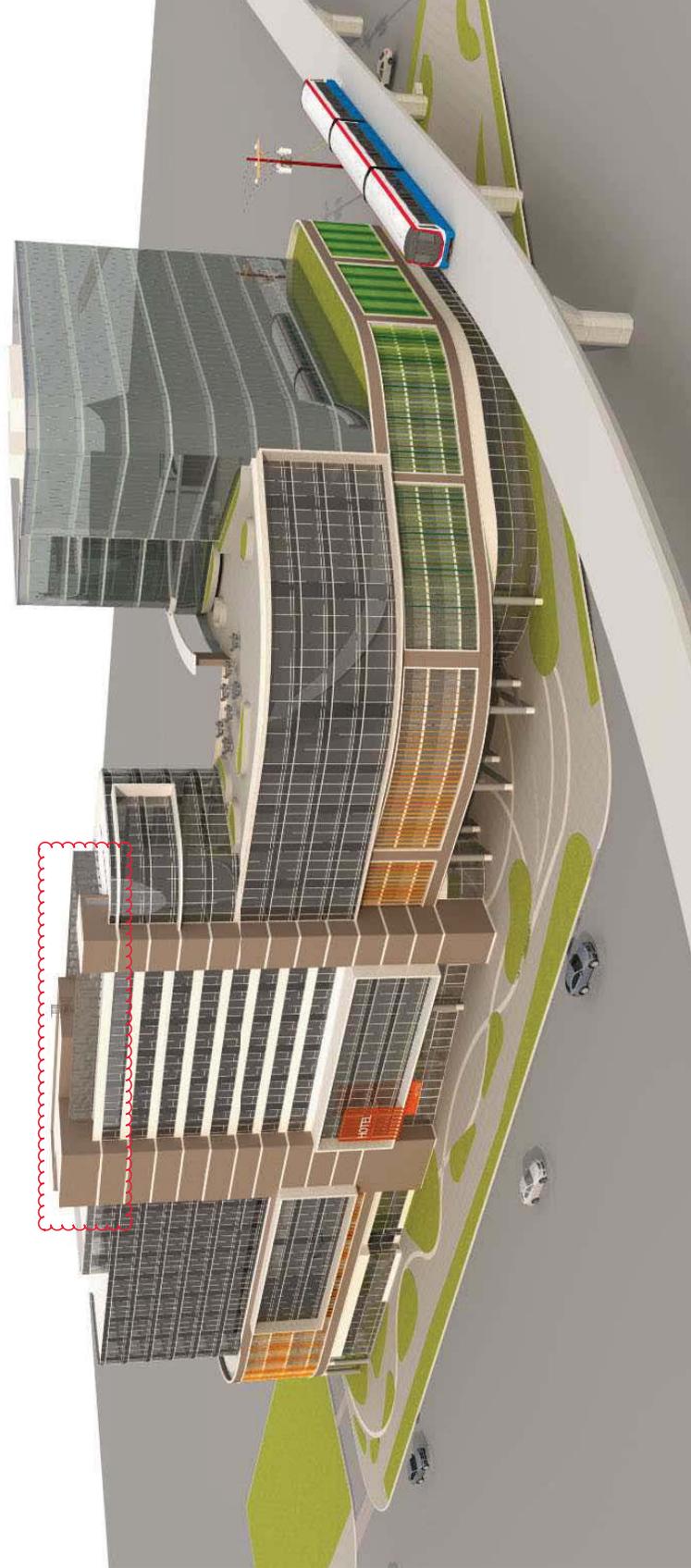
2 NORTH ELEVATION 2 - DP
1/16" = 1:4"

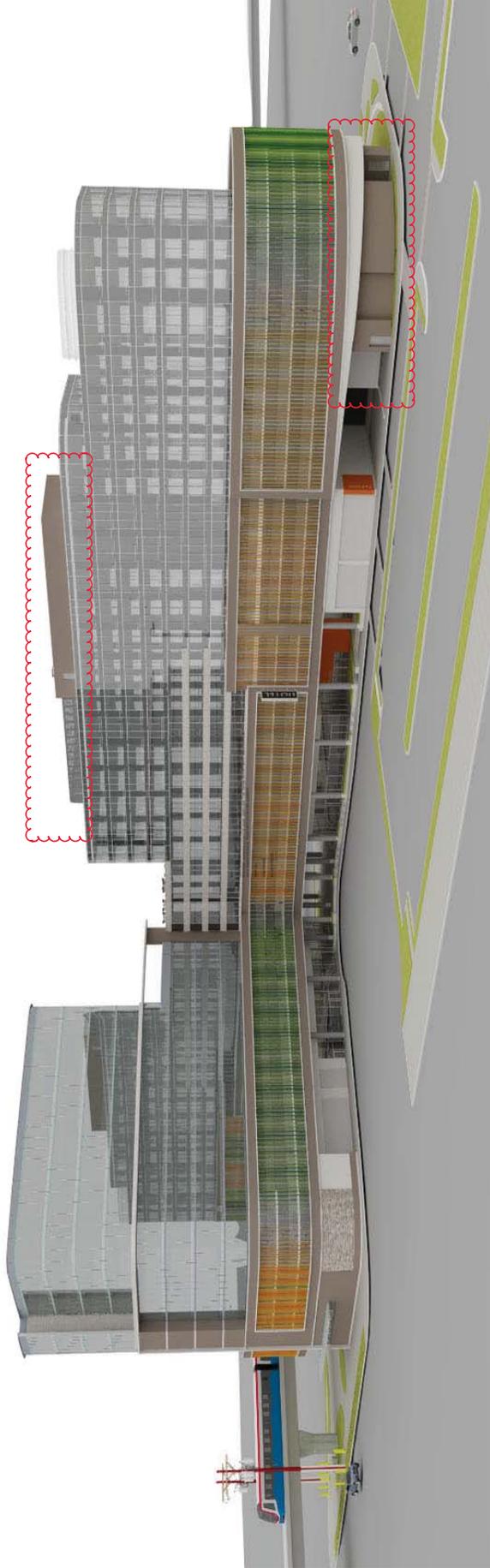
A - TOP OF PARAPET 46.14 m
A - ROOF 44.32 m
A - Level 12 41.27 m
A - Level 11 37.61 m
A - Level 10 33.95 m
A - Level 9 30.29 m
A - Level 8 26.64 m
A - Level 7 22.98 m
A - Level 6 19.32 m
A - Level 5 15.66 m
A - Level 4 12.00 m
A - Level 3 10.33 m
A - Level 2 7.86 m
A - Level 1 2.88 m

B - TOP OF PARAPET 38.34 m
B - ROOF 37.60 m
B - Level 12 34.86 m
B - Level 11 32.12 m
B - Level 10 28.37 m
B - Level 9 26.63 m
B - Level 8 23.89 m
B - Level 7 21.14 m
B - Level 6 18.40 m
B - Level 5 15.66 m
B - Level 4 12.99 m
B - Level 3 10.32 m
B - Level 2 7.86 m
B - Level 1 2.76 m













CNCL - 204





RZ 19-875774

Address: 8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way
 Applicant: New Continental Properties Inc. / Danny Leung, Wydanco
 Planning Area(s): City Centre Area Plan - Bridgeport Village- T5 (45m) and T5 (35) - VCB Overlay- DPG Sub-Area A.4

	Existing	Proposed
Owner:	New Continental Properties Inc.	No change
Site Size (m²):	10,441 m ²	9,380 m ²
Land Uses:	Commercial	Commercial and Education
OCP Designation:	Mixed Use	No change
Area Plan Designation:	Urban Centre T5 (45m) and Urban Centre T5 (35)	No change
Zoning:	LUC 126 and CA	ZMU39
Other Designations:	Sub-Area A.4; VCB overlay	No change

	Proposed Site-Specific Zone	Proposed via RZ 13-628557	Proposed via ZT 19-875774
Base FAR (max):	2.00	2.00	No change
Village Centre Bonus (VCB) (max):	1.00	1.00	No change
Total FAR (max):	3.00	3.00	No change
Commercial FAR (hotel and secondary uses) (max):	2.00	2.00	1.46
Office FAR (max):	3.00	0.50	0.98
Education (max):	0.50	0.50	0.50
Lot Coverage (max.):	90%	72%	No change
Setback- Bridgeport Road (min):	6.0 m /3.0 m	3.0 m	No change
Setback- No. 3 Road (min):	6.0 m /3.0 m	3.0 m	No change
Setback- Sea Island Way (min):	6.0 m /1.5 m	1.5 m	No change
Setback- Canada Line (min):	6.0 m	6.0 m	No change
Setback - Lanes	0.0 m	0.0 m	No change
Setback- Interior Side Yard (min):	0.0 m	>0.0 m	No change
Height Dimensional (geodetic) (max):	Area A: 47.0 m	46.1 m	46.6 m

Setback- Canada Line (min):	Area B: 42.0 m	37.65 m	40.5 m
Setback - Lanes	Area C: 37.0 m	35.4 m	N/A (Phase 2)
Height Accessory (max):	5.0 m	N/A	N/A
Subdivision/Lot Size (minimum):	3,400 m ²	3,480 m ²	No change
Off-street Parking (Parcel A+B+C plus Orphan):	548 (subject to reduction as per TDM and the conclusions of a Transportation Study accepted by City staff)	475	Areas A & B (Phase 1): 301 Area C (Phase 1 surface parking): 96 Phase 1 Total: 397
			Area C (Phase 2): 159 (-96 surface stalls counted via Phase 1 & including 66 stalls allocated to the orphan lot) Phase 2 Total: 63
			Phase 1 & 2 Total: 460
TDM Reduction (max):	Education uses: 20% All other uses: 10%	Education uses: 20% All other uses: 10%	No change
Class 1 Bicycle Parking:	127	129	Areas A & B (Phase 1): 54 Area C (Phase 2): 65 Phase 1 & 2 Total: 119
Class 2 Bicycle Parking:	132	132	Areas A & B (Phase 1): 64 Area C (Phase 2): 59 Phase 1 & 2 Total: 123
Loading - Medium (min):	6	6	No change
Loading - Large (min):	within lane system	within lane system	No change

GENERAL NOTE: All figures are based on the preliminary site survey site area and are subject to change with final survey dimensions. Further, the proposed development figures above have been modified to reflect the preliminary site survey site area and may differ slightly from the figures provided on the conceptual architectural drawings. .



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 9628 (RZ 13-628557)
8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island
Way**

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

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

a) Inserting into Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions, Permitted Uses column, Urban Centre (T5) row, under the list of uses:

“Additional uses are permitted south of Bridgeport Road and west of No. 3 Road, including:

- Commercial education and university education (excluding dormitory and child care), to maximum of 0.5 floor area ratio (FAR), provided that it is included in a development that exceeds 2.0 FAR, ~~is located on a site fronting No. 3 Road,~~ and, has a site area of between 8,000 m² and 11,000 m²”;

b) Deleting from Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions, Maximum Average Net Development Site Density column, Urban Centre (T5) row, under the sub-heading “Additional density, where applicable”:

“Village Centre Bonus: 1.0 for the provision of office uses only.”

and replacing it with:

“Village Centre Bonus:

- i. South of Bridgeport Road and west of No. 3 Road, where commercial education and university education (excluding dormitory and child care) uses are permitted: 1.0 for the provision of office and education uses only, provided that the total floor area of the education use does not exceed that of the office use; and
- ii. Elsewhere: 1.0 for the provision of office uses only”.

2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by
APPROVED by Manager or Solicitor



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9629 (RZ 13-628557)
8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following into Section 22 (Site Specific Commercial Use Zones), in numerical order:

“20.39 “High Rise Commercial (ZC39) – Bridgeport Gateway”

20.39.1 Purpose

The **zone** provides for a limited range of **uses**, including **hotel, office, commercial education, university education** and compatible **secondary uses** that are appropriate to a high-traffic, airport-oriented, **City Centre** location.

20.39.2 Permitted Uses

- hotel
- office

20.39.3 Secondary Uses

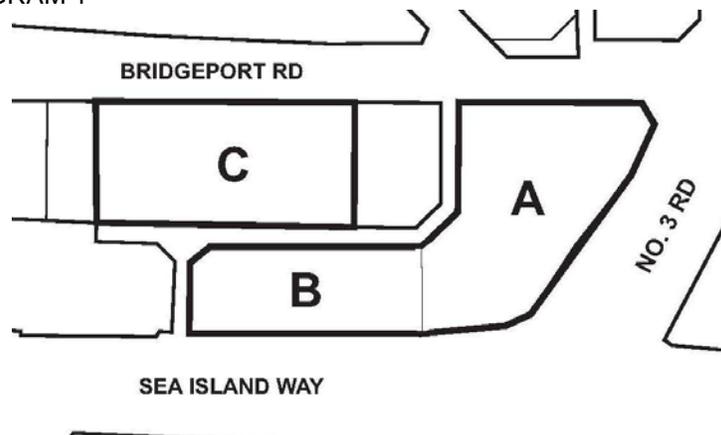
- retail, convenience
- restaurant

20.39.3A Additional Uses

- education, commercial
- education, university

20.39.4 Permitted Density

DIAGRAM 1



1. For the purposes of this **zone**, the calculation of **floor area ratio** is based on the total area of areas “A”, “B” and “C”, as shown in Diagram 1.
2. The maximum **floor area ratio** is 2.0.
3. Notwithstanding Section 20.39.4.2, the reference to “2.0” is increased by a maximum **density bonus floor area ratio** of 1.0 provided that:
 - a) the **lot** is located in the Village Centre Bonus Area designated by the City Centre Area Plan;
 - b) the **owner** uses the **density bonus floor area ratio** of 1.0 for **office, commercial education and university education uses** only;
 - c) the owner locates the **density bonus floor area** within areas “A” and “C”, as shown in Diagram 1;
 - d) the **density bonus floor area ratio** of the combined **commercial education and university education uses** located within area “AC”, as shown in Diagram 1, does not exceed either (i) the **density bonus floor area ratio** of the **office uses** located on area “A”, as shown in Diagram 1, or (ii) a **floor area ratio** of 0.5 , whichever is less; and
 - e) if, at the time **Council** adopts a zoning amendment bylaw to create the **zone** and include the **lot** in the **zone**, the **owner** pays a sum to the City (*City Centre Facility Development Fund*) calculated as 5% of the **density bonus floor area** (i) multiplied by the “equivalent to construction value” rate of \$69978,073.20/ sq. m, if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, multiplied by the “equivalent to construction value” rate of \$6,9978,073.20/ sq. m adjusted by the cumulative applicable annual changes to the Statistics Canada “Non-residential Building Construction Price Index” for Vancouver, where such change is positive; and
4. Notwithstanding Section 20.39.4.2 and Section 20.39.4.3, the maximum **floor area ratio** for areas “A” and “B” together, as shown in Diagram 1, is 2.50.

20.39.5 Permitted Lot Coverage

1. The maximum **lot coverage** for **buildings** for areas “A” and “B” together, as shown in Diagram 1, is 90% and for area “C”, as shown in Diagram 1, is 90%.

20.39.6 Yards & Setbacks

1. Minimum **setbacks** from **lot lines** and areas granted to the **City** via statutory **right-of-way** for **road** and **lane** purposes shall be:
 - a) for Bridgeport Road, 6.0 m, but this may be reduced to 3.0 m subject to a Development Permit approved by the **City**;
 - b) for No. 3 Road, 6.0 m, but this may be reduced to 3.0 m subject to a Development Permit approved by the **City**;

- c) for Sea Island Way, 6.0 m, but this may be reduced to 1.5 m subject to a Development Permit approved by the **City**;
 - d) for **lanes** and **lanes** that are **roads**, 0.0 m; and
 - e) for **interior side yards**, 0.0 m.
2. Minimum **setbacks** from the dripline of a Canada Line shall be 6.0 m.
 3. Notwithstanding Section 20.39.6.1, a minimum **building setback** of 1.5 m is required in any area where a **building** door provides direct **access** to or from **City** land or land secured by statutory **right-of-way** for **road, lane** or public purposes.

20.39.7 Permitted Heights

1. The maximum height for **principal buildings** located on the area identified as “A” in Diagram 1 in Section 20.39.4, is 47.0 m geodetic.
2. The maximum height for **principal buildings** located on the area identified as “B” in Diagram 1 in Section 20.39.4 is 37.0 m geodetic, but may be increased to 42.0 m geodetic subject to a Development Permit approved by the **City**.
3. The maximum height for **principal buildings** located on the area identified as “C” in Diagram 1 in Section 20.39.4 is 37.0 m geodetic.
4. The maximum **building height** for **accessory buildings** is 5.0 m.

20.39.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** is 3,400 sq. m.
2. There are no minimum **lot width** and **lot depth** requirements.

20.39.9 Landscaping & Screening

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

20.39.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle **parking spaces** and **loading spaces** shall be provided according to the standards set out in Section 7.0 except that:
 - a) for **commercial education** and **university education uses**, the required number of **parking spaces** shall be calculated as 0.4 per student and 0.4 per staff member;
 - b) the minimum on-site **vehicle parking space** calculation for **commercial education** and **university education uses** may be reduced by an additional 20% where the **owner** implements transportation demand management measures, including:
 - i. transit passes for all staff members in perpetuity;

- ii. a shuttle bus provided in perpetuity for both staff members and students;
 - iii. priority car-pool **parking** for students and staff members; and
 - iv. voluntary cash contribution of \$100,000 towards pedestrian crossing enhancements along Bridgeport Road.
- c) large size **loading spaces** are not required.

20.39.11 Other Regulations

1. The following **uses** are only permitted within the area identified as “**AC**” in Diagram 1, and are only permitted if the maximum **floor area ratio** is increased from 2.0 to 3.0 pursuant to Section 20.39.4.3:
 - a) **commercial education**; and
 - b) **university education**.
 2. **Dormitory** and **child care uses** are prohibited.
 3. **Telecommunication antenna** must be located a minimum 20.0 m above the ground (i.e., on a roof of a **building**).
 4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designations of the following parcels and by designating them **HIGH RISE COMMERCIAL (ZC39) – BRIDGEPORT GATEWAY**:

- P.I.D. 024-947-962
 LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN LMP48700
- P.I.D. 004-069-188
 LOT 80 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 56425
- P.I.D. P.I.D. 001-941-003
 STRATA LOT 1 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM
- P.I.D. 001-941-011
 STRATA LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1
- P.I.D. 000-541-362
 LOT 90 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 57164
- P.I.D. 024-947-989
 LOT 4 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN LMP48700

P.I.D. 003-727-246
LOT 85 EXCEPT PART SUBDIVIDED BY PLAN 57164 SECTION 28 BLOCK 5
NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 56425

3. That the Mayor and Clerk are hereby authorized to execute any documents necessary to discharge "Land Use Contract 126" (having charge number RD85571 as modified by RD150271, RD 154654, RD 156206 and BV268786) from the following area:

P.I.D. 024-947-962
LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN LMP48700

P.I.D. 004-069-188
LOT 80 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 56425

P.I.D. 001-941-003
STRATA LOT 1 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN
INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT
ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM

P.I.D. 001-941-011
STRATA LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN INTEREST IN THE
COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE
STRATA LOT AS SHOWN ON FORM 1

P.I.D. 000-541-362
LOT 90 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 57164

P.I.D. 024-947-989
LOT 4 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN LMP48700

P.I.D. 003-727-246
LOT 85 EXCEPT PART SUBDIVIDED BY PLAN 57164 SECTION 28 BLOCK 5
NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 56425

4. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9629”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION
AND INFRASTRUCTURE APPROVAL

ADOPTED

MAYOR

CORPORATE OFFICE

CITY OF RICHMOND
APPROVED by
APPROVED by Director or Solicitor



City of
Richmond

OCP Amendment and Rezoning Considerations

Development Applications Department
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 8320, 8340, 8360 and 8440 Bridgeport Road and 8311 and 8351 Sea Island Way

File No.: ZT 19-875774 (amending RZ 13-628557)

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, the owner is required to complete the following.

(OCP Amendment)

1. Final Adoption of OCP Amendment Bylaw 9628.

(External Agencies)

2. ***(Ministry of Environment)*** Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues.

Note: MOE no further correspondence required on file.

Note: This approval is required prior to the dedication or fee simple transfer of any land or road to the City.

3. ***(Provincial Ministry of Transportation & Infrastructure - Site)*** Final approval of the proposed OCP amendments and rezoning, including acceptance of final transportation studies, access and egress agreements and road functional designs, as developed through the Development Permit (DP) and Servicing Agreement (SA) processes.

Note: Preliminary approval and a subsequent extension from MOTI have been received and are on file. Expiration date: March 21, 2018.

4. ***(Provincial Ministry of Transportation & Infrastructure - Off-site)*** Provision and approval of road functional drawings for the future Sea Island Way deceleration lane to the west of the subject site.
5. ***(South Coast British Columbia Transportation Authority (TransLink))*** Final approval of the proposed OCP amendments, rezoning, development permit and servicing agreement, subject to a no building permit issuance agreement. (Refer to Covenants and Agreements section.)

Note: Preliminary comments from Translink have been received and are on file.

6. ***(Trans Mountain Pipeline/Kinder Morgan Canada)*** Final confirmation that Kinder Morgan is prepared to enter into a Pipeline Proximity Installation Permit for all on-site and off-site works directly with the owner of the development site.

Note: Preliminary comment from Kinder Morgan has been received and is on file.

7. ***(BC Hydro)*** Final confirmation, in conjunction with the Servicing Agreement (SA) process, from BC Hydro that it concurs with any changes to the hydro transmission poles, associated equipment and other circumstances (such as location of protection bollards) arising through the Development Permit (DP) and Servicing Agreement (SA) processes.

Note: Preliminary comment has been received from BC Hydro and is on file.

(Submissions)

8. **(Transportation Reports)** Submission of final transportation reports (Infrastructure Changes, Access Strategy, Parking, Transportation Demand Management, Traffic Impact Assessment), signed and sealed, to the satisfaction of the City.

Note: Final report on file.

9. **(Road Functional Drawings)** Submission of final interim and ultimate road functional drawings, signed and sealed, to the satisfaction of the City.

Note: Preliminary road functional drawings on file.

(Subdivision, Dedications and Statutory-Rights-of-Way)

10. **(Discharges)** Discharge of the following charges:

- a) With respect to 8320 Bridgeport Road:
- Statutory-Right-of-Way – City of Richmond – BR25282
 - Covenant No. BR25294

11. **(Subdivision)** Registration of a Subdivision Plan for the subject site, which satisfies the following conditions:

- a) acceptance by the City and the Ministry of Transportation and Infrastructure (MoTI) of submitted interim and ultimate road functional drawings;
- b) road dedications as follow:

For Parcel A+B (including 8440 Bridgeport Road and 8311 and 8351 Sea Island Way):

- i. land along Bridgeport Road to provide for road widening in accordance with Ministry of Transportation and Infrastructure (MoTI) requirements and to provide for boulevard cross-section improvements in accordance with City requirements;
- ii. land along No. 3 Road to provide for road and boulevard cross-section improvements in accordance with City requirements;
- iii. approximately 1.5 m for widening of the east-west vehicle travel lanes (Lane 4);
- iv. approximately 1.5 m for widening of the north-south vehicle travel lanes (Lane 2); and
- v. corner cuts and/or other geometries as required to provide required functionality.

For Parcel C (including 8320, 8340 and 8360 Bridgeport Road):

- vi. land along Bridgeport Road to provide for road widening in accordance with Ministry of Transportation and Infrastructure (MoTI) requirements and to provide for boulevard cross-section improvements in accordance with City requirements; and
 - vii. corner cuts and/or other geometries as required to provide required functionality,
- c) consolidation of the existing lots into two lots separated by a City lane, generally as shown in the Preliminary Subdivision Plan (Schedule 1) and including revision of any existing strata lots as required; and
- d) registration of a covenant on title of each lot created for the purpose of the subject development (Parcel A+B and Parcel C), to the satisfaction of the City, generally as described on the Preliminary Subdivision Plan(s) (RTC Attachment 9), stipulating that the registered lots may not be subdivided or sold or otherwise separately transferred without prior approval of the City.

12. **(Statutory Rights-of-Way)** Granting of public right of passage statutory rights of way in favour of the City as shown in the related Preliminary Statutory-Right-of-Way Plan (Schedule 1) subject to

minor modifications arising from design development of the building, landscape, frontage and road functional plans through the Development Permit (DP) and Servicing Agreement (SA) processes, as well as the requirements of other jurisdictions, where applicable, generally providing for:

- i. universal accessibility;
- ii. 24 hour a day access;
- iii. design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- iv. design and construction at owner's cost; and
- v. maintenance and repair at owner's cost,

and, specifically providing for:

For Parcel A+B (including 8440 Bridgeport Road and 8311 and 8351 Sea Island Way):

- vi. along the Bridgeport Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- vii. along the No. 3 Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- viii. along the north-south lane (Lane 1), a minimum 1.5 m wide strip to accommodate a sidewalk on the east side of the travel lanes;
- ix. along the east-west lane (Lane 4), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the south travel lane;
- x. at the intersection of the north-south and east west lanes (Lanes 1 and 4), the whole of the area provided for vehicle drop off and car and truck manoeuvring, as well as a minimum 1.5 m strip to accommodate a sidewalk adjacent to the travel lanes;
- xi. along the north-south lane (Lane 2), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the travel lanes; and
- xii. in all other areas, up to a line established a minimum of 1.5 m away from the building face and/or building-related outdoor open spaces along the Bridgeport Road, No. 3 Road and Sea Island Way frontages, except below the covered passage between Buildings A and B, unless otherwise determined through the Development Permit (DP) and Servicing Agreement (SA) processes;

For Parcel C (including 8320, 8340 and 8360 Bridgeport Road):

- xiii. along the Bridgeport Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- xiv. along the Bridgeport Road frontage, additional area up to a minimum of 1.5 m away from the building face and/or building-related outdoor open spaces, unless otherwise determined through the Development Permit (DP) and Servicing Agreement (SA) processes;
- xv. along the western edge, a minimum 7.5 m wide strip to accommodate a 6.0 m travel lane and a 1.5 m sidewalk; and
- xvi. along the east-west lane (Lanes 4 and 5), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the north travel lane; and

13. (***Statutory Rights-of-Way***) Granting of a public right of passage Statutory-Right-of-Way in favour of the City to accommodate car share spaces and drive aisle access and subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation, generally providing for:

- xvii. universal accessibility;
- xviii. 24 hour per day access;

- xix. design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- xx. design and construction at owner's cost; and
- xxi. maintenance and repair at owner's cost,

General Note: Refer also to Servicing Agreement conditions regarding existing and new PROP or utilities rights of way to be discharged, amended and/or created as a consequence of the Servicing Agreement approval.

General Note: Refer also to the District Energy Utility conditions regarding statutory rights of way related to district energy facilities.

General Note: Refer also to Servicing Agreement conditions regarding statutory rights of way related to private utility equipment and connections.

(Covenants and Agreements)

14. **(TransLink)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, stipulating that no building permit for all or any part of the development shall be issued until the applicant has provided the City with satisfactory written confirmation that all terms required by the South Coast British Columbia Transportation Authority (TransLink), as a condition of issuance of any building permit for the development, have been met.
15. **(Aircraft Noise)** Registration of an aircraft noise covenant on title, to the satisfaction of the City, suitable for Area 1B (new residential land uses prohibited) and Area 2 (new aircraft noise sensitive land uses permitted except new single family) and granting of a Statutory-Right-of-Way in favour of the Airport Authority.
16. **(Ambient Noise – Development Impacts)** Registration of an ambient noise and development impacts covenant on title, to the satisfaction of the City, noting that the development is located in a densifying urban area and may be subject to impacts that affect the use and enjoyment of the property including, but not limited to, ambient noise, ambient light, shading, light access, privacy, outlook, vibration, dust and odours from development or redevelopment of public and private land in the surrounding area.
17. **(Commercial Noise)** Registration of a commercial noise covenant on title, to the satisfaction of the City, indicating that commercial uses are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and that noise generated from rooftop HUAC units will comply with the City's Noise Bylaw.
18. **(Flood Construction Level)** Registration of a flood covenant on title, to the satisfaction of the City, identifying the basic minimum flood construction level of 2.9 m GSC for Area A.
19. **(Hotel – Length of Stay)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, securing the owner's and the owner's assignee's commitment to limit the length of stay of hotel guests to a maximum of six months.
20. **(Hotel – No Strata)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, for each hotel building prohibiting strata titling of individual or groups of hotel rooms.
21. **(Education – No Strata)** Registration of covenant or alternative legal agreement on title, to the satisfaction of the City, prohibiting strata titling of the 0.5 FAR of the floor area that is eligible for commercial (including office) and education use.

22. (**Vehicle Access and Egress**) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, subject to the approval of the Director of Transportation, stipulating that there shall be no direct vehicle access or egress for the site from Bridgeport Road, No. 3 Road and Sea Island Way, except as required to access the lane Statutory-Right-of-Way (Lane 3) and except as required to provide for temporary egress from 8360 and 8380 Bridgeport Road as described under (**Egress – Orphan Lot**).
23. (**Egress – Orphan Lot**) Registration of a covenant on title and an associated Statutory-Right-of-Way, to the satisfaction of the City and subject to the approval of the Director of Transportation and the Minister of Transportation and Infrastructure, in favour of the City and the Province, securing the owner's commitment to provide for vehicular egress from the existing angled parking located in the front yard of the existing development at 8380 Bridgeport Road, until such time that the property at 8380 Bridgeport Road is redeveloped, including the following:
- a) granting of a Statutory-Right-of-Way in favour of the City running from the existing front yard parking on 8380 Bridgeport Road adjacent to the east property line of Parcel C (currently 8360 Bridgeport Road) to the east-west City lane south of Bridgeport Road generally as described in the Preliminary Statutory-Right-of-Way Plan (Schedule 2) and providing for:
 - 24 hour a day use; and
 - design and construction at owner's cost and maintenance and repair at owner's cost;
 - b) providing for temporary encroachment of the existing building on Parcel C (currently located on 8360 Bridgeport Road) into the Statutory-Right-of-Way until such time that the use of the Statutory-Right-of-Way is required, at which time the existing building shall be demolished;
 - c) during Phase 1 of the subject development (Parcel A+B and Interim Parcel C) and until such time that the frontage improvements along Bridgeport Road are commenced, providing for access through Parcel C (specifically the front yard area currently located on 8360 Bridgeport Road) to the existing egress point on Bridgeport Road, as is the current arrangement (see temporary exit route per MPT Engineering Ltd. drawing – Schedule 3) and providing for:
 - 24 hour a day use; and
 - maintenance and repair at owner's cost; and
 - d) at the time that the Phase 1 Bridgeport Road frontage improvements are commenced, providing for access through the subject Statutory-Right-of-Way; and
 - e) providing for the discharge of this covenant and the associated Statutory-Right-of-Way at the time that the property at 8380 Bridgeport Road is redeveloped.
24. (**Parking – Orphan Lot**) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, in favour of the City of Richmond, securing the owner's commitment to provide parking spaces for the future benefit of the property at 8380 Bridgeport Road at the time that 8380 Bridgeport Road is redeveloped generally providing for:
- a) universal accessibility;
 - b) 24 hour a day open access or with more limited or secure access arrangements to the satisfaction of the owner of 8380 Bridgeport Road;
 - c) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
 - d) design and construction at owner's cost; and
 - e) maintenance and repair at owner's cost;

and specifically providing for:

- f) the number of spaces shall be calculated based on the required parking at the time of redevelopment of 8380 Bridgeport Road minus 16 spaces;
- g) the spaces shall be located on Parcel C, except during construction of the parkade on Parcel C, if applicable, in which case they may be temporarily relocated to Parcel A+B;
- h) the spaces shall include disabled, large car and small car spaces consistent with the requirements of the Richmond Zoning Bylaw;
- i) vehicle and pedestrian access shall be provided through the subject development to and from the parking spaces without restriction during normal business hours and with security access during non-business hours; and
- j) provision of wayfinding signage.

Note: The forgoing agreement applies in the case of Phase 1 of the development (Parcel A+B with temporary surface parking on Parcel C) and Phase 2 of the development (Parcel C including construction of a permanent parkade with parking spaces for Parcel A+B and Parcel C), as well as the transition period between Phase 1 and Phase 2.

- 25. **(Transit Passes – Education Students)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide to all students attending the commercial and university education institutions free monthly, two-zone transit passes or equivalent in perpetuity and to provide for implementation measures to the satisfaction of the City and subject to the approval of the Director of Transportation.
- 26. **(Transit Passes – Education Staff)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide to all staff of the commercial and university education institutions free monthly, two-zone transit passes or equivalent in perpetuity and to provide for implementation measures to the satisfaction of the City and subject to the approval of the Director of Transportation..
- 27. **(End of Trip Facilities)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide cycling end of trip facilities for each of the uses (e.g. hotel, office and education) on each sites A, B, and C, generally providing for:
 - a) universal accessibility;
 - b) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
 - c) design and construction at owner's cost; and
 - d) maintenance and repair at owner's cost,
 and, specifically providing for:
 - e) one male facility and one female facility, each with a minimum of two showers;
 - f) location such that the facilities are easily accessible from bicycle parking areas and all intended users.
 - a) identification of the cycling end of trip facilities in the Development Permit plans;
 - b) identification of the cycling end of trip facilities in the Building Permit plans; and
 - c) provision of wayfinding signage for the end of trip facilities prior to Building Permit issuance granting occupancy.

Note: Facilities shall be a handicapped-accessible suite of rooms containing a change room, toilet, wash basin, shower, lockers, and grooming station (i.e. mirror, counter, and electrical outlets) designed to accommodate use by two or more people at one time.

28. (***Car Share Provisions***) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to, in Phase 1, provide two car-share spaces with drive aisle access, secured with Statutory-Right-of-Way in favour of the City, generally providing for:

- a) universal accessibility;
- b) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- c) design and construction at owner's cost; and
- d) maintenance and repair at owner's cost,

and, specifically providing for:

- d) safe public access 24 hours a day;
- e) one EV quick-charge (240 volt) charging station for their convenient and exclusive use of the two spaces;
- f) identification of the location, size, access, EV and CPTED characteristics of the car share spaces on the Development Permit plans;
- g) identification of the location, size, access, EV and CPTED characteristics of the car share spaces on the Building Permit plans;
- h) provision of wayfinding signage for the car share spaces prior to Building Permit issuance granting occupancy;
- i) provision of the car share spaces and associated access at no cost to the car share operator;
- j) provision of the car share spaces and associated access at no cost to individual users of the car share service, except as otherwise determined by the City;
- k) provision of one car share car for a minimum of three years, at no cost to the car share operator;
- l) submit a draft contract of the agreement between the Developer and the car share provider for City's review;
- m) submission of a Letter of Credit prior to Development Permit for the sum of \$30,000 to secure the developer's commitment to provide the car share cars;
- n) agreement to voluntarily contribute the \$30,000 secured by LOC towards alternate transportation demand management modes of transportation should the car share cars not be provided at the time of Building Permit issuance granting occupancy;
- o) prior to Building Permit issuance granting occupancy, entering into a contract with a car share operator for a minimum of three years from the first date of building occupancy, a copy of which shall be provided to the City; and
- p) agreement that, in the event that the car-share facilities are not operated for car-share purposes as intended via the subject rezoning application (e.g., operator's contract is terminated or expires), control of the car-share facilities shall be transferred to the City, at no cost to the City, and the City at its sole discretion, without penalty or cost, shall determine how the facilities shall be used going forward.

29. (***Electric Vehicle Provisions – Cars and Bicycles***) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to:

- a) install and maintain a minimum of 20% of vehicle parking spaces with a 240 volt plug-in receptacles for the future addition of shared use charging stations;
- b) install and maintain a minimum of 10% of Class 1 bicycle parking spaces with a 120 volt plug in receptacles for the future addition of shared use charging stations;

- c) identify the spaces and equipment in the Development Permit plans;
- d) identify the spaces and equipment in the Building Permit plans; and
- e) prior to Building Permit issuance granting occupancy, provide wayfinding and stall identification signage for the electric vehicle spaces.

Note: Additional EV requirements pertaining to car share cars included in Car Share Covenant.

30. (**Shuttle Bus**) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide a shuttle bus for staff and/or student to use as a means to transport between the subject site, the Vancouver International Airport (YVR), Canada Line rapid transit stations and/or other locations, in perpetuity or for the life of the of the proposed commercial and university education uses.
31. (**Priority Car Pool Parking**) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide a minimum 2% of the total number of parking spaces required for the commercial and university education as car pool parking spaces in perpetuity or for the life of the proposed commercial and university education uses to be located on Parcel A+B.
32. (**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).

(Contributions)

33. ***(Connectivity Measures)*** City acceptance of the owner's offer to voluntarily contribute \$697,199 for transportation connectivity improvements in Bridgeport Village and Capstan Village (*General Account (Transportation) # 5132-10-550-55005-0000*).
34. ***(Community Facilities)*** City acceptance of the owner's offer to voluntarily contribute at least \$3,786,329.39 (five percent of the Village Centre Bonus floor area calculated using the proposed floor area e.g. 0.05 x 1.0 x 9380 m² x \$8,073.20 /m²) towards the development of community facilities (*City Centre Facility Development Fund - Account # 7600-80-000-90170-0000*). Should

the contribution not be provided within one year of the application receiving third reading, the construction value multiplier (\$8,073.20) 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.

35. **(Community Planning)** City acceptance of the owner’s offer to voluntarily contribute at least \$90,871.91 (100% of the total floor area calculated using the proposed floor area e.g. 28,140 m² x \$3.23 / m²) towards City Centre community planning (*CC-Community Planning and Engineering Account # 3132-10-520-00000-0000*).
36. **(Public Art)** City acceptance of the owner’s offer to voluntarily contribute at least \$142,365.98 (100% commercial floor area @ \$5.06 per square meter calculated using the proposed floor area e.g. 28,140 m² x \$4.63 /m²) towards public art (*15% to Public Art Provision Account # 7500-10-000-90337-0000 and 85% to ma # 7600-80-000-90173-0000*).
37. **(Transportation Demand Management)** City acceptance of the owner’s offer to voluntarily contribute \$100,000 towards TDM pedestrian crossing enhancements along Bridgeport Road (*General Account (Transportation) # 5132-10-550-55005-0000*).
38. **(Trees – City Property)** City acceptance of the owner’s offer to voluntarily contribute \$9,100 (calculated as 7 x \$1,300 per tree) for the planting of replacement trees within the City (*Tree Compensation Fund Account # 2336-10-000-00000-0000*).

Per Current Floor Area Estimates in m²:

Floor Area Total	Retail/Restaurant	Hotel	Office/ Education	VCB
28,140	975	17,785	9,380	9,380

(Development Permit)

39. Submission and processing of a Development Permit* application for Parcels “A” and “B” completed to a level deemed acceptable by the Director of Development, demonstrating:
 - a) design development of the rezoning concept to address, unless otherwise determined by the Director of Development:
 - i. Council directions arising out of Public Hearing;
 - ii. form and character objectives noted in the associated Report to Planning Committee;
 - iii. comments of the Advisory Design Panel;
 - iv. the requirements of TransLink related to Development Permit (DP) level consent;
 - v. technical resolution, as necessary, of building services, private utilities, public utilities, parking and loading and waste management, including provision of final on-site utility, loading, waste management, signage and wayfinding plans; and
 - vi. technical resolution, as necessary, of the landscape design including but not limited to provision of adequate soil depth and automatic irrigation systems where appropriate;
 - b) Submission of confirmation that the building is designed with the capability to connect to and be serviced by a DEU. The applicant must also provide an energy modelling report satisfactory to the Director of Engineering.
 - c) the owner’s commitment to design and construct the development in accordance with rezoning policy, the rezoning considerations and the draft site-specific zoning bylaw, by incorporating information into the Development Permit plans (inclusive of architectural, landscape and other plans, sections, elevations, details, specifications, checklists and supporting consultant work) including, but not limited to:
 - i. statutory rights of way, easements, encroachments, no build areas, agreements and other legal restrictions;

- ii. flood construction level(s);
- iii. use, density, height, siting, building form, landscaping, parking and loading and other zoning provisions;
- iv. site access and vehicular crossings;
- v. location and details of EV-charging and EV-ready vehicle and bicycle parking spaces;
- vi. location and details of car-share parking spaces;
- vii. location and details of car-pool parking spaces;
- viii. location and details of orphan lot parking spaces (temporary and permanent);
- ix. required end of trip facilities, including their location, number, size, type and use;
- x. the location of areas reserved for DEU connection facilities and a notation regarding the need for DEU pre-ducting;
- xi. an Accessibility Checklist and identification of specific recommended measures on the plans, where relevant;
- xii. a CPTED Checklist and identification of specific recommended measures on the plans, where relevant;
- xiii. a LEED Checklist with measures recommended by a LEED AP BD+C to achieve LEED Silver equivalent and identification of specific measures to be incorporated into the Building Permit plans;
- xiv. on the landscape plan and roof plans, if applicable:
 - a. the location and specifications for ecological network landscaping;
 - b. the location and specifications for intensive and extensive green roofs;
 - c. the location and dimension of required on-site tree protection;
 - d. the location, dimensions and specifications for replacement trees;
- ii. include a mix of coniferous and deciduous trees;
- iii. include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
- iv. include the 5 required replacement trees with the following minimum sizes:
- xv. location and dimensions of tree protection on City property and on 8380 Bridgeport Road,
- xvi. submission of a contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review; and
- xvii. notation regarding the location and general form of public art, in the case that the public art contribution is located on the site or building.

(Letter of Credit – Trees, Ecological Network and Landscape)

- d) Submission of a letter of credit for landscaping based on 100% of the cost estimate provided by the Landscape Architect, including installation costs, plus a 10% contingency cost.

(Servicing Agreement)

- 40. Submission and processing of a Servicing Agreement* application, completed to a level deemed acceptable by the Director of Engineering, for the design and construction of works associated with the proposed rezoning, subject to the following conditions:

(Development Phasing)

- a) All utilities and transportation works to be completed in the first phase of development except where limited by interface issues.

(Utilities – Engineering)

(Water Works)

- b) Using the OCP Model, there is 551 L/s of water available at a 20 psi residual at the hydrant located at the frontage of 8320 and 8340 Bridgeport Road and 309 L/s available at 20 psi residual at the hydrant located at the frontage of 8311 Sea Island Way. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit Stage.
 - ii. Review, via the Servicing Agreement (SA) design, the impact of the proposed offsite works (e.g., frontage improvements, road widening, private utility works such as hydro, telecom and gas, etc.) on the existing 300mm diameter AC watermain along the Bridgeport Road frontage of 8320, 8340 and 8360 Bridgeport Road and provide mitigation measures.
 - iii. Remove the existing AC watermain along the south property lines of 8311 and 8351 Sea Island Way and 8440 Bridgeport Road and install as replacement within the Sea Island Way roadway approximately 130 meters of new watermain. Tie-ins shall be to the existing watermains in Sea Island Way and No. 3 Road. Installation of the new watermain within Sea Island Way roadway may be required prior to start of soil densification and/or preload works subject to the result of the required Geotechnical assessment below.
 - iv. Install approximately 260 meters of new 200mm diameter watermain and fire hydrants (spaced as per City standard) along the proposed development's lane frontages. The new watermains shall be tied-in to the existing watermains along Sea Island Way and Bridgeport Road.
 - v. Install fire hydrants spaced as per City standard along the proposed development's Bridgeport Road, Sea Island Way and No. 3 Road frontages.
- c) At Developers cost, the City will:
- i. Cut and cap the north end of the existing 250mm diameter watermain at the southeast corner of 8440 Bridgeport Road.
 - ii. Cut and cap at main all existing water service connections.
 - iii. Complete all proposed watermain tie-ins.

(Storm Sewer Works)

- d) The Developer is required to:
- i. Upgrade approximately 95 meters of existing 375mm diameter storm sewers to 600mm diameter storm sewer along the development's Bridgeport Road frontage complete with new manholes at each end. A three (3) meter wide utility right of way is required along the entire north property line of 8320, 8340 and 8360 Bridgeport Road for the new 600 mm storm sewer.
 - ii. Upgrade the existing 450 mm diameter storm sewer (complete with new manholes spaced as per City standard) with a length of approximately 85 meters from existing manhole STMH6106 (located at the north end of the existing lane between 8380 and 8440 Bridgeport Road) to existing manhole STMH9189 (located at the southwest corner of No 3 Road and Bridgeport Road intersection), to 600 mm diameter storm sewer. The existing storm sewers and manholes shall be removed to accommodate the storm sewer upgrade. A

three (3) meter wide utility right of way is required along the entire north property line of 8440 Bridgeport Road for the new 600 mm storm sewer. Coordination with BC Hydro Transmission department is required to address potential impact of the storm sewer installation to the existing Transmission pole.

- iii. Upgrade the existing 375mm and 450mm diameter storm sewers along No. 3 Road frontage to 600mm diameter storm sewer complete with new manholes spaced as per City standard. The new 600mm diameter storm sewers with an approximate length of 120 meters shall be installed in a new alignment from the new manhole at the southwest corner of No 3 Road and Bridgeport Road intersection to a new manhole which will be located within the intersection of No 3 Road and Sea Island Way. The existing 375mm and 450mm storm sewers and manholes along the east property line of 8440 Bridgeport road shall be removed.
 - iv. Remove the existing 375 mm diameter storm sewer from existing manhole STMH9174 (located at the northwest corner of No 3 Road and Sea Island intersection) to existing manhole STMH9175 (located at the south end of the existing lane between 8211 and 8311 Sea Island Way) with a length of approximately 115 meters. Install within the Sea Island Way roadway new 600 mm diameter storm sewers (complete with new manholes spaced as per City standard) from the new manhole at the intersection of Sea Island Way and No. 3 Road to approximately 120 meters to the west.
 - v. Install new storm sewers complete with manholes as per City standard in the proposed lanes along the west property lines of 8311 Sea Island Way and 8320 Bridgeport Road. Tie-ins shall be to the new storm sewers at Bridgeport Road and Sea Island Way.
- e) At Developers cost, the City will:
- i. Cut and cap at main all existing storm service connections.
 - ii. Remove all existing inspection chambers and storm service leads and dispose offsite.
 - iii. Complete all proposed storm sewer tie-ins.

(Sanitary Sewer Works)

- f) The Developer is required to:
- i. No upgrade required to the existing sanitary sewers at the lane frontages.
- g) At Developers cost, the City will:
- i. Cut and cap at main all existing sanitary service connections.
 - ii. Remove all existing inspection chambers and sanitary leads and dispose offsite.
 - iii. Complete all proposed sanitary sewer service connections and tie-ins.

(Frontage Improvements – Engineering)

- h) The Developer is required to:
- i. Provide other frontage improvements as per Transportation's requirements. Improvements shall be built to the ultimate condition wherever possible.
 - ii. Provide street lighting along Bridgeport Road, No. 3 Road, Sea Island Way and lane frontages.
Note: All Servicing Agreement (SA) works within MoTI's jurisdiction will need to be reviewed and approved by MoTI before City staff are able to grant final approval to the Servicing Agreement (SA) design.
 - iii. Remove or put underground the existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) along the lane frontages of 8320 to 8340 Bridgeport Road and 8311 to

- 8351 Sea Island Way. The developer is required to coordinate with the private utility companies.
- iv. Pre-duct for future hydro, telephone and cable utilities along all Bridgeport Road, No. 3 Road, Sea Island Way and lane frontages.
 - v. Remove and/or relocate an existing above ground kiosk at the Bridgeport Road frontage of 8440 Bridgeport Road.
 - vi. Coordinate with BC Hydro, prior to start of site densification and pre-load works (if required), to address any impact on the existing BC Hydro Transmission pole and overhead lines at the Bridgeport Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing transmission poles may be required.
 - vii. Confirm with BC Hydro (Transmission) the required clearance between the existing transmission pole and the proposed curb at the Bridgeport Road frontage of 8440 Bridgeport Road. Relocation of the existing transmission pole within the proposed development may be required, at developer's costs, if the resulting clearance between the proposed curb and existing transmission pole is not acceptable to BC Hydro (Transmission).
 - viii. Coordinate with Pro Trans BC prior to start of site densification and pre-load works (if required) to address any impact on the existing Canada Line guiderail and columns along the No. 3 Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing Canada Line guiderail and columns may be required.
 - ix. Coordinate with Kinder Morgan, prior to start of site densification and pre-load works (if required) to address any impact on the existing jet fuel line along Bridgeport Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing jet fuel may be required.
 - x. Provide, prior to start of site preparation works, a geotechnical assessment of preload, soil densification, foundation excavation and dewatering impacts on the existing sanitary sewer along the lane frontages and the existing AC watermain along the south property line of 8311 and 8351 Sea Island Way and 8440 Bridgeport Road and the existing AC watermain at Bridgeport Road frontage, and provide mitigation recommendations. The mitigation recommendations if necessary (e.g., removal of the AC watermain and its replacement within the Sea Island Way roadway, etc.) shall be constructed and operational, at developer's costs, prior to soil densification, pre-load and/or foundation excavation.
 - xi. Video inspections of adjacent sewer mains to check for possible construction damage are required prior to start of soil densification and preload and after preload removal. At their cost, the developer is responsible for rectifying construction damage.
 - xii. Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of Statutory Rights of Way that shall be shown in the functional plan and registered prior to Servicing Agreement (SA) design approval:

- BC Hydro Vista - Confirm Statutory-Right-of-Way dimensions with BC Hydro

- BC Hydro PMT – Approximately 4mW X 5m (deep) – Confirm Statutory-Right-of-Way dimensions with BC Hydro
- BC Hydro LPT – Approximately 3.5mW X 3.5m (deep) – Confirm Statutory-Right-of-Way dimensions with BC Hydro
- Street light kiosk – Approximately 2mW X 1.5m (deep)
- Traffic signal controller cabinet – Approximately 3.2mW X 1.8m (deep)
- Traffic signal UPS cabinet – Approximately 1.8mW X 2.2m (deep)
- Shaw cable kiosk – Approximately 1mW X 1m (deep) – show possible location in functional plan. Confirm Statutory-Right-of-Way dimensions with Shaw
- Telus FDH cabinet - Approximately 1.1mW X 1m (deep) – show possible location in functional plan. Confirm Statutory-Right-of-Way dimensions with Telus

(General Items – Engineering)

- i) The Developer is required to:
- i. Grant utilities statutory rights of way for required connections between City utilities and the development as determined within the Servicing Agreement process.
 - ii. 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 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.
 - iii. Undertake pre and post construction elevation surveys of adjacent roads, underground utilities (e.g. manhole rims, manhole inverts, service boxes, etc.) and property lines to determine settlement amounts.
 - iv. Undertake pre and post construction video inspections of adjacent sewer mains to check for possible construction damage. At their cost, the developer is responsible for rectifying construction damage.
 - v. Coordinate the servicing agreement design and offsite construction works with MoTI, Trans Mountain Pipeline (Jet Fuel), Kinder Morgan Canada, BC Hydro Transmission, Pro Trans BC and Metro Vancouver due to proximity of works to Sea Island Way, Bridgeport Road, the jet fuel line, BC Hydro transmission line, Metro Vancouver's trunk sewer, and Canada line overhead railway and columns.

(Frontage Improvements – Transportation)

- j) The developer is responsible for the design and construction of the works shown on the Preliminary Functional Road Plan (to be submitted, reviewed and approved by staff), supported in principle by the City staff, subject to review and approval of the detailed Servicing Agreement (SA) designs, which shall include, but may not be limited to, the following.

Note: In addition to the following, landscape features are required to the satisfaction of the City, as determined via the Servicing Agreement (SA) and Development Permit review and approval processes. Landscaped improvements may include, but shall not be limited to, street trees, landscaped boulevard, hard- and soft-scape features, street furnishings, decorative paving, and innovative storm management features, as appropriate.

k) The Developer is required to:

i. For No. 3 Road Frontage:

Along the entire No. 3 Road frontage, complete the following road cross-section (east to west):

- Existing southbound traffic lanes to remain.
- Using the edge of the existing southbound curb lane, convert and widen the existing on-street bike lane to a raised bike lane, which would include: 0.15m wide roll-over curb, 1.8m wide asphalt riding surface, and 0.3m wide Richmond Urban Curb.
- Min. 1.5m wide treed boulevard.
- Min. 3.0m wide concrete sidewalk (Min. 2.0 m provided as dedication).

Note: The alignment of the sidewalk and boulevard may need to be shifted westward to avoid the existing Canada Line Guideway column.

Note: Along the No. 3 Road frontage north of the Canada Line guideway column, an allowance should be made for the future provision of a 3.5m wide bus bay.

Note: The location of the sidewalk may need to be adjusted to avoid conflicts with BC Hydro infrastructure.

ii. For Bridgeport Road Frontage:

Along the entire Bridgeport Road frontage, complete the following cross-section (north to south):

- MoTI requirements: deceleration lanes approaching both laneways, new 0.5m wide curb/gutter, 1.0m wide grass boulevard/utility strip.
- Min. 1.5m wide grassed/treed boulevard.
- Min. 3.0m wide concrete sidewalk (Min. 2.0 m provided as dedication)

Note: The location of the sidewalk may need to be adjusted to avoid conflicts with BC Hydro infrastructure.

iii. For Sea Island Way Frontage:

Along the entire Sea Island Way frontage, complete the following cross-section (south to north):

- MoTI requirements: road widening as necessary, new 0.5m wide curb/gutter, 1.0m wide grass boulevard/utility strip.
- Min. 1.5m wide grassed/treed boulevard.
- Min. 3.0m wide concrete sidewalk.

iv. For Lanes:

Lane 1: North/south lane off Bridgeport Road immediately west of No. 3 Road:

Widen existing 6m wide lane to provide a min. 6m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 2: North/south lane off Sea Island Way: Widen existing 6m wide lane to

provide a min. 7.5m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 3: North/south lane off Bridgeport Road west of Lane 1: Provide a new lane to include a min. 6m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 4: East/west lane between Lane 1 and Lane 2: Widen existing 6m wide lane to provide a 7.5m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the south side. Provide a rollover curb and a 1.5 m sidewalk on the north side of the lane also.

Lane 5: East/west lane between Lane 2 and Lane 3: Widen existing 6m wide lane to provide a 6.0 m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the north side.

- v. Corner cuts be provided at:
- All intersections due to the skewedness of the Bridgeport Road/No. 3 Road & Sea Island Way/No. 3 Road intersections, the exact size to be determined upon receiving the revised road functional plan.
 - All intersections of public roads and lanes, minimum 3m x 3m plus additional dedication to accommodate the turning of loading vehicle.

Note: Final MoTI approval is required prior to rezoning adoption.

Note: Land Dedication: Road functional design drawings incorporating the frontage improvements as noted above to be prepared by the applicant, which would need to be reviewed and approved by the City. Such approved road functional design drawings would then be used to determine the amount of land dedication and legal drawings can then be prepared accordingly.

- l) Applicant to consult with business operators/owners and provide relevant documentation within the area bordered by Sea Island Way, No. 3 Road, Bridgeport Road, River Road regarding the proposed change in internal lane configuration and traffic operation.
- m) Construction Timing: All works to be completed prior to final Building Permit inspection granting the occupancy of the first building (Phase 1) on the subject site.

(Servicing Agreement – Letter of Credit)

- n) Provision of a letter of credit to secure the completion of the works in an amount determined by the Director of Development.

Note: A separate Letter of Credit or other form of financial commitment may be required to secure the completion of interface works at a future date.

(Servicing Agreement – LTO Registration)

- o) Registration of the Servicing Agreement on title.

Prior to Building Permit issuance, the owner is required to complete the following.

41. **(Trans Mountain Pipeline/Kinder Morgan Canada)** The applicant must acquire a Proximity Permit from Kinder Morgan.

Note: Prior to Building Permit issuance the approved Development Permit and associated conditions, as well as any additional items referenced in “Schedule B: Assurance of Professional Design and Commitment for Field Review”, shall be incorporated into the Building Permit plans (drawings and documents).

Note: Prior to Building Permit issuance the developer must submit a “Construction Parking and Traffic Management Plan” to the Transportation Department. The Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

Note: Prior to Building Permit issuance the developer must 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.

General Notes:

1. Some of the foregoing items (*) may require a separate application.
2. Where the Director of Development deems it appropriate, legal agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

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

3. 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

Signed

Date



OCP Amendment and Rezoning Considerations

Development Applications Department
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 8320, 8340, 8360 and 8440 Bridgeport Road and 8311 and 8351 Sea Island Way

File No.: ZT 19-875774 (amending RZ 13-628557)

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, the owner is required to complete the following.

(OCP Amendment)

1. Final Adoption of OCP Amendment Bylaw 9628.

(External Agencies)

2. ***(Ministry of Environment)*** Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues.

Note: MOE no further correspondence required on file.

Note: This approval is required prior to the dedication or fee simple transfer of any land or road to the City.

3. ***(Provincial Ministry of Transportation & Infrastructure - Site)*** Final approval of the proposed OCP amendments and rezoning, including acceptance of final transportation studies, access and egress agreements and road functional designs, as developed through the Development Permit (DP) and Servicing Agreement (SA) processes.

Note: Preliminary approval and a subsequent extension from MOTI have been received and are on file. Expiration date: March 21, 2018.

4. ***(Provincial Ministry of Transportation & Infrastructure - Off-site)*** Provision and approval of road functional drawings for the future Sea Island Way deceleration lane to the west of the subject site.

5. ***(South Coast British Columbia Transportation Authority (TransLink))*** Final approval of the proposed OCP amendments, rezoning, development permit and servicing agreement, subject to a no building permit issuance agreement. *(Refer to Covenants and Agreements section.)*

Note: Preliminary comments from Translink have been received and are on file.

6. ***(Trans Mountain Pipeline/Kinder Morgan Canada)*** Final confirmation that Kinder Morgan is prepared to enter into a Pipeline Proximity Installation Permit for all on-site and off-site works directly with the owner of the development site.

Note: Preliminary comment from Kinder Morgan has been received and is on file.

7. ***(BC Hydro)*** Final confirmation, in conjunction with the Servicing Agreement (SA) process, from BC Hydro that it concurs with any changes to the hydro transmission poles, associated equipment and other circumstances (such as location of protection bollards) arising through the Development Permit (DP) and Servicing Agreement (SA) processes.

Note: Preliminary comment has been received from BC Hydro and is on file.

(Submissions)

8. **(Transportation Reports)** Submission of final transportation reports (Infrastructure Changes, Access Strategy, Parking, Transportation Demand Management, Traffic Impact Assessment), signed and sealed, to the satisfaction of the City.

Note: Final report on file.

9. **(Road Functional Drawings)** Submission of final interim and ultimate road functional drawings, signed and sealed, to the satisfaction of the City.

Note: Preliminary road functional drawings on file.

(Subdivision, Dedications and Statutory-Rights-of-Way)

10. **(Discharges)** Discharge of the following charges:

- a) With respect to 8320 Bridgeport Road:
- Statutory-Right-of-Way – City of Richmond – BR25282
 - Covenant No. BR25294

11. **(Subdivision)** Registration of a Subdivision Plan for the subject site, which satisfies the following conditions:

- a) acceptance by the City and the Ministry of Transportation and Infrastructure (MoTI) of submitted interim and ultimate road functional drawings;
- b) road dedications as follow:

For Parcel A+B (including 8440 Bridgeport Road and 8311 and 8351 Sea Island Way):

- i. land along Bridgeport Road to provide for road widening in accordance with Ministry of Transportation and Infrastructure (MoTI) requirements and to provide for boulevard cross-section improvements in accordance with City requirements;
- ii. land along No. 3 Road to provide for road and boulevard cross-section improvements in accordance with City requirements;
- iii. approximately 1.5 m for widening of the east-west vehicle travel lanes (Lane 4);
- iv. approximately 1.5 m for widening of the north-south vehicle travel lanes (Lane 2); and
- v. corner cuts and/or other geometries as required to provide required functionality.

For Parcel C (including 8320, 8340 and 8360 Bridgeport Road):

- vi. land along Bridgeport Road to provide for road widening in accordance with Ministry of Transportation and Infrastructure (MoTI) requirements and to provide for boulevard cross-section improvements in accordance with City requirements; and
 - vii. corner cuts and/or other geometries as required to provide required functionality,
- c) consolidation of the existing lots into two lots separated by a City lane, generally as shown in the Preliminary Subdivision Plan (Schedule 1) and including revision of any existing strata lots as required; and
- d) registration of a covenant on title of each lot created for the purpose of the subject development (Parcel A+B and Parcel C), to the satisfaction of the City, generally as described on the Preliminary Subdivision Plan(s) (RTC Attachment 9), stipulating that the registered lots may not be subdivided or sold or otherwise separately transferred without prior approval of the City.

12. **(Statutory Rights-of-Way)** Granting of public right of passage statutory rights of way in favour of the City as shown in the related Preliminary Statutory-Right-of-Way Plan (Schedule 1) subject to

minor modifications arising from design development of the building, landscape, frontage and road functional plans through the Development Permit (DP) and Servicing Agreement (SA) processes, as well as the requirements of other jurisdictions, where applicable, generally providing for:

- i. universal accessibility;
- ii. 24 hour a day access;
- iii. design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- iv. design and construction at owner's cost; and
- v. maintenance and repair at owner's cost,

and, specifically providing for:

For Parcel A+B (including 8440 Bridgeport Road and 8311 and 8351 Sea Island Way):

- vi. along the Bridgeport Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- vii. along the No. 3 Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- viii. along the north-south lane (Lane 1), a minimum 1.5 m wide strip to accommodate a sidewalk on the east side of the travel lanes;
- ix. along the east-west lane (Lane 4), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the south travel lane;
- x. at the intersection of the north-south and east west lanes (Lanes 1 and 4), the whole of the area provided for vehicle drop off and car and truck manoeuvring, as well as a minimum 1.5 m strip to accommodate a sidewalk adjacent to the travel lanes;
- xi. along the north-south lane (Lane 2), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the travel lanes; and
- xii. in all other areas, up to a line established a minimum of 1.5 m away from the building face and/or building-related outdoor open spaces along the Bridgeport Road, No. 3 Road and Sea Island Way frontages, except below the covered passage between Buildings A and B, unless otherwise determined through the Development Permit (DP) and Servicing Agreement (SA) processes;

For Parcel C (including 8320, 8340 and 8360 Bridgeport Road):

- xiii. along the Bridgeport Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- xiv. along the Bridgeport Road frontage, additional area up to a minimum of 1.5 m away from the building face and/or building-related outdoor open spaces, unless otherwise determined through the Development Permit (DP) and Servicing Agreement (SA) processes;
- xv. along the western edge, a minimum 7.5 m wide strip to accommodate a 6.0 m travel lane and a 1.5 m sidewalk; and
- xvi. along the east-west lane (Lanes 4 and 5), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the north travel lane; and

13. (***Statutory Rights-of-Way***) Granting of a public right of passage Statutory-Right-of-Way in favour of the City to accommodate car share spaces and drive aisle access and subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation, generally providing for:

- xvii. universal accessibility;
- xviii. 24 hour per day access;

- xix. design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- xx. design and construction at owner's cost; and
- xxi. maintenance and repair at owner's cost,

General Note: Refer also to Servicing Agreement conditions regarding existing and new PROP or utilities rights of way to be discharged, amended and/or created as a consequence of the Servicing Agreement approval.

General Note: Refer also to the District Energy Utility conditions regarding statutory rights of way related to district energy facilities.

General Note: Refer also to Servicing Agreement conditions regarding statutory rights of way related to private utility equipment and connections.

(Covenants and Agreements)

14. **(TransLink)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, stipulating that no building permit for all or any part of the development shall be issued until the applicant has provided the City with satisfactory written confirmation that all terms required by the South Coast British Columbia Transportation Authority (TransLink), as a condition of issuance of any building permit for the development, have been met.
15. **(Aircraft Noise)** Registration of an aircraft noise covenant on title, to the satisfaction of the City, suitable for Area 1B (new residential land uses prohibited) and Area 2 (new aircraft noise sensitive land uses permitted except new single family) and granting of a Statutory-Right-of-Way in favour of the Airport Authority.
16. **(Ambient Noise – Development Impacts)** Registration of an ambient noise and development impacts covenant on title, to the satisfaction of the City, noting that the development is located in a densifying urban area and may be subject to impacts that affect the use and enjoyment of the property including, but not limited to, ambient noise, ambient light, shading, light access, privacy, outlook, vibration, dust and odours from development or redevelopment of public and private land in the surrounding area.
17. **(Commercial Noise)** Registration of a commercial noise covenant on title, to the satisfaction of the City, indicating that commercial uses are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and that noise generated from rooftop HUAC units will comply with the City's Noise Bylaw.
18. **(Flood Construction Level)** Registration of a flood covenant on title, to the satisfaction of the City, identifying the basic minimum flood construction level of 2.9 m GSC for Area A.
19. **(Hotel – Length of Stay)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, securing the owner's and the owner's assignee's commitment to limit the length of stay of hotel guests to a maximum of six months.
20. **(Hotel – No Strata)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, for each hotel building prohibiting strata titling of individual or groups of hotel rooms.
21. **(Education – No Strata)** Registration of covenant or alternative legal agreement on title, to the satisfaction of the City, prohibiting strata titling of the 0.5 FAR of the floor area that is eligible for commercial (including office) and education use.

22. (**Vehicle Access and Egress**) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, subject to the approval of the Director of Transportation, stipulating that there shall be no direct vehicle access or egress for the site from Bridgeport Road, No. 3 Road and Sea Island Way, except as required to access the lane Statutory-Right-of-Way (Lane 3) and except as required to provide for temporary egress from 8360 and 8380 Bridgeport Road as described under (**Egress – Orphan Lot**).
23. (**Egress – Orphan Lot**) Registration of a covenant on title and an associated Statutory-Right-of-Way, to the satisfaction of the City and subject to the approval of the Director of Transportation and the Minister of Transportation and Infrastructure, in favour of the City and the Province, securing the owner's commitment to provide for vehicular egress from the existing angled parking located in the front yard of the existing development at 8380 Bridgeport Road, until such time that the property at 8380 Bridgeport Road is redeveloped, including the following:
- a) granting of a Statutory-Right-of-Way in favour of the City running from the existing front yard parking on 8380 Bridgeport Road adjacent to the east property line of Parcel C (currently 8360 Bridgeport Road) to the east-west City lane south of Bridgeport Road generally as described in the Preliminary Statutory-Right-of-Way Plan (Schedule 2) and providing for:
 - 24 hour a day use; and
 - design and construction at owner's cost and maintenance and repair at owner's cost;
 - b) providing for temporary encroachment of the existing building on Parcel C (currently located on 8360 Bridgeport Road) into the Statutory-Right-of-Way until such time that the use of the Statutory-Right-of-Way is required, at which time the existing building shall be demolished;
 - c) during Phase 1 of the subject development (Parcel A+B and Interim Parcel C) and until such time that the frontage improvements along Bridgeport Road are commenced, providing for access through Parcel C (specifically the front yard area currently located on 8360 Bridgeport Road) to the existing egress point on Bridgeport Road, as is the current arrangement (see temporary exit route per MPT Engineering Ltd. drawing – Schedule 3) and providing for:
 - 24 hour a day use; and
 - maintenance and repair at owner's cost; and
 - d) at the time that the Phase 1 Bridgeport Road frontage improvements are commenced, providing for access through the subject Statutory-Right-of-Way; and
 - e) providing for the discharge of this covenant and the associated Statutory-Right-of-Way at the time that the property at 8380 Bridgeport Road is redeveloped.
24. (**Parking – Orphan Lot**) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, in favour of the City of Richmond, securing the owner's commitment to provide parking spaces for the future benefit of the property at 8380 Bridgeport Road at the time that 8380 Bridgeport Road is redeveloped generally providing for:
- a) universal accessibility;
 - b) 24 hour a day open access or with more limited or secure access arrangements to the satisfaction of the owner of 8380 Bridgeport Road;
 - c) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
 - d) design and construction at owner's cost; and
 - e) maintenance and repair at owner's cost;

and specifically providing for:

- f) the number of spaces shall be calculated based on the required parking at the time of redevelopment of 8380 Bridgeport Road minus 16 spaces;
- g) the spaces shall be located on Parcel C, except during construction of the parkade on Parcel C, if applicable, in which case they may be temporarily relocated to Parcel A+B;
- h) the spaces shall include disabled, large car and small car spaces consistent with the requirements of the Richmond Zoning Bylaw;
- i) vehicle and pedestrian access shall be provided through the subject development to and from the parking spaces without restriction during normal business hours and with security access during non-business hours; and
- j) provision of wayfinding signage.

Note: The forgoing agreement applies in the case of Phase 1 of the development (Parcel A+B with temporary surface parking on Parcel C) and Phase 2 of the development (Parcel C including construction of a permanent parkade with parking spaces for Parcel A+B and Parcel C), as well as the transition period between Phase 1 and Phase 2.

25. **(Transit Passes – Education Students)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide to all students attending the commercial and university education institutions free monthly, two-zone transit passes or equivalent in perpetuity and to provide for implementation measures to the satisfaction of the City and subject to the approval of the Director of Transportation.
26. **(Transit Passes – Education Staff)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide to all staff of the commercial and university education institutions free monthly, two-zone transit passes or equivalent in perpetuity and to provide for implementation measures to the satisfaction of the City and subject to the approval of the Director of Transportation..
27. **(End of Trip Facilities)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide cycling end of trip facilities for each of the uses (e.g. hotel, office and education) on each sites A, B, and C, generally providing for:
 - a) universal accessibility;
 - b) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
 - c) design and construction at owner's cost; and
 - d) maintenance and repair at owner's cost,
 and, specifically providing for:
 - e) one male facility and one female facility, each with a minimum of two showers;
 - f) location such that the facilities are easily accessible from bicycle parking areas and all intended users.
 - a) identification of the cycling end of trip facilities in the Development Permit plans;
 - b) identification of the cycling end of trip facilities in the Building Permit plans; and
 - c) provision of wayfinding signage for the end of trip facilities prior to Building Permit issuance granting occupancy.

Note: Facilities shall be a handicapped-accessible suite of rooms containing a change room, toilet, wash basin, shower, lockers, and grooming station (i.e. mirror, counter, and electrical outlets) designed to accommodate use by two or more people at one time.

28. (***Car Share Provisions***) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to, in Phase 1, provide two car-share spaces with drive aisle access, secured with Statutory-Right-of-Way in favour of the City, generally providing for:

- a) universal accessibility;
- b) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- c) design and construction at owner's cost; and
- d) maintenance and repair at owner's cost,

and, specifically providing for:

- d) safe public access 24 hours a day;
- e) one EV quick-charge (240 volt) charging station for their convenient and exclusive use of the two spaces;
- f) identification of the location, size, access, EV and CPTED characteristics of the car share spaces on the Development Permit plans;
- g) identification of the location, size, access, EV and CPTED characteristics of the car share spaces on the Building Permit plans;
- h) provision of wayfinding signage for the car share spaces prior to Building Permit issuance granting occupancy;
- i) provision of the car share spaces and associated access at no cost to the car share operator;
- j) provision of the car share spaces and associated access at no cost to individual users of the car share service, except as otherwise determined by the City;
- k) provision of one car share car for a minimum of three years, at no cost to the car share operator;
- l) submit a draft contract of the agreement between the Developer and the car share provider for City's review;
- m) submission of a Letter of Credit prior to Development Permit for the sum of \$30,000 to secure the developer's commitment to provide the car share cars;
- n) agreement to voluntarily contribute the \$30,000 secured by LOC towards alternate transportation demand management modes of transportation should the car share cars not be provided at the time of Building Permit issuance granting occupancy;
- o) prior to Building Permit issuance granting occupancy, entering into a contract with a car share operator for a minimum of three years from the first date of building occupancy, a copy of which shall be provided to the City; and
- p) agreement that, in the event that the car-share facilities are not operated for car-share purposes as intended via the subject rezoning application (e.g., operator's contract is terminated or expires), control of the car-share facilities shall be transferred to the City, at no cost to the City, and the City at its sole discretion, without penalty or cost, shall determine how the facilities shall be used going forward.

29. (***Electric Vehicle Provisions – Cars and Bicycles***) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to:

- a) install and maintain a minimum of 20% of vehicle parking spaces with a 240 volt plug-in receptacles for the future addition of shared use charging stations;
- b) install and maintain a minimum of 10% of Class 1 bicycle parking spaces with a 120 volt plug in receptacles for the future addition of shared use charging stations;

- c) identify the spaces and equipment in the Development Permit plans;
- d) identify the spaces and equipment in the Building Permit plans; and
- e) prior to Building Permit issuance granting occupancy, provide wayfinding and stall identification signage for the electric vehicle spaces.

Note: Additional EV requirements pertaining to car share cars included in Car Share Covenant.

30. (**Shuttle Bus**) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide a shuttle bus for staff and/or student to use as a means to transport between the subject site, the Vancouver International Airport (YVR), Canada Line rapid transit stations and/or other locations, in perpetuity or for the life of the of the proposed commercial and university education uses.
31. (**Priority Car Pool Parking**) Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide a minimum 2% of the total number of parking spaces required for the commercial and university education as car pool parking spaces in perpetuity or for the life of the proposed commercial and university education uses to be located on Parcel A+B.
32. (**District Energy Utility**) Registration of a restrictive covenant and statutory right of way and/or alternative legal agreement(s)~~covenant on title~~, 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;
 - ~~a)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.
 - ~~a) the Owner has executed and delivered to the City a Section 219 Covenant for the installation, operation and maintenance of all necessary facilities for supplying the services to the Lands; the Owner has entered into a Service Provider Agreement as required by the City; and the Owner has granted or acquired the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the Lands; and~~
- ~~b) 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 then the following is required prior to the earlier of subdivision (stratification) or final building inspection permitting occupancy of a building:~~
- ~~e) the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;~~
 - 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.
 - ~~i. the owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation;~~
 - ~~ii. the owner grants or acquires the Statutory Right of Way(s) and/or easements necessary for supplying DEU services to the building; and~~
 - ~~iii. if required by the Director of Engineering, the owner provides to the City with security for costs associated with acquiring any further Statutory Right of Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.~~
- 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).

(Contributions)

- 33. **(Connectivity Measures)** City acceptance of the owner’s offer to voluntarily contribute \$697,199 for transportation connectivity improvements in Bridgeport Village and Capstan Village (*General Account (Transportation) # 5132-10-550-55005-0000*).
- 34. **(Community Facilities)** City acceptance of the owner’s offer to voluntarily contribute at least ~~\$3,281,593.00~~\$3,786,329.39 (five percent of the Village Centre Bonus floor area calculated using the proposed floor area e.g. 0.05 x 1.0 x 9380 m² x ~~\$6,997~~\$8,073.20 /m²) towards the development of community facilities (*City Centre Facility Development Fund - Account # 7600-80-000-90170-0000*). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier (~~\$8,073.20~~\$6,997) 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.
- 35. **(Community Planning)** City acceptance of the owner’s offer to voluntarily contribute at least ~~\$75,696.60~~\$90,871.91 (100% of the total floor area calculated using the proposed floor area e.g. 28,140 m² x ~~\$2.69~~\$3.23 / m²) towards City Centre community planning (*CC-Community Planning and Engineering Account # 3132-10-520-00000-0000*).
- 36. **(Public Art)** City acceptance of the owner’s offer to voluntarily contribute at least ~~\$130,288.20~~\$142,365.98 (100% commercial floor area @ ~~\$4.63~~\$5.06 per square meter calculated using the proposed floor area e.g. 28,140 m² x \$4.63 /m²) towards public art (*15% to Public Art Provision Account # 7500-10-000-90337-0000 and 85% to ma # 7600-80-000-90173-0000*).
- 37. **(Transportation Demand Management)** City acceptance of the owner’s offer to voluntarily contribute \$100,000 towards TDM pedestrian crossing enhancements along Bridgeport Road (*General Account (Transportation) # 5132-10-550-55005-0000*).
- 38. **(Trees – City Property)** City acceptance of the owner’s offer to voluntarily contribute \$9,100 (calculated as 7 x \$1,300 per tree) for the planting of replacement trees within the City (*Tree Compensation Fund Account # 2336-10-000-00000-0000*).

Per Current Floor Area Estimates in m²:

Floor Area Total	Retail/Restaurant	Hotel	Office/ Education	VCB
28,140	975	17,785	9,380	9,380

(Development Permit)

- 39. Submission and processing of a Development Permit* application for Parcels “A” and “B” completed to a level deemed acceptable by the Director of Development, demonstrating:
 - a) design development of the rezoning concept to address, unless otherwise determined by the Director of Development:
 - i. Council directions arising out of Public Hearing;
 - ii. form and character objectives noted in the associated Report to Planning Committee;

- iii. comments of the Advisory Design Panel;
 - iv. the requirements of TransLink related to Development Permit (DP) level consent;
 - v. technical resolution, as necessary, of building services, private utilities, public utilities, parking and loading and waste management, including provision of final on-site utility, loading, waste management, signage and wayfinding plans; and
 - vi. technical resolution, as necessary, of the landscape design including but not limited to provision of adequate soil depth and automatic irrigation systems where appropriate;
- b) Submission of confirmation that the building is designed with the capability to connect to and be serviced by a DEU. The applicant must also provide an energy modelling report satisfactory to the Director of Engineering.**

b)c) the owner's commitment to design and construct the development in accordance with rezoning policy, the rezoning considerations and the draft site-specific zoning bylaw, by incorporating information into the Development Permit plans (inclusive of architectural, landscape and other plans, sections, elevations, details, specifications, checklists and supporting consultant work) including, but not limited to:

- i. statutory rights of way, easements, encroachments, no build areas, agreements and other legal restrictions;
- ii. flood construction level(s);
- iii. use, density, height, siting, building form, landscaping, parking and loading and other zoning provisions;
- iv. site access and vehicular crossings;
- v. location and details of EV-charging and EV-ready vehicle and bicycle parking spaces;
- vi. location and details of car-share parking spaces;
- vii. location and details of car-pool parking spaces;
- viii. location and details of orphan lot parking spaces (temporary and permanent);
- ix. required end of trip facilities, including their location, number, size, type and use;
- x. the location of areas reserved for DEU connection facilities and a notation regarding the need for DEU pre-ducting;
- xi. an Accessibility Checklist and identification of specific recommended measures on the plans, where relevant;
- xii. a CPTED Checklist and identification of specific recommended measures on the plans, where relevant;
- xiii. a LEED Checklist with measures recommended by a LEED AP BD+C to achieve LEED Silver equivalent and identification of specific measures to be incorporated into the Building Permit plans;
- xiv. on the landscape plan and roof plans, if applicable:
 - a. the location and specifications for ecological network landscaping;
 - b. the location and specifications for intensive and extensive green roofs;
 - c. the location and dimension of required on-site tree protection;
 - d. the location, dimensions and specifications for replacement trees;
- ii. include a mix of coniferous and deciduous trees;
- iii. include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
- iv. include the 5 required replacement trees with the following minimum sizes:
- xv. location and dimensions of tree protection on City property and on 8380 Bridgeport Road,
- xvi. submission of a contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The contract should include the scope of work to be undertaken, including: the

- proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review; and
- xvii. notation regarding the location and general form of public art, in the case that the public art contribution is located on the site or building.

(Letter of Credit – Trees, Ecological Network and Landscape)

e)d) Submission of a letter of credit for landscaping based on 100% of the cost estimate provided by the Landscape Architect, including installation costs, plus a 10% contingency cost.

(Servicing Agreement)

40. Submission and processing of a Servicing Agreement* application, completed to a level deemed acceptable by the Director of Engineering, for the design and construction of works associated with the proposed rezoning, subject to the following conditions:

(Development Phasing)

- a) All utilities and transportation works to be completed in the first phase of development except where limited by interface issues.

(Utilities – Engineering)

(Water Works)

- b) Using the OCP Model, there is 551 L/s of water available at a 20 psi residual at the hydrant located at the frontage of 8320 and 8340 Bridgeport Road and 309 L/s available at 20 psi residual at the hydrant located at the frontage of 8311 Sea Island Way. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit Stage.
 - ii. Review, via the Servicing Agreement (SA) design, the impact of the proposed offsite works (e.g., frontage improvements, road widening, private utility works such as hydro, telecom and gas, etc.) on the existing 300mm diameter AC watermain along the Bridgeport Road frontage of 8320, 8340 and 8360 Bridgeport Road and provide mitigation measures.
 - iii. Remove the existing AC watermain along the south property lines of 8311 and 8351 Sea Island Way and 8440 Bridgeport Road and install as replacement within the Sea Island Way roadway approximately 130 meters of new watermain. Tie-ins shall be to the existing watermains in Sea Island Way and No. 3 Road. Installation of the new watermain within Sea Island Way roadway may be required prior to start of soil densification and/or preload works subject to the result of the required Geotechnical assessment below.
 - iv. Install approximately 260 meters of new 200mm diameter watermain and fire hydrants (spaced as per City standard) along the proposed development's lane frontages. The new watermains shall be tied-in to the existing watermains along Sea Island Way and Bridgeport Road.
 - v. Install fire hydrants spaced as per City standard along the proposed development's Bridgeport Road, Sea Island Way and No. 3 Road frontages.

- c) At Developers cost, the City will:
- i. Cut and cap the north end of the existing 250mm diameter watermain at the southeast corner of 8440 Bridgeport Road.
 - ii. Cut and cap at main all existing water service connections.
 - iii. Complete all proposed watermain tie-ins.

(Storm Sewer Works)

- d) The Developer is required to:
- i. Upgrade approximately 95 meters of existing 375mm diameter storm sewers to 600mm diameter storm sewer along the development's Bridgeport Road frontage complete with new manholes at each end. A three (3) meter wide utility right of way is required along the entire north property line of 8320, 8340 and 8360 Bridgeport Road for the new 600 mm storm sewer.
 - ii. Upgrade the existing 450 mm diameter storm sewer (complete with new manholes spaced as per City standard) with a length of approximately 85 meters from existing manhole STMH6106 (located at the north end of the existing lane between 8380 and 8440 Bridgeport Road) to existing manhole STMH9189 (located at the southwest corner of No 3 Road and Bridgeport Road intersection), to 600 mm diameter storm sewer. The existing storm sewers and manholes shall be removed to accommodate the storm sewer upgrade. A three (3) meter wide utility right of way is required along the entire north property line of 8440 Bridgeport Road for the new 600 mm storm sewer. Coordination with BC Hydro Transmission department is required to address potential impact of the storm sewer installation to the existing Transmission pole.
 - iii. Upgrade the existing 375mm and 450mm diameter storm sewers along No. 3 Road frontage to 600mm diameter storm sewer complete with new manholes spaced as per City standard. The new 600mm diameter storm sewers with an approximate length of 120 meters shall be installed in a new alignment from the new manhole at the southwest corner of No 3 Road and Bridgeport Road intersection to a new manhole which will be located within the intersection of No 3 Road and Sea Island Way. The existing 375mm and 450mm storm sewers and manholes along the east property line of 8440 Bridgeport road shall be removed.
 - iv. Remove the existing 375 mm diameter storm sewer from existing manhole STMH9174 (located at the northwest corner of No 3 Road and Sea Island intersection) to existing manhole STMH9175 (located at the south end of the existing lane between 8211 and 8311 Sea Island Way) with a length of approximately 115 meters. Install within the Sea Island Way roadway new 600 mm diameter storm sewers (complete with new manholes spaced as per City standard) from the new manhole at the intersection of Sea Island Way and No. 3 Road to approximately 120 meters to the west.
 - v. Install new storm sewers complete with manholes as per City standard in the proposed lanes along the west property lines of 8311 Sea Island Way and 8320 Bridgeport Road. Tie-ins shall be to the new storm sewers at Bridgeport Road and Sea Island Way.
- e) At Developers cost, the City will:
- i. Cut and cap at main all existing storm service connections.
 - ii. Remove all existing inspection chambers and storm service leads and dispose offsite.
 - iii. Complete all proposed storm sewer tie-ins.

(Sanitary Sewer Works)

- f) The Developer is required to:
 - i. No upgrade required to the existing sanitary sewers at the lane frontages.
- g) At Developers cost, the City will:
 - i. Cut and cap at main all existing sanitary service connections.
 - ii. Remove all existing inspection chambers and sanitary leads and dispose offsite.
 - iii. Complete all proposed sanitary sewer service connections and tie-ins.

(Frontage Improvements – Engineering)

- h) The Developer is required to:
 - i. Provide other frontage improvements as per Transportation’s requirements. Improvements shall be built to the ultimate condition wherever possible.
 - ii. Provide street lighting along Bridgeport Road, No. 3 Road, Sea Island Way and lane frontages.
Note: All Servicing Agreement (SA) works within MoTI’s jurisdiction will need to be reviewed and approved by MoTI before City staff are able to grant final approval to the Servicing Agreement (SA) design.
 - iii. Remove or put underground the existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) along the lane frontages of 8320 to 8340 Bridgeport Road and 8311 to 8351 Sea Island Way. The developer is required to coordinate with the private utility companies.
 - iv. Pre-duct for future hydro, telephone and cable utilities along all Bridgeport Road, No. 3 Road, Sea Island Way and lane frontages.
 - v. Remove and/or relocate an existing above ground kiosk at the Bridgeport Road frontage of 8440 Bridgeport Road.
 - vi. Coordinate with BC Hydro, prior to start of site densification and pre-load works (if required), to address any impact on the existing BC Hydro Transmission pole and overhead lines at the Bridgeport Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing transmission poles may be required.
 - vii. Confirm with BC Hydro (Transmission) the required clearance between the existing transmission pole and the proposed curb at the Bridgeport Road frontage of 8440 Bridgeport Road. Relocation of the existing transmission pole within the proposed development may be required, at developer’s costs, if the resulting clearance between the proposed curb and existing transmission pole is not acceptable to BC Hydro (Transmission).
 - viii. Coordinate with Pro Trans BC prior to start of site densification and pre-load works (if required) to address any impact on the existing Canada Line guiderail and columns along the No. 3 Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing Canada Line guiderail and columns may be required.
 - ix. Coordinate with Kinder Morgan, prior to start of site densification and pre-load works (if required) to address any impact on the existing jet fuel line along Bridgeport Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing jet fuel may be required.
 - x. Provide, prior to start of site preparation works, a geotechnical assessment of preload, soil densification, foundation excavation and dewatering impacts on the existing sanitary sewer along the lane frontages and the existing AC watermain along the south property line of

8311 and 8351 Sea Island Way and 8440 Bridgeport Road and the existing AC watermain at Bridgeport Road frontage, and provide mitigation recommendations. The mitigation recommendations if necessary (e.g., removal of the AC watermain and its replacement within the Sea Island Way roadway, etc.) shall be constructed and operational, at developer's costs, prior to soil densification, pre-load and/or foundation excavation.

- xii. Video inspections of adjacent sewer mains to check for possible construction damage are required prior to start of soil densification and preload and after preload removal. At their cost, the developer is responsible for rectifying construction damage.
- xiii. Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of Statutory Rights of Way that shall be shown in the functional plan and registered prior to Servicing Agreement (SA) design approval:

- BC Hydro Vista - Confirm Statutory-Right-of-Way dimensions with BC Hydro
- BC Hydro PMT – Approximately 4mW X 5m (deep) – Confirm Statutory-Right-of-Way dimensions with BC Hydro
- BC Hydro LPT – Approximately 3.5mW X 3.5m (deep) – Confirm Statutory-Right-of-Way dimensions with BC Hydro
- Street light kiosk – Approximately 2mW X 1.5m (deep)
- Traffic signal controller cabinet – Approximately 3.2mW X 1.8m (deep)
- Traffic signal UPS cabinet – Approximately 1.8mW X 2.2m (deep)
- Shaw cable kiosk – Approximately 1mW X 1m (deep) – show possible location in functional plan. Confirm Statutory-Right-of-Way dimensions with Shaw
- Telus FDH cabinet - Approximately 1.1mW X 1m (deep) – show possible location in functional plan. Confirm Statutory-Right-of-Way dimensions with Telus

(General Items – Engineering)

- i) The Developer is required to:
 - i. Grant utilities statutory rights of way for required connections between City utilities and the development as determined within the Servicing Agreement process.
 - ii. 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 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.
 - iii. Undertake pre and post construction elevation surveys of adjacent roads, underground utilities (e.g. manhole rims, manhole inverts, service boxes, etc.) and property lines to determine settlement amounts.

- iv. Undertake pre and post construction video inspections of adjacent sewer mains to check for possible construction damage. At their cost, the developer is responsible for rectifying construction damage.
- v. Coordinate the servicing agreement design and offsite construction works with MoTI, Trans Mountain Pipeline (Jet Fuel), Kinder Morgan Canada, BC Hydro Transmission, Pro Trans BC and Metro Vancouver due to proximity of works to Sea Island Way, Bridgeport Road, the jet fuel line, BC Hydro transmission line, Metro Vancouver's trunk sewer, and Canada line overhead railway and columns.

(Frontage Improvements – Transportation)

- j) The developer is responsible for the design and construction of the works shown on the Preliminary Functional Road Plan (to be submitted, reviewed and approved by staff), supported in principle by the City staff, subject to review and approval of the detailed Servicing Agreement (SA) designs, which shall include, but may not be limited to, the following.

Note: In addition to the following, landscape features are required to the satisfaction of the City, as determined via the Servicing Agreement (SA) and Development Permit review and approval processes. Landscaped improvements may include, but shall not be limited to, street trees, landscaped boulevard, hard- and soft-scape features, street furnishings, decorative paving, and innovative storm management features, as appropriate.

- k) The Developer is required to:

- i. For No. 3 Road Frontage:

Along the entire No. 3 Road frontage, complete the following road cross-section (east to west):

- Existing southbound traffic lanes to remain.
- Using the edge of the existing southbound curb lane, convert and widen the existing on-street bike lane to a raised bike lane, which would include: 0.15m wide roll-over curb, 1.8m wide asphalt riding surface, and 0.3m wide Richmond Urban Curb.
- Min. 1.5m wide treed boulevard.
- Min. 3.0m wide concrete sidewalk (Min. 2.0 m provided as dedication).

Note: The alignment of the sidewalk and boulevard may need to be shifted westward to avoid the existing Canada Line Guideway column.

Note: Along the No. 3 Road frontage north of the Canada Line guideway column, an allowance should be made for the future provision of a 3.5m wide bus bay.

Note: The location of the sidewalk may need to be adjusted to avoid conflicts with BC Hydro infrastructure.

- ii. For Bridgeport Road Frontage:

Along the entire Bridgeport Road frontage, complete the following cross-section (north to south):

- MoTI requirements: deceleration lanes approaching both laneways, new 0.5m wide curb/gutter, 1.0m wide grass boulevard/utility strip.
- Min. 1.5m wide grassed/treed boulevard.
- Min. 3.0m wide concrete sidewalk (Min. 2.0 m provided as dedication)

Note: The location of the sidewalk may need to be adjusted to avoid conflicts with BC Hydro infrastructure.

- iii. For Sea Island Way Frontage:
 - Along the entire Sea Island Way frontage, complete the following cross-section (south to north):
 - MoTI requirements: road widening as necessary, new 0.5m wide curb/gutter, 1.0m wide grass boulevard/utility strip.
 - Min. 1.5m wide grassed/treed boulevard.
 - Min. 3.0m wide concrete sidewalk.
- iv. For Lanes:
 - Lane 1: North/south lane off Bridgeport Road immediately west of No. 3 Road: Widen existing 6m wide lane to provide a min. 6m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.
 - Lane 2: North/south lane off Sea Island Way: Widen existing 6m wide lane to provide a min. 7.5m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.
 - Lane 3: North/south lane off Bridgeport Road west of Lane 1: Provide a new lane to include a min. 6m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.
 - Lane 4: East/west lane between Lane 1 and Lane 2: Widen existing 6m wide lane to provide a 7.5m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the south side. Provide a rollover curb and a 1.5 m sidewalk on the north side of the lane also.
 - Lane 5: East/west lane between Lane 2 and Lane 3: Widen existing 6m wide lane to provide a 6.0 m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the north side.
- v. Corner cuts be provided at:
 - All intersections due to the skewedness of the Bridgeport Road/No. 3 Road & Sea Island Way/No. 3 Road intersections, the exact size to be determined upon receiving the revised road functional plan.
 - All intersections of public roads and lanes, minimum 3m x 3m plus additional dedication to accommodate the turning of loading vehicle.

Note: Final MoTI approval is required prior to rezoning adoption.

Note: Land Dedication: Road functional design drawings incorporating the frontage improvements as noted above to be prepared by the applicant, which would need to be reviewed and approved by the City. Such approved road functional design drawings would then be used to determine the amount of land dedication and legal drawings can then be prepared accordingly.

- l) Applicant to consult with business operators/owners and provide relevant documentation within the area bordered by Sea Island Way, No. 3 Road, Bridgeport Road, River Road regarding the proposed change in internal lane configuration and traffic operation.
- m) Construction Timing: All works to be completed prior to final Building Permit inspection granting the occupancy of the first building (Phase 1) on the subject site.

(Servicing Agreement – Letter of Credit)

- n) Provision of a letter of credit to secure the completion of the works in an amount determined by the Director of Development.

Note: A separate Letter of Credit or other form of financial commitment may be required to secure the completion of interface works at a future date.

(Servicing Agreement – LTO Registration)

- o) Registration of the Servicing Agreement on title.

Prior to Building Permit issuance, the owner is required to complete the following.

(Building Permit)

- 41. (Trans Mountain Pipeline/Kinder Morgan Canada) The applicant must acquire a Pipeline Proximity Installation Permit from Kinder Morgan for all on-site and off-site works associated with the proposed development; and**

Note: Prior to Building Permit issuance the approved Development Permit and associated conditions, as well as any additional items referenced in “Schedule B: Assurance of Professional Design and Commitment for Field Review”, shall be incorporated into the Building Permit plans (drawings and documents).

Note: Prior to Building Permit issuance the developer must submit a “Construction Parking and Traffic Management Plan” to the Transportation Department. The Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

Note: Prior to Building Permit issuance the developer must 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.

General Notes:

1. Some of the foregoing items (*) may require a separate application.
2. Where the Director of Development deems it appropriate, legal agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

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

3. 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

Signed

Date



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 9628 (RZ 13-628557)
8320, 8340, 8360 & 8440 Bridgeport Road and 8311 &
8351 Sea Island Way**

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

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

a) Inserting into Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions, Permitted Uses column, Urban Centre (T5) row, under the list of uses:

“Additional uses are permitted south of Bridgeport Road and west of No. 3 Road, including:

- Commercial education and university education (excluding dormitory and child care), to maximum of 0.5 floor area ratio (FAR), provided that it is included in a development that exceeds 2.0 FAR and has a site area of between 8,000 m² and 11,000 m²”;

b) Deleting from Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions, Maximum Average Net Development Site Density column, Urban Centre (T5) row, under the sub-heading “Additional density, where applicable”:

“Village Centre Bonus: 1.0 for the provision of office uses only.”

and replacing it with:

“Village Centre Bonus:

- i. South of Bridgeport Road and west of No. 3 Road, where commercial education and university education (excluding dormitory and child care) uses are permitted: 1.0 for the provision of office and education uses only, provided that the total floor area of the education use does not exceed that of the office use; and
- ii. Elsewhere: 1.0 for the provision of office uses only”.

2. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by

APPROVED by Manager or Solicitor




**Richmond Zoning Bylaw 8500
Amendment Bylaw 9629 (RZ 13-628557)
8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following into Section 22 (Site Specific Commercial Use Zones), in numerical order:

“22.39 “High Rise Commercial (ZC39) – Bridgeport Gateway”

22.39.1 Purpose

The **zone** provides for a limited range of **uses**, including **hotel, office, commercial education, university education** and compatible **secondary uses** that are appropriate to a high-traffic, airport-oriented, **City Centre** location.

22.39.2 Permitted Uses

- hotel
- office

22.39.3 Secondary Uses

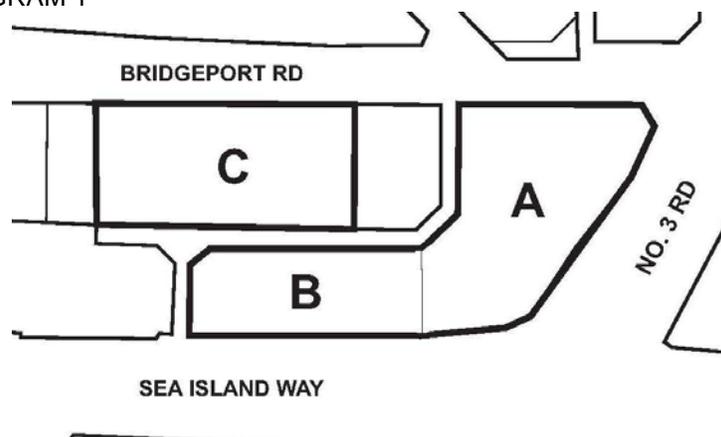
- retail, convenience
- restaurant

22.39.3A Additional Uses

- education, commercial
- education, university

22.39.4 Permitted Density

DIAGRAM 1



1. For the purposes of this **zone**, the calculation of **floor area ratio** is based on the total area of areas “A”, “B” and “C”, as shown in Diagram 1.
2. The maximum **floor area ratio** is 2.0.
3. Notwithstanding Section 22.39.4.2, the reference to “2.0” is increased by a maximum **density bonus floor area ratio** of 1.0 provided that:
 - a) the **lot** is located in the Village Centre Bonus Area designated by the City Centre Area Plan;
 - b) the **owner** uses the **density bonus floor area ratio** of 1.0 for **office, commercial education and university education uses** only;
 - c) the owner locates the **density bonus floor area** within areas “A” and “C”, as shown in Diagram 1;
 - d) the **density bonus floor area ratio** of the combined **commercial education and university education uses** located within area “C”, as shown in Diagram 1, does not exceed either (i) the **density bonus floor area ratio** of the **office uses** located on area “A”, as shown in Diagram 1, or (ii) a **floor area ratio** of 0.5 , whichever is less; and
 - e) if, at the time **Council** adopts a zoning amendment bylaw to create the **zone** and include the **lot** in the **zone**, the **owner** pays a sum to the City (*City Centre Facility Development Fund*) calculated as 5% of the **density bonus floor area** (i) multiplied by the “equivalent to construction value” rate of \$8,073.20/ sq. m, if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, multiplied by the “equivalent to construction value” rate of \$8,073.20/ sq. m adjusted by the cumulative applicable annual changes to the Statistics Canada “Non-residential Building Construction Price Index” for Vancouver, where such change is positive; and
4. Notwithstanding Section 22.39.4.2 and Section 22.39.4.3, the maximum **floor area ratio** for areas “A” and “B” together, as shown in Diagram 1, is 2.50.

22.39.5 Permitted Lot Coverage

1. The maximum **lot coverage** for **buildings** for areas “A” and “B” together, as shown in Diagram 1, is 90% and for area “C”, as shown in Diagram 1, is 90%.

22.39.6 Yards & Setbacks

1. Minimum **setbacks** from **lot lines** and areas granted to the **City** via statutory **right-of-way** for **road** and **lane** purposes shall be:
 - a) for Bridgeport Road, 6.0 m, but this may be reduced to 3.0 m subject to a Development Permit approved by the **City**;
 - b) for No. 3 Road, 6.0 m, but this may be reduced to 3.0 m subject to a Development Permit approved by the **City**;

- c) for Sea Island Way, 6.0 m, but this may be reduced to 1.5 m subject to a Development Permit approved by the **City**;
 - d) for **lanes** and **lanes** that are **roads**, 0.0 m; and
 - e) for **interior side yards**, 0.0 m.
2. Minimum **setbacks** from the dripline of a Canada Line shall be 6.0 m.
 3. Notwithstanding Section 22.39.6.1, a minimum **building setback** of 1.5 m is required in any area where a **building** door provides direct **access** to or from **City** land or land secured by statutory **right-of-way** for **road, lane** or public purposes.

22.39.7 Permitted Heights

1. The maximum height for **principal buildings** located on the area identified as “A” in Diagram 1 in Section 22.39.4, is 47.0 m geodetic.
2. The maximum height for **principal buildings** located on the area identified as “B” in Diagram 1 in Section 22.39.4 is 37.0 m geodetic, but may be increased to 42.0 m geodetic subject to a Development Permit approved by the **City**.
3. The maximum height for **principal buildings** located on the area identified as “C” in Diagram 1 in Section 22.39.4 is 37.0 m geodetic.
4. The maximum **building height** for **accessory buildings** is 5.0 m.

22.39.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** is 3,400 sq. m.
2. There are no minimum **lot width** and **lot depth** requirements.

22.39.9 Landscaping & Screening

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

22.39.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle **parking spaces** and **loading spaces** shall be provided according to the standards set out in Section 7.0 except that:
 - a) for **commercial education** and **university education uses**, the required number of **parking spaces** shall be calculated as 0.4 per student and 0.4 per staff member;
 - b) the minimum on-site **vehicle parking space** calculation for **commercial education** and **university education uses** may be reduced by an additional 20% where the **owner** implements transportation demand management measures, including:
 - i. transit passes for all staff members in perpetuity;

- ii. a shuttle bus provided in perpetuity for both staff members and students;
 - iii. priority car-pool **parking** for students and staff members;
 - iv. voluntary cash contribution of \$100,000 towards pedestrian crossing enhancements along Bridgeport Road.
- c) large size **loading spaces** are not required.

22.39.11 Other Regulations

1. The following **uses** are only permitted within the area identified as “C” in Diagram 1, and are only permitted if the maximum **floor area ratio** is increased from 2.0 to 3.0 pursuant to Section 22.39.4.3:
 - a) **commercial education**; and
 - b) **university education**.
 2. **Dormitory** and **child care uses** are prohibited.
 3. **Telecommunication antenna** must be located a minimum 20.0 m above the ground (i.e., on a roof of a **building**).
 4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designations of the following parcels and by designating them **HIGH RISE COMMERCIAL (ZC39) – BRIDGEPORT GATEWAY**:

- P.I.D. 024-947-962
LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN LMP48700
- P.I.D. 004-069-188
LOT 80 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 56425
- P.I.D. P.I.D. 001-941-003
STRATA LOT 1 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM
- P.I.D. 001-941-011
STRATA LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1
- P.I.D. 000-541-362
LOT 90 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 57164
- P.I.D. 024-947-989
LOT 4 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN LMP48700

P.I.D. 003-727-246
LOT 85 EXCEPT PART SUBDIVIDED BY PLAN 57164 SECTION 28 BLOCK 5
NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 56425

3. That the Mayor and Clerk are hereby authorized to execute any documents necessary to discharge "Land Use Contract 126" (having charge number RD85571 as modified by RD150271, RD 154654, RD 156206 and BV268786) from the following area:

P.I.D. 024-947-962
LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN LMP48700

P.I.D. 004-069-188
LOT 80 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 56425

P.I.D. 001-941-003
STRATA LOT 1 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN
INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT
ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM

P.I.D. 001-941-011
STRATA LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN INTEREST IN THE
COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE
STRATA LOT AS SHOWN ON FORM 1

P.I.D. 000-541-362
LOT 90 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 57164

P.I.D. 024-947-989
LOT 4 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN LMP48700

P.I.D. 003-727-246
LOT 85 EXCEPT PART SUBDIVIDED BY PLAN 57164 SECTION 28 BLOCK 5
NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 56425

4. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9629”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION
AND INFRASTRUCTURE APPROVAL

ADOPTED

MAYOR

CORPORATE OFFICE

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 



City of Richmond

Report to Committee

To: General Purposes Committee

Date: November 3, 2020

From: Claudia Jesson
Director, City Clerk's Office

File: 01-0105-01/2020-Vol
01

Re: **2021 Council and Committee Meeting Schedule**

Staff Recommendation

1. That Council select the preferred option for the 2021 Council and Committee Meeting Schedule, as detailed in Attachments 1 and 2 of the staff report dated November 3, 2020, from the Director, City Clerk's Office; and
2. That the following revisions as detailed in the staff report title "2021 Council and Committee Meeting Schedule" dated November 3, 2020, from the Director, City Clerk's Office, be approved:
 - a) That the Regular Council meetings (open and closed) of August 9 and August 23, 2021 be cancelled; and
 - b) That the August 16, 2021 Public Hearing be rescheduled to September 7, 2021 at 7:00pm in the Council Chambers at Richmond City Hall.

Claudia Jesson
Director, City Clerk's Office
(604-276-4006)
Att. 2

REPORT CONCURRENCE	
CONCURRENCE OF SENIOR DIRECTOR	
SENIOR STAFF REPORT REVIEW	INITIALS:
APPROVED BY GAO	

Staff Report

Origin

Under the *Community Charter* and the Council Procedure Bylaw No. 7560, Council must provide for advance public notice of Council and Committee meetings and, at least once per year, advertise the availability of the Council meeting schedule. Accordingly, the 2021 Council meeting schedule options are being presented at this time to provide advance notice of Council's regular meeting schedule. Although at this time a reduced Committee schedule is in place due to the COVID-19 Pandemic, the proposed 2021 Council and Committee Meeting Schedule options are based on the full complement of meetings. It should be noted that a Special Council meeting can be called with 24 hours' notice should any unusual or urgent circumstances arise outside of the usual schedule. Likewise, Council and Committee may make adjustments to the meeting schedule through the year as circumstances may necessitate.

This report supports Council's Strategic Plan 2018-2022 Strategy #8 An Engaged and Informed Community:

Ensure that the citizenry of Richmond is well-informed and engaged about City business and decision-making.

Analysis

Option 1 – August Meeting Break and December Holiday Season

It has been the City's usual practice to observe a meeting break in August and to close City Hall during the December holiday season. In 2021, City Hall will be closed on Friday, December 24, 2021 and will re-open on Monday, January 3, 2022. In accordance with the Council Procedure Bylaw No. 7560, Council resolutions are required for any changes to the prescribed Council meeting schedule. Therefore, in order to accommodate an August meeting break and December Holiday Season, it is recommended that the Regular Council meetings (open and closed) of August 9 and 23, 2021 be cancelled.

Changes to the Committee meeting dates may also be altered at the discretion of the Chair as circumstances arise closer to the dates of the meetings and do not require a Council resolution. Following the 2020 December City Hall closure, City Hall will re-open on Monday, January 4, 2021 and the General Purposes and Finance Committees would fall on Tuesday, January 5, 2021 and the Planning Committee on Wednesday, January 6, 2021.

A further change that staff propose to the Committee schedule is a change to the Parks, Recreation and Cultural Services Committee (PRCS) meeting that would normally fall on July 27, 2021, the day after the last Council meeting before the August meeting break. In order for Council to consider any recommendations from this meeting at the Regular Council meeting of July 26, 2021, it is proposed that the PRCS meeting be moved to the previous week, following the Public Works and Transportation Committee (PWT) on Tuesday, July 20, 2021.

With regard to the August Public Hearing, in keeping with past practice, staff propose that it be rescheduled from August 16, 2021 to September 7, 2021. This change to the Public Hearing

schedule minimizes the delay, due to the August meeting break, for consideration of land use applications that have been given first reading. There would be no need for a second scheduled Public Hearing during the third week of September.

Accordingly, adjustments to the meeting schedule are proposed to:

- cancel the open and closed Regular Council meetings of August 9 and 23, 2021 and the Committee meetings associated to those Council meeting cycles;
- reschedule the August 16, 2021 Public Hearing to September 7, 2021;
- reschedule the July PRCS meeting for Tuesday, July 20, 2021, following the PWT meeting so that Council may consider any recommendations from the PRCS meeting at the last Regular Council meeting before the August break on July 26, 2021; and
- schedule the December PRCS and the PWT meetings in tandem for December 14, 2021.

A draft meeting schedule is presented in Attachment 1, which incorporates adjustments for the August meeting break and the December holiday season City Hall closure.

Option 2 – Includes all adjustments under Option 1 **PLUS** a change to accommodate the Union of BC Municipalities (UBCM) convention

In 2016, Council first considered whether changes to the meeting schedule would be made to accommodate attendance at the Federation of Canadian Municipalities (FCM) or UBCM Conventions and direction was given that the circumstances be considered each year.

The FCM Convention schedule has not been finalized for 2021, however, the proposed dates of June 3 - 6, 2021 or June 10 – 13, 2021 does not conflict with any usual meeting days.

The 2021 UBCM convention is scheduled for September 13 - 17, 2021 in Vancouver and if the meeting schedule were to be adjusted to accommodate the convention, staff propose the following:

- the September 14, 2021 Community Safety Committee (CS) meeting be rescheduled for September 21, 2021, following the PWT meeting;

Matters arising from the CS meeting during this week would be considered at the Regular Council meeting on September 27, 2021. This adjustment would avoid a scheduling conflict for those wishing to attend the UBCM convention.

A draft meeting schedule for Option 2 is presented in Attachment 2, which incorporates adjustments for:

- the August meeting break;
- the December holiday season City Hall closure; and
- the UBCM convention.

Financial Impact

None.

Conclusion

It is recommended that Council select the preferred option for the 2021 Council and Committee Meeting Schedule. The approval of the meeting schedule at this time provides Council and the public with advance notice of the meeting schedule.



Claudia Jesson
Director, City Clerk's Office

- Att. 1: Proposed 2021 Council and Committee Meeting Schedule – Option 1
- 2: Proposed 2021 Council and Committee Meeting Schedule – Option 2

2021 MEETING SCHEDULE

SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
JANUARY							FEBRUARY							MARCH						
					STAT 1	2		GP 1	FC 2	PC 3	4	5	6		GP 1	FC 2	PC 3	4	5	6
3	4	GP 5	FC 6	7	8	9	7	CO 8	CS 9	DP 10	11	12	13	7	CO 8	CS 9	DP 10	11	12	13
10	CO 11	CS 12	DP 13	14	15	16	14	STAT 15	GP 16	PH 17	PWT 18	19	20	14	GP 15	PH 16	PWT 17	18	19	20
17	GP 18	PH 19	PWT 20	21	22	23	21	CO 22	PRC 23	DP 24	25	26	27	21	CO 22	PRC 23	DP 24	25	26	27
24	CO 25	PRC 26	DP 27	28	29	30	28							28	29	30	31			
31																				
APRIL							MAY							JUNE						
				1	STAT 2	3							1			1	2	FCM 3	FCM 4	FCM 5
4	STAT 5	GP 6	FC 7	8	9	10	2	GP 3	FC 4	PC 5	6	7	8	6	FCM 7	GP 8	FC 9	PC 10	11	12
11	CO 12	CS 13	DP 14	15	16	17	9	CO 10	CS 11	DP 12	13	14	15	13	CO 14	CS 15	DP 16	17	18	19
18	GP 19	PH 20	PWT 21	22	23	24	16	GP 17	PH 18	PWT 19	20	21	22	20	GP 21	PH 22	PWT 23	24	25	26
25	CO 26	PRC 27	DP 28	29	30		23	STAT 24	CO 25	PRC 26	DP 27	28	29	27	CO 28	PRC 29	DP 30			
							30	31												
JULY							AUGUST							SEPTEMBER						
				STAT 1	2	3	1	STAT 2	3	4	5	6	7			1	2	3	4	
4	GP 5	FC 6	PC 7	8	9	10	8	9	10	DP 11	12	13	14	5	STAT 6	GP 7	FC 8	PH 9	PC 10	11
11	CO 12	CS 13	DP 14	15	16	17	15	16	17	18	19	20	21	12	CO 13	CS 14	DP 15	UBCM 16	UBCM 17	18
18	GP 19	PH 20	PWT 21	22	23	24	22	23	24	DP 25	26	27	28	19	GP 20	PWT 21	22	23	24	25
25	CO 26	27	DP 28	29	30	31	29	30	31					26	CO 27	PRC 28	DP 29	30		
OCTOBER							NOVEMBER							DECEMBER						
					1	2		GP 1	FC 2	PC 3	4	5	6				1	2	3	4
3	GP 4	FC 5	PC 6	7	8	9	7	CO 8	CS 9	DP 10	STAT 11	12	13	5	CO 6	CS 7	DP 8	9	10	11
10	STAT 11	CO 12	CS 13	DP 14	15	16	14	GP 15	PH 16	PWT 17	18	19	20	12	GP 13	PH 14	PWT 15	16	17	18
17	GP 18	PH 19	PWT 20	21	22	23	21	CO 22	PRC 23	DP 24	25	26	27	19	CO 20	21	22	23	24	25
24	CO 25	PRC 26	DP 27	28	29	30	28	GP 29	FC 30					26	STAT 27	STAT 28	29	30	31	1 JAN
31														2 JAN	STAT 3 JAN					

November 5, 2020

- CO** Regular Council Mtg., 7:00pm
Regular (Closed) Council Mtg., 4:00pm
- CS** Community Safety, 4:00pm
- DP** Development Permit Panel, 3:30pm
- FC** Finance, following 1st General Purposes Meeting of each month
- GP** General Purposes, 4:00pm

- PC** Planning, 4:00pm
- PH** Public Hearing, 7:00pm
- PRC** Parks, Recreation & Cultural Services, 4:00pm
- PWT** Public Works & Transportation, 4:00pm
- FCM** FCM
- UBCM** UBCM

Note: All meeting dates are subject to change.

2021 MEETING SCHEDULE

SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
JANUARY							FEBRUARY							MARCH						
					STAT 1	2		GP 1	FC 2	PC 3	4	5	6		GP 1	FC 2	PC 3	4	5	6
3	4	GP 5	FC 6	7	8	9	7	CO 8	CS 9	DP 10	11	12	13	7	CO 8	CS 9	DP 10	11	12	13
10	CO 11	CS 12	DP 13	14	15	16	14	STAT 15	GP 16	PH 17	PWT 18	19	20	14	GP 15	PH 16	PWT 17	18	19	20
17	GP 18	PH 19	PWT 20	21	22	23	21	CO 22	PRC 23	DP 24	25	26	27	21	CO 22	PRC 23	DP 24	25	26	27
24	CO 25	PRC 26	DP 27	28	29	30	28							28	29	30	31			
31																				
APRIL							MAY							JUNE						
				1	STAT 2	3							1			1	2	FCM 3	FCM 4	FCM 5
4	STAT 5	GP 6	FC 7	8	9	10	2	GP 3	FC 4	PC 5	6	7	8	6	GP 7	FC 8	9	10	11	12
11	CO 12	CS 13	DP 14	15	16	17	9	CO 10	CS 11	DP 12	13	14	15	13	CO 14	CS 15	DP 16	17	18	19
18	GP 19	PH 20	PWT 21	22	23	24	16	GP 17	PH 18	PWT 19	20	21	22	20	GP 21	PH 22	PWT 23	24	25	26
25	CO 26	PRC 27	DP 28	29	30		23	STAT 24	CO 25	PRC 26	DP 27	28	29	27	CO 28	PRC 29	DP 30			
							30	31												
JULY							AUGUST							SEPTEMBER						
				STAT 1	2	3	1	STAT 2	3	4	5	6	7			1	2	3	4	
4	GP 5	FC 6	PC 7	8	9	10	8	9	10	DP 11	12	13	14	5	STAT 6	GP 7	FC 8	9	10	11
11	CO 12	CS 13	DP 14	15	16	17	15	16	17	18	19	20	21	12	CO 13	UBCM 14	DP 15	UBCM 16	UBCM 17	18
18	GP 19	PH 20	PWT 21	22	23	24	22	23	24	DP 25	26	27	28	19	GP 20	CS 21	PWT 22	23	24	25
25	CO 26	27	DP 28	29	30	31	29	30	31					26	CO 27	PRC 28	DP 29	30		
OCTOBER							NOVEMBER							DECEMBER						
					1	2		GP 1	FC 2	PC 3	4	5	6				1	2	3	4
3	GP 4	FC 5	PC 6	7	8	9	7	CO 8	CS 9	DP 10	STAT 11	12	13	5	CO 6	CS 7	DP 8	9	10	11
10	STAT 11	CO 12	CS 13	DP 14	15	16	14	GP 15	PH 16	PWT 17	18	19	20	12	GP 13	PH 14	PWT 15	16	17	18
17	GP 18	PH 19	PWT 20	21	22	23	21	CO 22	PRC 23	DP 24	25	26	27	19	CO 20	21	22	23	24	25
24	CO 25	PRC 26	DP 27	28	29	30	28	GP 29	FC 30					26	STAT 27	STAT 28	29	30	31	1 JAN
31														2 JAN	STAT 3 JAN					

November 5, 2020

- CO** Regular Council Mtg., 7:00pm
Regular (Closed) Council Mtg., 4:00pm
- CS** Community Safety, 4:00pm
- DP** Development Permit Panel, 3:30pm
- FC** Finance, following 1st General Purposes Meeting of each month
- GP** General Purposes, 4:00pm
- PC** Planning, 4:00pm
- PH** Public Hearing, 7:00pm
- PRC** Parks, Recreation & Cultural Services, 4:00pm
- PWT** Public Works & Transportation, 4:00pm
- FCM** FCM
- UBCM** UBCM

Note: All meeting dates are subject to change.



City of Richmond

Report to Committee

To: Finance Committee **Date:** November 6, 2020
From: John Irving, P.Eng. MPA **File:** 03-0970-01/2020-Vol
01
 General Manager, Engineering and Public
 Works
 Jerry Chong, CPA, CA
 Acting General Manager, Finance and Corporate
 Services
Re: **2021 Utility Budgets and Rates**

Staff Recommendation

That the 2021 utility budgets, as presented in Option 2 for Water (page 5), Option 2 for Sewer (page 10), Option 1 for Drainage and Diking (page 16), and Option 3 for Solid Waste and Recycling (page 18), as outlined in the staff report, dated November 6, 2020 from the General Manager, Engineering and Public Works and the Acting General Manager, Finance and Corporate Services, be approved as the basis for establishing the 2021 utility rates and included in the Consolidated 5 Year Financial Plan (2021-2025) Bylaw.

John Irving, P.Eng. MPA
 General Manager,
 Engineering and Public Works
 (604-276-4140)

Jerry Chong, CPA, CA
 Acting General Manager,
 Finance and Corporate Services
 (604-276-4064)

Att. 1

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY SMT	INITIALS: SL
APPROVED BY CMO 	

Staff Report

Origin

This report presents the recommended 2021 utility budgets and rates for Water, Sewer, Drainage and Diking, and Solid Waste and Recycling. The utility rates need to be established and amended bylaws adopted by December 31, 2020 in order to take effect January 1, 2021.

This report supports the following strategies within Council's Strategic Plan 2018-2022:

Strategy #1 A Safe and Resilient City:

Enhance and protect the safety and well-being of Richmond.

1.2 Future-proof and maintain city infrastructure to keep the community safe.

1.3 Ensure Richmond is prepared for emergencies, both human-made and natural disasters.

Strategy #2 A Sustainable and Environmentally Conscious City:

Environmentally conscious decision-making that demonstrates leadership in implementing innovative, sustainable practices and supports the City's unique biodiversity and island ecology.

2.1 Continued leadership in addressing climate change and promoting circular economic principles.

2.2 Policies and practices support Richmond's sustainability goals.

Strategy #5 Sound Financial Management:

Accountable, transparent, and responsible financial management that supports the needs of the community into the future.

5.1 Maintain a strong and robust financial position.

5.2 Clear accountability through transparent budgeting practices and effective public communication.

5.3 Decision-making focuses on sustainability and considers circular economic principles.

5.4 Work cooperatively and respectfully with all levels of government and stakeholders while advocating for the best interests of Richmond.

Analysis

Utility services, including water, sewer, flood protection, and solid waste and recycling have been defined as essential services by the Province of BC during the COVID-19 pandemic. As such, the City continues to provide all utility services during this time, including:

Water

All residents and businesses continue to have access to clean water for drinking, cleaning, gardening, and fire protection. Operation, maintenance and upgrade of the City's water infrastructure are on-going.

Sewer

All residents and businesses with a sewer connection continue to receive full sewer service, including sewage collection and treatment. Operation, maintenance and upgrade of the City's sewer infrastructure are on-going.

Flood Protection

The City continues to be well-protected from flood risks. Operation, maintenance, and upgrade of the City's drainage and diking infrastructure are on-going.

Solid Waste and Recycling

Residents continue to receive regularly scheduled garbage and recycling collection. Litter collection, illegal dumping clean-up, and public space recycling are on-going, and the Recycling Depot continues to operate and serve the public.

During the COVID-19 pandemic, the City continues to provide a high level of service to Richmond residents and businesses, and the City's operating expenditures are carefully managed while operational efficiencies continue to be pursued in order to minimize the impact on ratepayers during this time.

Metro Vancouver's 2021 budget, as presented in their 2021-2025 Financial Plan, form a key component of the City's 2021 utility rates for water, sewer, and solid waste and recycling. Metro Vancouver rate increases for 2021 are as follows:

Water

The 2021 Greater Vancouver Water District (GVWD) rate increase is 3.5%. The GVWD water purchase cost represents 58% of the City's Water Utility user fee budget.

Sewer

The 2021 Greater Vancouver Sewerage and Drainage District (GVS&DD) sewer levy increase is 4.4%. The operations and maintenance component of the GVS&DD sewer

levy, which is funded through the Sewer Utility, represents 66% of the City's Sewer Utility user fee budget.

Solid Waste

The Metro Vancouver solid waste tipping fees are increased by \$4 to \$117 per tonne for 2021, plus a transaction fee of \$5 per load. A tiered structure based on load size/weight will continue to be used for small vehicles and commercial customers.

Another component of the City's utility budget relates to the replacement of ageing municipal infrastructure. Based on the "Ageing Utility and Road Infrastructure Planning – 2019 Update" report, dated August 16, 2019, there are additional annual funding requirements of \$1.7 million for water infrastructure, \$2.6 million for sanitary infrastructure, and \$7.4 million for drainage and diking infrastructure. The ageing infrastructure component is analyzed in subsequent sections of this report.

The recommended 2021 solid waste and recycling services include maintaining all services and programs which are designed to advance broader waste reduction and recycling objectives. The City remains a leader in providing robust recycling programs, currently diverting 79% of single-family residential waste. Budget amounts presented within this report include additional costs under the City's organics processing agreement for completion of the facility enclosure and related odour management controls. Various options are also presented relating to social distancing traffic control measures at the City's recycling depot, which are expected to be required through June 2021 in light of COVID-19.

Recognizing the impact of the COVID-19 pandemic on ratepayers as well as challenges of cost increases outside of the City's control and those associated with maintaining City infrastructure, staff have presented various budget and rate options for 2021. This includes three different options for each of the City's utilities.

For water, sewer, flood protection, and solid waste and recycling, Option 1 presents a zero rate increase; Options 2 and 3 present various actions the City can take to increase the rates depending on the varying circumstances and needs within each budget area. The various options are presented for each of the City utilities in the following sections, and the proposed 2021 rates are summarized in Tables 13 and 14.

Water Utility

Table 1. Water Utility Budget

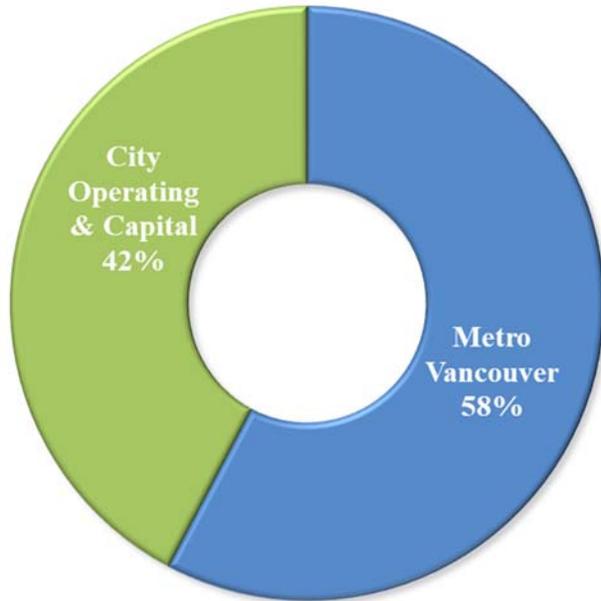
Key Budget Areas	2020 Base Level Budget (Restated for Comparison ¹)	Option 1 Zero Rate Impact \$1,400,000 Drawdown from Provision	Option 2 (Recommended) \$700,000 Drawdown from Provision	Option 3 Non-Discretionary Increases
<u>Expenditures</u>				
Salary	\$6,261,300	\$258,300	\$258,300	\$258,300
PW Materials/Equipment/Power Costs	\$2,409,700	\$400	\$400	\$400
Operating Expenditures	\$1,319,400	-\$19,600	-\$19,600	-\$19,600
Water Meter Reading and Maintenance	\$182,400	\$0	\$0	\$0
Toilet Rebate Program	\$100,000	\$0	\$0	\$0
GVWD Water Purchases (Metro Vancouver)	\$27,558,300	\$135,900	\$135,900	\$135,900
Capital Infrastructure Replacement Program	\$7,500,000	\$0	\$0	\$0
Firm Price/Receivable	\$2,677,100	\$79,600	\$79,600	\$79,600
Residential Water Metering Program	\$1,285,900	\$0	\$0	\$0
Overhead Allocation	\$976,100	\$0	\$0	\$0
Total Base Level Expenditure Budget	\$50,270,200	\$50,724,800	\$50,724,800	\$50,724,800
<u>Revenues</u>				
Provision (Rate Stabilization)	\$0	-\$1,400,000	-\$700,000	\$0
Investment Income	-\$392,000	\$196,000	\$196,000	\$196,000
Firm Price/Receivable	-\$2,677,100	-\$79,600	-\$79,600	-\$79,600
Meter Rental	-\$1,917,000	-\$28,400	-\$28,400	-\$28,400
YVR Maintenance	-\$30,000	\$0	\$0	\$0
Provision (Toilet Rebate/Flushing)	-\$259,200	-\$7,000	-\$7,000	-\$7,000
Provision (OBI Adjustment) ¹	-\$74,900	\$74,900	\$74,900	\$74,900
Meter Re-Reads and Other Services	-\$80,800	\$0	\$0	\$0
Total Base Level Revenue Budget	-\$5,431,000	-\$6,675,100	-\$5,975,100	-\$5,275,100
Net Budget	\$44,839,200	\$44,049,700	\$44,749,700	\$45,449,700
Net Difference Over 2020 Base Level Budget		-\$789,500	-\$89,500	\$610,500

¹The 2020 Base Level budget has been restated to include the approved Operating Budget Impacts approved with the 2020 Capital Budget. Refer to "Provision (OBI Adjustment)" discussion on page 7.

The following is an explanation of the budget reductions and increases outlined in Table 1.

GVWD Water Purchases – Metro Vancouver

Figure 1. 2021 Water Utility User Fee Breakdown



Metro Vancouver has indicated that their water rate will increase by 3.5%. Through careful management of the City’s water demand, the corresponding increase in water purchase cost from Metro Vancouver is \$135,900.

Bulk water is purchased from Metro Vancouver on a volumetric basis and accounts for 58% of Richmond’s water rate (Figure 1). The City’s 2021 water rates are based on Metro Vancouver’s 2021-2025 Financial Plan (Table 2), which was approved by the Metro Vancouver Board on October 30, 2020.

Table 2. Metro Vancouver Water Rate Projection – 2021-2025 Financial Plan

	2021	2022	2023	2024	2025
Blended Rate (\$/m³)	\$0.8110	\$0.8532	\$0.9078	\$0.9886	\$1.0954
% Change	3.5%	5.2%	6.4%	8.9%	10.8%

Metro Vancouver’s projected rate increases for the next three years are significantly less than previously indicated in their 2020-2024 Financial Plan, with the objective of reducing cost impacts to municipalities considering the implications of the COVID-19 pandemic. To achieve this, Metro Vancouver has deferred parts of their capital plan and increased borrowing, transferring the burden to future years in order to recover the shortfall resulting from delaying larger rate increases. This will likely result in more significant Metro Vancouver rate increases beyond 2025.

Water Metering (Avoided Water Purchase Costs)

Water metering plays a significant role in the City’s water demand management program, which improves equity to ratepayers by providing volume-based user fees and reduces bulk water purchase costs by promoting water conservation and reducing private-side leakage. Since the inception of the program in 2003, the City’s total water use has decreased by 12% despite an increase in population of 26%. In 2019, this reduction in per capita water usage resulted in annual savings of \$11.9 million in avoided water purchase cost.

The City has made significant advances in water metering since the program was first introduced. Approximately 83% of the City's water use is currently metered. All single-family and ICI properties are metered and 50% of multi-family units are metered. Programs are in place to continue advancing water metering within the City particularly through the volunteer multi-family water metering program.

City Operating Expenditures

The City's total operating expenditures (excluding Metro Vancouver costs) is below the Consumer Price Index (CPI). The main cost drivers for the operating expenditure increase include:

- Salary increase estimates for union agreements; and
- Equipment cost increases.

The City's operating expenditures are carefully managed and considerable measures have been taken to minimize cost increases where possible. The average increase to the City's operating expenditures since 2015 has been 1.3%, which is significantly below the CPI over the same period.

Provision (OBI Adjustment)

Each year, subsequent to the approval of the utility budgets, the City's Capital Budget is approved, including operating budget impacts associated with the approved projects. Operating budget impacts (OBIs) may result in increases to the utility budget. Since the utility budget is already established, the impacts are included in the Consolidated 5 Year Financial Plan, funded by a one-time transfer from the Water Levy Stabilization Provision. In 2020, \$74,900 was transferred from the Water Levy Stabilization Provision to fund OBIs associated with the 2020 Capital Program and has been incorporated into the 2021 base level budget.

Construction Period Revenues

The City receives construction period revenues from development customers for water use during construction. This revenue is not budgeted due to its long-term variability. Any actual revenue will be transferred to the Water Levy Stabilization Provision for future rate stabilization funding.

Capital Infrastructure Replacement Program Contribution

The Capital Infrastructure Replacement Program facilitates proactive management of the City's water assets, allowing the City to maintain a high level of service by minimizing watermain breaks and service disruptions. Through proactive management of ageing infrastructure and implementation of the City's water pressure management program, the City has also successfully reduced water losses due to pipe leakage in the water distribution system. This has resulted in additional cost savings from avoided Metro Vancouver water purchase costs.

The annual capital contribution for water-related infrastructure replacement is currently \$7.5 million. The "Ageing Utility and Road Infrastructure Planning – 2019 Update" report

identified a long-term annual funding requirement of \$9.2 million, with a target funding range of \$8.6 million to \$10.4 million. Considering the economic impact of the COVID-19 pandemic, in order to minimize rate increases, there are no proposed increases to the Water Capital Infrastructure Replacement Program.

Water Levy Stabilization Provision Contribution (Water Rate Options)

The Water Levy Stabilization was established by Council as a funding source for water rate stabilization. The Provision has a balance of \$15.7 million as of September 30, 2020, and is intended to offset significant increases in regional water purchase costs. Option 1 includes a drawdown of \$1.4 million and Option 2 includes a drawdown of \$0.7 million from the Water Levy Stabilization Provision to subsidize the water rate and reduce the impact on ratepayers; Option 3 maintains a \$0 impact on the Provision.

Investment Income

Due to the economic impacts of the COVID-19 pandemic, the Bank of Canada decreased their policy interest rate by 1.5% in 2020 (from 1.75% to 0.25%), which has a direct impact on the City's investment return. The interest rate is expected to remain at this low level until there are signs of steady economic recovery in future years.

Impact on 2021 Water Rates

The impact of the three budget options on water rates is shown in Tables 3 and 4. Table 3 shows the various options for metered customers; Table 4 shows the options for flat rate customers. The rates presented include fixed costs for metering, such as meter reading, billing, and maintenance. Italicized numbers represent the difference between the 2020 rates and the 2021 optional rates.

Option 1 presents zero rate increase with a drawdown from the Water Levy Stabilization Provision. Options 2 and 3 result in rate increases and less drawdown from the Provision.

Table 3. 2021 Metered Rate Water Options (net of discount)

Customer Class	2020 Rates	Option 1	Option 2 (Recommended)	Option 3
Single-Family Dwelling (based on 325 m ³ average)	\$459.27	\$459.27 <i>\$0</i>	\$466.22 <i>\$6.95</i>	\$473.18 <i>\$13.91</i>
Townhouse (based on 218 m ³ average)	\$315.08	\$315.08 <i>\$0</i>	\$319.75 <i>\$4.67</i>	\$324.41 <i>\$9.33</i>
Apartment (based on 157 m ³ average)	\$209.99	\$209.99 <i>\$0</i>	\$213.35 <i>\$3.36</i>	\$216.71 <i>\$6.72</i>
Metered Rate (\$/m ³)	\$1.2802	\$1.2802 <i>\$0</i>	\$1.3016 <i>\$0.0214</i>	\$1.3230 <i>\$0.0428</i>

Table 4. 2021 Flat Rate Water Options (net of discount)

Customer Class	2020 Rates	Option 1	Option 2 (Recommended)	Option 3
Single-Family Dwelling	\$679.83	\$679.83 \$0	\$691.17 \$11.34	\$702.52 \$22.69
Townhouse	\$556.49	\$556.49 \$0	\$565.78 \$9.29	\$575.06 \$18.57
Apartment	\$358.60	\$358.60 \$0	\$364.58 \$5.98	\$370.57 \$11.97

The rates outlined in Tables 3 and 4 are net rates. The Waterworks and Water Rates Bylaw provides a 10% discount for utility bills paid prior to the due date. The rates shown in the bylaw will be before the 10% discount is applied, in order to achieve full cost recovery.

Options Summary

Option 1

- Represents zero rate increase while maintaining the current level of service.
- Includes a drawdown of \$1.4 million from the Water Levy Stabilization Provision.
- Maintains \$7.5 million contribution to the Capital Infrastructure Replacement Program.

Option 2 (Recommended)

- Includes a drawdown of \$0.7 million from the Water Levy Stabilization Provision.
- Maintains \$7.5 million contribution to the Capital Infrastructure Replacement Program.

Option 3

- Maintains \$0 impact on the Water Levy Stabilization Provision.
- Maintains \$7.5 million contribution to the Capital Infrastructure Replacement Program.

Recommended Option

Staff recommend the budgets and rates identified in Option 2 for the Water Utility. This option maintains the current level of service while utilizing the Water Levy Stabilization Provision to reduce the rate increase, considering the economic impact of COVID-19. Staff also recommend maintaining the current contribution to the Capital Infrastructure Replacement Program at this time, as it is relatively close to the target funding range, and the funding gap can be reduced in future years when the impacts of COVID-19 on residents and businesses subside, without any negative effect on long-term ageing infrastructure.

Sewer Utility

Table 5. Sewer Utility Budget

Key Budget Areas	2020 Base Level Budget (Restated for Comparison ¹)	Option 1 Zero Rate Impact \$1,200,000 Drawdown from Provision	Option 2 (Recommended) \$600,000 Drawdown from Provision	Option 3 Non-Discretionary Increases
<u>Expenditures</u>				
Salary	\$3,397,000	\$136,400	\$136,400	\$136,400
PW Materials/Equipment/Power Costs	\$1,811,400	\$2,400	\$2,400	\$2,400
Operating Expenditures	\$733,200	-\$11,700	-\$11,700	-\$11,700
GVS&DD O&M (Metro Vancouver)	\$24,119,800	-\$41,000	-\$41,000	-\$41,000
GVS&DD Debt (Metro Vancouver) ²	\$2,218,600	\$1,193,700	\$1,193,700	\$1,193,700
Capital Infrastructure Replacement Program	\$5,806,400	\$0	\$0	\$0
Firm Price/Receivable	\$642,600	\$18,100	\$18,100	\$18,100
Overhead Allocation	\$585,400	\$0	\$0	\$0
Total Base Level Expenditure Budget	\$39,314,400	\$40,612,300	\$40,612,300	\$40,612,300
<u>Revenues</u>				
Provision (Rate Stabilization)	-\$500,000	-\$700,000	-\$100,000	\$500,000
Provision (OBI Adjustment) ¹	-\$83,200	\$83,200	\$83,200	\$83,200
Investment Income	-\$152,000	\$76,000	\$76,000	\$76,000
Firm Price/Receivable	-\$642,600	-\$18,100	-\$18,100	-\$18,100
Property Tax for GVS&DD Debt ²	-\$2,218,600	-\$1,193,700	-\$1,193,700	-\$1,193,700
Total Base Level Revenue Budget	-\$3,596,400	-\$5,349,000	-\$4,749,000	-\$4,149,000
Net Budget	\$35,718,000	\$35,263,300	\$35,863,300	\$36,463,300
Net Difference Over 2020 Base Level Budget		-\$454,700	\$145,300	\$745,300

¹ The 2020 Base Level budget has been restated to include the approved Operating Budget Impacts approved with the 2020 Capital Budget. Refer to "Provision (OBI Adjustment)" discussion on page 12

² GVS&DD Debt (Metro Vancouver) charges levied through taxes based on property assessment values

The following is an explanation of the budget reductions and increases outlined in Table 5.

Metro Vancouver GVS&DD Sewer Levy

Metro Vancouver’s GVS&DD Sewer Levy will increase by \$1.15 million for Richmond in 2021. Metro Vancouver’s Sewer Levy comprises of an operations and maintenance component as well as a debt component. The debt component, which is mainly due to the Gilbert Road Sewer, has historically been levied through taxes as sewer debt levy and charged to property owners who are in sewer areas and based on property assessment values.

Richmond pays Metro Vancouver for bulk transmission and treatment of liquid waste on a flat rate basis. Metro Vancouver costs account for 66% of Richmond’s sewer rate and is a primary budget driver (Figure 2). Richmond’s 2021 sanitary sewer rates are based on Metro Vancouver’s 2021-2025 Financial Plan (Table 6), which was approved by the Metro Vancouver Board on October 30, 2020.

Figure 2. 2021 Sewer Utility User Fee Breakdown

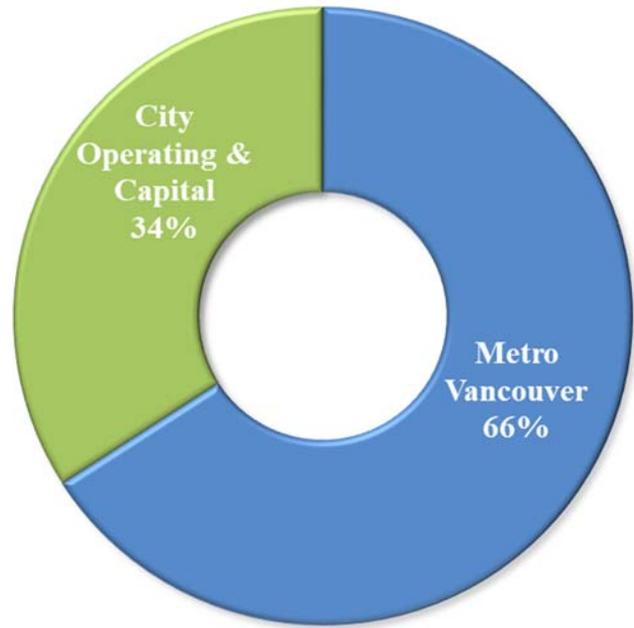


Table 6. Metro Vancouver 5-Year Overall Sewer Cost Projections – Lulu Island Sewerage Area

	2021	2022	2023	2024	2025
Sewer Levy – LSA (\$ Millions)	\$27.5	\$30.8	\$34.9	\$38.1	\$43.3
% Change	4.4%	12.2%	13.4%	8.9%	13.8%

Similar to their water rate, Metro Vancouver’s 2021 sewer rate increase is significantly less than previously indicated in their 2020-2024 Financial Plan, with the objective of reducing cost impacts to municipalities over that period considering the implications of the COVID-19 pandemic. To achieve this, Metro Vancouver has deferred parts of their capital plan and increased borrowing, transferring the burden to future years in order to recover the shortfall resulting from delaying larger rate increases. This will likely result in more significant Metro Vancouver rate increases beyond 2025.

Operating Expenditures

The City’s total operating expenditures (excluding Metro Vancouver costs) is below the CPI. The main cost drivers for the operating expenditure increase include:

- Salary increase estimates for union agreements; and
- Equipment cost increases.

The City's operating expenditures are carefully managed and considerable measures have been taken to minimize cost increases where possible.

Provision (OBI Adjustment)

Each year, subsequent to the approval of the utility budgets, the City's Capital Budget is approved, including OBIs associated with the approved projects. OBIs may result in increases to the utility budget. Since the utility budget is already established, the impacts are included in the Consolidated 5 Year Financial Plan, funded by a one-time transfer from the Sewer Levy Stabilization Provision. This amount is incorporated into the base sewer utility budget in the following year. In 2020, \$83,200 was transferred from the Sewer Levy Stabilization Provision to fund OBIs associated with the 2020 Capital Program and has been incorporated into the 2021 base level budget.

Construction Period Revenues

The City receives construction period revenues from development customers for sewer use during construction. This revenue is not budgeted due to its long-term variability. Any actual revenue will be transferred to the Sewer Levy Stabilization Provision for future rate stabilization funding.

Capital Infrastructure Replacement Program

The annual capital contribution for sewer-related infrastructure replacement is currently \$5.8 million. The "Ageing Utility and Road Infrastructure Planning – 2019 Update" report identified a long-term annual funding requirement of \$8.4 million, with a target funding range of \$7.8 million to \$9.1 million. Considering the economic impact of the COVID-19 pandemic, in order to minimize rate increases, there are no proposed increases to the Sewer Capital Infrastructure Replacement Program.

Sewer Levy Stabilization Provision (Sewer Rate Options)

The Sewer Levy Stabilization was established by Council as a funding source for sewer rate stabilization. The Provision has a balance of \$9.1 million as of September 30, 2020, and is intended to offset significant increases in regional sewer collection and treatment costs.

Over the past few years, the sewer utility has maintained a \$500,000 drawdown to partially offset rate increases. Option 1 increases the drawdown to \$1.2 million and Option 2 increases the drawdown to \$0.6 million from the Sewer Levy Stabilization Provision to subsidize the sewer rate and reduce the impact on ratepayers. Option 3 includes a \$0 impact on the Provision.

Investment Income

Due to the economic impacts of the COVID-19 pandemic, the Bank of Canada decreased their policy interest rate by 1.5% in 2020 (from 1.75% to 0.25%), which has a direct impact on the City's investment return. The interest rate is expected to remain at this low level until there are signs of steady economic recovery in future years.

Impact on 2021 Sewer Rates

The impact of the three budget options on sewer rates is shown in Tables 7 and 8. Table 7 shows the various options for metered customers; Table 8 shows the options for flat rate customers. Italicized numbers represent the difference between the 2020 rates and the 2021 optional rates.

Option 1 presents zero rate increase with a drawdown from the Sewer Levy Stabilization Provision. Options 2 and 3 result in rate increases and less drawdown from the Provision.

Table 7. 2021 Metered Rate Sewer Options (net of discount)

Customer Class	2020 Rates	Option 1	Option 2 (Recommended)	Option 3
Single-Family Dwelling (based on 325 m ³ average)	\$400.11	\$400.11 \$0	\$407.06 \$6.95	\$414.02 \$13.91
Townhouse (based on 218 m ³ average)	\$268.38	\$268.38 \$0	\$273.05 \$4.67	\$277.71 \$9.33
Apartment (based on 157 m ³ average)	\$193.28	\$193.28 \$0	\$196.64 \$3.36	\$200.00 \$6.72
Metered Rate (\$/m ³)	\$1.2311	\$1.2311 \$0	\$1.2525 \$0.0214	\$1.2739 \$0.0428

Table 8. 2021 Flat Rate Sewer Options (net of discount)

Customer Class	2020 Rates	Option 1	Option 2 (Recommended)	Option 3
Single-Family Dwelling	\$504.76	\$504.76 \$0	\$513.53 \$8.77	\$522.29 \$17.53
Townhouse	\$461.84	\$461.84 \$0	\$469.86 \$8.02	\$477.88 \$16.04
Apartment	\$384.65	\$384.65 \$0	\$391.33 \$6.68	\$398.01 \$13.36

The rates outlined in Tables 7 and 8 are net rates. The Drainage, Dyke and Sanitary Sewer System Bylaw provides a 10% discount for utility bills paid prior to the due date. The rates shown in the bylaw will be before the 10% discount is applied, in order to achieve full cost recovery.

Options Summary

Option 1

- Represents zero rate increase while maintaining the current level of service.
- Increases the drawdown from the Sewer Levy Stabilization Provision to \$1.2 million.
- Maintains \$5.8 million contribution to the Capital Infrastructure Replacement Program.

Option 2 (Recommended)

- Increases the drawdown from the Sewer Levy Stabilization Provision to \$0.6 million.
- Maintains \$5.8 million contribution to the Capital Infrastructure Replacement Program.

Option 3

- Reduces drawdown from the Sewer Levy Stabilization Provision to \$0.
- Maintains \$5.8 million contribution to the Capital Infrastructure Replacement Program.

Recommended Option

Staff recommend the budgets and rates identified in Option 2 for the Sewer Utility. This option maintains the current level of service while utilizing the Sewer Levy Stabilization Provision to reduce the rate increase, considering the economic impact of COVID-19. Staff also recommend maintaining the current contribution to the Capital Infrastructure Replacement Program at this time, as the funding gap can be reduced in future years when the impacts of COVID-19 on residents and businesses subside, without any negative effect on long-term ageing infrastructure.

Drainage and Diking Utility

The Drainage and Diking Utility was created to develop a reserve fund to operate, maintain, and upgrade Richmond's flood protection infrastructure. The "Ageing Utility and Road Infrastructure Planning – 2019 Update" report identifies a capital funding target of \$19.5 million. Since 2003, Council has approved increasing annual funding levels for the Drainage and Diking Utility from \$0.6 million to its current level of \$13.4 million.

Flood Protection Rate Equity and Funding

In 2003, Council adopted an initial net rate of \$10 per property for flood protection, and increased the rate by \$10 each year from 2004 to 2015. Since 2016, new rate classes have been introduced to enhance equity amongst users and reflect the different levels of demand various properties have on the City's drainage and diking systems. Over the last four years, five rate classes have been established, along with separate drainage and diking rates:

- Single-family residential and agricultural
- Multi-family residential
- Small or stratified ICI
- Medium non-stratified ICI
- Large non-stratified ICI

At the November 4, 2019 Finance Committee, a referral was made for staff to examine the property rate classes for the Drainage and Diking rates. At the November 12, 2019 Regular Council Meeting, a referral was made for staff to examine the timing, concepts and plans for the potential acceleration of improvements to the City's diking system.

Staff have been developing a plan and options with respect to the above noted referrals for Council consideration. However, accelerating the flood protection program will result in significant utility rate increases to all ratepayers, and improving equity between rate classes will increase utility rates for some rate classes.

In consideration of the on-going COVID-19 pandemic, its economic impact, as well as the uncertainty and variability of the financial situation of Richmond ratepayers and the City, the report in response to both referrals has been deferred until Q2 2021, in advance of developing the 2022 Utility Rates and Budgets. Any recommended acceleration to the flood protection program in a fully accelerated mode would still be delivered over several decades, and delaying acceleration by one or two years will not have any negative impacts over the long term.

Drainage Operations and Maintenance

The drainage operating cost for 2021 is approximately \$5.5 million and, since inception in 2001, has been included in the City's operating budget. It is appropriate for the Drainage and Diking Utility to fund both capital and operating, consistent with the Water Utility and Sewer Utility. The 2021 flood protection rate options include \$2 million for drainage operations and maintenance, as part of a phased approach to relocate the drainage operations and maintenance from the operating budget to the Drainage and Diking Utility. This will not result in a rate increase for 2021, as the Capital Infrastructure Replacement Program can be reduced in the immediate term without negative long term impacts.

Impact on Flood Protection Rates

Table 9 provides a summary of the proposed flood protection rates for each rate class and the impact on the net utility budget. The rates outlined in Table 9 are net rates. The bylaw provides a 10% discount for utility bills paid prior to the due date. The rates shown in the bylaw will be before the 10% discount is applied, in order to ensure appropriate cost recovery. Italicized numbers represent the difference between 2020 and 2021 optional rates.

Table 9. 2021 Flood Protection Rate Options (net of discount)

Rate Class	2020 Rates	Option 1 (Recommended) Zero Rate Impact	Option 2 15% increase to medium and large non-stratified ICI properties, 2% increase to single-family, agricultural and small or stratified ICI properties, 1% increase to multi-family properties	Option 3 30% increase to medium and large non-stratified ICI properties, 4% increase to single-family, agricultural and small or stratified ICI properties, 2% increase to multi-family properties
Multi-family Residential	\$145.31	\$145.31 <i>\$0</i>	\$146.77 <i>\$1.46</i>	\$148.22 <i>\$2.91</i>
Single-family Residential and Agricultural	\$154.55	\$154.55 <i>\$0</i>	\$157.64 <i>\$3.09</i>	\$160.73 <i>\$6.18</i>
Small or Stratified ICI (less than 800m ²)	\$154.55	\$154.55 <i>\$0</i>	\$157.64 <i>\$3.09</i>	\$160.73 <i>\$6.18</i>
Medium Non-Stratified ICI (between 800m ² and 10,000m ²)	\$488.60	\$488.60 <i>\$0</i>	\$561.88 <i>\$73.28</i>	\$635.17 <i>\$146.57</i>
Large Non-Stratified ICI, above 10,000m ²	\$977.18	\$977.18 <i>\$0</i>	\$1,123.75 <i>\$146.57</i>	\$1,270.33 <i>\$293.15</i>
Net Budget	\$13,353,800	\$13,391,600	\$13,668,800	\$13,945,600
Capital Infrastructure Replacement Program	\$12,824,800	\$10,862,600	\$11,139,800	\$11,416,600
Drainage Operations and Maintenance	N/A	\$2,000,000	\$2,000,000	\$2,000,000
Box Culvert Preventative Maintenance Program	\$380,000	\$380,000	\$380,000	\$380,000
Dyke Repair Program	\$149,000	\$149,000	\$149,000	\$149,000
Net Difference Over 2020 Base Level Budget	\$0	\$37,800	\$315,000	\$591,800

Options Summary

Option 1 (Recommended)

- Zero rate impact to all properties.
- Maintains existing funding for the Box Culvert Preventative Maintenance Program and the Dike Repair Program.

Option 2

- Improves equity based on different levels of demand various properties have on the City's drainage and diking systems. Increases the rate for medium and large non-stratified ICI properties by 15%, single-family, agricultural, and small or stratified ICI properties by 2%, and multi-family properties by 1%.
- Maintains existing funding for the Box Culvert Preventative Maintenance Program and the Dike Repair Program.

Option 3

- Improves equity based on different levels of demand various properties have on the City's drainage and diking systems. Increases the rate for medium and large non-stratified ICI properties by 30%, single-family, agricultural, and small or stratified ICI properties by 4%, and multi-family properties by 2%.
- Maintains existing funding for the Box Culvert Preventative Maintenance Program and the Dike Repair Program.

Recommended Option

Staff recommend the budgets and rates identified in Option 1, which represents a zero rate increase for flood protection services. Mitigating the impacts of climate change-induced sea level rise and implementing the Flood Protection Management Strategy and Dike Master Plan is a long-term initiative that will span several decades. The funding gap can be reduced in future years when the impacts of COVID-19 on residents and businesses subside, without any negative impact to the City's level of flood protection in the immediate and long term.

Solid Waste and Recycling

Table 10. 2021 Solid Waste and Recycling Budget

Key Budget Areas	2020 Base Level Budget	Option 1 Zero Rate Impact	Option 2 Partial Cost Increases Offset by Provision Funding	Option 3 (Recommended) Same as Option 2 (with no Offset by Provision Funding)
<u>Expenditures</u>				
Salaries	\$3,760,600	\$430,400	\$430,400	\$430,400
Contracts	\$9,843,700	\$435,200	\$435,200	\$435,200
Equipment/Materials	\$918,000	\$73,600	\$73,600	\$73,600
Metro Vancouver Disposal Costs	\$1,391,600	\$223,000	\$223,000	\$223,000
Recycling Materials Processing	\$3,777,300	\$173,600	\$173,600	\$173,600
Container Rental/Collection	\$424,100	-\$53,600	-\$53,600	-\$53,600
Operating Expenditures	\$337,700	-\$100	-\$100	-\$100
Internal Shared Costs	\$104,900	\$7,300	\$7,300	\$7,300
Agreements	\$197,700	\$0	\$0	\$0
Rate Stabilization	\$368,400	\$0	\$0	\$0
Base Level Expenditure Budget	\$21,124,000	\$22,413,400	\$22,413,400	\$22,413,400
<u>Revenues</u>				
Application Fees	-\$90,000	\$0	\$0	\$0
Inspection Fees	-\$10,000	\$0	\$0	\$0
Recycling Material	-\$229,500	-\$57,600	-\$57,600	-\$57,600
Garbage Tags	-\$17,500	\$0	\$0	\$0
Unrealized Discounts	-\$108,000	\$0	\$0	\$0
Revenue Sharing Grant/Other	-\$9,100	\$0	\$0	\$0
Recycle BC Incentive	-\$1,927,800	-\$139,400	-\$139,400	-\$139,400
Provision (OBI Adjustment)	-\$1,061,200	-\$804,800	-\$261,900	\$0
Base Level Revenue Budget	-\$3,453,100	-\$4,454,900	-\$3,912,000	-\$3,650,100
Net Budget	\$17,670,900	\$17,958,500	\$18,501,400	\$18,763,300
Net Difference Over 2020 Base Level Budget		\$287,600	\$830,500	\$1,092,400

The following is an explanation of the budget reductions and increases outlined in Table 10.

Metro Vancouver Disposal Costs

The Metro Vancouver regional tipping fee for local governments will increase by \$4 from \$113/tonne in 2020 to \$117/tonne for 2021. The \$5 per load transaction fee remains in effect and is unchanged. Due to the success of the City’s recycling initiatives, Metro Vancouver increases have lessened impacts (as more waste is diverted for recycling) on City budgets and rates.

Option 1 includes costs required to meet the City’s contractual obligations relating to air quality permit requirements at the organics processing facility and continuation of all services under existing programs. Traffic control services provided by City staff at the Recycling Depot to achieve social distancing measures are also reflected in Option 1. Cost increases are offset by drawing from provision funding to keep rates at 2020 levels for most residents. Under Option 2, the cost for traffic control services (only) are offset by drawing from provision funding. All other program cost increases are recovered through rate increases. Under Option 3 there is no provision funding applied, therefore all program costs, including traffic control services, are recovered through rate increases.

These program options are discussed in more detail later in this report.

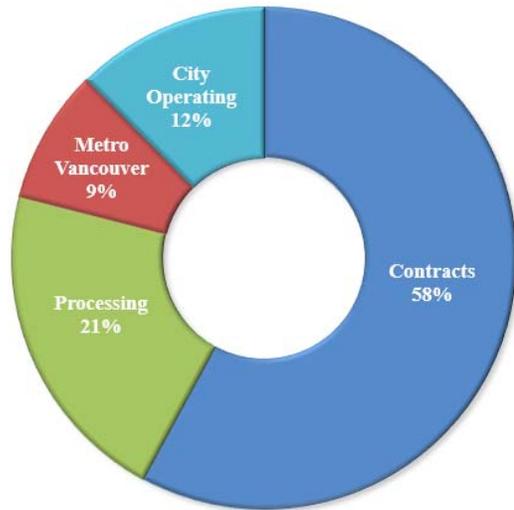
City Operating Expenditures

Salary increase estimates relating to union agreements are the primary utility budget increases. Additional costs under all options include labour resource requirements to provide City-operated traffic control services at the Recycling Depot (vs. using a contracted service provider) for a period of up to six months (assumed timeframe). This would require approximately three additional on-call or part-time staff resources for each day of operation during this period. These costs are necessary to keep the Recycling Depot operational for residents while conforming to provincial social distancing guidelines in light of the current pandemic situation.

Contracts

Contract costs are increased in accordance with overall growth in the number of units serviced and escalation clauses as stipulated in the City’s solid waste and recycling services contract, which commenced January 1, 2019 and is for a maximum 10 year term. Costs include

Figure 3. 2021 Solid Waste and Recycling User Rate Breakdown



approximately \$30,000 for contracted traffic control services for the projected six month timeframe needed for social distancing measures at the Recycling Depot for those times where it may be needed periodically should trained City staff be unavailable.

Recycling Materials Processing

Recycling material processing costs are increased to meet the City's obligations under the current organics processing contract. The organics processing operator, GFL Environmental, completed their facility enclosure as of the end of August, 2020. As a result, the operational aspects of the ongoing odour management upgrades at the facility are now in effect. The associated costs were identified as a component of the City's agreement with GFL Environmental. Other cost increases relate to processing materials at the Recycling Depot, including additional hazardous waste items accepted.

Single-Use Plastics and Other Items

The City's *Single-Use Plastics and Other Items Bylaw 10000* was approved by the Minister of Environment and Climate Change Strategy on March 11, 2020. However, as the COVID-19 pandemic was emerging as a prevalent issue at that time, the provincial announcement regarding the bylaw approval was delayed until September 12, 2020. To enact the City's bylaw requires final adoption by Council. As the pandemic situation remains prevalent to this day and has impacted many businesses, implementation of the City's bylaw remains on hold at this time. Within the budget amounts in Table 10, all options include implementation costs of \$560,000 as per prior Council approvals. This allows for the bylaw implementation to proceed, once appropriate, in 2021. There is no impact to rates associated with this expenditure as there is a corresponding transfer from provision funding to offset these costs.

The challenges caused by plastic pollution is garnering action at both the provincial and federal levels of government. The province released amendments to the *Recycling Regulation* on June 29, 2020 based on feedback from the *CleanBC Plastics Action Plan* which includes the addition of "single-use products" to BC's extended producer responsibility program. The province is currently in consultation on their *Recycling Regulation Policy Intentions Paper* released September 12, 2020, which focuses specifically on extended producer responsibility programs in BC. At the federal level, Environment and Climate Change Canada is seeking feedback on a discussion paper released October 7, 2020, which proposes to restrict six harmful single-use plastics, establish recycled content requirements and improve and expand extended producer responsibility across Canada. Staff are actively reviewing these initiatives to evaluate potential impacts and will incorporate any necessary modifications to the City's implementation of Bylaw 10000.

General Solid Waste & Recycling Rate Stabilization provision (Rate Options)

The General Solid Waste and Recycling Provision was established by Council as a funding source for rate stabilization. The provision has a balance of \$3.3 million as of September 30, 2020.

Service Level Enhancements Discussion

Recycling Depot Operation

Seven Day per Week Service: All options include costs to expand the Recycling Depot to a seven day per week operation (increase from six days per week). Implementation of the seven day per week service level was contingent upon completion of the Recycling Depot upgrade project, which was substantially delayed during 2020 due to the COVID-19 pandemic. The upgrade project is now on target for completion in the fourth quarter 2020. As such, the seven day per week service level will commence January, 2021. The operating hours will remain from 9:00 a.m. – 6:15 p.m.

City Provided Traffic Control: The budgets and rates presented include the addition of labour hours for City staff (vs. a contractor) to conduct the traffic control operation at the Recycling Depot for an estimated six months in 2021 (i.e. to June, 2021). This service is needed to meet health regulation requirements for social distancing at the Recycling Depot in order for the facility to remain open to the public. Approximately three additional staff resources on a temporary full-time basis are required each day for this service.

Traffic control was initially considered a part-time need at the onset of the COVID-19 pandemic, therefore, contracting these services was appropriate. However, given the need is ongoing into 2021, a comparison of City staff vs. contracted services was undertaken. It was found that City staff provided services can be delivered at a savings of approximately \$40,000. The cost for contracted traffic control services seven days per week is estimated at \$300,000 vs. \$260,000 for City staff provided traffic control. The \$260,000 amount includes \$30,000 for contractor support, if required where City staff may be unavailable. Under Options 1 and 2, the additional traffic control costs do not impact the rates charged to residents since they are fully offset by a contribution from provision. Under Option 3, the additional costs do impact rates. Option 3 is the recommended approach as it does not dip into the City's provision funding for traffic control costs in the event additional funding is needed to continue traffic control services beyond the estimated six month timeframe.

In 2019, there were approximately 210,000 visits to the Recycling Depot, averaging over 17,400 visits per month, or over 73 customers for every hour the Recycling Depot is open. This represents a 25% increase in visits over the prior year.

Commercial Recycling Services Review

This project was also not undertaken during 2020 due to the impacts to business caused by the COVID-19 pandemic. The purpose of this initiative is to undertake a detailed review and scoping exercise to establish opportunities for enhanced recycling for the commercial sector. Recycling rates in the commercial sector are among the lowest in accordance with Metro Vancouver's waste composition audits, at 50%. The activities for this project include consultation with business, a review of current practices, limitations, challenges, etc. as well as a review of the waste collection industry's current practices and capacity as it relates to commercial recycling services. The outcome would be an approach and strategy, with recommendations, to present to Council for further review and consideration.

The costs and temporary resources needed to undertake this project are included under all options at a cost of approximately \$370,000 with the expectation that this project will be undertaken at the appropriate time in 2021 (dependent on the pandemic situation). As the suggested review involves a scoping study to identify potential options for the commercial sector, the associated costs are offset by a contribution from provision in order that there is no impact to rates. Only after the results of the study are completed and reported back to Council would a recommended approach for City supported solutions be identified (with budget and rates identified).

Construction Period Revenues

The City receives construction period revenues from development customers for solid waste and recycling during construction. This revenue is not budgeted due to the long term variability in these revenues. Any actual revenues will be transferred to the General Solid Waste and Recycling provision for future rate stabilization funding.

Revenues – General Solid Waste and Recycling Provision

Recycling Material Revenues

Recycling material revenues are increased associated with payments obtained through staff initiative in seeking engagement contracts with producer responsibility stewards for electronics and motor oil.

Recycle BC Incentive

The net Recycle BC revenue incentive is adjusted to offset inflationary cost increases in order to maintain no net impact in the Blue Box/Multi-Family Recycling Rate. Overall, the Recycle BC program is expected to generate net revenues of approximately \$663,000 for 2021 and can be deposited into the General Solid Waste and Recycling provision account subject to Council approval. This is in alignment with previous Council direction (November 25, 2013) when the decision to join Recycle BC was made.

Impact on 2021 Rates

The impact of the budget options to ratepayers is provided in the tables which follow. The principal reason for the increase in 2021 relates to inflationary contract costs stipulated in existing contracts, disposal cost increases, and costs associated with organics processing under the change in law provisions for odour management/air quality permit requirements. Numbers in italics represent the difference between 2020 rates and 2021 optional rates.

Table 11 provides total costs based on standard garbage cart sizes for single-family (240L) and townhouse (120L). Table 12 provides a more detailed breakdown of Option 3 rates based on the four different garbage cart size options that are available to residents in single-family and townhouse units. The percentage of container sizes subscribed by each customer class is also presented for reference. Residents are able to reduce or increase the amount they pay based on the cart size they select for garbage collection services.

Table 11. 2021 Solid Waste and Recycling Rate Options (net of discount)

Customer Class	2020 Rates	Option 1	Option 2	Option 3 (Recommended)
Single-Family Dwelling (Standard 240L Cart)	\$372.90	\$372.90 \$0.00	\$384.40 \$11.50	\$387.65 \$14.75
Townhouse (Standard 120L Cart)	\$257.15	\$257.15 \$0.00	\$264.40 \$7.25	\$267.65 \$10.50
Apartment	\$118.60	\$118.60 \$0.00	\$122.85 \$4.25	\$126.10 \$7.50
Business Rate	\$36.18	\$36.18 \$0.00	\$36.95 \$0.77	\$37.60 \$1.42

Table 12. 2021 Single-Family and Townhouse Net Rates by Garbage Cart Size (Per Recommended Option 3)

Cart Size	Single Family		Townhomes	
	Full Service Rate (Including Recycling, Organics, Other Services)	Approximate Percent - Subscribed Size	Full Service Rate (Including Recycling, Organics, Other Services)	Approximate Percent - Subscribed Size
80L	\$338.40	4%	\$243.15	17%
120L	\$362.90	11%	\$267.65	74%
240L	\$387.65	79%	\$292.40	8%
360L	\$492.65	6%	\$397.40	1%

The rates outlined in Tables 11 and 12 are net rates. The Solid Waste & Recycling Regulation bylaw provides a 10% discount for utility bills paid prior to the due date. The rates shown in the bylaw will be before the 10% discount is applied.

Regional Issues

In 2021, garbage tipping fees for municipal loads will increase by \$4 per tonne. The generator levy will increase by \$6 per tonne, which represents the fixed costs of the region's transfer station network and solid waste planning. Tipping fees are projected to increase by \$4 per tonne in 2022, and increase by \$7 per tonne per year from 2023 to 2025.

In addition to standard operating programs, Metro Vancouver intends to pursue an update to the region's solid waste management plan to advance zero waste and incorporate circular economy principles. Other key activities to target in 2021 include an update to the funding model for recycling depots located at transfer stations, construction commencement at the Coquitlam Transfer Station replacement project and Surrey Recycling and Waste Drop-Off facility.

Options Summary

Option 1

- Represents full recovery via rates of all program costs, including seven day per week service at the Recycling Depot, and City staff provided traffic control for social distancing measures (for six months) to comply with COVID-19 related public health guidelines, where added program and traffic control costs are offset by provision funding for no net rate impact. The only exception under this Option is for multi-family residents who subscribe to the City's optional garbage service, where the optional garbage rate increases by \$1.75 or from \$75.00 to \$76.75.
- Meets the City's contractual obligations related to inflationary aspects of agreements and costs associated with odour management upgrades at the organics processing facility.
- Includes funding to implement the City's Single-Use Plastics and Other Items Bylaw 10000 and undertake a Commercial Recycling Services Review at the appropriate time, depending on the current pandemic situation, offset by provision funding.

Option 2

- Represents full recovery via rates of all program costs, including seven day per week service at the Recycling Depot, and City staff provided traffic control services to achieve social distancing measures (for six months) to comply with COVID-19 related public health guidelines where these added traffic control costs are offset by provision funding. Other program cost increases are reflected as an increase in the rates charged to residents.
- Meets the City's contractual obligations related to inflationary aspects of agreements and costs associated with odour management upgrades at the organics processing facility.
- Includes funding to implement the City's Single-Use Plastics and Other Items Bylaw 10000 and undertake a Commercial Recycling Services Review at the appropriate time, depending on the current pandemic situation, offset by provision funding.

Option 3 (Recommended)

- Represents full recovery via rates of all program costs, including seven day per week service at the Recycling Depot, and City staff provided traffic control services to achieve social distancing measures (for six months) to comply with COVID-19 related public health guidelines.
- Meets the City's contractual obligations related to inflationary aspects of agreements and costs associated with odour management upgrades at the organics processing facility.
- Includes funding to implement the City's Single-Use Plastics and Other Items Bylaw 10000 and undertake a Commercial Recycling Services Review at the appropriate time, depending on the current pandemic situation, offset by provision funding.

Recommended Option

Staff recommend the budget and rates identified in Option 3 for Solid Waste and Recycling. This option provides full funding for all existing programs in 2021. Additionally, this option allows for traffic control services to be provided by City staff resources for a six-month period in 2021 to ensure social distancing measures are effectively delivered at the City's Recycling Depot.

Total Recommended 2021 Utility Rate Option

In light of the economic impacts of the COVID-19 pandemic on ratepayers, staff recommend the budget and rate options as follows:

- Option 2 is recommended for Water
- Option 2 is recommended for Sewer
- Option 1 is recommended for Drainage and Diking
- Option 3 is recommended for Solid Waste and Recycling

Table 13 summarizes the estimated total metered rate utility charge, based on average water and sewer consumption. Table 14 summarizes the total flat rate utility charge. Numbers in italics represent the difference between 2020 rates and 2021 proposed rates.

Table 13. 2021 Estimated Total Net Rates to Metered Customers

Customer Class	2020 Estimated Net Metered Rates	2021 Estimated Net Metered Rates (Recommended)
Single-Family Dwelling	\$1,386.83	\$1,415.48 <i>\$28.65</i>
Townhouse (on City garbage service)	\$985.92	\$1,005.76 <i>\$19.84</i>
Townhouse (not on City garbage service)	\$892.92	\$910.26 <i>\$17.34</i>
Apartment	\$667.18	\$681.40 <i>\$14.22</i>
Commercial/Industrial		
Metered Water (\$/m ³)	\$1.2802	\$1.3016 <i>\$0.0214</i>
Metered Sewer (\$/m ³)	\$1.2311	\$1.2525 <i>\$0.0214</i>
Business: Garbage	\$36.18	\$37.60 <i>\$1.42</i>
Business: Drainage & Diking (800 m ² to 10,000 m ²)	\$488.60	\$488.60 <i>\$0</i>
Business: Drainage & Diking (above 10,000 m ²)	\$977.18	\$977.18 <i>\$0</i>
Business: Drainage & Diking (Others)	\$154.55	\$154.55 <i>\$0</i>

Table 14. 2021 Total Net Rates to Flat Rate Customers

Customer Class	2020 Net Flat Rates	2021 Net Flat Rates (Recommended)
Single-Family Dwelling	\$1,712.04	\$1,746.90 \$34.86
Townhouse (on City garbage service)	\$1,420.79	\$1,448.60 \$27.81
Townhouse (not on City garbage service)	\$1,327.79	\$1,353.10 \$25.31
Apartment	\$1,007.16	\$1,027.32 \$20.16

The rates outlined in Tables 13 and 14 are net rates. The bylaws provide a 10% discount for utility bills paid prior to the deadline. The rates shown in the bylaw will be before the 10% discount is applied, in order to achieve full cost recovery. The recommended rates outlined above result in gross rate charges to residents as outlined in Attachment 1. These rates would be reflected in the amending bylaws for each utility area, should they be approved by Council.

Flat Rate and Metered Customers

All single-family and ICI properties in the City are metered. The single-family residential flat rate will continue to apply to duplex units that share one water service. These units require significant internal plumbing separation work to facilitate metering and were not included in the universal metering program. 50% of townhouses and apartments are still on flat rate utility services; however, the number with meters will continue to increase with the ongoing volunteer and mandatory water meter programs for multi-family dwellings. The number of units by customer class is identified in Table 15.

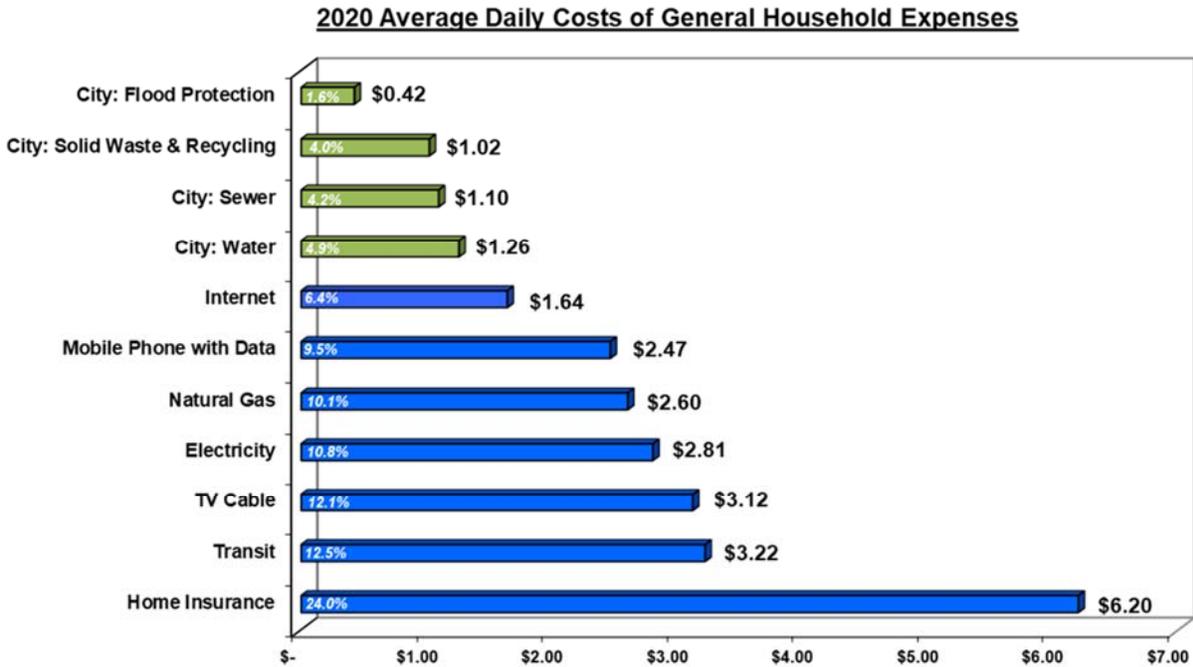
Table 15. Flat Rate and Metered Property Unit Counts

	2020 Percentages (Mid-Year)	2020 Counts (Mid-Year)	2021 Counts (Mid-Year Estimated)	Difference
Single-Family Residential	Flat Rate (3%)	769	769	0
	Metered (97%)	27,998	28,042	44
Townhouse	Flat Rate (64%)	11,482	11,367	-115
	Metered (36%)	6,344	6,516	172
Apartment	Flat Rate (43%)	14,797	14,715	-82
	Metered (57%)	19,481	20,694	1,213
Total Residential Units		80,871	82,103	1,232
Commercial Units	Metered	3,537	3,537	0
Farms	Metered	45	45	0

Comparison of 2020 City Utility Rates to Other Major Household Expenses

City utility fees represent approximately 15% of total average daily household expenses and are of good value when compared with common household expenses. Water, sewer, solid waste and recycling, and flood protection services are fundamental to the quality of life for residents and necessary infrastructure to support the local economy. Figure 4 illustrates the value of these services when compared to other common daily household expenses.

Figure 4. Cost Comparison of Main Household Expenses for a Single-Family Dwelling

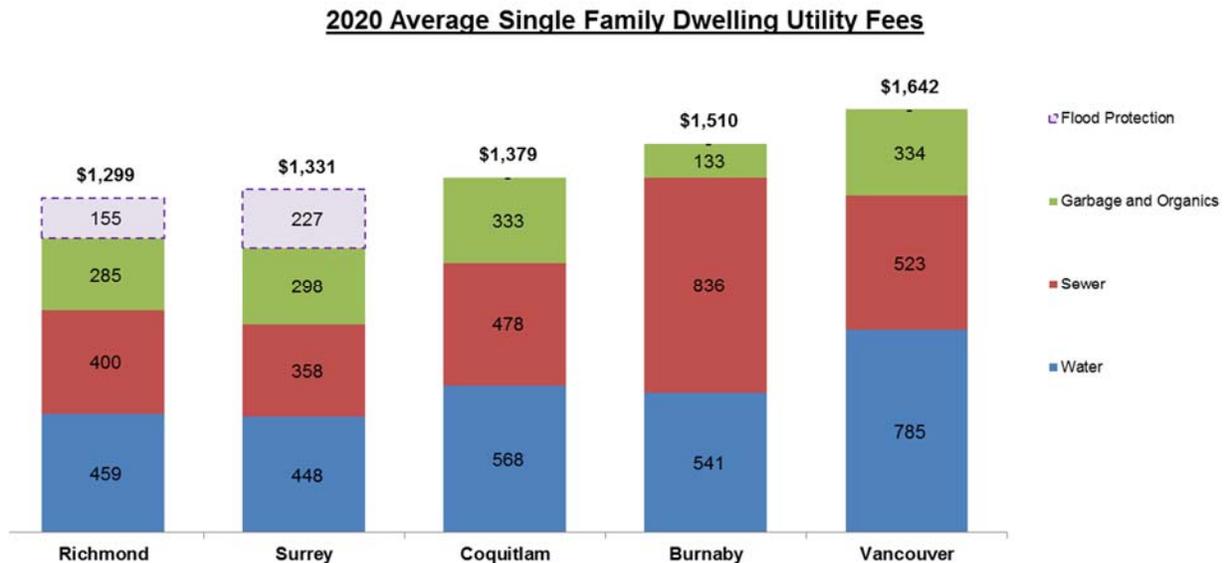


*Source: BC Hydro, Fortis BC, Rogers, Shaw, TD Insurance, and Translink
Reference REDMS 6517059*

Comparison of 2020 Comparator Municipality Utility Fees

Figure 5 provides a comparison between the City's 2020 average single-family dwelling utility fees with comparator municipalities. All utility fees presented below are net of applicable discounts. Richmond and Surrey water and sewer rates include applicable metering costs and are based on an average annual consumption of 325m³ and 345m³ respectively, as single-family dwellings in these cities are 100% and 70% metered respectively; all other comparator municipalities are predominately charging a flat rate for water and sewer services. Blue box, general recycling and waste management fees have been excluded in the garbage and organics fee presented for comparison purposes, as not all municipalities offer the same services. Coquitlam, Burnaby and Vancouver do not have applicable rates for drainage and flood protection services. The City of Richmond offers this additional and critical service while still maintaining the lowest combined fee for utility services.

Figure 5. Comparison of 2020 Average Single-Family Dwelling Utility Fees



Sources:

City of Richmond - Based on metered rate

- Waterworks and Water Rates Bylaw No. 5637; Amendment Bylaw No. 10113
- Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551; Amendment Bylaw No. 10114
- Solid Waste & Recycling Regulation Bylaw No. 6803; Amendment Bylaw No. 10115

City of Surrey - Based on metered rate

- Waterworks Regulation and Charges By-law No 2007 ; Amendment By-law No. 16337
- Sanitary Sewer Regulation and Charges By-law No. 2008; Amendment By-law No. 16611
- Waste Management Regulations and Charges Bylaw No. 2015; Amendment Bylaw No. 18412
- Drainage Parcel Tax By-law No. 2001; Amendment By-law No. 14593

City of Coquitlam - Based on flat rate

- Water Distribution Bylaw No. 4428; Amendment Bylaw No. 5021
- Sewer and Drainage Bylaw No. 4429; Amendment Bylaw No. 5022
- Solid Waste Management Bylaw No. 4679; Amendment Bylaw No. 5023

City of Burnaby - Based on metered rate

- Waterworks Regulation Bylaw No 1953 ; Amendment Bylaw No. 14113
- Sewer Charge Bylaw No. 1961; Amendment Bylaw No. 14111
- Solid Waste & Recycling Bylaw No. 2010; Amendment Bylaw No. 14090
- Sewer Parcel Tax Bylaw No. 1994; Amendment Bylaw No. 14110

City of Vancouver - Based on flat rate

- Water Works By-law No. 4848; Amendment Bylaw No. 12596
- Sewer & Watercourse By-law No. 8093; Amendment Bylaw No. 12600
- Solid Waste By-law No. 8417; Amendment Bylaw No. 12637

Financial Impact

The budget and rate impacts associated with each option are outlined in detail in this report. In all options, the budgets and rates represent full cost recovery for each City service.

Staff recommend the following budgets by utility:

- Option 2 is recommended for Water, for a net budget of \$44.7 million;
- Option 2 is recommended for Sewer, for a net budget of \$35.9 million;
- Option 1 is recommended for Drainage and Diking, for a net budget of \$13.4 million;
- Option 3 is recommended for Solid Waste and Recycling, for a net budget of \$18.8 million; and
- An overall net utility budget of \$112.8 million.

Considerable effort has been made to minimize City costs and other costs within our ability, in order to minimize the impact to property owners.

Conclusion

This report presents the 2021 proposed utility budgets and rates for City services relating to the provision of water, sewer, flood protection, as well as solid waste and recycling. Considerable measures have been taken to reduce costs where possible in order to minimize rate increases. A significant portion of the City’s costs relate to impacts from influences outside of the City’s direct control, such as regional and contract cost impacts. Regional costs are expected to continue increasing to meet demands for high quality drinking water and sewer treatment. Staff recommend that the budgets and rates, as outlined in this report, be approved and that the appropriate amending bylaws be brought forward to Council to bring these rates into effect.



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JH:jh

Att. 1: 2021 Annual Utility Charges – Recommended Gross Rates per Bylaw

2021 Annual Utility Charges – Recommended Gross Rates per Bylaw (Estimated Metered and Actual Flat Rates)

	Water	Sewer	Flood Protection	Solid Waste & Recycling	Total
Metered (Based on Average Consumption)					
Single-Family Dwelling	\$518.02	\$452.29	\$171.72	\$430.72	\$1,572.75
Townhouse (with City garbage)	\$355.28	\$303.39	\$161.46	\$297.39	\$1,117.52
Townhouse (no City garbage)	\$355.28	\$303.39	\$161.46	\$191.28	\$1,011.41
Apartment	\$237.06	\$218.49	\$161.46	\$140.11	\$757.12
Flat Rate (Actual)					
Single-Family Dwelling	\$767.97	\$570.59	\$171.72	\$430.72	\$1,941.00
Townhouse (with City garbage)	\$628.64	\$522.07	\$161.46	\$297.39	\$1,609.56
Townhouse (no City garbage)	\$628.64	\$522.07	\$161.46	\$191.28	\$1,503.45
Apartment	\$405.09	\$434.81	\$161.46	\$140.11	\$1,141.47
General – Other/Business					
Metered Water (\$/m ³)	\$1.4462				
Metered Sewer (\$/m ³)		\$1.3917			
Business: Garbage				\$41.78	
Flood Protection (Medium Non-stratified ICI)			\$542.89		
Flood Protection (Large Non-Stratified ICI)			\$1,085.76		
Flood Protection (Small or Stratified ICI)			\$171.72		



To: Finance Committee **Date:** September 25, 2020
From: Peter Russell, MCIP RPP **File:** 01-0060-20-
LIEC1/2020-Vol 01
 Director, Sustainability and District Energy
Re: **2021 District Energy Utility Rates**

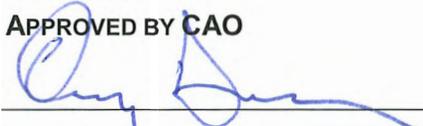
Staff Recommendation

1. That the Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 10208 be introduced and given first, second and third readings;
2. That the Oval Village District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 10209 be introduced and given first, second and third readings; and
3. That the City Centre District Energy Utility Bylaw No. 9895, Amendment Bylaw No. 10210 be introduced and given first, second and third readings.



Peter Russell, MCIP RPP
 Director, Sustainability and District Energy
 (604-276-4130)

Att. 8

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance Department Law	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	 <hr/>
REVIEWED BY SMT	INITIALS: SL	APPROVED BY CAO 

Staff Report

Origin

The purpose of this report is to recommend 2021 Alexandra District Energy Utility (ADEU), Oval Village District Energy Utility (OVDEU), and City Centre District Energy Utility (CCDEU) district energy utility rates. This report also proposes amendments to the ADEU and CCDEU rate structure to bring consistency across all DEU service area Bylaws. See Attachment 1 for a brief overview of the DEU service areas.

This report supports Council's Strategic Plan 2018-2022 Strategy #2: A Sustainable and Environmentally Conscious City:

Environmentally conscious decision-making that demonstrates leadership in implementing innovative, sustainable practices and supports the City's unique biodiversity and island ecology.

2.1 Continued leadership in addressing climate change and promoting circular economic principles.

2.2 Policies and practices that support Richmond's sustainability goals.

This report supports Council's Strategic Plan 2018-2022 Strategy #5 Sound Financial Management:

Accountable, transparent, and responsible financial management that supports the needs of the community into the future.

5.1 Maintain a strong and robust financial position.

Analysis

The City established the Lulu Island Energy Company Ltd. (LIEC) to provide district energy services on behalf of the City. City Council is the regulator and thus sets customer rates for the ADEU, OVDEU and CCDEU service areas. In accordance with this structure, LIEC staff have assessed the following factors when developing the 2021 rate recommendation:

- **Financially self-sustainable:** All LIEC service areas were established on the basis that all capital and operating costs would be recovered through revenues from user fees. The financial models for all three service areas have built in a rate increase of 4.0% annually to recover the capital, financing, operations, sales, general and administration costs to ensure the financial viability of the systems. The rate increase was based on the historical increase of conventional utility rates, which is consistent with the 4.0% average rate increase of conventional utility rates observed since the beginning of the DEU operations in the City.

- **Concession Agreement between LIEC and Corix:** As endorsed by Council, LIEC executed a concession agreement with Corix Utilities to design, construct, finance, operate and maintain the OVDEU. Under the agreement Corix recovers all capital and operating costs from LIEC without adding any overhead, and obtains a return on their investment. Corix's expenses are reviewed by LIEC in accordance with prudent utility practices. All obligations under the Concession Agreement have been met. Under the annual rate review process, Corix has submitted to LIEC a request for a 4.0% rate increase for 2021.
- **LIEC Cost Drivers:** Expenditures required to provide utility service include capital, operations, utilities, financing and administration costs. These costs are susceptible to non-discretionary increases due to material and equipment cost increases, rises in electricity and natural gas rates and general inflation. These costs are projected to increase 3.1% in 2021.
- **Competitive Rate:** Council's objective is to provide end users with annual energy costs that are competitive to conventional system energy costs, based on the same level of service. For a residential customer, BC Hydro's rates are expected to increase by 1.5% in 2021. While natural gas commodity costs are expected to have a marginal increase in the Lower Mainland, Fortis BC customers will see a 3.4% increase in their rates in 2021 due to an increase in delivery charges and the escalation of the Provincial carbon tax. It is estimated that customers using energy from a conventional utility system in a business as usual (BAU) scenario would see a blended Fortis BC and BC Hydro rate increase of around 2.5% in 2021¹, while the eight-year average blended BAU rate increase is estimated to be at 4.0% (see Table 1 below).

Table 1: Annual Percent Increase and 8-Year Average Comparison of Blended Fortis BC and BC Hydro (BAU) Rates

	2014	2015	2016	2017	2018	2019	2020	2021 Proposed	8 Year Avg.
ADEU Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	0.0% ²	3.5%
OVDEU Rate	-	-	4.0%	4.0%	4.0%	4.0%	4.0%	2.5%	3.8%
CCDEU Rate	-	-	-	-	-	-	4.0%	2.5%	3.3%
Blended BAU Rate	6.5%	3.3%	4.5%	7.1%	2.4%	3.3%	2.5%	2.5%	4.0%

¹ The 2.5% blended increase for 2021 is based on an estimated 1.5% increase of electricity cost and a 3.4% increase in natural gas cost assuming that all energy was provided for heating. Non-fuel BAU costs are assumed to be 25% of total costs and that they increase by the CPI (2.0%).

² Excluding commercial rate (Area A).

2021 Recommended Customer Rates

The economic impacts of the COVID-19 pandemic have been significant. Many residents have experienced job or income loss, and many businesses have been forced to suspend or close their operations. In consideration of this, LIEC staff have done further analysis to assess the feasibility of recommending a lower rate increase to its customers in 2021.

LIEC's three district energy utilities are at different stages of their operational life; as such, each of their capital and operating costs affect rates differently. ADEU is a more mature system with most of the capital required to produce low carbon energy already been invested. Due to the efficient operation of the system and higher than originally projected energy efficiency of the residential buildings, more customers can be serviced by the two existing geo-exchange fields. This makes the system less sensitive to changes in electricity and natural gas price, and allows for postponed capital investments for new low carbon energy sources. Taking into account these factors, ADEU's residential rate could remain constant with a 0% increase in 2021 without significantly impacting its overall financial performance.

The OVDEU and CCDEU systems are earlier in their operational life and still require significant capital investments in low carbon energy sources to connect more customers and ensure low carbon objectives are achieved. Additionally, due to the nature of their current energy sources, the costs to run these utilities are more sensitive to changes in electricity and natural gas prices. Once all costs are considered, the costs for these utilities are projected to increase in line with the projected 4% rate increase built into the financial models; however, LIEC staff evaluated the impact of a 2.5% increase (to match the BAU Rate increase for 2021), and have confirmed that this lesser increase for this year will have a low financial risk to LIEC business, while alleviating the burden on customers affected by COVID-19.

Proposed changes to ADEU and CCDEU Rate Structure

In addition to the rate increase, rate structure amendments are being proposed for Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 10085, and City Centre District Energy Utility Bylaw No. 9895, Amendment Bylaw No. 10087 to ensure consistency in the rates structure across all three service area Bylaws. These changes will be cost neutral to customers.

Financial Impact

None.

Conclusion

The recommended 2.5% increase for OVDEU and CCDEU 2021 service rates, and 0% increase for ADEU 2021 service rates supports Council's objective to keep the annual energy costs for LIEC customers competitive with conventional energy costs, based on the same level of service. This rate increase also ensures sufficient revenues to offset the capital investment and operating costs. Staff will continuously monitor energy costs and review the rate to ensure fairness for consumers and cost recovery for LIEC.



Peter Russell, BAsC MSc MCIP RPP
Director, Sustainability & District Energy
(604-276-4130)

- Att.1: District Energy In Richmond
- Att.2: Alexandra Neighbourhood and ADEU Service Area Informational Map
- Att.3: ADEU Green House Gas (GHG) Emissions Reduction Graph
- Att.4: Oval Village Neighbourhood and OVDEU Service Area Informational Map
- Att.5: City Centre Area and CCDEU Service Area Informational Map
- Att.6: ADEU Proposed 2021 Rates for Services
- Att.7: OVDEU Proposed 2021 Rates for Services
- Att.8: CCDEU Proposed 2021 Rates for Services

Attachment 1 – District Energy in Richmond

Richmond’s 2041 Official Community Plan (OCP) establishes a target to reduce greenhouse gas (GHG) emissions 33 per cent below 2007 levels by 2020 and 80 per cent by 2050. The OCP also aims to reduce energy use 10 per cent below 2007 levels by 2020. The City identified district energy utilities (DEUs) as a leading strategy to achieve the City’s GHG reduction goals.

The City incorporated Lulu Island Energy Company Ltd. (LIEC) in 2013 for the purposes of carrying out the City’s district energy initiatives. LIEC owns and operates the Alexandra District Energy (ADEU) and Oval Village District Energy (OVDEU) Utilities and advances new district energy opportunities. Table 1 below provides a summary of the developments connected under the DEU service areas to-date.

Table 1 – District Energy Utility Service Areas

	Buildings To-Date	Residential Units To-Date	Floor Area	
			To-Date	Build-out
Alexandra District Energy Utility	12	2,200	2.3M ft ²	4.4M ft ²
Oval Village District Energy Utility	10	2,277	2.6M ft ²	6.4M ft ²
City Centre District Energy Utility	10 ⁽¹⁾	3,388 ⁽¹⁾	4.7Mft ² ⁽¹⁾	48M ft ²
DEU-Ready Developments ⁽²⁾	17	4,524	5.3M ft ²	N/A
Total Connected Floor Area			4.9M ft² ⁽³⁾	58.8M ft²

(1) Commitments secured from upcoming developments in the City Centre; first connection expected in 2021.

(2) DEU-Ready developments are designed to connect to the City Centre district energy system at a future point.

(3) The “To-Date Connected Floor Area” figure corresponds to constructed developments currently served by a DEU.

Alexandra District Energy Utility (ADEU)

ADEU provides heating and cooling services to nine residential buildings in the ADEU service area, the large commercial development at “Central at Garden City”, the Richmond Jamatkhana temple and Fire Hall No. 3, comprising over 2,200 residential units and over 2.3 million square feet of floor area. While some electricity is consumed for pumping and equipment operations, almost 100% of this energy is currently produced locally from the geo-exchange fields in the greenway corridor and West Cambie Park, and highly efficient air source heat pumps.

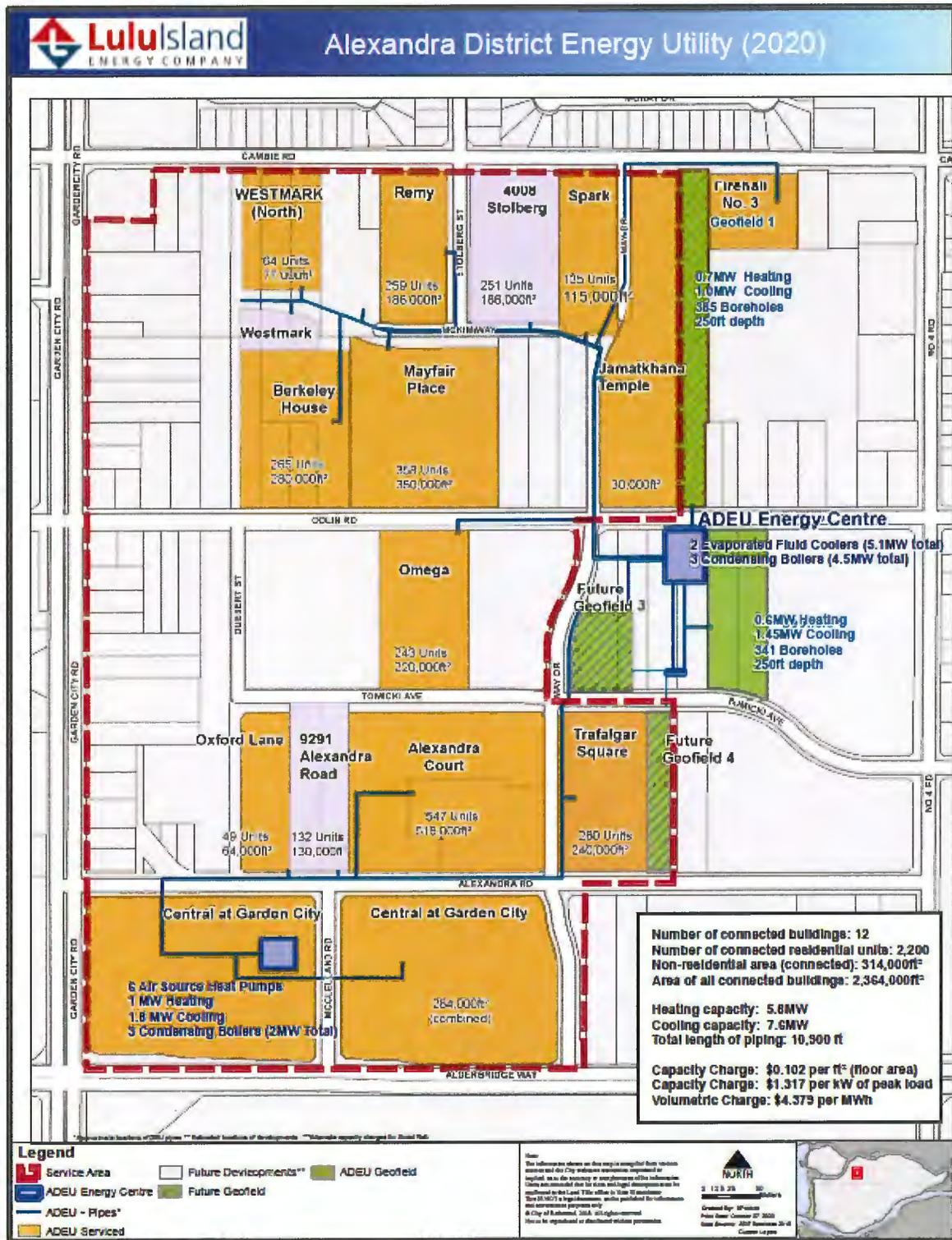
Oval Village District Energy Utility (OVDEU)

OVDEU services ten buildings in the OVDEU service area, containing over 2,277 residential units. Energy is currently supplied from the two interim energy centres with natural gas boilers which combined provide 11 MW of heating capacity. LIEC recently received a \$6.2 million grant from the CleanBC Communities Fund for the design and construction of the sewer heat recovery technology and a permanent energy centre for OVDEU. The project has been already initiated; once completed (estimated 2023-2024), the system will be able to produce up to 80% of low-carbon energy from the Gilbert Trunk sanitary force main sewer.

City Centre District Energy Utility (CCDEU)

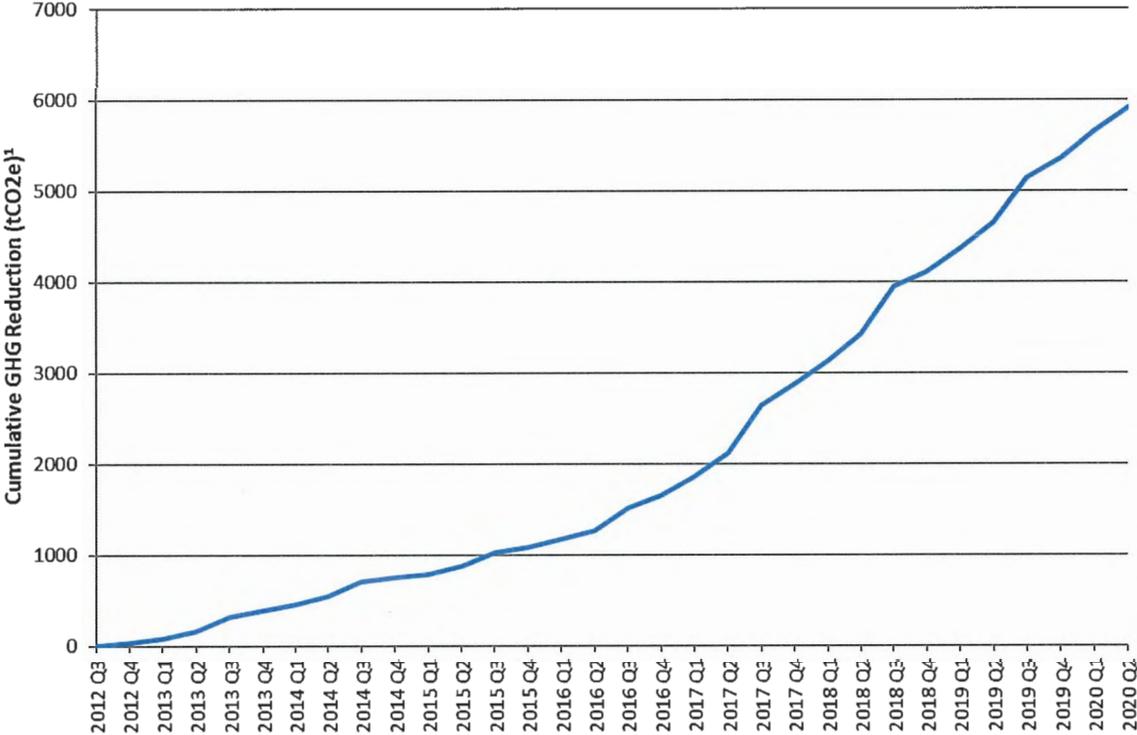
Ten developments, comprising of approximately 4.7 million square feet of residential, commercial, and hotel uses, have committed to construct and transfer low carbon energy plants to the City or LIEC at no cost. LIEC will operate and maintain these energy plants and provide heating and cooling services to these developments.

Attachment 2 – Alexandra Neighbourhood and ADEU Service Area Informational Map



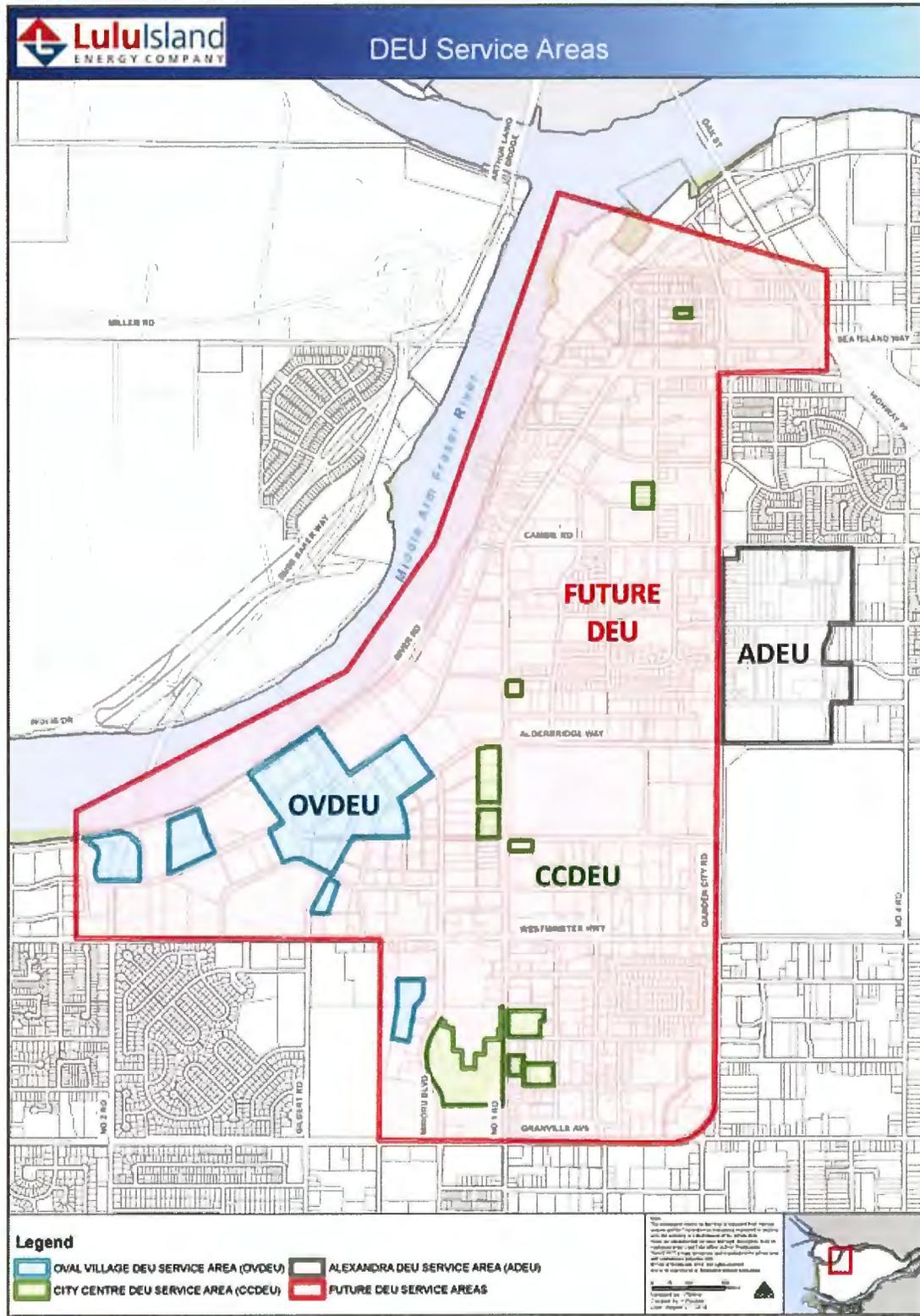
Attachment 3 – ADEU Green House Gas (GHG) Emission Reduction Graph

ADEU Cumulative GHG Emissions Reductions



¹ Assumed that all energy was provided for heating. The business-as-usual (BAU) assumed that 40% of the building heating load would be provided from electricity and the remaining 60% would be from gas make-up air units.

Attachment 5 – City Centre Area and CCDEU Service Area Informational Map



Attachment 6 – ADEU Proposed 2021 Rates for Services

Table 1: Proposed Rates for Services, excluding Area A

	ADEU	
	2020	2021
Capacity Charge One: Monthly charge per square foot of the building gross floor area	\$0.1020	\$0.0992
Capacity Charge Two: Monthly charge per kilowatt of the annual peak heating load supplied by DEU	\$1.370	-
Volumetric Charge: Charge per megawatt hour of energy consumed by the building	\$4.379	\$15.808
Excess Demand Fee - for each watt per square foot of each of the estimated peak heat energy demand and the estimated peak cooling demand that exceeds 6 W/ft ²	-	\$0.166

Table 2: Proposed Rates for Services, Area A

	Area A	
	2020	2021
Volumetric Charge: Charge per megawatt hour of energy consumed	\$78.29	\$80.25

Attachment 7 – OVDEU Proposed 2021 Rates for Services

OVDEU		
	2020	2021
Capacity Charge One: Monthly charge per square foot of the building gross floor area	\$0.0557	\$0.0571
Volumetric Charge: Charge per megawatt hour of energy consumed by the building	\$34.310	\$35.168
Excess Demand Fee - for each watt per square foot of the aggregate of the estimated peak heat energy demand that exceeds 6 W/ft ²	\$0.162	\$0.166

Attachment 8 – CCDEU Proposed 2021 Rates for Services

CCDEU		
	2020	2021
Capacity Charge One: Monthly charge per square foot of the building gross floor area	\$0.1134	\$0.0666
Volumetric Charge: Charge per megawatt hour of energy consumed by the building	-	\$40.935
Excess Demand Fee - for each watt per square foot of each of the estimated peak heat energy demand and the estimated peak cooling demand that exceeds 6 W/ft ²	\$0.146	\$0.166



**Alexandra District Energy Utility Bylaw No. 8641
Amendment Bylaw No. 10208**

The Council of the City of Richmond enacts as follows:

1. The **Alexandra District Energy Utility Bylaw No. 8641**, as amended, is further amended by adding the following after Section 11.3 as a new section 11.4:

“11.4 Excess Demand Fee

Pursuant to section 21.1(f), a building permit applicant must pay to the Service Provider the excess demand fee set out in Part 2 of Schedule C (Rates and Charges).”.

2. The **Alexandra District Energy Utility Bylaw No. 8641**, as amended, is further amended at Section 21.1 (Building Permit Application), by:

- a) inserting the words “and cooling” after the words “space heating” in Section 21.1(e)(i);
- b) inserting the words “for space heating and cooling and domestic hot water heating” after the words “consumption of energy” in Section 21.1(e)(iv);
- c) inserting the word “and” after the words “an estimated fee;” in section 21.1(f)(ii); and
- d) inserting the following after Section 21.1(f)(ii) as a new Section 21.1(f)(iii):

“(iii) the excess demand fee as specified in Part 2 of Schedule C.”.

3. The **Alexandra District Energy Utility Bylaw No. 8641**, as amended, is further amended by deleting Schedule C (Rates and Charges) in its entirety and replacing it with a new Schedule C attached as Schedule A to this Amendment Bylaw.
4. This Bylaw is cited as “**Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 10208**”

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept. CR
APPROVED for legality by Solicitor BRB

Schedule A to Amendment Bylaw No. 10208***SCHEDULE C to BYLAW NO. 8641******Rates and Charges*****PART 1 - RATES FOR SERVICES**

The following charges, as amended from time to time, will constitute the Rates for Services for the Service Area excluding shaded Area A as shown in Schedule A to this Bylaw:

- (a) Capacity charge – a monthly charge of \$0.0992 per square foot of Gross Floor Area; and*
- (b) Volumetric charge – a charge of \$15.808 per megawatt hour of Energy returned from the Energy Transfer Station at the Designated Property.*

PART 2 - EXCESS DEMAND FEE

Excess demand fee of \$0.166 for each watt per square foot of each of the estimated peak heat energy demand and estimated peak cooling demand referred to in section 21.1(e)(i), 21.1(e)(ii), and 21.1(e)(iii) that exceeds 6 watts per square foot.

PART 3 - RATES FOR SERVICES APPLICABLE TO AREA A

The following charges will constitute the Rates for Services applicable only to the Designated Properties identified within the shaded area (Area A) shown in Schedule A to this bylaw:

- (a) Volumetric charge – a charge of \$80.25 per megawatt hour of Energy returned from the Energy Transfer Station at the Designated Property calculated on each of (i) an energy use of 2644 MWh per annum (“Basic Supply Amount”), and (ii) any energy use in excess of the Basic Supply Amount.*



Oval Village District Energy Utility Bylaw No. 9134
Amendment Bylaw No. 10209

The Council of the City of Richmond enacts as follows:

1. The **Oval Village District Energy Utility Bylaw No. 9134**, as amended, is further amended by deleting **Schedule D (Rates and Charges)** of the Bylaw in its entirety and replacing it with a new Schedule D as attached as Schedule A to this Amendment Bylaw.
2. This Bylaw is cited as **“Oval Village District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 10209”**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. CR
APPROVED for legality by Solicitor BRB

MAYOR

CORPORATE OFFICER

Schedule A to Amendment Bylaw No. 10209

SCHEDULE D

Rates and Charges

PART 1 - RATES FOR SERVICES

The following charges, as amended from time to time, will constitute the Rates for Services:

- (a) capacity charge - a monthly charge of \$0.0571 per square foot of gross floor area; and
- (b) volumetric charge – a monthly charge of \$35.168 per megawatt hour of Energy returned from the Energy Transfer Station at the Designated Property.

PART 2 - EXCESS DEMAND FEE

Excess demand fee of \$0.166 for each watt per square foot of the aggregate of the estimated peak heat energy demand referred to in section 19.1(e)(i), (ii), and (iii) that exceeds 6 watts per square foot.



City Centre District Energy Utility Bylaw No. 9895
Amendment Bylaw No. 10210

The Council of the City of Richmond enacts as follows:

- 1. The City Centre District Energy Utility Bylaw No. 9895, as amended, is further amended at Section 15.1 (Discontinuance With Notice and Refusal Without Notice), by:
a) inserting the following after Section 15.1(h) as a new Section 15.1(i):
“(i) the Customer is otherwise in breach of the Energy Services Agreement.”.
2. The City Centre District Energy Utility Bylaw No. 9895 is amended by deleting Schedule D (Rates and Charges) of the Bylaw in its entirety and replacing it with a new Schedule D as attached as Schedule A to this Amendment Bylaw.
3. This Bylaw is cited as “City Centre District Energy Utility Bylaw No. 9895, Amendment Bylaw No. 10210”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

Four horizontal lines for signatures of the Mayor and Corporate Officer.

Table with approval stamps: CITY OF RICHMOND, APPROVED for content by originating dept. (CR), APPROVED for legality by Solicitor (BRB).

MAYOR

CORPORATE OFFICER

Schedule A to Amendment Bylaw No. 10210

SCHEDULE D

Rates and Charges

PART 1 - RATES FOR SERVICES

The following charges, as amended from time to time, will constitute the Rates for Services:

- (a) capacity charge - a monthly charge of \$0.0666 per square foot of gross floor area;
and
- (b) volumetric charge – a monthly charge of \$40.935 per megawatt hour of Energy returned from the Energy Transfer Station at the Designated Property.

PART 2 - EXCESS DEMAND FEE

Excess demand fee of \$0.166 for each watt per square foot of each of the estimated peak heat energy demand and estimated cooling demand referred to in section 19.1(f) (i), 19.1(f) (ii) and 19.1(f) (iii) that exceeds 6 watts per square foot.



City of Richmond

Memorandum
Planning and Development Division
Community Social Development

To: Mayor and Councillors
From: Cody Spencer
Program Manager, Affordable Housing
Date: November 17, 2020
File: 08-4057-05/2020-Vol 01
Re: **Modification to Housing Agreement Bylaw No. 10057 (5591, 5631, 5651, and 5671 No. 3 Road)**

The purpose of this memo is to inform City Council that the plan number associated with Housing Agreement Bylaw No. 10057 (Townline) has been updated from EPP83979 to EPP105255.

Housing Agreement Bylaw No. 10057 received 3rd reading at the Council meeting held on January 13, 2020. Following 3rd reading, the plan number associated with the subject development located at 5591, 5631, 5651, and 5671 No. 3 Road changed from EPP83979 to EPP105255. This was due to a change in the applicant's surveyor and because a plan number cannot be assigned from one surveyor to another. As a result, staff have modified the plan number included in Bylaw No. 10057 and in the associated Housing Agreement to reflect this change.

Cody Spencer
Program Manager, Affordable Housing
(604-247-4916)

pc: SMT
Tony Capuccinello Iraci, City Solicitor and Senior Director, Legal and Legislative Services
Kim Somerville, Director, Community Social Development
Wayne Craig, Director, Development



**Housing Agreement (5591, 5631, 5651 and 5671 No. 3 Road)
Bylaw No. 10057**

The Council of the City of Richmond enacts as follows:

- 1. The Mayor and City Clerk for the City of Richmond are authorized to execute and deliver a housing agreement, substantially in the form set out as Schedule A to this Bylaw, with the owner of the lands legally described as:

PID: N/A Lot 1 Section 5 Block 4 North Range 6 West New Westminster
District Plan EPP105255

- 2. This Bylaw is cited as **Housing Agreement (5591, 5631, 5651 and 5671 No. 3 Road) Bylaw No. 10057.**

FIRST READING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. <i>Cathy Sp...</i>
APPROVED for legality by Solicitor <i>[Signature]</i>

MAYOR

CORPORATE OFFICER

Schedule A

To Housing Agreement (5591, 5631, 5651 and 5671 No. 3 Road) Bylaw No. 10057

HOUSING AGREEMENT BETWEEN LUX RICHMOND DEVELOPMENT LIMITED
PARTNERSHIP AND LUXE RICHMOND NOMINEE LTD. AND THE CITY OF
RICHMOND

HOUSING AGREEMENT – AFFORDABLE HOUSING
(Section 483 *Local Government Act*)

THIS AGREEMENT is dated for reference _____, 2019,

AMONG:

LUXE RICHMOND DEVELOPMENT LIMITED

PARTNERSHIP, a limited partnership duly formed under the laws of the Province of British Columbia and having its registered office at 1800 – 510 West Georgia Street, Vancouver, B.C. V6B 0M3, by its general partner **LUXE RICHMOND DEVELOPMENT GP LTD.**, a corporation duly incorporated under the laws of the Province of British Columbia and having its registered office at 1800 – 510 West Georgia Street, Vancouver, B.C. V6B 0M3

(the “**Beneficiary**”)

AND:

LUXE RICHMOND NOMINEE LTD., a company duly incorporated under the laws of the Province of British Columbia and having its registered office at 1800 – 510 West Georgia Street, Vancouver, B.C. V6B 0M3

(the “**Nominee**”)

(the **Beneficiary** and the **Nominee** are, together, the “**Owner**” as more fully defined in section 1.1 of this Agreement)

AND:

CITY OF RICHMOND, a municipal corporation pursuant to the *Local Government Act* and having its offices at 6911 No. 3 Road, Richmond, British Columbia, V6Y 2C1

(the “**City**” as more fully defined in section 1.1 of this Agreement)

WHEREAS:

A. Section 483 of the *Local Government Act* permits the City to enter into and, by legal notation on title, note on title to lands, housing agreements which may include, without

{00558526; 8 }

Housing Agreement (Section 483 Local Government Act)
Address: 5591, 5631, 5651 and 5671 No. 3 Road
Application No. RZ 17-779262 Bylaw 9860
Rezoning Consideration No. 16

limitation, conditions in respect to the form of tenure of housing units, availability of housing units to classes of persons, administration of housing units and rent which may be charged for housing units;

- B. The Beneficiary is the only beneficial owner of the Lands and the Nominee is the registered owner of the Lands; and
- C. The Owner and the City wish to enter into this Agreement to provide for affordable housing on the terms and conditions set out in this Agreement,

In consideration of \$10.00 and other good and valuable consideration (the receipt and sufficiency of which is acknowledged by both parties), and in consideration of the promises exchanged below, the Owner and the City covenant and agree as follows:

ARTICLE 1 DEFINITIONS AND INTERPRETATION

1.1 In this Agreement the following words have the following meanings:

- (a) **“Affordable Housing Strategy”** means the Richmond Affordable Housing Strategy approved by the City on March 12, 2018, and containing a number of recommendations, policies, directions, priorities, definitions and annual targets for affordable housing, as may be updated, amended or replaced from time to time;
- (b) **“Affordable Housing Unit”** means a Dwelling Unit or Dwelling Units designated as such in accordance with a building permit and/or development permit issued by the City and/or, if applicable, in accordance with any rezoning consideration applicable to the development on the Lands and includes, without limiting the generality of the foregoing, the Dwelling Units charged by this Agreement;
- (c) **“Agreement”** means this agreement together with all schedules, attachments and priority agreements attached hereto;
- (d) **“Building Permit”** means the building permit authorizing construction on the Lands, or any portion(s) thereof;
- (e) **“City”** means the City of Richmond;
- (f) **“City Solicitor”** means the individual appointed from time to time to be the City Solicitor of the Law Division of the City, or his or her designate;
- (g) **“CPI”** means the All-Items Consumer Price Index for Vancouver, B.C. published from time to time by Statistics Canada, or its successor in function;
- (h) **“Daily Amount”** means \$100.00 per day as of January 1, 2019 adjusted annually thereafter by adding thereto an amount calculated by multiplying \$100.00 by the

{00558526; 8 }

*Housing Agreement (Section 483 Local Government Act)
Address: 5591, 5631, 5651 and 5671 No. 3 Road
Application No. RZ 17-779262 Bylaw 9860
Rezoning Consideration No. 16*

percentage change in the CPI since January 1, 2019, to January 1 of the year that a written notice is delivered to the Owner by the City pursuant to section 6.1 of this Agreement. In the absence of obvious error or mistake, any calculation by the City of the Daily Amount in any particular year will be final and conclusive;

- (i) **“Development”** means the mixed-use residential, office and commercial development to be constructed on the Lands;
- (j) **“Development Permit”** means the development permit authorizing development on the Lands, or any portion(s) thereof;
- (k) **“Dwelling Unit”** means a residential dwelling unit or units located or to be located on the Lands whether those dwelling units are lots, strata lots or parcels, or parts or portions thereof, and includes single family detached dwellings, duplexes, townhouses, auxiliary residential dwelling units, rental apartments and strata lots in a building strata plan;
- (l) **“Eligible Tenant”** means a Family having a cumulative gross annual income of:
 - (i) in respect to a studio unit, \$34,650.00 or less;
 - (ii) in respect to a one-bedroom unit, \$38,250.00 or less;
 - (iii) in respect to a two-bedroom unit, \$46,800.00 or less;
 - (iv) in respect to a two-bedroom + den unit, \$46,800 or less; and
 - (v) in respect to a three or more bedroom unit, \$58,050.00 or less

provided that, commencing January 1, 2019, the annual incomes set-out above will be adjusted annually on January 1st of each year this Agreement is in force and effect, by a percentage equal to the percentage of the increase in the CPI for the period January 1 to December 31 of the immediately preceding calendar year. If there is a decrease in the CPI for the period January 1 to December 31 of the immediately preceding calendar year, the annual incomes set-out above for the subsequent year will remain unchanged from the previous year. In the absence of obvious error or mistake, any calculation by the City of an Eligible Tenant’s permitted income in any particular year will be final and conclusive;

- (m) **“Family”** means:
 - (i) a person;
 - (ii) two or more persons related by blood, marriage or adoption; or
 - (iii) a group of not more than 6 persons who are not related by blood, marriage or adoption

{00558526; 8 }

*Housing Agreement (Section 483 Local Government Act)
 Address: 5591, 5631, 5651 and 5671 No. 3 Road
 Application No. RZ 17-779262 Bylaw 9860
 Rezoning Consideration No. 16*

- (n) “**GST**” means the Goods and Services Tax levied pursuant to the *Excise Tax Act*, R.S.C., 1985, c. E-15, as may be replaced or amended from time to time;
- (o) “**Housing Covenant**” means the agreements, covenants and charges granted by the Owner to the City (which includes covenants pursuant to section 219 of the *Land Title Act*) charging the Lands from time to time, in respect to the use and transfer of the Affordable Housing Units;
- (p) “**Interpretation Act**” means the *Interpretation Act*, R.S.B.C. 1996, Chapter 238, together with all amendments thereto and replacements thereof;
- (q) “**Land Title Act**” means the *Land Title Act*, R.S.B.C. 1996, Chapter 250, together with all amendments thereto and replacements thereof;
- (r) “**Lands**” means the lands and premises legally described as follows:

PID: N/A
Lot 1 Section 5 Block 4 North Range 6 West New Westminster District
Plan EPP105255,

including a building or a portion of a building, into which said lands are Subdivided;

- (s) “**Local Government Act**” means the *Local Government Act*, R.S.B.C. 2015, Chapter 1, together with all amendments thereto and replacements thereof;
- (t) “**LTO**” means the New Westminster Land Title Office or its successor;
- (u) “**Owner**” means the party described on page 1 of this Agreement as the Owner and any subsequent owner of the Lands or of any part into which the Lands are Subdivided, and includes any person who is a registered owner in fee simple of an Affordable Housing Unit from time to time;
- (v) “**Permitted Rent**” means no greater than:
 - (i) \$811 (exclusive of GST) a month for a studio unit;
 - (ii) \$975.00 (exclusive of GST) a month for a one-bedroom unit;
 - (iii) \$1,218.00 (exclusive of GST) a month for a two-bedroom unit;
 - (iv) \$1,218.00 (exclusive of GST) a month for a two-bedroom + den unit; and
 - (v) \$1,480.00 (exclusive of GST) a month for a three (or more) bedroom unit,

provided that, commencing January 1, 2019, the rents set-out above will be adjusted annually on January 1st of each year this Agreement is in force and

effect, by a percentage equal to the percentage of the increase in the CPI for the period January 1 to December 31 of the immediately preceding calendar year. In the event that, in applying the values set-out above, the rental increase is at any time greater than the rental increase permitted by the *Residential Tenancy Act*, then the increase will be reduced to the maximum amount permitted by the *Residential Tenancy Act*. If there is a decrease in the CPI for the period January 1 to December 31 of the immediately preceding calendar year, the permitted rents set-out above for the subsequent year will remain unchanged from the previous year. In the absence of obvious error or mistake, any calculation by the City of the Permitted Rent in any particular year will be final and conclusive;

- (w) **“Real Estate Development Marketing Act”** means the *Real Estate Development Marketing Act*, S.B.C. 2004, Chapter 41, together with all amendments thereto and replacements thereof;
- (x) **“Residential Tenancy Act”** means the *Residential Tenancy Act*, S.B.C. 2002, Chapter 78, together with all amendments thereto and replacements thereof;
- (y) **“Strata Property Act”** means the *Strata Property Act* S.B.C. 1998, Chapter 43, together with all amendments thereto and replacements thereof;
- (z) **“Subdivide”** means to divide, apportion, consolidate or subdivide the Lands, or the ownership or right to possession or occupation of the Lands into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise, and includes the creation, conversion, organization or development of “cooperative interests” or “shared interest in land” as defined in the *Real Estate Development Marketing Act*;
- (aa) **“Tenancy Agreement”** means a tenancy agreement, lease, license or other agreement granting rights to occupy an Affordable Housing Unit; and
- (bb) **“Tenant”** means an occupant of an Affordable Housing Unit by way of a Tenancy Agreement.

1.2 In this Agreement:

- (a) reference to the singular includes a reference to the plural, and *vice versa*, unless the context requires otherwise;
- (b) article and section headings have been inserted for ease of reference only and are not to be used in interpreting this Agreement;
- (c) if a word or expression is defined in this Agreement, other parts of speech and grammatical forms of the same word or expression have corresponding meanings;

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Housing Agreement (Section 483 Local Government Act)
 Address: 5591, 5631, 5651 and 5671 No. 3 Road
 Application No. RZ 17-779262 Bylaw 9860
 Rezoning Consideration No. 16

- (d) reference to any enactment includes any regulations, orders or directives made under the authority of that enactment;
- (e) any reference to any enactment is to the enactment in force on the date the Owner signs this Agreement, and to subsequent amendments to or replacements of the enactment;
- (f) the provisions of section 25 of the *Interpretation Act* with respect to the calculation of time apply;
- (g) time is of the essence;
- (h) all provisions are to be interpreted as always speaking;
- (i) reference to a “party” is a reference to a party to this Agreement and to that party’s respective successors, assigns, trustees, administrators and receivers. Wherever the context so requires, reference to a “party” also includes an Eligible Tenant, agent, officer and invitee of the party;
- (j) reference to a “day”, “month”, “quarter” or “year” is a reference to a calendar day, calendar month, calendar quarter or calendar year, as the case may be, unless otherwise expressly provided; and
- (k) where the word “including” is followed by a list, the contents of the list are not intended to circumscribe the generality of the expression preceding the word “including”.

ARTICLE 2
USE AND OCCUPANCY OF AFFORDABLE HOUSING UNITS

- 2.1 The Owner agrees that each Affordable Housing Unit may only be used as a permanent residence occupied by one Eligible Tenant at Permitted Rent. An Affordable Housing Unit must not be occupied by the Owner, the Owner’s family members (unless the Owner’s family members qualify as Eligible Tenants), or any tenant or guest of the Owner, other than an Eligible Tenant. For the purposes of this Article, “permanent residence” means that the Affordable Housing Unit is used as the usual, main, regular, habitual, principal residence, abode or home of the Eligible Tenant.
- 2.2 Within 30 days after receiving notice from the City, the Owner will, in respect of each Affordable Housing Unit, provide to the City a statutory declaration, substantially in the form (with, in the City Solicitor’s discretion, such further amendments or additions as deemed necessary) attached as Schedule A, sworn by the Owner, containing all of the information required to complete the statutory declaration. The City may request such statutory declaration in respect to each Affordable Housing Unit no more than once in any calendar year; provided, however, notwithstanding that the Owner may have already provided such statutory declaration in the particular calendar year, the City may request

{00558526; 8 }

Housing Agreement (Section 483 Local Government Act)
Address: 5591, 5631, 5651 and 5671 No. 3 Road
Application No. RZ 17-779262 Bylaw 9860
Rezoning Consideration No. 16

and the Owner will provide to the City such further statutory declarations as requested by the City in respect to an Affordable Housing Unit if, in the City's absolute determination, the City believes that the Owner is in breach of any of its obligations under this Agreement.

- 2.3 The Owner hereby irrevocably authorizes the City to make such inquiries as it considers necessary in order to confirm that the Owner is complying with this Agreement.
- 2.4 The Owner agrees that notwithstanding that the Owner may otherwise be entitled, the Owner will not:
- (a) be issued with a Development Permit unless the Development Permit includes the Affordable Housing Units;
 - (b) be issued with a Building Permit unless the Building Permit includes the Affordable Housing Units; and
 - (c) occupy, nor permit any person to occupy any Dwelling Unit or any portion of any building, in part or in whole, constructed on the Lands and the City will not be obligated to permit occupancy of any Dwelling Unit or building constructed on the Lands until all of the following conditions are satisfied:
 - (i) the Affordable Housing Units and related uses and areas have been constructed to the satisfaction of the City;
 - (ii) the Affordable Housing Units have received final building permit inspection granting occupancy; and
 - (iii) the Owner is not otherwise in breach of any of its obligations under this Agreement or any other agreement between the City and the Owner in connection with the development of the Lands.

If and to the extent that the Housing Covenant contemplates staged construction and occupancy of the Affordable Housing Units, the Housing Covenant will govern.

ARTICLE 3
DISPOSITION AND ACQUISITION OF AFFORDABLE HOUSING UNITS

- 3.1 The Owner will not permit an Affordable Housing Unit to be subleased, or the Affordable Housing Unit Tenancy Agreement to be assigned, except as required under the *Residential Tenancy Act*.
- 3.2 The Owner will not permit an Affordable Housing Unit to be used for short term rental purposes (being rentals for periods shorter than 30 days), or any other purposes that do not constitute a "permanent residence" of a Tenant or an Eligible Tenant.

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3.3 If this Housing Agreement encumbers more than one Affordable Housing Unit, the following will apply:

- (a) the Owner will not, without the prior written consent of the City, sell or transfer less than all of the Affordable Housing Units located in one building in a single or related series of transactions, with the result that when the purchaser or transferee of the Affordable Housing Units becomes the owner, the purchaser or transferee will be the legal and beneficial owner of not less than all of the Affordable Housing Units in one building;
- (b) if the Development contains one or more air space parcels, each air space parcel and the remainder will be a “building” for the purpose of this section 3.3; and
- (c) the Lands will not be Subdivided such that one or more Affordable Housing Units form their own air space parcel, separate from other Dwelling Units, without the prior written consent of the City.

3.4 Subject to the requirements of the *Residential Tenancy Act*, the Owner will ensure that each Tenancy Agreement:

- (a) includes the following provision:

“By entering into this Tenancy Agreement, the Tenant hereby consents and agrees to the collection of the below-listed personal information by the Landlord and/or any operator or manager engaged by the Landlord and the disclosure by the Landlord and/or any operator or manager engaged by the Landlord to the City and/or the Landlord, as the case may be, of the following personal information which information will be used by the City to verify and ensure compliance by the Owner with the City’s strategy, policies and requirements with respect to the provision and administration of affordable housing within the municipality and for no other purpose, each month during the Tenant’s occupation of the Affordable Housing Unit:

- (i) a statement of gross annual income from all sources (including employment, disability, retirement, investment, and other) of all members of the Tenant’s household who are 18 years of age and over and who reside in the Affordable Housing Unit;
- (ii) number of occupants of the Affordable Housing Unit;
- (iii) number of occupants of the Affordable Housing Unit 18 years of age and under; and
- (iv) number of occupants of the Affordable Housing Unit 55 years of age and over.”

- (b) defines the term “Landlord” as the Owner of the Affordable Housing Unit; and

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- (c) includes a provision requiring the Tenant and each permitted occupant of the Affordable Housing Unit to comply with this Agreement.
- 3.5 If the Owner sells or transfers the Affordable Housing Units (pursuant to section 3.3), the Owner will notify the City Solicitor of the sale or transfer within 3 days of the effective date of sale or transfer.
- 3.6 The Owner will not rent, lease, license or otherwise permit occupancy of any Affordable Housing Unit except to an Eligible Tenant and except in accordance with the following additional conditions:
- (a) the Affordable Housing Unit will be used or occupied only pursuant to a Tenancy Agreement;
 - (b) the monthly rent payable for the Affordable Housing Unit will not exceed the Permitted Rent applicable to that class of Affordable Housing Unit;
 - (c) the Owner will allow the Tenant and any permitted occupant and visitor to have full access to and use and enjoy all on-site common indoor and outdoor amenity spaces that are available to the owners of the residential strata lots contained within the same building as the Affordable Housing Unit;
 - (d) the Owner will not require the Tenant or any permitted occupant to pay any of the following:
 - (i) move-in/move-out fees,
 - (ii) strata fees,
 - (iii) strata property contingency reserve fees;
 - (iv) any fees and charges for the use of parking spaces assigned for the exclusive use of the Affordable Housing Unit;
 - (v) extra charges or fees for use of any common property, limited common property, or other common areas, facilities or amenities, including without limitation parking, bicycle storage, electric vehicle charging stations or related facilities;
 - (vi) extra charges or fees for the use of sanitary sewer, storm sewer, water; or
 - (vii) property or similar tax;

provided, however, that if the Affordable Housing Unit is a strata unit and the following costs are not part of strata or similar fees, the Owner may charge the Tenant the Owner's cost, if any, of:

- (viii) providing cable television, telephone, other telecommunications, or electricity fees (including electricity fees and charges associated with the Tenant's use of electrical vehicle charging infrastructure);
 - (ix) installing electric vehicle charging infrastructure (in excess of that pre-installed by the Owner at the time of construction of the building), by or on behalf of the Tenant;
 - (x) security and fees for the use of guest suites (if any) or security and cleaning fees related to the use of any party or meeting room located on the Lands (if any), provided that such charges are the same as payable by other residential occupants of the Development; and
- (e) subject to any contrary provisions in the *Residential Tenancy Act*, the Owner will include in the Tenancy Agreement a clause entitling the Owner to terminate the Tenancy Agreement if:
- (i) an Affordable Housing Unit is occupied by a person or persons other than an Eligible Tenant;
 - (ii) the annual income of an Eligible Tenant rises above the applicable maximum amount specified in section 1.1(l) of this Agreement;
 - (iii) the Affordable Housing Unit is occupied by more than the number of people the City's building inspector determines can reside in the Affordable Housing Unit given the number and size of bedrooms in the Affordable Housing Unit and in light of any relevant standards set by the City in any bylaws of the City;
 - (iv) the Affordable Housing Unit remains vacant for three consecutive months or longer, notwithstanding the timely payment of rent; or
 - (v) the Tenant subleases the Affordable Housing Unit or assigns the Tenancy Agreement in whole or in part,

and in the case of each breach, the Owner hereby agrees with the City to forthwith provide to the Tenant a notice of termination. Except for paragraph (e)(ii), above [*Termination of Tenancy Agreement if Annual Income of Tenant rises above amount prescribed in section 1.1(l) of this Agreement*], the notice of termination will provide that the termination of the tenancy will be effective 30 days following the date of the notice of termination. In respect to paragraph (e)(ii), above, termination will be effective on the day that is six months following the date that the Owner provided the notice of termination to the Tenant;

- (f) the Tenancy Agreement will identify all occupants of the Affordable Housing Unit and will stipulate that anyone not identified in the Tenancy Agreement will

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be prohibited from residing at the Affordable Housing Unit for more than 30 consecutive days or more than 45 days total in any calendar year; and

(g) the Owner will forthwith deliver a certified true copy of the Tenancy Agreement to the City upon demand.

3.7 The Owner will not impose any age-based restrictions on Tenants of Affordable Housing Units.

3.8 The Owner will include in the Tenancy Agreement a clause requiring the Tenant and each permitted occupant of the Affordable Housing Unit to comply with this Agreement. This requirement will not lessen the Owner's obligations under this Agreement, or be deemed a delegation of the Owner's obligations under this Agreement.

3.9 The Owner will attach a copy of this Agreement to every Tenancy Agreement.

3.10 If the Owner has terminated the Tenancy Agreement, then the Owner will use commercially reasonable efforts to cause the Tenant and all other persons that may be in occupation of the Affordable Housing Unit, as applicable, to vacate the Affordable Housing Unit on or before the effective date of termination.

ARTICLE 4 DEMOLITION OF AFFORDABLE HOUSING UNIT

4.1 The Owner will not demolish an Affordable Housing Unit unless:

(a) the Owner has obtained the written opinion of a professional engineer or architect who is at arm's length to the Owner that it is no longer reasonable or practical to repair or replace any structural component of the Affordable Housing Unit, and the Owner has delivered to the City a copy of the engineer's or architect's report; or

(b) the Owner has obtained the written opinion of a professional engineer or architect who is at arm's length to the Owner that the Affordable Housing Unit is damaged or destroyed, to the extent of 40% or more of its value above its foundations,

and, in each case, a demolition permit for the Affordable Housing Unit, as applicable, has been issued by the City and the Affordable Housing Unit, as applicable, has been demolished under that permit.

Following demolition, the Owner will use and occupy any replacement Dwelling Unit in compliance with this Agreement and the Housing Covenant both of which will apply to any replacement Dwelling Unit to the same extent and in the same manner as those agreements apply to the original Dwelling Unit, and the Dwelling Unit must be approved by the City as an Affordable Housing Unit in accordance with this Agreement.

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**ARTICLE 5
STRATA CORPORATION BYLAWS**

- 5.1 This Agreement will be binding upon all strata corporations created upon the strata title Subdivision of the Lands or any Subdivided parcel of the Lands.
- 5.2 Any strata corporation bylaw which prevents, restricts or abridges the right to use the Affordable Housing Units as affordable rental accommodation, imposes age-based restrictions on Tenants of Affordable Housing Units, or is otherwise inconsistent with this Agreement, will have no force and effect.
- 5.3 No strata corporation will pass any bylaws preventing, restricting or abridging the use of the Affordable Housing Units as affordable rental accommodation in accordance with this Agreement.
- 5.4 No strata corporation will pass any bylaw or approve any levies which would result in only the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit (and not include all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units) paying any extra charges or fees for the use of any common property, limited common property or other common areas, facilities, or indoor or outdoor amenities of the strata corporation contrary to section 3.6(d).
- 5.5 No strata corporation will pass any bylaws or approve any levies, charges or fees which would result in the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit paying for the use of parking, bicycle storage, electric vehicle charging stations or related facilities contrary to section 3.6(d). Notwithstanding the foregoing, the strata corporation may levy parking, bicycle storage, electric vehicle charging stations or other related facilities charges or fees on all the other owners, tenants, any other permitted occupants or visitors of all the strata lots in the applicable strata plan which are not Affordable Housing Units.
- 5.6 The strata corporation will not pass any bylaw or make any rule which would restrict the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit from using and enjoying any common property, limited common property or other common areas, facilities or amenities of the strata corporation, including parking, bicycle storage, electric vehicle charging stations or related facilities, except on the same basis that governs the use and enjoyment of these facilities by all the owners, tenants, or any other permitted occupants of all the strata lots in the same strata plan as the Affordable Housing Unit.

**ARTICLE 6
DEFAULT AND REMEDIES**

- 6.1 The Owner agrees that, in addition to any other remedies available to the City under this Agreement or the Housing Covenant or at law or in equity, if:

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- (a) an Affordable Housing Unit is used or occupied in breach of this Agreement or rented at a rate in excess of the Permitted Rent; or
- (b) the Owner is otherwise in breach of any of its obligations under this Agreement or the Housing Covenant,

then the Owner will pay the Daily Amount to the City for every day that the breach continues after ten days written notice from the City to the Owner stating the particulars of the breach and the period within which the breach must be cured.

For greater certainty:

- (c) if the breach constitutes an enactment of a strata bylaw by a strata corporation contrary to this Agreement, the City will not charge the Daily Amount to the registered owner of the Affordable Housing Units, except in their capacity as one of the owners of the strata corporation;
- (d) the City will not charge the Daily Amount with respect to any breach of the Agreement until any applicable cure period, if any, has expired; and
- (e) if the default cannot be remedied within the applicable cure period, and the Owner has:
 - (i) delivered to the City the method and schedule for remedying the default;
 - (ii) commenced remedying the default; and
 - (iii) been diligently and continuously proceeding to remedy the default within the estimated schedule,

the City will not charge the Daily Amount with respect to the breach of the Agreement unless, in the City's opinion, the Owner has ceased to diligently and continuously working to remedy the default within the estimated schedule.

- (f) The Daily Amount is due and payable five business days following receipt by the Owner of an invoice from the City for the same.

6.2 The Owner acknowledges and agrees that a default by the Owner of any of its promises, covenants, representations or warranties set-out in the Housing Covenant will also constitute a default under this Agreement.

**ARTICLE 7
MISCELLANEOUS**

7.1 Housing Agreement

The Owner acknowledges and agrees that:

- (a) this Agreement includes a housing agreement entered into under section 483 of the *Local Government Act*;
- (b) where an Affordable Housing Unit is a separate legal parcel the City may file notice of this Agreement in the LTO against the title to the Affordable Housing Unit and, in the case of a strata corporation, may note this Agreement on the index of the common property of the strata corporation stored in the LTO and on title to all strata lots in the Development (including Affordable Housing Units and non-Affordable Housing Units);
- (c) where the Lands have not yet been Subdivided to create the separate parcels to be charged by this Agreement, the City may file a notice of this Agreement in the LTO against the title to the Lands;
- (d) if the Lands are Subdivided pursuant to the *Land Title Act* (including standard and air space parcels), this Agreement will secure only the legal parcels which contain the Affordable Housing Units. The City will partially discharge this Agreement accordingly, provided however that:
 - (i) the City has no obligation to execute such discharge until a written request therefor from the Owners is received by the City, which request includes the registrable form of discharge;
 - (ii) the cost of the preparation of the aforesaid discharge, and the cost of registration of the same in the Land Title Office is paid by the Owners;
 - (iii) the City has a reasonable time within which to execute the discharge and return the same to the Owners for registration; and
 - (iv) the Owners acknowledge that such discharge is without prejudice to the indemnity and release set forth in Section 7.5 and Section 7.6.

Notwithstanding a partial discharge of this Agreement, this Agreement will be and remain in full force and effect and, but for the partial discharge, otherwise unamended;

- (e) if the Lands, or a portion of the Lands, containing the Affordable Housing Units is Subdivided pursuant to the *Strata Property Act*, this Agreement will remain noted on the common property sheet of the strata corporation stored in the LTO and on title to all strata lots in the legal parcel in which the Affordable Housing Units are

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situated (including Affordable Housing Units and non-Affordable Housing Units);
and

- (f) if the Lands, or a portion of the Lands, containing the Affordable Housing Units is Subdivided in any manner not contemplated in paragraph (d) or (e), this Agreement will remain on title to interests into which the Lands are subdivided.

7.2 **No Compensation**

The Owner acknowledges and agrees that no compensation is payable, and the Owner is not entitled to and will not claim any compensation from the City, for any decrease in the market value of the Lands or for any obligations on the part of the Owner and its successors in title which at any time may result directly or indirectly from the operation of this Agreement.

7.3 **Modification**

This Agreement may be modified or amended from time to time, by consent of the Owner and a bylaw duly passed by the Council of the City and thereafter if it is signed by the City and the Owner.

7.4 **Management**

The Owner will furnish good and efficient management of the Affordable Housing Units and will permit representatives of the City to inspect the Affordable Housing Units at any reasonable time, subject to the notice provisions in the *Residential Tenancy Act*. The Owner further covenants and agrees that it will maintain the Affordable Housing Units in a good state of repair and fit for habitation and will comply with all laws, including health and safety standards applicable to the Lands. At the request of the City, the Owner will, at the Owner's expense, hire a person or company with the skill and expertise to manage the Affordable Housing Units.

7.5 **Indemnity**

The Owner will indemnify and save harmless the City and each of its elected officials, officers, directors, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:

- (a) any negligent act or omission of the Owner, or its officers, directors, agents, contractors or other persons for whom at law the Owner is responsible relating to this Agreement;

- (b) the City refusing to issue a development permit, building permit or refusing to permit occupancy of any building, or any portion thereof, constructed on the Lands;
- (c) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands or any Affordable Housing Unit or the enforcement of any Tenancy Agreement; and/or
- (d) without limitation, any legal or equitable wrong on the part of the Owner or any breach of this Agreement by the Owner.

7.6 **Release**

The Owner hereby releases and forever discharges the City and each of its elected officials, officers, directors, and agents, and its and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, damages, actions, or causes of action by reason of or arising out of or which would or could not occur but for the:

- (a) construction, maintenance, repair, ownership, lease, license, operation or management of the Lands or any Affordable Housing Unit under this Agreement;
- (b) the City refusing to issue a development permit, building permit or refusing to permit occupancy of any building, or any portion thereof, constructed on the Lands; and/or
- (c) the exercise by the City of any of its rights under this Agreement or an enactment.

7.7 **Survival**

The obligations of the Owner set out in this Agreement will survive termination or discharge of this Agreement.

7.8 **Priority**

The Owner will do everything necessary, at the Owner's expense, to ensure that this Agreement, if required by the City Solicitor, will be noted against title to the Lands in priority to all financial charges and encumbrances which may have been registered or are pending registration against title to the Lands save and except those specifically approved in advance in writing by the City Solicitor or in favour of the City, and that a notice under section 483(5) of the *Local Government Act* will be filed on the title to the Lands.

7.9 **City's Powers Unaffected**

This Agreement does not:

- (a) affect or limit the discretion, rights, duties or powers of the City under any enactment or at common law, including in relation to the use or subdivision of the Lands;
- (b) impose on the City any legal duty or obligation, including any duty of care or contractual or other legal duty or obligation, to enforce this Agreement;
- (c) affect or limit any enactment relating to the use or subdivision of the Lands; or
- (d) relieve the Owner from complying with any enactment, including in relation to the use or subdivision of the Lands.

7.10 Agreement for Benefit of City Only

The Owner and the City agree that:

- (a) this Agreement is entered into only for the benefit of the City;
- (b) this Agreement is not intended to protect the interests of the Owner, any Tenant, or any future owner, lessee, occupier or user of the Lands or the building or any portion thereof, including any Affordable Housing Unit; and
- (c) the City may at any time execute a release and discharge of this Agreement, without liability to anyone for doing so, and without obtaining the consent of the Owner.

7.11 No Public Law Duty

Where the City is required or permitted by this Agreement to form an opinion, exercise a discretion, express satisfaction, make a determination or give its consent, the Owner agrees that the City is under no public law duty of fairness or natural justice in that regard and agrees that the City may do any of those things in the same manner as if it were a private party and not a public body.

7.12 Notice

Any notice required to be served or given to a party herein pursuant to this Agreement will be sufficiently served or given if delivered, to the postal address of the Owner set out in the records at the LTO, and in the case of the City addressed:

To: Clerk, City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

And to: City Solicitor
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

or to the most recent postal address provided in a written notice given by each of the parties to the other. Any notice which is delivered is to be considered to have been given on the first day after it is dispatched for delivery.

7.13 Enuring Effect

This Agreement will extend to and be binding upon and enure to the benefit of the parties hereto and their respective successors and permitted assigns.

7.14 Severability

If any provision of this Agreement is found to be invalid or unenforceable, such provision or any part thereof will be severed from this Agreement and the resultant remainder of this Agreement will remain in full force and effect.

7.15 Waiver

All remedies of the City will be cumulative and may be exercised by the City in any order or concurrently in case of any breach and each remedy may be exercised any number of times with respect to each breach. Waiver of or delay in the City exercising any or all remedies will not prevent the later exercise of any remedy for the same breach or any similar or different breach.

7.16 Sole Agreement

This Agreement, and any documents signed by the Owners contemplated by this Agreement (including, without limitation, the Housing Covenant), represent the whole agreement between the City and the Owner respecting the use and occupation of the Affordable Housing Units, and there are no warranties, representations, conditions or collateral agreements made by the City except as set forth in this Agreement. In the event of any conflict between this Agreement and the Housing Covenant, this Agreement will, to the extent necessary to resolve such conflict, prevail.

7.17 Further Assurance

Upon request by the City the Owner will forthwith do such acts and execute such documents as may be reasonably necessary in the opinion of the City to give effect to this Agreement.

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7.18 Covenant Runs with the Lands

This Agreement burdens and runs with the Lands and every parcel into which it is Subdivided in perpetuity. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its personal administrators, successors and assigns, and all persons who after the date of this Agreement, acquire an interest in the Lands.

7.19 Equitable Remedies

The Owner acknowledges and agrees that damages would be an inadequate remedy for the City for any breach of this Agreement and that the public interest strongly favours specific performance, injunctive relief (mandatory or otherwise), or other equitable relief, as the only adequate remedy for a default under this Agreement.

7.20 No Joint Venture

Nothing in this Agreement will constitute the Owner as the agent, joint venturer, or partner of the City or give the Owner any authority to bind the City in any way.

7.21 Applicable Law

Unless the context otherwise requires, the laws of British Columbia (including, without limitation, the *Residential Tenancy Act*) will apply to this Agreement and all statutes referred to herein are enactments of the Province of British Columbia.

7.22 Deed and Contract

By executing and delivering this Agreement the Owner intends to create both a contract and a deed executed and delivered under seal.

7.23 Joint and Several

If the Owner is comprised of more than one person, firm or body corporate, then the covenants, agreements and obligations of the Owner will be joint and several.

7.23 Limitation on Owner's Obligations

The Owner is only liable for breaches of this Agreement that occur while the Owner is the registered or beneficial owner of the Lands provided however that notwithstanding that the Owner is no longer the registered or beneficial owner of the Lands, the Owner will remain liable for breaches of this Agreement that occurred while the Owner was the registered or beneficial owner of the Lands.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

LUXE RICHMOND DEVELOPMENT LIMITED PARTNERSHIP,
by its general partner
LUXE RICHMOND DEVELOPMENT GP LTD.,
by its authorized signatory(ies):

Per: _____
Name:

Per: _____
Name:

LUXE RICHMOND NOMINEE LTD.,
by its authorized signatory(ies):

Per: _____
Name:

Per: _____
Name:

CITY OF RICHMOND
by its authorized signatory(ies):

Per: _____
Malcolm D. Brodie, Mayor

Per: _____
Claudia Jessen, Corporate Officer

CITY OF RICHMOND
APPROVED for content by originating dept.
APPROVED for legality by Solicitor
DATE OF COUNCIL APPROVAL

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*Housing Agreement (Section 483 Local Government Act)
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Schedule A to Housing Agreement

**STATUTORY DECLARATION
(Affordable Housing Units)**

	)	IN THE MATTER OF Unit Nos. _____ - _____
	)	(collectively, the “Affordable Housing Units”) located
CANADA	)	at
)	_____
PROVINCE OF BRITISH	)	(street address), British Columbia, and Housing
COLUMBIA	)	Agreement dated _____, 20____ (the
TO WIT:	)	“Housing Agreement”) between
	)	_____ and
	)	the City of Richmond (the “City”)

I, _____ (full name),
of _____ (address) in the Province
of British Columbia, DO SOLEMNLY DECLARE that:

1. I am the registered owner (the “Owner”) of the Affordable Housing Units;
or,
 I am a director, officer, or an authorized signatory of the Owner and I have personal knowledge of the matters set out herein;
2. This declaration is made pursuant to the terms of the Housing Agreement in respect of the Affordable Housing Units for each of the 12 months for the period from January 1, 20____ to December 31, 20____ (the “Period”);
3. Continuously throughout the Period:
 - a) the Affordable Housing Units, if occupied, were occupied only by Eligible Tenants (as defined in the Housing Agreement); and
 - b) the Owner of the Affordable Housing Units complied with the Owner’s obligations under the Housing Agreement and any housing covenant(s) registered against title to

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the Affordable Housing Units;

- 4. The information set out in the table attached as Appendix A hereto (the “**Information Table**”) in respect of each of the Affordable Housing Units is current and accurate as of the date of this declaration; and
- 5. I obtained the prior written consent from each of the occupants of the Affordable Housing Units named in the Information Table to: (i) collect the information set out in the Information Table, as such information relates to the Affordable Housing Unit occupied by such occupant/resident; and (ii) disclose such information to the City, for purposes of complying with the terms of the Housing Agreement.

And I make this solemn declaration, conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of the *Canada Evidence Act*.

DECLARED BEFORE ME at _____)
 _____ in the)
 Province of British Columbia, Canada, this)
 _____ day of _____, 20____)
 _____)
 A Notary Public and a Commissioner for)
 taking Affidavits in and for the Province of)
 British Columbia)

 (Signature of Declarant)
 Name:

Declarations should be signed, stamped, and dated and witnessed by a lawyer, notary public, or commissioner for taking affidavits.

APPENDIX A (to Statutory Declaration) Information Table

Development Name, Address, Property Manager, Phone #, E-mail															
Unit #	Unit Type	# of Occupants	Related to Owner	# of Occupants 18 Years and Under	# of Occupants 55 Years and Over	Before-tax Employment Income (if Tenant is 18+ Years)	Other Income (if Tenant is 18+ Years)	Income Verification Received	Before-tax (gross) Income of all Tenants	Monthly Rent	Planned % Rent Increase in the Next Year	Parking Fees	Move-In/Move-out Fees	Storage Fees	Amenity Usage Fees
1															
2															
3															
4															
5															

Document Number: 5960485 Version: 1

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Richmond Zoning Bylaw 8500
Amendment Bylaw 9573 (RZ 14-677733)
9560, 9580 and 9584 Granville Avenue

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "MEDIUM DENSITY TOWNHOUSES (RTM2)".

P.I.D. 004-168-895

Lot 4 Section 15 Block 4 North Range 6 West New Westminster District Plan 14703

P.I.D. 003-284-514

Lot 88 Section 15 Block 4 North Range 6 West New Westminster District Plan 48591

P.I.D. 003-445-755

Lot 89 Section 15 Block 4 North Range 6 West New Westminster District Plan 48591

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9573".

FIRST READING

JUN 27 2016

A PUBLIC HEARING WAS HELD ON

JUL 18 2016

SECOND READING

JUL 18 2016

THIRD READING

JUL 18 2016

OTHER CONDITIONS SATISFIED

NOV 13 2020

ADOPTED

CITY OF RICHMOND
APPROVED by BK
APPROVED by Director or Solicitor
fil

MAYOR

CORPORATE OFFICER



**Development Permit Panel
Thursday, October 28, 2020**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: John Irving, Chair
Peter Russell, Director, Sustainability and District Energy
Milton Chan, Director, Engineering

The meeting was called to order at 3:30 p.m.

Minutes

It was moved and seconded
That the minutes of the meeting of the Development Permit Panel held on October 15, 2020 be adopted.

CARRIED

**1. DEVELOPMENT PERMIT 19-872960
(REDMS No. 6503736)**

APPLICANT: 1137183 BC Ltd.
PROPERTY LOCATION: 22551 Westminster Highway

INTENT OF PERMIT:

1. Permit the construction of seven townhouse units at 22551 Westminster Highway on a site zoned “Town Housing (ZT11) – Hamilton”; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to permit tandem parking spaces in all of the units.

Development Permit Panel

Wednesday, October 28, 2020

Applicant's Comments

Eric Law, Eric Law Architect, with the aid of a visual presentation (copy on file, City Clerk's office), provided background information on the proposed development including its site context, site layout and floor plans, highlighting the following:

- the project is consistent with the size, height and form of the adjacent townhouse development to the north;
- the subject site is accessed from Westminster Highway through the internal drive aisle of the adjacent townhouse development to the north;
- the front building (Building A) has been pushed back from the north property line to provide a common outdoor amenity area and in order increase its separation from the adjacent townhouse buildings to the north;
- parking is proposed on the ground floor of units due to the required Flood Construction Level for the area;
- durable and low maintenance materials such as hardie panels are proposed for the project; and
- a pedestrian walkway is proposed along the north property line to provide access to the McLean Neighbourhood Park to the west.

Denitsa Dimitrova, PMG Landscape Architects, provided an overview of the landscaping for the project, noting that (i) each unit will be provided with a landscaped private yard, (ii) a six-foot high wood fence is proposed along the perimeter of the site, (iii) a common outdoor amenity area is proposed at the north of the site, and (iv) a second outdoor amenity area is proposed at the southeast corner of the site which provides opportunities for urban agriculture.

Staff Comments

Wayne Craig, Director, Development, noted that (i) there is a variance associated with the project to allow tandem parking in all of the units which was identified at rezoning stage, (ii) the tandem garages are consistent with the form of development in the Hamilton Area and are used in achieving the City's minimum flood construction level requirement, (iii) the proposed variance is consistent with the adjacent townhouse development to the north, (iv) the project will achieve Step 3 of the BC Energy Step Code, and (v) one convertible unit is proposed for the project.

Development Permit Panel

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Panel Discussion

In reply to queries from the Panel, Ms. Dimitrova acknowledged that (i) there is no space for landscaping between the wood fence and the walkway to the public park along the north property line, and (ii) permeable paving treatment is proposed at the entrance and terminus of the internal drive aisle and visitor parking stalls.

In reply to queries from the Panel, Mr. Law noted that (i) one of the visitor parking stalls is sited at the southeast corner of the site due to avoid conflicts with the truck servicing the garbage and recycling room, (ii) the garbage and recycling truck will access the subject site through the shared driveway access on the adjacent development to the north, (iii) the garbage and recycling truck will back up after loading/unloading and use the neighbouring development's turnaround to exit the subject development, (iv) the garbage and recycling collection for the development will typically occur once a week, and (v) other options were explored by the applicant for garbage and recycling collection in the subject site.

In reply to the Panel's query regarding the proposed garbage and collection scheme for the subject site, Mr. Craig confirmed that (i) it is common for garbage trucks to have to back down the driveway in order to make a three-point turn at the T-intersection in the driveway, and (ii) the City's Environmental Management staff have reviewed and supported the proposed garbage and recycling location and access arrangement.

In reply to a query from the Panel regarding the number of benches to be provided in the children's play area, Ms. Dimitrova acknowledged that only one bench is proposed to be provided; however, the applicant would consider the proposal to install an additional bench to allow physical distancing between residents.

In reply to queries from the Panel regarding the lack of glazing on the south facade of the front building (Building B), Mr. Law noted that (i) no windows are proposed on the second floor atop the electrical room on the ground floor as there is a stairwell behind the exterior wall, (ii) the south facade of the front building is facing the road right-of-way of Westminster Highway, and (iii) the applicant would investigate opportunities to install windows on the upper floors of the south elevation of the front building to improve the facade treatment and provide passive solar heating.

Gallery Comments

None.

Correspondence

None.

Development Permit Panel Wednesday, October 28, 2020

Panel Discussion

The Panel expressed support for the project and direction was given to staff to work with the applicant to (i) consider installing an additional bench in the children's play area, and (ii) review the lack of glazing on the south façade of the front building and investigate opportunities for installing windows prior to the application moving forward for Council consideration.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *permit the construction of seven townhouse units at 22551 Westminster Highway on a site zoned "Town Housing (ZT11) – Hamilton"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to permit tandem parking spaces in all of the units.*

CARRIED

2. **DEVELOPMENT PERMIT 19-875398** (REDMS No. 6484984)

APPLICANT: Spires Road Development Holdings Ltd.

PROPERTY LOCATION: 8671, 8691, 8711 and 8731 Spires Road

INTENT OF PERMIT:

Permit the construction of 22 townhouse units and two secondary suites at 8671, 8691, 8711 and 8731 Spires Road and the surplus portion of the Spires Road and Cook Crescent road allowance on a site zoned "Parking Structure Townhouses (RTP4)".

Applicant's Comments

Kai Hotson, Hotson Architecture Inc., with the aid of a visual presentation (copy on file, City Clerk's Office) provided background information on the proposed development including its site context, site layout, design rationale and process, building elevations, and floor plans, highlighting the following:

- three townhouse building blocks enclose a parking structure at grade;
- each residential unit is assigned its own parking stall;
- there is an outdoor courtyard on the podium overtop the parkade which connects the three building blocks;
- a mix of three to four-bedroom units are proposed, with majority of units having three bedrooms;

Development Permit Panel

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- each unit has its own private outdoor space at grade and/or on the podium;
- the podium level can be accessed either through an elevator or stairs;
- common outdoor amenity spaces are provided at grade and on the podium;
- public pedestrian walkways are proposed along the north and west property lines to provide pedestrian access through the site, neighbourhood, and future public park in the area;
- seating nodes are provided along the public pedestrian walkways;
- the architecture for the townhouse development is compatible with the predominantly single-family neighbourhood;
- proposed exterior building materials include, among others, brick and plank siding;
- loosely alternating the use of light and dark coloured materials visually breaks down the building blocks and breaks up the repetitiveness of units; and
- two trees at the northeast corner will be retained and protected and six trees on neighbouring properties will also be protected.

Alyssa Semczyszyn, Prospect and Reference Landscape Architects, reviewed the proposed landscaping for the site, noting that (i) the project's landscape design is intended to create enjoyable private outdoor spaces for individual units and engaging pedestrian walkways to encourage people to walk through the neighbourhood, (ii) on the podium level, low fences and raised planters provide separation and privacy between units and encourage social interaction among residents, and (iii) a more substantial screening is proposed to provide separation between the common outdoor amenity area and adjacent private patios of units on the podium level.

In addition, Ms. Semczyszyn reviewed the design of the common outdoor amenity area on the northeast corner of the site, noting that (i) the translucent fencing provides screening to the amenity area and also creates a sense of openness, and (ii) the two retained trees integrated into the children's play area will be protected.

Also, Ms. Semczyszyn reviewed the design of the children's play area on the podium level, the ground level unit patio, the podium level courtyard section, and the ground level sections through the north public pedestrian walkway and the outdoor amenity space at the northeast corner of the site.

Staff Comments

Mr. Craig noted that (i) the project will provide two Basic Universal Housing (BUH) units and two secondary suites, (ii) the project has been designed to achieve Step Code Level 3 of the BC Energy Step Code, (iii) there is a significant Servicing Agreement associated with the project which includes site servicing and frontage works along Spires Road and Cook Crescent, and (iv) staff appreciate the efforts of the project's design team for the retention and protection of two trees along the Cook Crescent frontage.

Development Permit Panel

Wednesday, October 28, 2020

Panel Discussion

In reply to a query from the Panel, Mr. Hotson acknowledged that (i) the ground floor of the three-storey townhouse units facing Spires Road includes a small room with a closet, a washroom, a mechanical space under the stairwell, and a door that provides access to the parkade, and (ii) the at grade unit entries and living spaces of the three-storey units and the single level BUH unit facing Spires Road provide animation to the street.

In reply to a query from the Panel, Mr. Craig confirmed that (i) a Statutory Right-of-Way (SRW) for public pedestrian access along the north and west property lines of the subject site has been secured, (ii) the public walkways along the north and west property lines would be expanded when adjacent properties redevelop in the future as SRWs for public pedestrian access would also be secured on these properties, and (iii) the interim fence along the north and west property lines of the subject site would be removed when adjacent properties redevelop.

In reply to a query from the Panel, Mr. Hotson noted that potential overlook to adjacent single-family homes would be mitigated by the retained trees along the north and west sides of the site, the public walkways along the north and west property lines, and the significant distance of the north property line of the subject site from the rear yards of single-family homes to the north.

In reply to further queries from the Panel, Mr. Hotson acknowledged that (i) the proposed mechanical systems will not impact the form and character of the project as the Heat Recovery Ventilation (HRV) units are located inside each residential unit and the heat pump is located in the parkade, and (ii) materials for the building envelope include, among others, triple glazed windows and insulated roofs and walls.

In reply to queries from the Panel regarding the provision of on-site parking, Mr. Hotson noted that the project provides 1.2 parking stalls for each unit and five visitor parking stalls.

In reply to a query from the Panel regarding the City's parking requirement for the project, Mr. Craig confirmed that (i) the project meets the Zoning Bylaw's requirement of 1.2 parking stalls for each unit for residential developments in this area of the City Centre Area, (ii) the project assigns a minimum of one parking stall for each unit, and (iii) there are additional unassigned parking stalls that would be assigned as part of the unit sales contract.

In reply to queries from the Panel regarding the species of trees to be planted on raised planters on the podium level courtyard, Ms. Semczyszyn noted that (i) the tree species to be planted would be suitable for the size of planters being proposed, and (ii) irrigation will be provided for the trees.

In reply to a query from the Panel, Mr. Craig confirmed that a combination of three tree species are proposed to be planted on the podium level courtyard, which include Hybrid Magnolia, Manchurian Snakebark Maple, and Fullmoon Maple.

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In reply to a further query from the Panel, Mr. Hotson and Ms. Semczyszyn confirmed that different patterns of pavers are proposed for the private patios and shared pathway on the podium level.

Gallery Comments

None.

Correspondence

Jose Gonzalez, 8935 Cook Crescent (Schedule 1)

In reply to Mr. Gonzalez's concerns on parking, circulation and traffic during construction, Mr. Craig noted that (i) these concerns are largely related to ongoing city utility works in the area which are expected to be completed in January 2021, and (ii) a construction traffic management plan will be required for the project prior to Building Permit issuance to deal with trades parking and deliveries to the site.

With regard to the concern about potential damage to city roads during construction, Mr. Craig further noted that the developer will be required to enter into a Servicing Agreement with the City for new road works and any damages will have to be repaired by the developer.

With respect to the concern on parking and traffic generated by the project in the neighbourhood, Mr. Craig commented that (i) a Transportation Impact study for the project was reviewed and supported by the City's Transportation Division, and (ii) the existing road network is sufficient to accommodate the traffic that would be generated in the area.

In reply to concerns related to illegal street parking by non-residents in the area, Mr. Craig further noted that (i) there will be road improvements along the site frontage, (ii) a traffic and parking management plan will be required during construction, and (iii) the Community Bylaws Department has been asked to conduct more parking enforcement patrols in the area.

With regard to the comment to make the outdoor amenity area at the northeast corner of the subject site a public space, Mr. Craig noted that (i) there are significant liability issues related to providing a public access to private outdoor amenity area, and (ii) the proposed public walkways and a future public park in the neighbourhood would address the public open space needs of the neighbourhood.

Development Permit Panel Wednesday, October 28, 2020

In reply to concerns related to the appearance of retaining walls on the site and sight lines at the southeast corner, Mr. Craig further noted that (i) low retaining walls are proposed along the edges of the proposed development, and (ii) the project complies with the City's Traffic Bylaw sight line requirements for the southeast corner of the subject site.

In reply to queries from the Panel regarding the provision of outdoor amenity spaces in the neighbourhood, Mr. Craig advised that (i) the future public park will be implemented over the long term as redevelopment occurs, and (ii) in the interim, the active open spaces on William Cook Elementary School to the south, the Garden City Community Park, and the Garden City Lands would provide for the outdoor amenity space needs of residents in the area.

In reply to queries from the Panel regarding the design and height of retaining walls along the site edges, Mr. Hotson acknowledged that (i) low retaining walls are proposed as the site grade along the north and west property lines will be raised by approximately one foot to match the existing grade of adjacent streets, (ii) there is planting on top of the retaining walls which are generally used to create a patio for each unit, (iii) an elaborate design is proposed for retaining walls along the site edges where existing trees are being retained, (iv) the retaining walls are set back from the development's property lines to protect the retained trees and are hidden behind the temporary fence along the west and north property lines, (v) a very low timber retaining wall is proposed for the outer edge of the public walkway along the north edge of the site, and (vi) a low concrete retaining wall is proposed along the site edges to create private patios.

In reply to a further query from the Panel, Mr. Hotson confirmed that the applicant is also considering a block system for the concrete retaining wall along the site edges.

As a result of the discussion on the design of the retaining walls, staff were directed to work with the applicant to improve the retaining wall treatment along the site edges.

Panel Discussion

The Panel expressed support for the project, particularly the architectural treatment for the townhouse building blocks, the provision of public walkways, the use of low-carbon technology to achieve Energy Step Code requirements, and the siting of the parkade in the middle of the townhouse building blocks. In addition, the Panel noted that the project is a good addition to the neighbourhood.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of 22 townhouse units and two secondary suites at 8671, 8691, 8711 and 8731 Spires Road and the surplus portion of the Spires Road and Cook Crescent road allowance on a site zoned "Parking Structure Townhouses (RTP4)".

CARRIED

Development Permit Panel
Wednesday, October 28, 2020

3. New Business

It was moved and seconded

That the Development Permit Panel meeting scheduled on November 12, 2020 be cancelled.

CARRIED

4. Date of Next Meeting: November 25, 2020

5. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:44 p.m.

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Thursday, October 28, 2020.

John Irving
Chair

Rustico Agawin
Committee Clerk

Schedule 1 to the Minutes of the Development Permit Panel meeting held on Wednesday, October 28, 2020.

ON TABLE ITEM

Date: OCTOBER 28, 2020
Meeting: DPP
Item: # 2



From: J G <corvette_racer@hotmail.com>
Sent: October 26, 2020 6:55 PM
To: CityClerk
Subject: Development Permit Panel (Oct. 28) meeting submission

I am writing with serious concerns about **DEVELOPMENT PERMIT 19-875398 on Spires Road**. The form of the development and variances will impact local residents. The parking, circulation and traffic concerns raised at the public hearing are still largely unaddressed.

As a neighbour of the development, I am very concerned that the traffic, parking and other impacts have not been properly addressed both during construction and when the development is finished.

- 1) **Parking, circulation and traffic during construction:** How many times and for how long will traffic in and out of our neighbourhood be completely blocked? It has already been blocked repeatedly (more than 10 times in the last 3 months) by existing construction in our neighbourhood. The latest issue happened last week, when our neighborhood was completely isolated when a van drove into a ditch, blocking the only entrance into the neighbourhood. None of the 100+residents could drive in or out for over 1 hour. This is a safety hazard. No roads should be blocked when either of the 2 access streets are already blocked. All vehicles from construction workers or trades should park completely off the road on narrow stretches, so vehicles can drive past them. Parking enforcement should prevent vehicles from parking so they block traffic.
- 2) **Road damage during construction:** When will the damaged roads get fixed? Large construction machines have torn up roads and left pot-holes over 6 inches deep on Spires Road for over 5 months (including right in front of this development!). Why are developers not responsible for paying and fixing this damage when they are causing them during construction?
- 3) **Parking, circulation and traffic with the proposed development.** Has the City done any traffic and parking modelling to determine the impacts of the proposed development and subsequent similar zoning? What is the mean and maximum queuing that is expected during peak times for vehicles accessing Cook Road and Cooney Road? H
- 4) **Boulevard damage from the proposed development.** How will existing boulevards for current residents be protected so they don't either become mud pits in the winter as cars park on them (which currently the case)? Will current residents be evicted from parking in front of their house by new residents? The current bylaws sanction these evictions, as currently happens along Ash Street, South of Granville Avenue. Parking on one side of the street only on Spires Road is unacceptable and will make this problem worse than even on Ash Street where part of the street has parking on both sides. The City needs to provide parking and sidewalks on both sides of the street (including removing the ditches) before the development is finished.
- 5) **Public outdoor amenity space rejected by the developer.** The City should not grant this development permit unless the developer agrees to make "the proposed outdoor amenity space at the northeast corner a public space to tie in with the adjacent public walkway along the north side;" as mentioned in the **Advisory Design Panel report from April 22**. This should also tie into the public walkway that is mentioned. Otherwise the walkway will be almost useless!
- 6) **Retaining walls.** How will the retaining walls be designed to avoid looking like ugly industrial patches to the surrounding properties and especially from any areas visible to the street? The developer should provide beautification or other designs for the walls.
- 7) **Sight lines.** As noted in the **Advisory Design Panel report from April 22**, the southeast corner planting treatment needs to provide clear sightlines for traffic and pedestrian safety. It's not clear what the developer is proposing. Who will be reviewing and enforcing sight-lines at the corner of the development,

particularly with higher traffic volumes from this and other developments already underway leading to more congestion and conflict between cars at that T-intersection?

Thank you,

Jose Gonzalez

8935 Cook Crescent, Richmond

PS: Please reply to confirm that you have received this email.

From: Lee, Edwin
Sent: October 28, 2020 2:48 PM
To: 'J G'
Subject: RE: Development Permit Panel (Oct. 28) meeting submission - DP 19-875398 - 8671, 8691, 8711, 8731 Spires Road

Mr. Gonzalez

Thank you for taking the time to share your concerns. Please see below for our responses to your concerns.

1) Parking, circulation and traffic during construction: How many times and for how long will traffic in and out of our neighbourhood be completely blocked? It has already been blocked repeatedly (more than 10 times in the last 3 months) by existing construction in our neighbourhood. The latest issue happened last week, when our neighborhood was completely isolated when a van drove into a ditch, blocking the only entrance into the neighbourhood. None of the 100+ residents could drive in or out for over 1 hour. This is a safety hazard. No roads should be blocked when either of the 2 access streets are already blocked. All vehicles from construction workers or trades should park completely off the road on narrow stretches, so vehicles can drive past them. Parking enforcement should prevent vehicles from parking so they block traffic.

As you note, the Spires Road area is experiencing construction due to private property and public works that are underway. Regulations are in place for these types of activities. I have included some information on current works planned for the area below in addition to some information on what is required of developments on the topics you have noted.

Regarding the capital project:

- There is a capital Eckersley B Pump Station and Related Pipe Works construction project that is currently underway on Cook Road at Cook Gate and in the City right of way on the School property.
- Completion is currently projected to the end of December 2020 or early January 2021; however, it could take longer due to the extremely difficult soil and ground water conditions in this area.
- The only road closure that is in effect is the Cook Gate at Cook Road. The Spires Gate always remains open for entering and exiting the Spires Area subdivision.
- The Cook Gate closure most likely would be in effect until all the pipe work is completed.
- It is unlikely but still possible that Cook Road may be closed at some point for the sanitary line pipe crossing to the new pump station; however, Engineering is trying to avoid this situation as much as possible.
- All the road closures are coordinated and approved by Transportation Department.

Regarding land developments:

- A construction traffic management plan will be required for each development in the City.
- All trades parking and loading/unloading operations are to be conducted on-site.
- Any works that will require lane closures on Spires Road will need permission from the City's Traffic Operations division.
- Staff have shared your email with the applicant and they have advised that the development team will attempt to reduce inconveniences to residents.
- They will have a traffic flag team on site when required.
- They will do their best minimizing road damage throughout the course of construction. Any unfortunate damage as a result of this development will be addressed and repaired, in consultation with relevant City staff.
- Their Construction team will be available to address any concerns once construction commences.

- Concerns related to construction traffic management during construction should be directed to the City's Traffic Operations Department trafops@richmond.ca

As you have identified construction parking in the area is an ongoing issue, staff will assign an ongoing patrol file to the Bylaw Enforcement Officers for their attendance.

- In addition, if they see a bylaw traffic violation, please contact our bylaw enforcement team at bylawrequest@richmond.ca with the details. This email goes straight to our Officers in the field and they will respond in a timely manner.
- For other concerns related to construction parking or construction vehicle traffic, please contact Traffic Operations at trafops@richmond.ca.

2) Road damage during construction: When will the damaged roads get fixed? Large construction machines have torn up roads and left pot-holes over 6 inches deep on Spires Road for over 5 months (including right in front of this development!). Why are developers not responsible for paying and fixing this damage when they are causing them during construction?

- For the subject development project, the road along the frontage of the development is covered by Servicing Agreement, where upgrades must be completed to a certain standard and paid for by the developer.
- Any road and boulevard damages during construction are to be repaired and restored by the contractor.
- Any reports on road damages would be investigated by the City and the developers will be notified on the damages and required repairs.
- If you want to report road damages due to constructions on private property, please contact Jaime Villaluz at JVillaluz@richmond.ca.

3) Parking, circulation and traffic with the proposed development. Has the City done any traffic and parking modelling to determine the impacts of the proposed development and subsequent similar zoning? What is the mean and maximum queuing that is expected during peak times for vehicles accessing Cook Road and Cooney Road? H

- Each new townhouse development is required to provide a Transportation Impact study to assess any impacts to traffic volumes, parking etc, associated with the new development. Based on traffic assessments conducted in the area, site-generated traffic in the peak periods is not expected to be significant.

4) Boulevard damage from the proposed development. How will existing boulevards for current residents be protected so they don't either become mud pits in the winter as cars park on them (which currently the case)? Will current residents be evicted from parking in front of their house by new residents? The current bylaws sanction these evictions, as currently happens along Ash Street, South of Granville Avenue. Parking on one side of the street only on Spires Road is unacceptable and will make this problem worse than even on Ash Street where part of the street has parking on both sides. The City needs to provide parking and sidewalks on both sides of the street (including removing the ditches) before the development is finished.

- Frontage improvements along the site frontage including ditch infill, pavement widening, new curb, boulevard and sidewalk have been secured as part of Rezoning and will be constructed as part of the development.
- This development provides on-site parking that meets bylaw requirements.

5) Public outdoor amenity space rejected by the developer. The City should not grant this development permit unless the developer agrees to make "the proposed outdoor amenity space at the northeast corner a public space to tie in with the adjacent public walkway along the north side;" as mentioned in the Advisory Design Panel report from April 22. This should also tie into the public walkway that is mentioned. Otherwise the walkway will be almost useless!

- A series of revisions have been made to the design of the northeast corner of the site based on the feedback provided by the Advisory Design Panel (ADP).
- This area was redesigned to incorporate a children's play area, with a translucent fence separating the public walkway from the amenity area. This provides a visual connection in and out of the space.

- Public walkways have been designed along the north and west property lines providing public access throughout the site. These walkways also include seating elements, and work to retain existing trees.
- Based on the long range plan, Official Community Plan (OCP), for this area, there is a public park proposed just north of this site, where Cook Crescent turns west. The walkways are proposed to provide a more permeable city block pattern, connecting the broader area together and providing easier access to local amenities.

6) Retaining walls. How will the retaining walls be designed to avoid looking like ugly industrial patches to the surrounding properties and especially from any areas visible to the street? The developer should provide beautification or other designs for the walls.

- The retaining walls on development site are low (12"-18" in height) in order to create landscaped front patios for each proposed unit.
- A simple, clean design is proposed for these walls to complement the high quality nature of the project.

7) Sight lines. As noted in the Advisory Design Panel report from April 22, the southeast corner planting treatment needs to provide clear sightlines for traffic and pedestrian safety. It's not clear what the developer is proposing. Who will be reviewing and enforcing sight-lines at the corner of the development, particularly with higher traffic volumes from this and other developments already underway leading to more congestion and conflict between cars at that T-intersection?

- The architecture and landscaping for the south east corner has been designed to meet the city sight line requirements. City requires that corner visibility be maintained by providing a Sight Triangle of 7.5 m x 7.5 m with no obstructions to the line of vision.
- The building has been set back to allow for the required sightlines at this intersection.
- The planting in this area provides some screening (for windows of the residences) while predominately providing habitat.
- The planting design strategy is to provide layers of vegetation to ensure that the plantings near the corner are low or are setback and will not become a barrier to visibility at the corner.

Please note that there are no variances associated with the project. Should you have further questions, please feel free to contact me at 604-276-4121.

Regards.
Edwin

From: J G <corvette_racer@hotmail.com>

Sent: October 26, 2020 6:55 PM

To: CityClerk <CityClerk@richmond.ca>

Subject: Development Permit Panel (Oct. 28) meeting submission

I am writing with serious concerns about DEVELOPMENT PERMIT 19-875398 on Spires Road. The form of the development and variances will impact local residents. The parking, circulation and traffic concerns raised at the public hearing are still largely unaddressed.

As a neighbour of the development, I am very concerned that the traffic, parking and other impacts have not been properly addressed both during construction and when the development is finished.

- 1) Parking, circulation and traffic during construction: How many times and for how long will traffic in and out of our neighbourhood be completely blocked? It has already been blocked repeatedly (more than 10 times in the last 3 months) by existing construction in our neighbourhood. The latest issue happened last week, when our neighborhood was completely isolated when a van drove into a ditch, blocking the only entrance into the neighbourhood. None of the 100+residents could drive in or out for over 1 hour. This is a safety hazard. No roads should be blocked when either of the 2 access streets are already blocked. All vehicles from construction workers or trades should park completely off the road on narrow stretches, so vehicles can drive past them. Parking enforcement should prevent vehicles from parking so they block traffic.**

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Thank you,
Jose Gonzalez
8935 Cook Crescent, Richmond
PS: Please reply to confirm that you have received this email.



City of Richmond

Report to Council

To: Richmond City Council
From: John Irving
Chair, Development Permit Panel
Date: November 12, 2020
File: 01-0100-20-DPER1-
01/2020-Vol 01
Re: **Development Permit Panel Meeting Held on March 13, 2019**

Staff Recommendation

That the recommendation of the Panel to authorize the issuance of a Development Permit (DP 16-741329) for the property at 9560, 9580 and 9584 Granville Avenue be endorsed, and the Permit so issued.

John Irving
Chair, Development Permit Panel
(604-276-4140)

SB:blg

Panel Report

The Development Permit Panel considered the following item at its meeting held on March 13, 2019.

DP 16-741329 – 0908206 BC LTD. – 9560, 9580 AND 9584 GRANVILLE AVENUE
(March 13, 2019)

The Panel considered a Development Permit (DP) application to permit the construction of 16 two-storey townhouse units on a site zoned “Medium Density Townhouses (RTM2)”. A variance is included in the proposal for increased maximum lot coverage for buildings.

Architect, Eric Law, of Eric Law Architect, Inc., and Landscape Architect, Donald Duncan, of Donald V.S. Duncan Development Consultant, provided a brief presentation, including:

- The design of the proposed townhouse development is sensitive to its neighbouring two-storey townhouse developments and single-family homes.
- The requested increase in lot coverage for buildings will be mitigated by the proposed increases in porous surfaces and live landscaping.
- Two convertible units are proposed for the project.
- The project has been designed to achieve an EnerGuide 82 rating for energy efficiency.
- The proposed landscaping for the site is consistent with its single-family environment.
- The use of permeable pavers in the project will enhance on-site storm water management.
- Coloured pavers are proposed for on-site pedestrian routes for better identification and to enhance safety to pedestrians.
- Proposed interface with adjacent developments include wooden fencing with trellis elements in key locations.
- Colourful trees and shrubs are proposed on the site to provide visual interest.
- The large tree at the northeast corner will be retained and protected.
- The proposed children’s play area provides a variety of play and learning opportunities.

Staff noted that: (i) a Servicing Agreement associated with the project which includes frontage works and site service connections will be entered into prior to Building Permit issuance; and (ii) the proposed building lot coverage variance was identified at rezoning stage and no concerns were noted at the Public Hearing for the rezoning of the subject site.

In reply to Panel queries, the project design team acknowledged that: (i) an arbor will be mounted on top of the proposed fence at both ends of the east-west internal drive aisle; (ii) there is no cross-access connection to the adjacent existing townhouse development to the west; (iii) rollover curbs are not provided along the pedestrian walkways on the internal drive aisle; however, a different colour treatment is proposed for the permeable paving on pedestrian pathways to enhance pedestrian safety; (iv) the outdoor amenity area is gated to provide safety to children; (v) wood fences will be installed on the east, west and south property lines; (vi) the proposed height of the two-storey buildings in the subject site is slightly higher than the adjacent single-family homes to the east but below the maximum permitted height of 12 m for townhouses; (vii) all parking stalls in the townhouse units are provided with Level 2 electric

vehicle charging outlets; and (vii) garbage and recycling enclosures are located at the entry driveway to facilitate pick-ups.

Jenny Xu, of Unit 8, 7028 Ash Street, addressed the Panel, advising of being the owner of the end unit of the existing two-storey townhouse development immediately adjacent to the west of the subject development and sought clarification regarding: (i) the height of the proposed buildings on the subject site; (ii) the distance between the subject development and her property; and (iii) proposed measures by the applicant to address potential privacy and overlook concerns to the immediate neighbours to the west.

Rosa Liu, of 9600 Granville Avenue, addressed the Panel: (i) advising of being the owner of the single-family home immediately adjacent to the east of the subject site; (ii) expressing concern regarding the damage to her property as a result of previous pre-construction activities undertaken in the subject site; (iii) noting that the concrete sidewalk and patio on her property and the wooden fence along her property's west property line adjacent to the subject site were damaged as these were observed to be sloping down toward the subject site; (iv) expressing concern that her property's foundation could have been damaged as well; (v) noting that she had relayed her concerns to the project's developer; and (vi) querying whether the developer's proposal to build a new retaining wall would impact the old retaining wall within her property.

With regard to the concerns raised by the neighbouring residents, the Chair advised that the Panel's mandate is to review the form and character of the proposed development and that construction impacts could be coordinated with City staff and should be addressed by the developer.

In response to Panel queries, the project design team noted that: (i) a 6 ft. high wood fence and hedging materials will be installed along the site's west property line to provide a buffer between the subject site and the adjacent townhouse development to the west; (ii) the distance between the west side of the buildings on the subject site and the east side of the buildings on the adjacent townhouse development to the east is approximately 6 m; (iii) the site grade on the subject site will be raised to match the existing site grades on the adjacent properties; and (iv) similar fencing and hedging materials proposed along the west property line would also be installed along the east property line adjacent to the single-family home to the east.

In response to a Panel queries, staff confirmed that: (i) the building setback from the west property line of the subject site is slightly larger than the required minimum of 3 m; (ii) perimeter drainage will be installed along all property lines on the subject site; (iii) the applicant intends to match the site grade on the subject site to the existing site grade on the adjacent property to the east; and (iv) the applicant intends to retain the existing retaining wall to the east; however, the developer had indicated that he could replace the east retaining wall if necessary.

Khalid Hasan, developer for the project, confirmed that: (i) the existing retaining wall to the east is within the neighbour's property; (ii) a new retaining wall along the east property line of the subject site could be installed if necessary; (iii) the site grade on the subject site will be raised to match the existing grade on the adjacent property to the east; and (iv) he has agreed to replace the damaged fence and three wooden gates in the neighbouring property.

November 12, 2020

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Correspondence was submitted to the Development Permit Panel regarding the application by Rosa Liu, of 9600 Granville Avenue. Staff noted that in her letter, Rosa Liu expressed concern regarding issues with respect to potential property damage resulting from site preparation works and previous demolition of existing single-family homes on the subject site, and requested that the developer fulfill his commitment to address these issues.

The Panel expressed support for the project, noting that: (i) increasing the site grade to match the existing grades on adjacent developments will help address adjacency concerns; (ii) the form and character of the proposed development is appropriate; and (iii) the proposed development works well with its site context.

Subsequent to the Panel meeting, the applicant provided staff with confirmation that an agreement to repair the damaged fence and walkway was reached with the owner of 9600 Granville Avenue.

The recommends the Permit be issued.