

Planning Committee

Council Chambers, City Hall 6911 No. 3 Road Tuesday, December 1, 2020 4:00 p.m.

Pg. # ITEM

MINUTES

PLN-4 Motion to adopt the minutes of the meeting of the Planning Committee held on April 7, 2020.

NEXT COMMITTEE MEETING DATE

January 6, 2021, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING AND DEVELOPMENT DIVISION

1. PROPOSED UPDATES TO ACCESS AND INCLUSION POLICY 4012 AND RESCINDMENT OF CITY BUILDINGS – ACCESSIBILITY POLICY 2012

(File Ref. No. 07-3190-01) (REDMS No. 6520294 v. 13; 5364387; 6554399; 6506387)

PLN-10 See Page PLN-10 for full report

Designated Speakers: Melanie Burner and Dorothy Jo

Pg. # ITEM

STAFF RECOMMENDATION

- (1) That the proposed updates to Access and Inclusion Policy 4012, as outlined in the staff report titled, "Proposed Updates to Access and Inclusion Policy 4012 and Rescindment of City Buildings Accessibility Policy 2012", dated November 2, 2020, from the Director, Community Social Development, be approved; and
- (2) That City Buildings Accessibility Policy 2012 be rescinded.
- 2. APPLICATION BY FLAT ARCHITECTURE INC. FOR REZONING AT 8951 AND 8971 SPIRES ROAD, 8991 SPIRES GATE, AND THE SURPLUS PORTION OF THE SPIRES ROAD ROAD ALLOWANCE FROM THE "SINGLE DETACHED (RS1/E)" ZONE TO THE "PARKING STRUCTURE TOWNHOUSES (RTP4)" ZONE

(File Ref. No. 12-8060-20-010218; RZ 18-818420) (REDMS No. 6544384 v. 5)

PLN-21

See Page PLN-21 for full report

Designated Speakers: Wayne Craig and Edwin Lee

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10218, for the rezoning of 8951 and 8971 Spires Road, 8991 Spires Gate, and the surplus portion of the Spires Road road allowance from the "Single Detached (RS1/E)" zone to the "Parking Structure Townhouses (RTP4)" zone, be introduced and given First Reading.

3. APPLICATION BY WESTMARK DEVELOPMENTS (CAMOSUN) LTD. FOR REZONING AT 9300 AND 9320 CAMBIE ROAD FROM THE "SINGLE DETACHED (RS1/F)" ZONE TO THE "LOW RISE APARTMENT (ZLR43)" ZONE

(File Ref. No. 12-8060-20-010219; RZ 18-835042) (REDMS No. 6457608 v. 4)

PLN-69

See Page PLN-69 for full report

Designated Speakers: Wayne Craig and Edwin Lee

Pg. # ITEM

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10219 to create the "Low Rise Apartment (ZLR43) – Alexandra Neighbourhood (West Cambie)" zone, and to rezone 9300 and 9320 Cambie Road from the "Single Detached (RS1/F)" zone to the "Low Rise Apartment (ZLR43) – Alexandra Neighbourhood (West Cambie)" zone, be introduced and given first reading.

4. APPLICATION BY CHOICE SCHOOL FOR GIFTED CHILDREN SOCIETY FOR AN AGRICULTURAL LAND RESERVE NON-FARM USE AT 20451 WESTMINSTER HIGHWAY

(File Ref. No. AG 19-881146) (REDMS No. 6543001 v. 3)

PLN-125

See Page PLN-125 for full report

Designated Speakers: Wayne Craig and Steven De Sousa

STAFF RECOMMENDATION

That the application by Choice School for Gifted Children Society for an Agricultural Land Reserve Non-Farm Use at 20451 Westminster Highway be endorsed and forwarded to the Agricultural Land Commission.

5. MANAGER'S REPORT

ADJOURNMENT



Minutes

Planning Committee

Date:

Tuesday, April 7, 2020

Place:

Anderson Room

Richmond City Hall

Present:

Councillor Linda McPhail, Chair (attending via teleconference)

Councillor Alexa Loo (attending via teleconference) Councillor Carol Day (attending via teleconference) Councillor Bill McNulty (attending via teleconference) Councillor Harold Steves (attending via teleconference)

Also Present:

Councillor Chak Au

Councillor Kelly Greene (attending via teleconference) Councillor Michael Wolfe (attending via teleconference)

Call to Order:

The Chair called the meeting to order at 4:00 p.m.

The Chair advised that Item No. 6 on the Agenda would be withdrawn.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on March 3, 2020, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

The Chair noted that future meetings of the Planning Committee have been postponed until the end of May.

PLANNING AND DEVELOPMENT DIVISION

1. HOUSING AGREEMENT BYLAW NO. 10118 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS AT 9680 WILLIAMS ROAD

(File Ref. No. 08-4057-05) (REDMS No. 6402916 v. 3)

It was moved and seconded

That Housing Agreement (9680 Williams Road) Bylaw No. 10118 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of section 483 of the Local Government Act, to secure the Affordable Housing Units required by Rezoning Application RZ 15-715406.

The question on the motion was not called as discussion took place regarding the drawings for the application and staff noted that the development permit was endorsed by the Development Permit Panel and once the conditions are addressed the application will be forwarded to Council for consideration.

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

2. APPLICATION BY YAMAMOTO ARCHITECTURE INC. FOR THE REZONING OF 4051 CAVENDISH DRIVE AND THE WEST PORTIONS OF 10140, 10160 & 10180 NO. 1 ROAD FROM "SINGLE DETACHED (RS1/E)" TO "TOWN HOUSING (ZT88) - NO. 1 ROAD (STEVESTON)"; AND FOR THE REZONING OF 4068 CAVENDISH DRIVE AND THE EAST PORTIONS OF 10160 & 10180 NO. 1 ROAD FROM "SINGLE DETACHED (RS1/E)" AND "SINGLE DETACHED (RS1/E)" TO "SINGLE DETACHED (RS2/B)".

(File Ref. No. 12-8060-20-010155/10156; RZ 18-820669) (REDMS No. 6282428 v. 3)

Staff provided an overview of the application and in response to queries from Committee, noted that (i) feedback from the public consultation requested that the Cavendish Drive connection be for pedestrian and emergency access only, (ii) townhouses along Cavendish Drive frontage will be two storey in height, (iii) the pedestrian walkway serves transportation objectives and supports pedestrian mobility, (iv) there is a development concept on file for future townhouse plans if additional property is acquired, (v) the single family homes were redesigned in response to the community consultation, (vi) the added section of Cavendish Drive could provide parking in the future, (vii) the road connector pavement width will be 6 metres wide, and (viii) the public notification is based on the City's notification requirements.

It was moved and seconded

- (1) That Official Community Plan Amendment Bylaw 10155, to redesignate 4051 Cavendish Drive and a portion of 10140, 10160 & 10180 No. 1 Road from "Single-Family" to "Multiple-Family" in the Steveston Area Land Use Map to Schedule 2.4 of Official Community Plan Bylaw 7100 (Steveston Area Plan), be introduced and given first reading;
- (2) That Bylaw 10155, 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 477(3)(a) of the Local Government Act;
- (3) That Bylaw 10155, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and
- (4) That Richmond Zoning Bylaw 8500, Amendment Bylaw 10156, to create the "Town Housing (ZT88) No. 1 Road (Steveston)" zone, and to rezone 4051 Cavendish Drive and the West Portions of 10140, 10160 & 10180 No. 1 Road from "Single Detached (RS1/B)" and "Single Detached (RS1/E)" to "Town Housing (ZT88) No. 1 Road (Steveston)"; and to rezone 4068 Cavendish Drive and the East Portions of 10160 & 10180 No. 1 Road from "Single Detached (RS1/B)" and "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

CARRIED

Opposed: Cllr. Day

3. APPLICATION BY FOUGERE ARCHITECTURE INC. FOR REZONING AT 7100 AND 7120 ASH STREET FROM THE "SINGLE DETACHED (RS1/F)" ZONE TO THE "TOWN HOUSING (ZT16) - SOUTH MCLENNAN AND ST. ALBANS SUB-AREA (CITY CENTRE)" ZONE

(File Ref. No. 12-8060-20-010163; RZ 18-843479) (REDMS No. 6426161)

Staff provided an overview of the application and in response to queries from Committee, noted that pedestrian access is along the south edge of the property and there is no anticipation for any parking restrictions in the area.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10163, for the rezoning of 7100 and 7120 Ash Street from the "Single Detached (RS1/F)" zone to the "Town Housing (ZT16) - South McLennan and St. Albans Sub-Area (City Centre)" zone, be introduced and given first reading.

The question on the motion was not called as a motion to amend the application to include resident parking only restrictions was introduced, but failed to receive a seconder.

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

4. FOOD SECURITY AND AGRICULTURAL ADVISORY COMMITTEE 2019 ANNUAL REPORT AND 2020 WORK PROGRAM (File Ref. No. 01-0100-30-AADV1-01) (REDMS No. 6426090)

In response to queries from Committee, staff noted that (i) applications will continue to be forwarded to the Food Security and Agricultural Advisory Committee (FSAAC) for review, (ii) a map promoting Richmond farms can be considered at a future meeting, and (iii) the FSAAC is working on activating local foods for local production.

It was moved and seconded

That the Food Security and Agricultural Advisory Committee 2020 Work Program, as presented in the staff report, titled "Food Security and Agricultural Advisory Committee 2019 Annual Report and 2020 Work Program", dated March 26, 2020, from the Director of Policy Planning, be approved.

CARRIED

5. **FENCE REGULATIONS ADDRESSING HEIGHT AND MATERIALS** (File Ref. No. 08-4430-01) (REDMS No. 6404835 v. 1B)

In response to queries from Committee, staff noted that (i) studies of various communities were conducted regarding regulations surrounding tree planting, (ii) the City is not able to regulate the types of trees or species planted in agricultural zones, (iii) trees are an organic growing item and difficult to regulate, (iv) the City does not prohibit fencing materials with the exception of agricultural zones, (v) the fencing regulations for agricultural zones are consistent with the residential zones, and (vi) the City could liaise with the Provincial Government to regulate trees on farmland.

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

It was moved and seconded

- (a) That the City of Richmond write to the Agricultural Land Commission and the Provincial government with regards to regulating trees planted in the Agricultural Land Reserve; and
- (b) That the City of Richmond regulate tree planting and maintenance in residential zones.

The question on the motion was not called, as there was agreement to deal with Parts (a) and (b) separately.

The question on Part (a) was called and it was **CARRIED** with Cllrs. McPhail and Loo opposed.

The question on Part (b) was called and it was **DEFEATED** with Cllrs. Day, Loo and McPhail opposed.

It was moved and seconded

- (1) That Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 10122, respecting changes to fence regulations, be introduced and given first reading, and
- (2) That Building Regulation Bylaw No. 7230, Amendment Bylaw No. 10144, requiring a permit for fences constructed with concrete foundations, be introduced and given first, second and third readings.

CARRIED

6. RESIDENTIAL RENTAL TENURE ZONING

(File Ref. No. 08-4057-08) (REDMS No. 6409560 v. 3)

Please see Page 1 for action on this item.

7. MANAGER'S REPORT

None.

ADJOURNMENT

It was moved and seconded *That the meeting adjourn (4:53 p.m.).*

CARRIED

	Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, April 7, 2020.
Councillor Linda McPhail Chair	Stephanie Walrond Legislative Services Coordinator



Report to Committee

To:

Planning Committee

Date:

November 2, 2020

From:

Kim Somerville

File:

07-3190-01/2020-Vol

Director, Community Social Development

01

Re:

Proposed Updates to Access and Inclusion Policy 4012 and Rescindment of

City Buildings - Accessibility Policy 2012

Staff Recommendations

1. That the proposed updates to Access and Inclusion Policy 4012, as outlined in the staff report titled, "Proposed Updates to Access and Inclusion Policy 4012 and Rescindment of City Buildings – Accessibility Policy 2012", dated November 2, 2020, from the Director, Community Social Development, be approved; and

2. That City Buildings – Accessibility Policy 2012 be rescinded.

Kim Somerville

Director, Community Social Development

(604-247-4671)

Att. 4

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Communications Arts, Culture & Heritage Parks Services Recreation Services Facilities and Project Development Building Approvals Policy Planning Transportation Human Resources		be Erceg
SENIOR STAFF REPORT REVIEW	INITIALS:	APPROVED BY CAO

Staff Report

Origin

The City currently has two policies related to accessibility and inclusion: the City Buildings – Accessibility Policy 2012 (Attachment 1), adopted in 1994, and the Access and Inclusion Policy 4012 (Attachment 2), amended in 2014. Since the time both policies have been adopted or updated, there have been significant advancements in improving accessibility and furthering inclusion in everyday life. As a result, City staff have identified the need to review the two policies to ensure that they reflect today's best practices and terminology as well as Richmond's current context.

The purpose of this report is to present the updated Access and Inclusion Policy 4012 (Attachment 3) to City Council for adoption and to recommend that City Buildings – Accessibility Policy 2012 be rescinded.

This report supports City Council's Strategic Plan 2018-2022 Strategic Focus Area #4 – An Active and Thriving Richmond:

An active and thriving community characterized by diverse social and wellness programs, services and spaces that foster health and well-being for all.

This report also supports the 2013–2022 Social Development Strategy actions:

- 3.7 Ensure that, to the extent possible, City facilities and the public realm (e.g. parks, sidewalks) are accessible.
- 16.3 Undertake a comprehensive review of City policies and practices from a diversity perspective, identifying gaps and proposed improvements.

Background

Richmond has undergone tremendous changes in its population over the last several decades becoming one of Canada's most diverse cities with over 60 per cent of its population born outside the country. It is widely acknowledged that Richmond's cultural diversity contributes to community vibrancy and enrichment. However, it also presents challenges in communication and the potential marginalization of some population segments. In addition, the number of individuals living with a disability has been increasing city-wide and has resulted in greater demand for services for persons with disabilities. According to the 2017 Canadian Survey on Disability, 22 per cent of Canadians ages 15 years and over identify as having a disability. As Richmond's population continues to age, it is anticipated that the number of individuals living with a disability will continue to increase resulting in continued demand for specialized services.

These changes in Richmond have also brought a broad range of accessibility and inclusion challenges therefore, it is important that City policies reflect Richmond's current demographic context in order for the City to respond.

City Accessibility and Inclusion Initiatives

The City's Official Community Plan (OCP), adopted in 2012, and the Social Development Strategy, adopted in 2013, identify access and inclusion as key priorities. The City continues to work to ensure that facilities, parks, programs and services are accessible and inclusive for all individuals, regardless of ability and background, and that staff apply an accessibility and inclusion lens when developing programs and services. To further the City's approach to accessibility and inclusion, several initiatives have been implemented to ensure all Richmond residents can fully participate in community life.

Since 1998, the City and the Community Associations and Societies have provided opportunities for children and youth from low-income families to participate in programs and activities through the Recreation Fee Subsidy Program (RFSP). In 2017, City Council adopted the expanded RFSP to include adults and seniors to ensure that residents of all ages, regardless of their financial situation, can participate in a wide range of parks, culture and recreation programs. The City also partners with KidSport Richmond and Canadian Tire Jumpstart to remove financial barriers to participation in sports and physical activities for children and youth.

In 2018, City Council adopted The Enhanced Accessibility Design Guidelines and Technical Specifications to incorporate enhanced accessibility and barrier-free features in City-owned and City-leased facilities. Implemented in the development of Minoru Centre for Active Living, these guidelines combined with innovative programs and services have set a new standard for accessibility in City facilities. Additionally, Richmond was a pilot city in the Rick Hansen Foundation's Accessibility Certification program with 28 facilities reviewed in 2018, which furthers the City's commitment to improving accessibility. The City also continues to identify and address barriers in the community through a long-standing relationship with Richmond Centre for Disability.

In 2019, City Council approved the installation of Richmond's first rainbow crosswalk on Minoru Boulevard that serves as a reminder of the City's ongoing commitment to building a welcoming and inclusive community. That same year, City Council adopted the first Cultural Harmony Plan 2019–2029 to further enhance and build on the City's social inclusion practices. Through innovative and collaborative approaches to intercultural connections, the Cultural Harmony Plan supports the active participation of all residents in various aspects of community life, regardless of their background and length of time in Canada.

Furthermore, the City continues to recognize and celebrate Richmond's diverse cultures and unique heritage through intercultural celebrations and events including Doors Open and the Richmond World Festival. In addition, the City supports the advancement of equity, diversity, and inclusion practices in the community by offering educational and networking events such as the annual Diversity Symposium.

Analysis

Staff completed a best practice review of municipal and industry accessibility and inclusion policies to ensure that the proposed policy revisions reflect current terminology and standards. The City also collaborates with community organizations, such as the Richmond Centre for Disability, the Rick Hansen Foundation, the Richmond Therapeutic Riding Association and the Community

Collaboration Table to share information about gaps in services and barriers faced by vulnerable groups. In addition, the City has formed an Interdepartmental Accessibility Committee to discuss how accessibility can be advanced in City planning and operations. Through these efforts, staff determined that Policy 4012 would benefit by including up to date language that supports actions to further access and inclusion in the areas of community engagement, staff training and public awareness. Additionally, staff identified that language in the City Buildings – Accessibility Policy 2012 could be incorporated into the revised Access and Inclusion Policy 4012 so that all accessibility-related items are reflected under one City policy. With these considerations, staff recommend the following:

- 1) Amend Access and Inclusion Policy 4012 (adopted October 13, 1981 and amended December 8, 2014); and
- 2) Rescind City Buildings Accessibility Policy 2012 (adopted February 14, 1994).

Amendments to Access and Inclusion Policy 4012

The following amendments are proposed to the existing Access and Inclusion Policy 4012 to better reflect the City's current approach to accessibility and inclusion. Table 1 below shows an item-by-item comparison of the current Policy 4012 and the proposed updated Policy 4012. The item indicated in the proposed column shows where the item is located in the proposed updated policy.

Table 1: Side-by-side Comparison of Current and Proposed Items for Access and Inclusion Policy 4012

Current Policy	Proposed Updated Policy
Item 1: Acknowledging and keeping abreast of the accessibility and inclusiveness needs and challenges of diverse population groups in Richmond.	Removed from proposed policy.
Item 2: Ensuring that the Official Community Plan and other key City plans, strategies and policies incorporate measures to support Richmond's efforts to be an accessible and inclusive city. Item 3: Developing programs and adopting practices to ensure Richmond residents and visitors have access to a range of opportunities to participate in the economic, social, cultural	Item 3: Incorporating measures in the Official Community Plan and other key City plans, strategies, guidelines, policies and bylaws that further advance Richmond's efforts to be an accessible and inclusive city. Item 1: Enhancing equitable access to City facilities, parks, programs and services to all who live, work, play and learn in Richmond.
and recreational life of the City. Item 4: Collaborating with senior levels of government, partner organizations and stakeholder groups to promote social and physical infrastructure to meet the diverse needs of people who visit, work and live in Richmond.	Item 9: Collaborating with partner organizations and stakeholder groups to address the diverse needs of Richmond's population.

Current Policy	Proposed Updated Policy
	Item 10: Advocating to senior levels of government for funding and programs to advance accessibility and inclusion in Richmond.
Item 5: Promoting barrier free access to the City's facilities, parks, programs and services.	Item 2: Removing barriers to participation faced by vulnerable groups by adopting practices and accommodations so that every resident can take part in all aspects of community life.
Item 6: Promoting a welcoming and respectful municipal workplace.	Item 6: Providing ongoing diversity and inclusion training to staff and volunteers in order to foster a respectful workplace and to respond to the diverse needs of Richmond's population. Item 8: Providing public awareness and education about the importance of a welcoming, accessible and inclusive Richmond.
Item 7: Providing information to the public in a manner that respects the diverse needs and characteristics of Richmond residents.	Item 5: Communicating information and providing means of public engagement that takes into consideration the diversity and unique characteristics of Richmond residents. Item 7: Continuing to seek community input from a wide range of individuals, community organizations and stakeholders in the planning and development of facilities, policies and services.

Rescinding City Buildings - Accessibility Policy 2012

The purpose of rescinding Policy 2012 is to align and strengthen the City's approach to furthering accessibility in all aspects of the built environment by incorporating language from Policy 2012 into Policy 4012.

Table 2 below shows a comparison of the current wording of Policy 2012 and its proposed wording in the proposed updated Policy 4012. The item indicated in the proposed column shows where the item is located in the proposed updated policy.

Table 2: Side-by-side Comparison of Policy 2012 and Proposed Item on City Buildings – Accessibility Policy 4012

Current Policy 2012	Proposed Updated Policy 4012
Item 1: All City-owned buildings shall offer more than the minimum accessibility standards and should ensure easy access to all members of the community. In support of this policy, Council has endorsed the Accessibility Guidelines for City-Owned Buildings (available from the Permits and Records Department and Facilities Services Department.).	Item 4: Advancing accessibility in the City's built environment through the use of universal design principles and the City's Enhanced Accessibility Design Guidelines.

The proposed revisions to Access and Inclusion Policy 4012 acknowledge the accessibility and inclusion needs of Richmond's diverse population and address the importance of community engagement, communication, education and awareness, and advocacy. These revisions also strengthen the language and clarity of the policy so staff can better serve the needs of Richmond residents. As Richmond's population continues to diversify and the number of residents with disabilities increases, the proposed amendments will support actions to address emerging community needs and further Richmond as a leader in accessibility and inclusion.

Financial Impact

None.

Conclusion

The proposed amendments to the Access and Inclusion Policy 4012 and the rescindment of the City Buildings – Accessibility Policy 2012 are intended to provide a more effective framework to assist the City's efforts to further advance accessibility and inclusion in Richmond. The proposed amendments create a policy framework that reflect current and future social inclusion priorities and supports the work required to further reduce barriers to participation in City facilities, programs, and services. The City will continue to work with internal and external partners to advance accessibility and inclusion in Richmond and foster a more welcoming and inclusive environment for everyone that lives, works and plays here.

Melanie Burner

Accessibility Coordinator

(604-276-4390)

(604-276-4391)

Inclusion Coordinator

- Att. 1: Current City Buildings Accessibility Policy 2012
 - 2: Current Access and Inclusion Policy 4012
 - 3: Proposed Access and Inclusion Policy 4012
 - 4: Redline Version of Access and Inclusion Policy 4012



Page 1 of 1	City Buildings – Accessibility Policy 2012	
	Adopted by Council: February 14, 1994	

POLICY 2012:

It is Council policy that:

All City-owned buildings shall offer more than the minimum accessibility standards and should ensure easy access to all members of the community.

In support of this policy, Council has endorsed the <u>Accessibility Guidelines for City-Owned Buildings</u> (available from the Permits and Records Department and Facilities Services Department).



Page 1 of 1	Access and Inclusion Policy 4012
	Adopted by Council: October 13, 1981 Amended by Council: December 8, 2014

POLICY 4012:

It is Council policy that:

Richmond is an accessible and inclusive city by:

- 1. Acknowledging and keeping abreast of the accessibility and inclusiveness needs and challenges of diverse population groups in Richmond.
- 2. Ensuring that the Official Community Plan and other key City plans, strategies and policies incorporate measures to support Richmond's efforts to be an accessible and inclusive city.
- 3. Developing programs and adopting practices to ensure Richmond residents and visitors have access to a range of opportunities to participate in the economic, social, cultural and recreational life of the City.
- 4. Collaborating with senior levels of government, partner organization and stakeholder groups to promote social and physical infrastructure to meet the diverse needs of people who visit, work and live in Richmond.
- 5. Promoting barrier free access to the City's facilities, parks, programs and services.
- 6. Promoting a welcoming and respectful municipal workplace.
- 7. Providing information to the public in a manner that respects the diverse needs and characteristics of Richmond residents.



Page 1 of 1	Access and Inclusion Policy 4012
	DRAFT (November 2, 2020)

POLICY 4012:

It is Council policy that:

Richmond is an accessible and inclusive city by:

- 1. Enhancing equitable access to City facilities, parks, programs and services to all who live, work, play and learn in Richmond.
- 2. Removing barriers to participation faced by vulnerable groups by adopting practices and accommodations so that every resident can take part in all aspects of community life.
- 3. Incorporating measures in the Official Community Plan and other key City plans, strategies, guidelines, policies and bylaws that further advance Richmond's efforts to be an accessible and inclusive city.
- 4. Advancing accessibility in the City's built environment through the use of universal design principles and the City's Enhanced Accessibility Design Guidelines.
- 5. Communicating information and providing means of public engagement that takes into consideration the diversity and unique characteristics of Richmond residents.
- 6. Providing ongoing diversity and inclusion training to staff and volunteers in order to foster a respectful workplace and to respond to the diverse needs of Richmond's population.
- 7. Continuing to seek community input from a wide range of individuals, community organizations and stakeholders in the planning and development of facilities, policies and services.
- 8. Providing public awareness and education about the importance of a welcoming, accessible and inclusive Richmond.
- 9. Collaborating with partner organizations and stakeholder groups to address the diverse needs of Richmond's population.
- 10. Advocating to senior levels of government for funding and programs to advance accessibility and inclusion in Richmond.



Page 1 of 2	Access and Inclusion	Policy 4012
	Adopted by Council: October 13, 1981 Amended by Council: December 8, 2014	

POLICY 4012:

It is Council policy that:

Richmond is an accessible and inclusive city by:

- Acknowledging and keeping abreast of the accessibility and inclusiveness needs and challenges of diverse population groups in Richmond. Enhancing equitable access to City facilities, parks, programs and services to all who live, work, play and learn in Richmond.
- 4.2. Removing barriers to participation faced by vulnerable groups by adopting practices and accommodations so that every resident can take part in all aspects of community life.
- 2.3. Ensuring that Incorporating measures in the Official Community Plan and other key City plans, strategies and guidelines, policies and bylaws that further advance incorporate measures to support Richmond's efforts to be an accessible and inclusive city.
- 4. Developing programs and adopting practices to ensure Richmond residents and visitors have access to a range of opportunities to participate in the economic, social, cultural and recreational life of the City. Advancing accessibility in the City's built environment through the use of universal design principles and the City's Enhanced Accessibility Design Guidelines.
- Communicating information and providing means of public engagement that takes into consideration the diversity and unique characteristics of Richmond residents.
- 6. Providing ongoing diversity and inclusion training to staff and volunteers in order to foster a respectful workplace and to respond to the diverse needs of Richmond's population.
- Continuing to seek community input from a wide range of individuals, community
 organizations and stakeholders in the planning and development of facilities, policies
 and services.
- 3.8. <u>Increasing Providing public awareness and education about the importance of a welcoming, accessible and inclusive Richmond.</u>
- 9. Collaborating with senior levels of government, partner organizations and stakeholder groups to promote social and physical infrastructure to meet the diverse needs of people who visit, work and live inaddress the diverse needs of Richmond's population.



Page 2 of 2	Access and Inclusion	Policy 4012
	Adopted by Council: October 13, 1981 Amended by Council: December 8, 2014	

- 10. Advocating to senior levels of government for funding and programs to advance accessibility and inclusion in Richmond.
- 4. Promoting barrier free access to the City's facilities, parks, programs and services.
- 5. Promoting a welcoming and respectful municipal workplace.

Providing information to the public in a manner that respects the diverse needs and characteristics of Richmond residents.



Report to Committee

To: General Purposes Committee **Date:** November 9, 2020

From: Wayne Craig File: RZ 18-818420

Director, Development

Re: Application by Flat Architecture Inc. for Rezoning at 8951 and 8971 Spires Road,

8991 Spires Gate, and the Surplus Portion of the Spires Road Road Allowance from the "Single Detached (RS1/E)" Zone to the "Parking Structure Townhouses

(RTP4)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10218, for the rezoning of 8951 and 8971 Spires Road, 8991 Spires Gate, and the surplus portion of the Spires Road road allowance from the "Single Detached (RS1/E)" zone to the "Parking Structure Townhouses (RTP4)" zone, be introduced and given First Reading.

Wayne Craig

Director, Development

(604-247-4654)

WC:el Att. 8

REPORT CONCURRENCE		
ROUTED TO:	Concurrence	CONCURRENCE OF GENERAL MANAGER
Real Estate Services Affordable Housing Engineering Transportation	호 호 호	pe Erceg

Staff Report

Origin

Flat Architecture Inc., on the behalf of 0924206 BC Ltd. (Incorporation number: BC0924206; Directors: Brian R. Purcell, John Young, Dexter Young, Michael Young and Eric Sen Hang Yung), has applied to the City of Richmond for permission to rezone 8951 and 8971 Spires Road, 8991 Spires Gate, and the surplus portion of the Spires Road road allowance (Attachment 1) from the "Single Detached (RS1/E)" zone to the "Parking Structure Townhouses (RTP4)" zone in order to permit the development of 22 townhouse units and two secondary suites with a common parking structure accesses via Spires Road. A preliminary site plan, building elevations, and landscape plan are contained in Attachment 2.

A Servicing Agreement will be required for this development to design and construct frontage beautification along the site frontages (including ditch infill), road widening, City Centre standard new concrete sidewalk and landscaped boulevard, new fire hydrants, public walkways on-site, upgrades to the storm sewer and sanitary sewer, as well as service connections.

Findings of Fact

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

Subject Site Existing Housing Profile

The site currently contains three single-family homes, which will be demolished. The applicant has advised that all of the three houses on-site are rented out; and there are no suites in the houses.

Surrounding Development

The Spires Road Neighbourhood is identified in the City Centre Area Plan (CCAP) as an area intended to transition from a predominately single-family neighbourhood toward a higher density neighbourhood through the development of townhouse buildings with parking structures.

- To the North: Across Spires Gate, Single-family homes on lots zoned "Single Detached (RS1/E)", which are designated as Park under the City Centre Area Plan.
- To the South: A recently approved 64 unit high density townhouse development (RZ 17-766525 & DP 18-829140) on a lot zoned "Parking Structure Townhouses (RTP4)". This townhouse development at 8888 Spires Road is currently under construction.
- To the East: Across Spires Road, single-family homes on lots zoned "Single Detached (RS1/E)", which are designated for high density townhouses under the City Centre Area Plan.
- To the West: A 19-unit townhouse development (with a common parking structure), on a lot zoned "Town Housing (ZT46) South McLennan and Brighouse Village (City Centre)".

Related Policies & Studies

Official Community Plan/City Centre Area Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject development site is "Neighbourhood Residential". This redevelopment proposal is consistent with this designation.

The subject development site is located within the Brighouse Village of the City Centre Area Plan (CCAP), Schedule 2.10 of the Official Community Plan (OCP) Bylaw No. 7100 (Attachment 4). The site is in "Sub-Area B.1: Mixed Use – Low-Rise Residential & Limited Commercial", which is intended for grade-oriented housing in the form of higher-density townhouses (with common parking structures) in areas north of Granville Avenue within the city centre. The preliminary design of the proposal featuring high density townhouses with a common parking structure generally complies with the CCAP Guidelines in terms of land use, density, and overall neighbourhood character. Further consideration of the Development Guidelines and form and character will take place at the Development Permit stage of the process.

The subject development site is surrounded by properties with development potential subject to the CCAP. Registration of a legal agreement on title is required before final adoption of the rezoning bylaw, stipulating that the residential development is subject to potential impacts due to other development that may be approved within the City Centre, including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring this information be provided through signage in the sales centre and through the disclosure statement to all initial purchasers.

The proposed rezoning is subject to a community planning implementation strategy contribution for future community planning initiatives. The applicant proposes to make a cash contribution at the current rate of \$0.30 per buildable square foot, for a total contribution of \$8,013.52 prior to final adoption of the rezoning bylaw.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject development site is located within Area 4 (Aircraft Noise Notification Area) on the OCP Aircraft Noise Sensitive Development Map. While all aircraft noise sensitive land uses (including residential uses) maybe considered, registration of an Aircraft Noise Sensitive Use Covenant on title to address aircraft noise mitigation and public awareness is required prior to final adoption of the rezoning bylaw. At the Development Permit stage, submission of an acoustic report, prepared by a qualified professional, is required to address indoor sound level mitigation criteria as set out in the OCP and identify how noise mitigation measures will be incorporated into the building design.

Energy Step Code

The developer has committed to design the subject development to meet the City's Step Code requirements (i.e., Step 3). A commitment letter is presented as Attachment 5. Details on how all units are to be built and maintained to this commitment will be reviewed at Building Permit stage.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on title is required prior to final adoption of the rezoning bylaw.

Affordable Housing Strategy

In addition to the provision of two secondary suites on site, the applicant proposes to make a cash contribution to the Affordable Housing Reserve Fund in accordance with the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant will make a cash contribution of \$8.50 per buildable square foot as per the Strategy, for a contribution of \$227,049.62.

Public Art Program Policy

In response to the City's Public Art Program (Policy 8703), the applicant will provide a voluntary contribution at a rate of \$0.85 per buildable square foot (2017 rate) to the City's Public Art Reserve fund; for a total contribution in the amount of \$22,704.96.

Public Consultation

Two rezoning signs have been installed on the subject property (one on each road frontage). Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

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

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

Analysis

Road Closure

A new narrower 16.0 m wide road cross-section for the Spires Road Neighbourhood has been established for the area to better support the development of high density townhouses with parking structures - the form of development specifically envisioned for this area in the City Centre Area Plan. This new road cross-section has already been applied to two high density townhouse development projects along Spires Road since 2019.

Based on the new road cross-section and the preliminary functional road design reviewed and accepted by Engineering and Transportation Departments, 2.05 m of the existing Spires Road road allowance adjacent to the frontage of the subject development site has been identified for road closure (Attachment 6). The area, which is approx. 119.5 m² (1,286.3 ft²), is surplus to Engineering and Transportation needs.

Prior to rezoning bylaw adoption, the applicant is required to enter into a purchase and sales agreement with the City for the purchase of the lands, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward to Council with the road closure bylaw, in a separate report from the Director, Real Estate Services.

Road Dedication

For the provision of the future north-south lane parallel to Cooney Road, a 4.0 m road dedication is required along the entire west property line of the subject site. A similar lane dedication has already been provided at the adjacent townhouse development to the south. In addition, a 4.0 m x 4.0 m corner cut road dedication is required at the northeast corner of the subject site (southwest corner of the Spires Gate/Spires Road intersection), and a 3.0 m x 3.0 m corner cut road dedication is required at the northwest corner of the subject site (southeast corner of the Spires Gate/north-south lane intersection).

Existing Legal Encumbrances

There is an existing 3.0 m wide utility Right-of-Way (ROW) along the existing west property lines of the subject development site for an existing sanitary sewer line. This area will be transferred to the City as part of the lane dedication mentioned above.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 19 bylaw-sized trees and one hedge row on the subject development site.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- A 28cm caliper Japanese Maple tree (specifically tag# 469) located on the development site along the Spires Road frontage has an asymmetrical crown, and decay in the main stem. This tree should be removed and replaced.
- 18 trees (specifically tag# 462, 463, 464, 465, 466, 467, 469, 472, 473, 475, 476, 477, 478, 479, 480, 481, 482, 483) located on the development site are either dead or dying (sparse canopy foliage), have been previously topped or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions. As a result, these trees are not good candidates for retention and should be replaced.

• A hedgerow (tag# 470) located on-site has been historically topped and as a result has developed decay pockets and weakly attached secondary branch growth that is prone to failure. This hedgerow is not a good candidate for retention and should be removed and replaced.

Tree Replacement

The applicant wishes to remove 19 on-site trees; a Tree Management Plan is included in this report (Attachment 7). The 2:1 replacement ratio would require a total of 38 replacement trees for the removal of 19 trees. According to the Preliminary Landscape Plan provided by the applicant (Attachment 2), the applicant proposes to plant 30 new trees on-site and provide cashin-lieu for the remaining trees. Staff will work with the applicant to explore the opportunity to include additional replacement trees on site at the Development Permit stage. The size and species of replacement trees will also be reviewed in detail through Development Permit and overall landscape design. The applicant has agreed to provide a voluntary contribution of \$6,000 (\$750/tree) to the City's Tree Compensation Fund in lieu of planting the remaining eight replacement trees should they not be accommodated on the site.

Tree Protection

All trees on neighbouring properties are to be retained and protected. Prior to final adoption of the rezoning bylaw, the applicant is required to submit to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the Arborist to submit a post-construction impact assessment to the City for review.

Prior to demolition of the existing dwellings on the subject development site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Built Form and Architectural Character

The applicant proposes to consolidate the three properties and the surplus road frontage of these properties into one development parcel, with a total net site area of 2,068 m² (22,260 ft²). The proposal is to build a high density, ground-oriented, four-storey townhouse project on the consolidated lot at a density of 1.2 floor area ratio (FAR).

The development will contain 22 units. Two single-level Basic Universal Housing units at grade, 18 three-storey units on the podium, and two four-storey units each with a two-bedroom secondary suite. The Basic Universal Housing units and secondary suites will have street level entry with direct pedestrian access to Spires Road or Spires Gate; these homes will also have direct access to the parking area. All other units will have their main unit entry located on the podium level. Dwelling sizes are ranging from 78 m² (839 ft²) to 175 m² (1,884 ft²). All of the units will have private outdoor areas at grade, on the elevated podium overtop the parking structure, and/or on the top floor oriented towards the internal courtyard.

Two ground-level secondary suites are also proposed to be included in this development proposal. These suites will be contained in the four-storey units fronting Spires Road (see Attachment 2). The sizes of these units range from 169 m² (1,819 ft²) to 175 m² (1,884 ft²), and the sizes of these two-bedroom secondary suites range from approximately 61 m² (660 ft²) to 67 m² (722 ft²). No additional parking stall is required for the proposed secondary units since this site is not located on an arterial road.

To ensure that the secondary suite will not be stratified or otherwise held under separate title, registration of a legal agreement on title is required prior to final adoption of the rezoning bylaw.

To ensure that the secondary suite is built, registration of a legal agreement on title, stating that no Building Permit inspection granting occupancy will be completed until the secondary suites are constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw, is required prior to final adoption of the rezoning bylaw.

Amenity Space

The applicant is proposing a cash contribution in-lieu of providing the required indoor amenity space on site, as per the OCP. Based on the rate identified in the OCP (i.e., \$1,769 per unit for the first 19 units, plus \$3,538 per unit for the 20th to 22nd unit), the total cash contribution required for the 22-unit townhouse development is \$44,225.00.

Outdoor amenity spaces will be provided on-site. Based on the preliminary design, the total area of the proposed outdoor amenity spaces at 398 m² (4,284 ft²) exceeds the minimum requirements under the Official Community Plan (OCP) of 6 m² (64.5 ft²) of outdoor space per unit plus 10% of the net site area (i.e., 338.8 m² or 3,646 ft²). Staff will work with the applicant at the Development Permit stage to ensure the configurations and designs of the outdoor amenity spaces meet the Development Permit Guidelines in the OCP.

Transportation and Site Access

Vehicle access to the development will be from a new entry driveway off Spires Road, providing access to the parking structure proposed on-site. One loading area is proposed on-site at the entry driveway.

To enhance pedestrian circulation within the Spires Road Neighbourhood, the following walkways will be secured prior to final adoption:

- A 1.5 m wide statutory right-of-way (SRW) along the entire south property line for future pedestrian connection between Spires Road and the future back lane.
- A 1.5 m wide SRW along the entire west property line for pedestrian circulation along the future back lane.

Vehicle and Bicycle Parking On-site

The proposal will feature 22 units with a total of 27 resident parking spaces and five visitor parking spaces, which comply with bylaw requirements for this neighbourhood. Ten resident parking spaces will be in a tandem arrangement (37% of total residential parking spaces provided), which is consistent with the maximum 50% of tandem parking provision of Richmond Zoning Bylaw 8500. Prior to final adoption, the applicants are required to enter into a number of legal agreements to ensure that:

- Where two parking spaces are provided in a tandem arrangement, both parking spaces must be assigned to the same dwelling unit.
- Conversion of any of the tandem parking areas into habitable space is prohibited.

In addition, the proposal will feature two Basic Universal Housing units; an accessible parking stall will be provided for each of these units. A restrictive covenant to reflect this arrangement is required prior to final adoption.

The proposal will feature a total of 33 bicycle parking spaces on-site, which meets the bylaw requirements. All visitor bicycle parking spaces will be provided by the entry to the parking structure. All residential bicycle parking spaces will be provided within a bike storage room within the parking structure. Prior to final adoption, a restrictive covenant is required to be registered on title to ensure that:

- Conversion of the proposed bike storage room in this development into habitable space or general storage area is prohibited.
- The bike storage room must remain available for shared common use and for the sole purpose of bicycle storage.

Variance Requested

The proposed development is generally in compliance with the "Parking Structure Townhouses (RTP4)" zone except for the lot size. A variance to reduce the minimum lot size from 2,400 m² (25,833 ft²) to 2,000 m² (21,527 ft²) is being requested as part of the proposed development. Staff support this variance since the subject site is an orphaned site located between Spires Gate to the north and a recently approved townhouse development to the south. There is no opportunity for the developer to acquire additional property to meet the minimum lot size requirement.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into the City's Standard Servicing Agreement to design and construct frontage beautification along the site frontages (including ditch infill), road widening, City Centre standard new concrete sidewalk and landscaped boulevard, new fire hydrants, public walkways on-site, upgrades to the storm sewer and sanitary sewer, as well as service connections (see Attachment 8 for details). All works are at the client's sole cost (i.e., no credits apply).

The applicant is also required to pay Development Cost Charges (DCC's) (City & GVS & DD), School Site Acquisition Charge and Address Assignment Fee at Building Permit stage.

<u>Design Review and Future Development Permit Considerations</u>

A Development Permit processed to a satisfactory level is a requirement of zoning approval. Through the Development Permit, the following issues are to be further examined:

- Compliance with Development Permit Guidelines for multiple family projects in the 2041 Official Community Plan and the City Centre Area Plan.
- Refinement of the site plan to ensure all the aboveground private utility infrastructure improvements required as part of this development will be located on site and screened from street view.
- Refinement of the proposed building elevations facing public streets and future lane to provide additional articulations; detailed review of façade materials and colors.
- Refinement of the proposed site plan and site grading to ensure appropriate transition between the proposed development and adjacent existing developments.
- Refinement of the tree replacement scheme to provide additional replacement trees on-site.
- Refinement of landscape design, including the size and configuration of the outdoor amenity spaces and choice of play equipment, to create a safe and vibrant environment for children's play and social interaction.
- Review of aging-in-place features in all units and the provision of Basic Universal Housing/convertible units.
- Review of the sustainability strategy for the development proposal.

Additional issues may be identified as part of the Development Permit application review process.

Financial Impact or Economic Impact

As a result of the proposed development, the City will take ownership of developer contributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated operating budget impact (OBI) for the ongoing maintenance of these assets is \$5,000.00. This will be considered as part of the 2020 Operating Budget.

To facilitate the narrowing of Spires Road and Cook Crescent as well as the subject rezoning application proposal, the applicant proposes to purchase a portion of the Spires Road road allowance for inclusion in the applicant's development site. The total approximate area of City lands proposed to be sold and included in the development site is 119.5 m² (1,286.3 ft²). As identified in the attached rezoning considerations (Attachment 8), the applicants are required to enter into a purchase and sales agreement with the City for the purchase of the lands, which is to be based on the business terms subject to Council approval.

Conclusion

The proposed 22-unit townhouse development is consistent with the Official Community Plan (OCP) and the City Centre Area Plan (CCAP). Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as Attachment 8; which has been agreed to by the applicant (signed concurrence on file). On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10218, be introduced and given First Reading.

Edwin Lee

Planner 2

(604-276-4121)

EL:blg

Attachments:

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: Specific Land Use Map: Brighouse Village (2031)

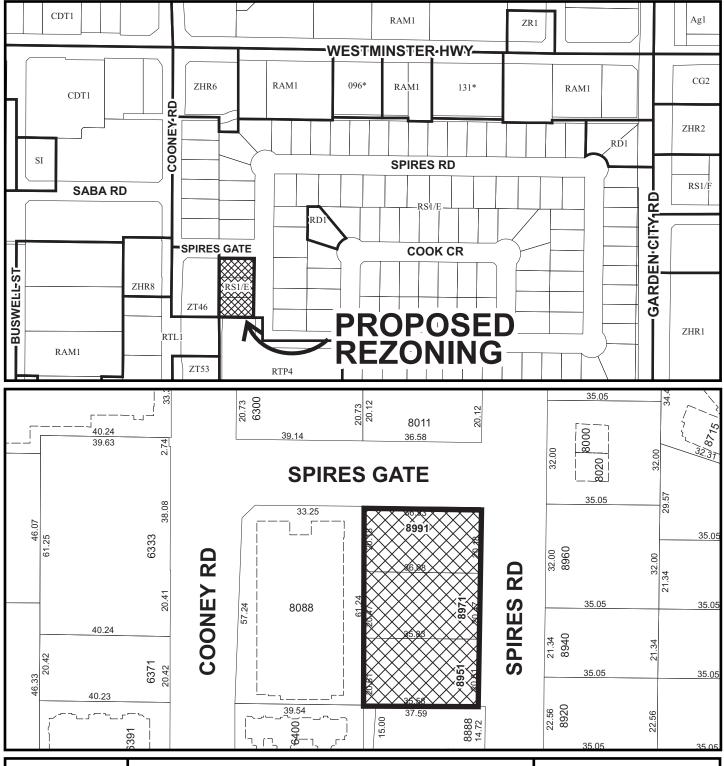
Attachment 5: Letter from Developer regarding Step Code Requirements

Attachment 6: Proposed Road Closure Plan

Attachment 7: Tree Management Plan

Attachment 8: Rezoning Considerations







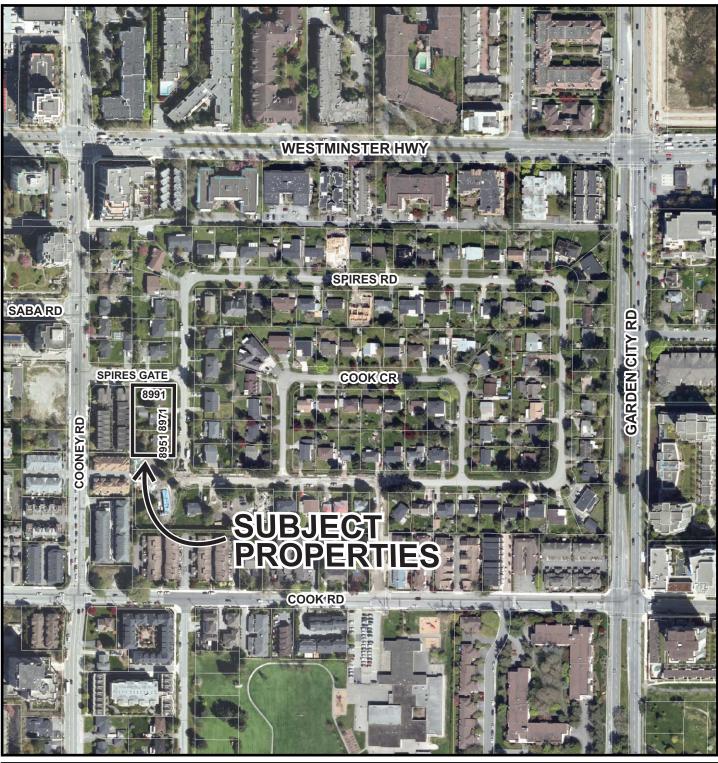
RZ 18-818420

Original Date: 01/16/18

Revision Date: 11/02/20

Note: Dimensions are in METRES





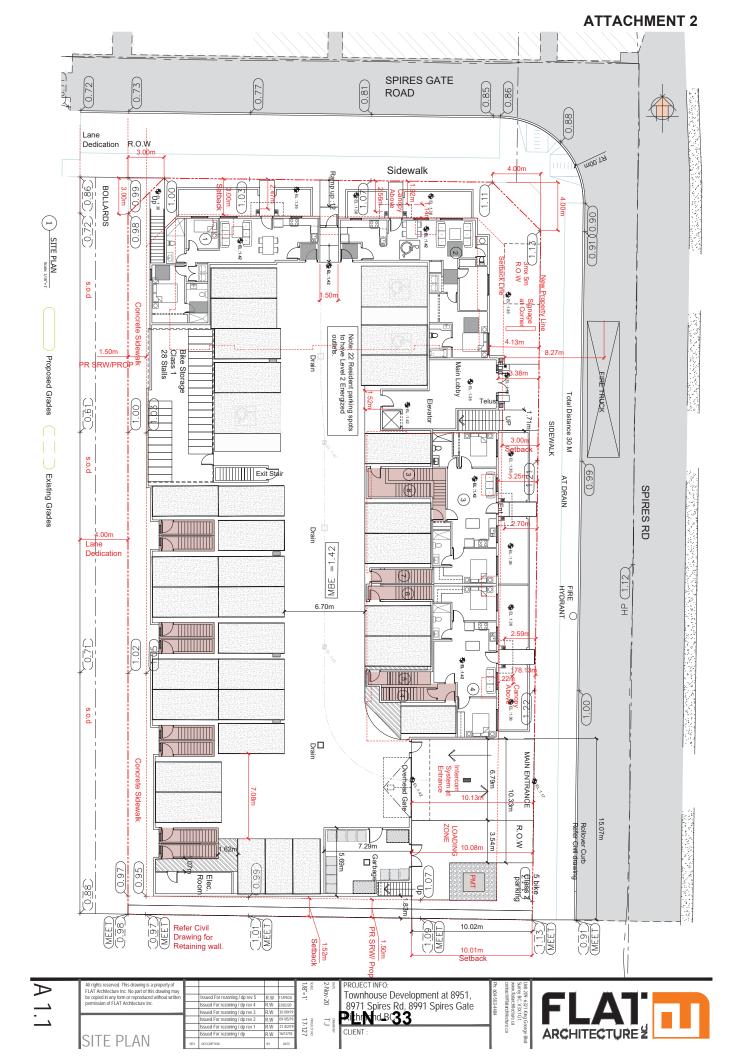


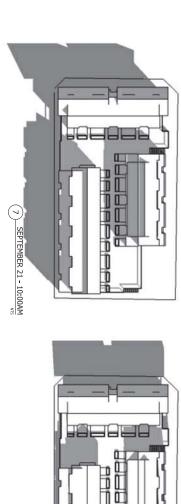
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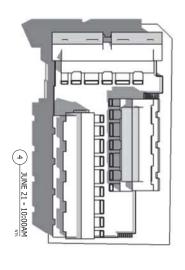
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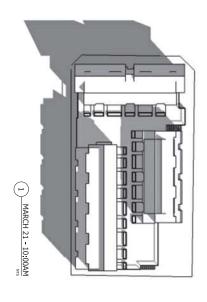
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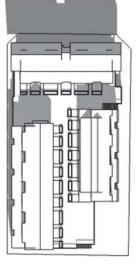
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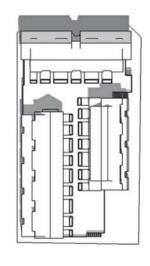




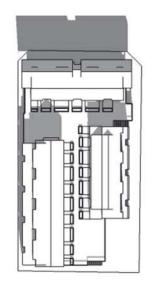


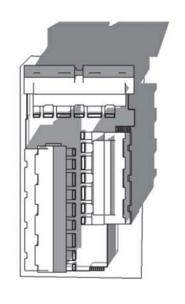


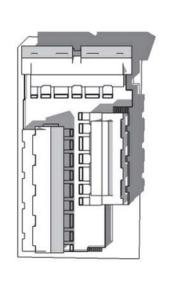


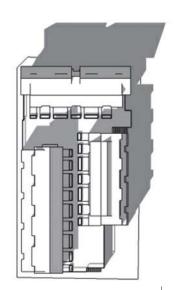


5 JUNE 21 - 12:00PM









9 SEPTEMBER 21 - 2:00PM

8 SEPTEMBER 21 - 12:00PM

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17-127

6 JUNE 21 - 2:00PM

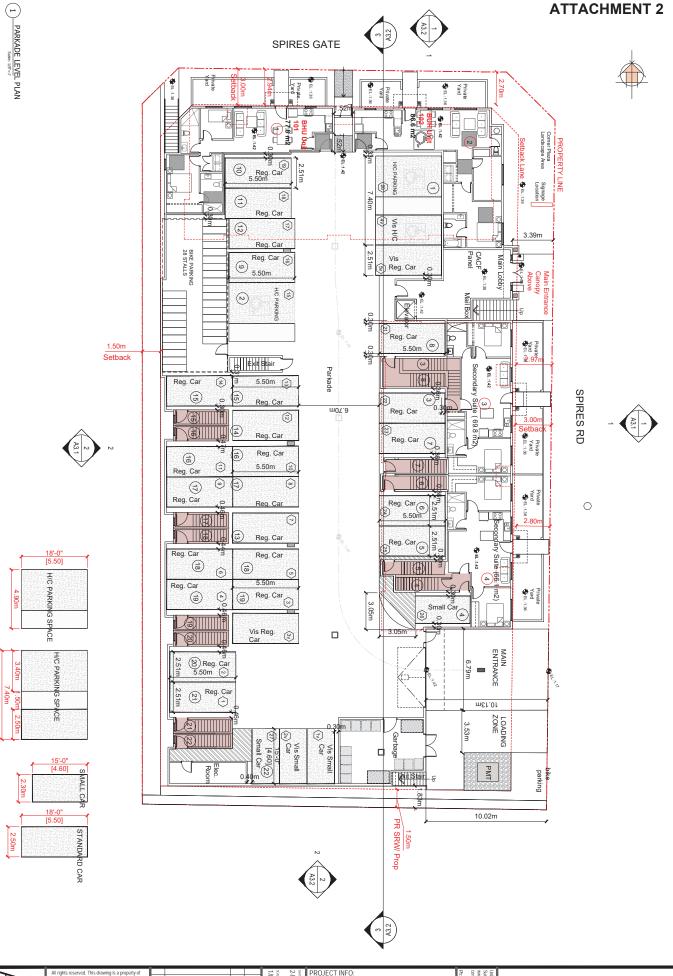
PROJECT INFO:
Townhouse Development at 8951
8971 Spires Rd, 8991 Spires Gate
Rthrhdd B(34
CLIENT: 2020-10-08 M.M.

lt 209-6321 King George Blvd rrey BC, V3X 1G1 w.flatarchitecture.ca htact@flatarchitecture.ca

3 MARCH 21 - 2:00PM

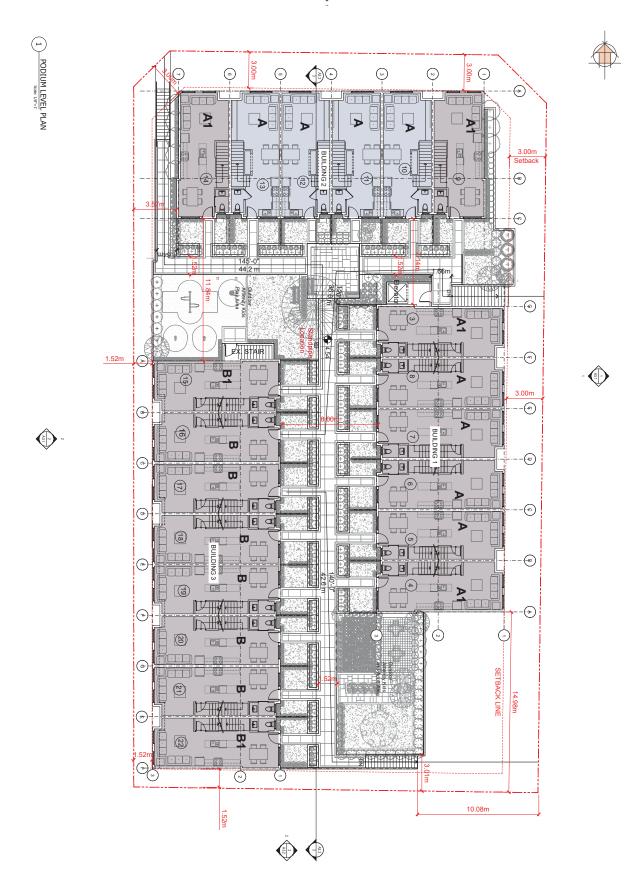
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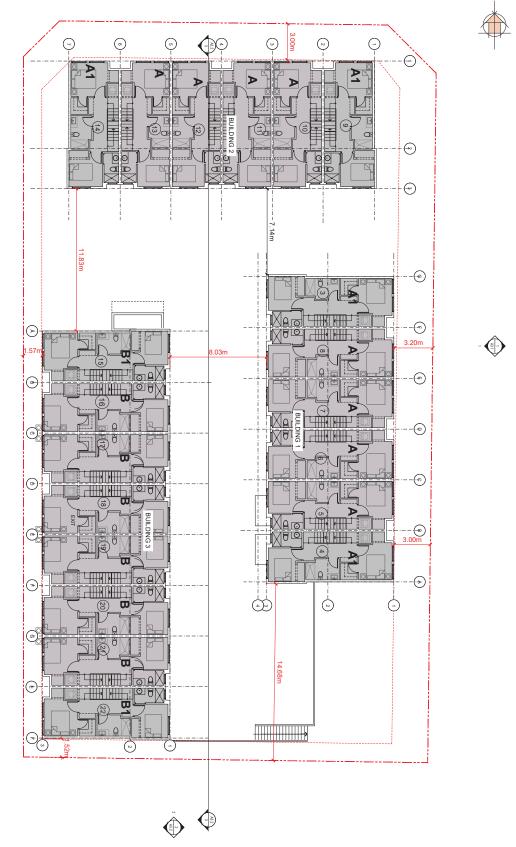














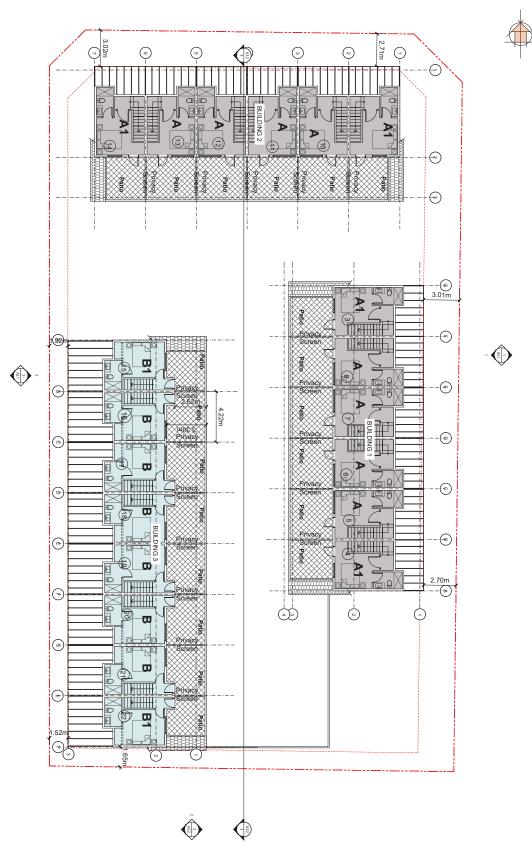
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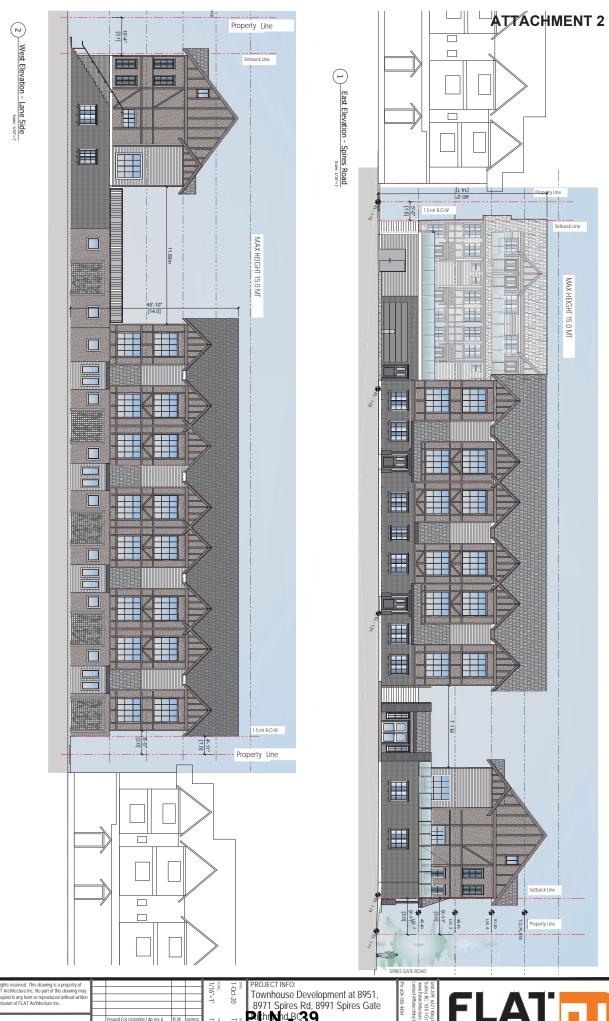


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Townhouse Development at 8951, 8971 Spires Rd, 8991 Spires Gate

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A 3.2 Elevations

17-127 T.J

PROJECT INFO:
Townhouse Development at 8951,
8971 Spires Rd, 8991 Spires Gate
Rithinhd BC40
CLIENT:

ATTACHMENT 2 49'-1" 9'-10" 45.40 [3.0] LVL2 8'-3" \(\sqrt{2.5}\)

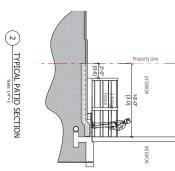
MAX HEIGHT 15.0 MT

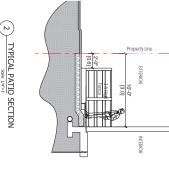
35'-1" [10.7]

Ħ

42'-4" [12.9]

1.5 mt R.O.W











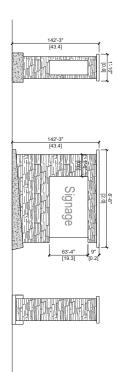
Concrete Finish

Stucco Finish

Ledge Stone Black Rundell 6" Fibre Cement siding Hardie plank siding (Dark Gray

Brick Grey Clinker by Mora Bricks

SIGNAGE
Scale: 1/2"=1"



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Podium Level Elevations



PROJECT INFO:
Townhouse Development at 8951,
8971 Spires Rd, 8991 Spires Gate
Rithrand BC 1
CLIENT: T.J







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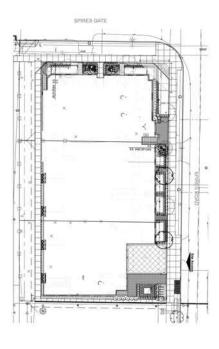
Streetscape

17-127

PROJECT INFO:
Townhouse Development at 8951,
8971 Spires Rd, 8991 Spires Gate
Pithin d B 42
CLIENT:



ATTACHMENT 2





1 KEY PLAN Scale: 1:300

COMPLETE PROJECT PLANT LIST (Detailed Planting Layout on Dwg. L6 & L7)

Recommended Trees

Reco	mmende	Recommended Shrubs				Recor	Recommended Trees	d Trees	
6	Quantity	Latin Name	Common Name	Scheduled Size	Notes	ö	Quantity	Lotin Name	Common Name
Aka	39	Akebia guinata	Chocolate vine	#3 pot staked		Ac.o.	13	Acer circinatum	Vine maple
A.K5	14	Arctostaphylos uva-ursi "Vancouver Jac Vancouver Jade Kinnikinick	Vancouver Jade Kinnikinick	#1 por		Agri	-	Acer griseum	Paperbark Maple
H2	0	Bergenia cardifolia	Heartleaf Bergenia			Ac.Pi	-	Acer palmatum	Japanese Maple
calm	9	Calamagrastis x acuttiora 'Karl Foerster Karl Foerster Feather Reed Grass	r Karl Foerster Feather Reed Grass	#2 po!		A.Ob	ы	Acer palmatum "Oshio-Beni"	Oshio-Beni Japanese Ma
Com. J.	N	Camella japonica	Japanese Camella	3.0m ht.		A.Rub	ы	Acernorum Red Sunset	Red Sunset Red Maple
ET (0)	21	Echinacea Rosta	Purple coneflower Rosita (dwart)	#1 pot		Am.N	40	Amelanchier loevit	Allegheny Serviceberry
E.Rod	40	Elcalania Red Bif	Red Br Escalonia	#3 pot		C.Not	ы	Corunus nuttalli 'National'	National Dogwood
HI.BOG	8	Helictotrichon sempervirens	Bive Oat Grass	#1 pot					
НТА	78	Hemerocallis x 'Lemon Yellow' or vars	Lemon Yellow Daylily	#1 pot					
¥	29	Heuchero vors	Cord bells	#1 pot					
#	7	Hibitous syriacus "Lucy"	Lucy Rose Of Sharon	15m, M					
H.bo	39	Hosta x Blue Angel	Blue Angel Plantain Lily	#1 pot					
专	39	Hosta x Patriot	Patriot Plantain Lily	#3 pot					
lav	39	Lavendula vars	Lavender	#1 pot					
1.00	17	Ligularia dentata 'Brit Marie Crawford'	Brit Marie Crawford Liguraria	#1 pot					
M.Agf	10	Mahonia aquafolium	Oregon grapw	#3 pot					
PILHO	33	Pennisetum alopecuroides 'Hameln'	Hamein Dward Fountain Grass	#2 pot					
P.O	22	Pennisetum orientale	Oriental Fountain Grass	#3 pot					
Po,m	a	Polystichum munitum	swordlern	#2 pot					
Rh.Gp	U	Rhododendron 'Gumpo Pink'	Pink Gumpa Azalea	#7 pot					
W.48	N	Rhododendron Vulcan	Red Rhadodendran	#7 pot					
R.Sang	ò	Ribes sanguineum King Edward VIII	King Edward Vil Flowering Currant	#3 pot					
×	6	Rudbeckla fulgida var. fulgida	Orange Coneflower	#1 pot					
SLN	w	Salk purpurea "Nana"	Dwarf Arctic Blue Leaf Willow	#3 pot					
16	27	Sarcococcaruscifolia	Fragrant Sarcacacca	#3 pot					
2	66	Skimmia Japonica	Japanese Skimmia	#2 pot					
Ťx	175	Taxus sp	Yew, hedge variety	1.5 m. nt.					
Smgd.	108	Thuja occidentalis "Smaraga"	Emerald Cadar	2.5 m, ht.					
vo.th	43	Vaccinium avatum Thunderbird	evergreen huckleberry	#3 po!					

Design Rationale and Summary

Being an infill development among a mix of other townhouse complexes and rapidly eveolving residential lots, the contextual treatment demands sensitivity and appropriate placement of elements.

We are proposing a relatively simple mix of surfaces and their configuration owing to a very small scale of such surfaces such as pathways to the units and the driveways. We have chosen to limit or selection to 2 or 3 chief finishes and resrved a more complex riterarchy of surfaces for the deck level.

The planting on the boulevard edges has been very carefully configured with some matching trees of the surrounding boulevardescape and what might me contextually appropriate with scale and evaluation right of way. Smitshy, being cognizant of the spotice requirements for the dock level planting, we have chosen to limit he trees and place the built up plantiers to the perimeter where possible for structural reasons. The trees selected for the internal layout are small and relatively less in number.

This development is amidst a rapidly changing area where a number of developments have sprung up in the past few years our design concept advocates a sensitive scheme that merges with the general transformation of the area.

The multi-user nature of the residential development demands privacy for the various units and their accessible spaces the element used to define these spaces (private patios from one another) are emerald oddar (thuja occidentalis smaragp) and Taxus. These columnar hedge plants are used in tandem with smaller hedging material such as the Spirarea and the flowering perennials to allow for multiple layers of textural relief.

The outdoor amenity has been designed with a linear two zone concept. The main constituents are the Social receasional area and a playground. The social area has been augmented with an outdoor kitchen and sustainable elements like the garden plots. These are placed with raised planters c'w spout and work bench for the residents use at the deck level.

Further, we have proposed use of native plants requiring lower water intake and offering trees that encourage bird habitat such as the 'Bitter Cherry' twards the lane.

GENERAL NOTES

All materials and workmanship to CLS Standards, latest edition. Soil depths and subgrade preparation, soil quality and plant sizes to meet or exceed that standard.

Plant sizes in this list are specified according to the BC Lenderape Standard's latest edition. Container sizes, specified as per "CUNA Standard's BOth plant size and container sizes are the minimum acceptable sizes. I specified as per "CUNA Standard's BOth plant size and container size and the information acceptable sizes. I installers are advised to search and review, make plant material available to the Landardse Architect for optomeries at the source of supply-Area is search to incrube Loner Maintand and Fraser Valley. Stubstitutions to review within approval from the Landardse Architect prior to making any substitutions to specified material. Unapprovise ubstitutions will be rejected Albert a minimum of the working days prior to delivery for required substitutions will be rejected Albert as minimum of the working days prior to delivery for required substitutions.

Notes

substitutions will be rejected. Allow a minimum of fine working days prior to delivery for requests substitutions will be rejected. Allow a minimum of fine substitution and the substitution are subject to the Landscape Standard.

All plant material must be provided from the certified "Disease Fine" nursery. All plant material must conform to the latest edition of the "RC. Landscape Standard's certification upon request. All landscaping and landscape materials to conform to the latest edition of the CLS standards.

Min. growing medium depths over prepared subgrade shall be:

Lawn areas

Südmin Ground Cover Aneas

450mm

450mm

450mm

450mm

windp medium shall have physical and chemical properties as described in the standards for "coundress, social, the areas over sincularizes where the medium shall notion to the requirements for shell 1 applications Processing the areas over sincularizes where the medium shall be done off-site using a medium-shall section shall be done off-site using a medium-stad screening process. Proposed growing additional shall be asset by a recognized absorably. The contractor shall guarantee that the soil submitted for testing is sample representations of the soil to be used at the site.

On-Site or imported soils shall satisfy the requirements of the standards for growing medium. Soils shall be virtually free from subsoil, wood including woody plant parts, weed or reproducive parts of the weeds, plant pathogenic organisms, undo maintial, stones over Chirm, and foreign objects.

All planting beds shall receive min. 50mm bark mulch.

The contractor shall maintain clean working conditions, remove all refuse and debris and present the clean condition upon completion of all works. site in a safe and

All plant material to be warranteed for one year from date of substantial completion Plant species and varieties may not be substituted without the approval of the Landscape architect

All wood fences to be cedar, with one coat of clear penetrating preservative

Date



103, 15505 Marine Drive, Whiterock, BC | 6047831450 |

8991 Spires Gate 8951, 8971 Spires Rd.

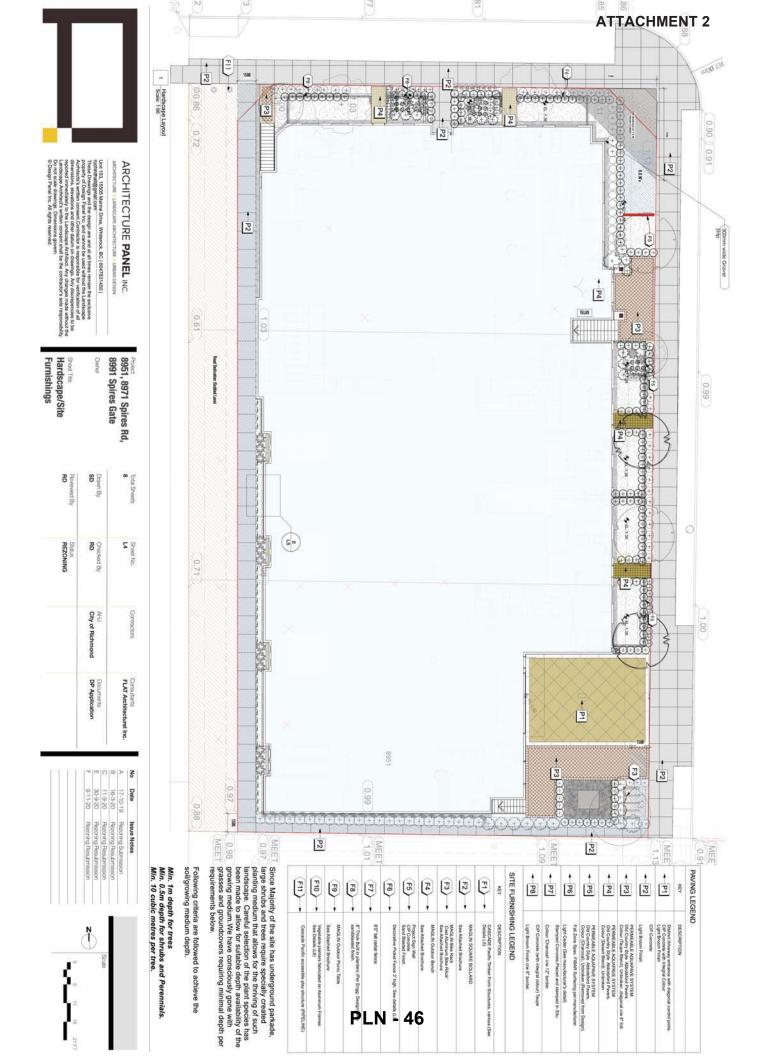
Key Plan

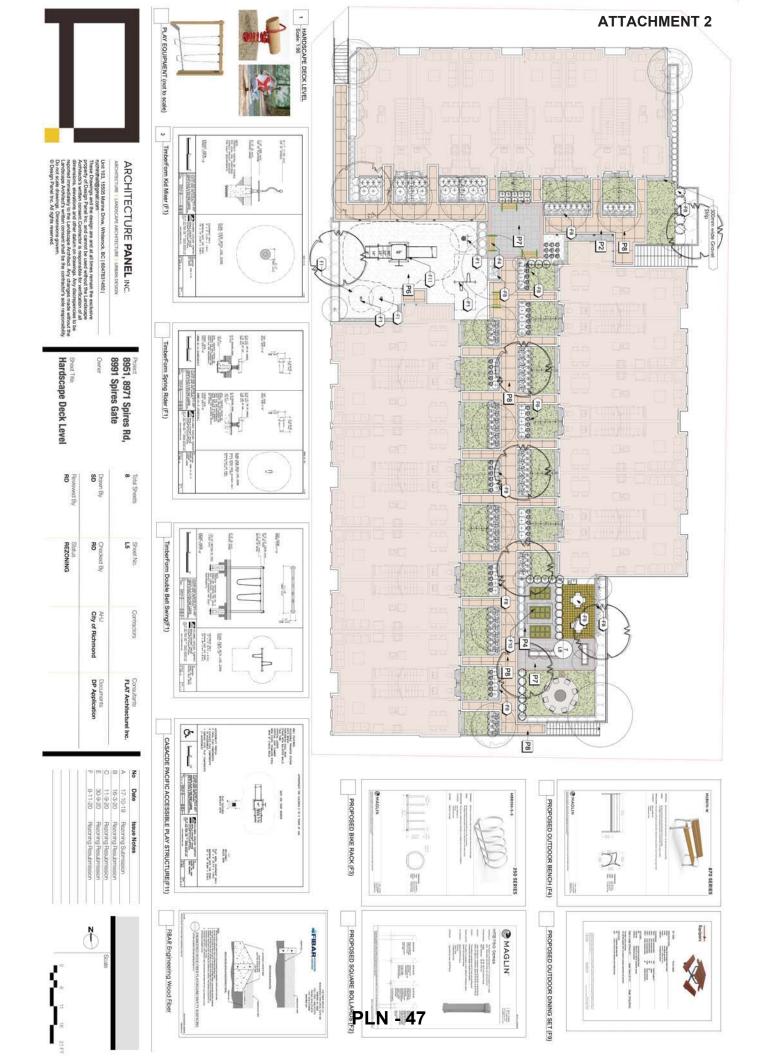
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Status Rezoning	Checked By	Sheet No.
	AHJ City of Richmond	Contractors
	Documents DP Application	Consultants FLAT Architecturel Inc.

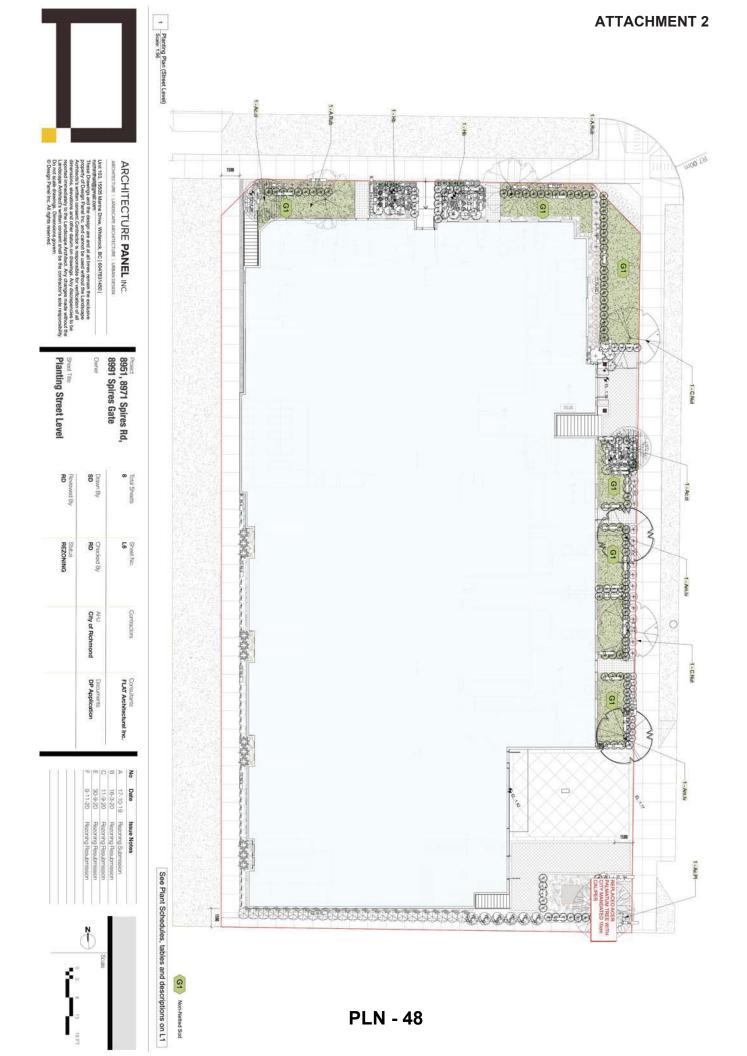
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1 Planting Plan (Deck Level) Scale: 1:96

1-Ac.d 1-Ac.d 1-Agri

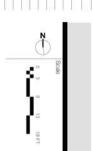
ARCHITECTURE PANEL INC.

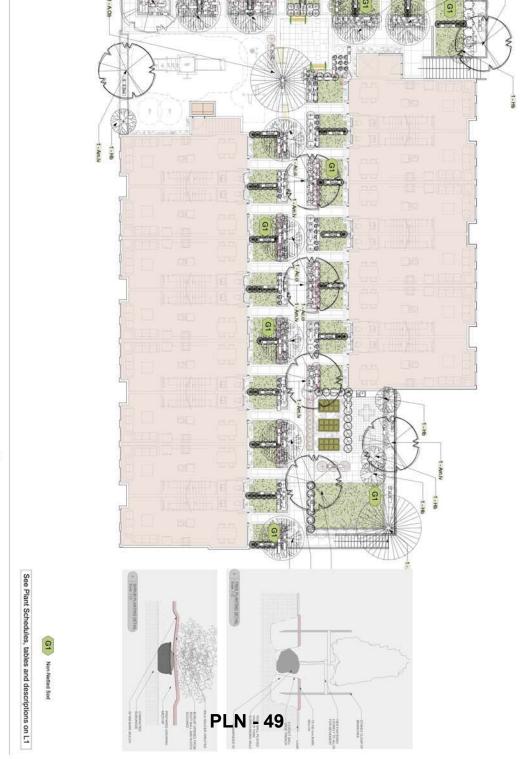
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These Drawing and the design are and at all times remain the exclusive
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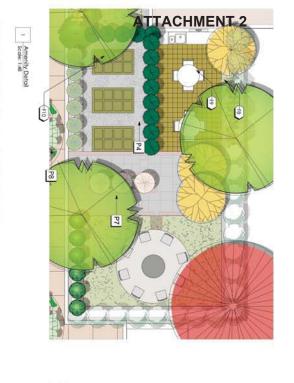
8951, 8971 Spires Rd, 8991 Spires Gate Planting Deck Level

Drawn By SD Status RD Checked By Sheet No. AHU City of Richmond Documents DP Application Consultants FLAT Architecturel Inc.

ate	ISSUO NOIOS
17-10-19	Rezoning Submission
3-20	Rezoning Resubmission
9-20	Rezoning Resubmission
9-20	Rezoring Resubmission
1-20	Rezoning Resubmission
	17-10-19 16-3-20 11-9-20 9-11-20















Old Country Stone Type 1 Length: 8 7/8" (226mm) Wdth: 7 18" (181mm) Area: 2.3 stones /ft2, 25 stones /m2 Thickness: 2 3/8" (60mm)





AquaPave® Old Country Stone Colour: Desert Sand Blend





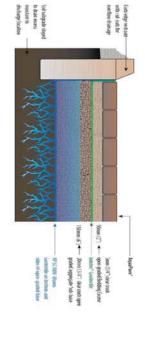




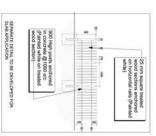
Abbotsford AquaPave Desert Sand Blend
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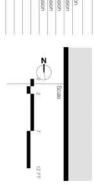






8 Picket Fence detail (F6)

Consultants Architecture Pan Documents REZONING	Architecture Panel Inc. Architecture Panel Inc. Documents REZONING	Connection Band Inc. A B C CONING E E E F F
	el Inc.	III



Issue Notes

Administra ventión consent Contestat la responsable for verification of all distinsistants, elevations and other datam on chargin, Any disconprisonals be proported immediately to the Landscape Architect. Any disagos mades elevated the Landscape Architect. Any disagos mades elevated the Landscape Architect Service consent scale as the contractor's soils responsability. Do not come alteredig. Demonstrate powers. 30 being the paid to Let All gible supervisor.	Unit 103, 15505 Marine Drive, Whaterock, BC 6047831450 morthdhal@gmail.com These Drawings and the design are and at all lines remain the exclusive property of Design Panel Inc. and cannot be used without the Landscape
Smoot Title Amenity/Details	Owner

9 3D Represe

ntation of ACCESIBLE PLAY STRUCTURE

Schematic Representation of Planting
 NTS

ARCHITECTURE PANEL INC.

1

2 Equiparc picnic table

Sheet Title Amenity/Details	Owner	8951, 8971 Spires Rd, 8991 Spires Gate
Reviewed By RD	Drawn By SD	Total Sheets 8
Status	Checked By RD	Sheet No.
	AHJ City of Richmond	Contractors
	Documents REZONING	Consultants Architecture Panel Inc.



Development Application Data Sheet

Development Applications Department

RZ 18-818420 Attachment 3

8951 & 8971 Spires Road, 8991 Spires Gate, and the surplus portion of the Spires

Address: Road road allowance

Applicant: Flat Architecture Inc.

Planning Area(s): City Centre

	Existing	Proposed	
Owner:	0924206 BC Ltd.	No Change	
Site Size (m²):	2,326.2 m ²	2,068.0 m ²	
Land Uses:	Single-Family Residential	Multiple-Family Residential	
OCP Designation:	Low-Density Residential	No Change	
	City Centre Area Plan: General Urban T4	No Change	
Area Plan Designation:	Sub-Area B.1: Mixed Use – Low-Rise Residential & Limited Commercial		
702 Policy Designation:	N/A	No Change	
Zoning:	Single Detached (RS1/E)	Parking Structure Townhouses (RTP4)	
Number of Units:	3	22	
Other Designations:	N/A	No Change	

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.20	1.20	none permitted
Lot Coverage – Building:	Max. 50%	46.4%	none
Lot Coverage – Non-porous Surfaces:	Max. 80%	80.0%	none
Lot Coverage – Landscaping:	Min. 20%	25.3%	none
Setback – Front Yard - Spires Gate (m):	Min. 3.0 m	3.0 m	none
Setback – Exterior Side Yard – East – Spires Road (m):	Min. 3.0 m	3.0 m	none
Setback – Interior Side Yard - West (future lane) (m):	Min. 1.5 m	1.5 m	none
Setback – Rear - South (m):	Min. 1.5 m	1.5 m	none
Height (m):	Max. 15.0 m (4 storeys)	14.1 m (4 storeys)	none

On Future Subdivided Lots	Bylaw Requirement Proposed		Variance
Lot Depth:	Min. 30.0 m	61.22 m	none
Site Area:	Min. 2,400 m ²	2,068 m²	Variance Requested
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.2 (R) and 0.2 (V) per unit	1.2 (R) and 0.2 (V) per unit	none
Off-street Parking Spaces – Total:	27 (R) and 5 (V)	27 (R) and 5 (V)	none
Tandem Parking Spaces:	Max. 50% of required residential spaces (27 x Max. 50% = 13)	10	none
Small Car Parking Spaces	Max. 50% when 31 or more spaces are provided on-site (32 x Max. 50% = 16)	1	none
Handicap Parking Spaces:	Min. 2% when 11 or more spaces are required (32 x 2% = 1 spaces)	3	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.20 (Class 2) per unit	1.27 (Class 1) and 0.22 (Class 2) per unit	none
Off-street Parking Spaces – Total:	28 (Class 1) and 5 (Class 2)	28 (Class 1) and 5 (Class 2)	none
Amenity Space – Indoor:	Min. 100 m² or Cash-in- lieu	Cash-in-lieu	none

Other: Tree replacement compensation required for removal of bylaw-sized trees.

Specific Land Use Map: Brighouse Village (2031) Bylaw 9892 2020/07/13 WESTMINSTER HWY **ERT RD GRANVILLE AVE** 0 50100 200 300 400 Meters General Urban T4 (15m) School Proposed Streets Village Centre Bonus Pedestrian-Oriented Urban Centre T5 (25m) Retail Precincts-High Street & Linkages Institution Urban Core T6 (45m) Pedestrian-Oriented Retail Precincts-Secondary Park Pedestrian Linkages Retail Streets & Linkages Canada Line Station Park-Configuration & **Enhanced Pedestrian** location to be determined & Cyclist Crossing Village Centre: Transit Plaza В **Bus Exchange** No. 3 Road & Cook Road Intersection

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





Unit 209, 6321 King George Blvd Surrey BC V3X 1G1 Ph: 604-445-8124

rajinder@flatarchitecture.ca

22 Unit Development at 8951, 8971 Spires RD, 8991 Spires Gate Richmond BC

This letter is to confirm that the proposed development at address mentioned above will meet the energy efficiency requirements at Building permit application stage. Please consider this letter as assurance that proposed development to meet Step 3 code requirements (if required) per zoning bylaw for building permit application

Rejinder Warraich Architect, AIBCr

Principal

Unit 209, 6321 King George Blvd

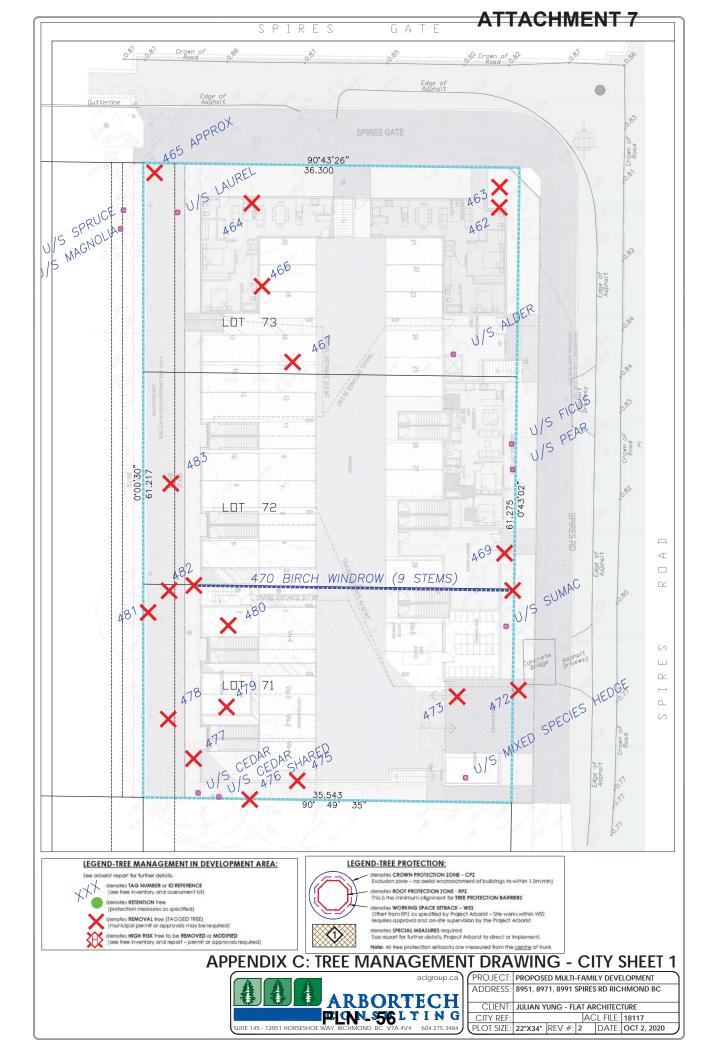
Surrey, BC V3X 1G1

Ph: 604-503-4484

Cell: 604-445-8124

rajinder@flatarchitecture.ca

www.flatarchitecture.ca



ATTACHMENT 7 Condensed Tree Inventory and Assessment Data: Dbh Tree Type **Priority** Action Tag# Spr Loc 462 48 NIL Cherry 5.5 1.5 REMOVE On 40 5 NIL 463 Cherry 1.5 On REMOVE 464 30 Blue spruce 11 1.5 On NIL REMOVE 465 24 Cherry 3 1 On NIL **REMOVE** 466 33 White poplar 2.2 1 On NIL REMOVE 467 78 Deodar cedar 20 4 On 2 REMOVE 28 Japanese maple 7 2 NIL 469 On REMOVE European birch 1 470 41 4.5 On NIL REMOVE 58 Cherry 6 2 NIL 472 On REMOVE 473 54 Cherry 6 2 NIL On REMOVE 3 475 67 European birch 14 NIL On REMOVE European birch 1.5 NIL 476 62 14 **SHARED** REMOVE 477 55 Western redcedar 18 2 On 2 REMOVE 478 European birch On NIL REMOVE 479 33 Bitter cherry 3 NIL 11 On REMOVE Bitter cherry NIL 480 37 On REMOVE Bitter cherry 481 28 On NIL REMOVE 482 27 Bitter cherry On NIL REMOVE Cascara buckthorn 483 36 6 1.5 On NIL REMOVE

SUGGESTED PLANT LIST: REPLACEMENT TREES

Please use botanical name when ordering.

Current aboricultural best management practices and BCSLA/BCLNA standards apply to; quality, root ball, health, form, handling, planting, guying/staking and establishment care.

CODE	QTY	Size	BOTANICAL NAME	COMMON NAME			
BROADLEA	F - SMALL T	O MEDIUM S	CALE:				
AG		6cm C	Acer griseum	Paperbark maple			
ARRS		6cm C	Acer rubrum 'Red Sunset'	Red Sunset maple			
DI		6cm C	Davidia involucrata	Dove tree			
FSD		6cm C	Fagus sylvatica 'Dawyck'	Dawyck beech			
SP		6cm C	Stewartia pseudocamellia	Japanese stewartia			
CC		3.5m H	Cercis canadensis	Redbud			
MGR		6cm C	Magnolia grandiflora	Southern magnolia (evergreen)			
SJ		6cm C	Styrax japonicus	Japanese snowbell			
EVERGREEN - SMALL SCALE:							
APC		3.5m H	Abies procera 'Glauca'	Noble fir			
PO		3.5m H	Picea omorika	Serbian spruce			

APPENDIX C: TREE MANAGEMENT DRAWING - CITY SHEET 2



1	PROJECT:					
	ADDRESS:	8951, 897	71, 8991	SPIRES	RD RIC	HMOND BC
П						
l	CLIENT:	JULIAN Y	UNG - FL	AT AR	CHITEC	TURE
1	CITY REF:			AC	L FILE:	18117
J	PLOT SIZE:	22"X34"	REV #:	2	DATE:	OCT 2, 2020

ATTACHMENT 8



Rezoning Considerations

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

File No.: RZ 18-818420

Address: 8951 & 8971 Spires Road, 8991 Spires Gate, and the surplus portion of the Spires Road road allowance

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10218, the developer is required to complete the following:

- 1. Council approval of the road closure bylaw for a portion of Spires Road. The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the Land, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the purchase and sales agreement shall be borne by the developer.
- 2. Consolidation of all the lots and the portion of Spires Road mentioned above into one development parcel (which will require the demolition of the existing dwellings).
- 3. 4.0 m lane dedication along the entire west property line for the provision of the future north-south lane parallel to Cooney Road
- 4. A 4.0 m x 4.0 m corner cut road dedication at the northeast corner of the subject site (southwest corner of the Spires Gate / Spires Road intersection).
- 5. A 3.0 m x 3.0 m corner cut road dedication at the northwest corner of the subject site (southeast corner of the Spires Gate / north-south lane intersection).
- 6. Granting of a 1.5 m wide statutory right-of-way across the site's lane frontage (west property line) for the construction of a concrete/asphalt sidewalk/walkway. Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA). The design must be prepared in accordance with City specifications & standards and the construction of the works will be inspected by the City concurrently with all other SA related works. No fence is allowed to be installed within or along this SRW area except permitted by the City. The owners are responsible for all maintenance of improvements, including but not limited to the concrete/asphalt sidewalk/walkway, landscaping, signage and lighting installed within the SRW, and are responsible for all liability of SRW areas. The owners are also responsible for maintenance and liability of the lane dedication area (sodded) to the west of the site until the lane has become operational.
- 7. Granting of a 1.5 m wide statutory right-of-way along the entire south property line for the construction of a walkway. Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA). The design must be prepared in accordance with good engineering practice with the objective to optimize public safety and after completion of the works, the Owner is required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design. No fence is allowed to be installed within or along this SRW area except permitted by the City. The owners are responsible for all maintenance of improvements, including but not limited to the walkway, landscaping, signage and lighting installed within the SRW, and are responsible for all liability of SRW areas.
- 8. Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
- 9. Registration of an aircraft noise sensitive use covenant on title.
- 10. Registration of a flood indemnity covenant on title.

Initial:	

- 11. Registration of a legal agreements on Title ensuring that:
 - a) No final Building Permit inspection is granted until two secondary suites are constructed on site, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw; and
 - b) The secondary suites cannot be stratified or otherwise held under separate title.
- 12. Registration of a legal agreement on title ensuring that where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit.
- 13. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
- 14. Registration of a legal agreement on title ensuring that a parking stall, with dimensions and arrangements/configurations in accordance to the accessible space requirements in Richmond Zoning Bylaw 8500, will be assigned to each of the basic universal housing units contained within the proposed townhouse development. No accessible parking signage or pavement markings will be required on these parking spaces.
- 15. Registration of a legal agreement on title ensuring that:
 - a) the number of visitor parking stalls per zoning bylaw requirements will be maintained in perpetuity;
 - b) selling, leasing, assigning, or designating any of the visitor parking spaces to individual unit owners/renters/occupants or any other persons by the developers/applicants/owners and future strata councils is prohibited; and
 - c) the required visitor parking stalls are available for the common use of visitors to this development and are accessible to visitors at all times.
- 16. Registration of a legal agreement on title ensuring that:
 - a) conversion of any of the bicycle parking areas within the parking structure into habitable space or general storage area is prohibited; and
 - b) all of the bicycle parking areas are available for shared common use and for the sole purpose of bicycle storage.
- 17. 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 on neighbouring properties. 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.
- 18. City acceptance of the developer's voluntary contribution in the amount of \$8,013.52 (i.e. \$0.30/ft² of buildable area, excluding affordable housing) to future City community planning studies, as set out in the City Centre Area Plan.
- 19. City acceptance of the developer's offer to voluntarily contribute \$8.5 per buildable square foot (e.g. \$227.049.62) to the City's affordable housing fund.
- 20. City acceptance of the developer's offer to voluntarily contribute \$0.85 per buildable square foot (e.g. \$22.704.96) to the City's public art fund.
- 21. City acceptance of the developer's offer to voluntarily contribute \$6,000.00 to the City's Tree Compensation Fund for the planting of eight replacement trees within the City. If additional replacement trees (over and beyond the 30 replacement trees as proposed at the rezoning stage) could be accommodated on-site (as determined at Development Permit stage), the above cash-in-lieu contribution would be reduced in the rate of \$750 per additional replacement trees to be planted on-site.
- 22. Contribution of \$44,225.00 in-lieu of on-site indoor amenity space.
- 23. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
- 24. Enter into a Servicing Agreement* for the design and construction of frontage improvement works along the site frontages. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to,

Water Works:

a. Using the OCP Model, there is currently 102 L/s of water available at a 20 psi residual at the Spires Road frontage. Once Capital Program upgrades are installed there will be 254L/s of water available at a 20 psi residual at the Spires Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s

Initial:	

- b. At the developer's cost, the City is to:
 - i. Install one new water service connection off of the proposed 200mm water main (that will be built through the City's Capital project along Spires Road) complete with meter and meter chamber in a right of way which will be provided by the developer. The dimensions and location of the right of way shall be finalized through the servicing agreement process.
 - ii. Cut and cap all existing water service connections at main off of the existing 150mm AC water main.
 - iii. Relocate the existing fire hydrant at Spires Gate as required by the proposed frontage improvements and install a new hydrant at Spires Road to comply with the City's maximum hydrant spacing of 75m for multi-family areas. Fire department approval is required for all fire hydrant relocations.

Storm Sewer Works:

- a. At the developer's cost, the Developer is required to:
 - i. Install a new 750mm diameter storm sewer at Spires Road with an approximate length of 90 meters. Tiein to the south shall be to the new manhole at the bend at Spires Road that will be built through the City's Capital project. An appropriately sized manhole is required at the intersection of Spires Road and Spires Gate at the north end. Exact alignment of the new storm sewer in the roadway shall be determined via the Servicing Agreement process.
 - ii. Infill the ditches along the west and east sides of Spires Road to accommodate frontage improvements and road widening as required by Transportation Department.
 - iii. Install a new 1050mm diameter storm sewer at Spires Gate with an approximate length of 55 meters. Tiein to the east shall be to the new manhole at the intersection of Spires Road and Spires Gate. An appropriately sized manhole is required at the west end of the new 1050mm diameter storm sewer. Exact alignment of the new storm sewer in the roadway shall be determined via the Servicing Agreement process.
 - iv. Install new 600mm storm sewers from the new manhole at the west end of the new 1050mm diameter storm sewer to existing manhole STMH6107 at the north side and existing manhole STMH138677 at the south side of Spires Gate. Manholes STMH6107 and STMH138677 shall be removed and replaced with the correct size manholes to accommodate the tie-ins of the new 600mm diameter storm sewers.
 - v. Coordinate with Telus to relocate the existing Telus kiosk that may conflict with the required storm sewer tie-in at the frontage of 8088 Spires Gate.
 - vi. Infill the ditch along the south side of Spires Gate to accommodate road widening and frontage improvements.
 - vii. Install lane drainage (200mm diameter) along the entire west property lines complete with manholes as per Engineering specifications then tie-in to the new 1050mm diameter storm sewer at Spires Gate via a new manhole.
- b. At the Developers cost, the City is to:
 - i. Install a new storm sewer service connection complete with inspection chamber connecting to the new 1050mm storm sewer along Spires Gate.
- c. Prior to any site preparation work (e.g. preload) on the site, the developer shall:
 - i. Obtain full approval of the Servicing Agreement design and complete construction of all drainage works included in the Servicing Agreement to the City's acceptance; or
 - ii. Submit a site preparation plan and survey to the satisfaction of the Engineering Department to demonstrate that the proposed works will not impact the existing drainage infrastructure.

Sanitary Sewer Works:

- a. At the developer's costs, the Developer is required to:
 - i. Install a new 200mm diameter sanitary sewer with an approximate length of 46 meters from a new manhole that shall tie-in to the existing sanitary sewer which crosses Spires Gate to a new manhole at the junction of Spires Gate and Spires Road.

PLN - 60 Initial: _____

- ii. Install a new 250mm diameter sanitary sewer with an approximate length of 95 meters from the new manhole at the junction of Spires Gate and Spires Road going south to the new manhole that will be built through the City's Capital project at the bend at Spires Road.
- iii. If the proposed 250mm sanitary main on east-west aligned Spires Road that will be built through the City's Capital project is not in service or not installed at the time of connection, the developer will be required to construct a temporary sanitary connection from the site to the existing 200mm sanitary main that crosses the east-west aligned Spires Road between 8780 & 8760 Spires Road. Tie-in to the existing sanitary main shall be via a new manhole. If required, the interim connection shall be removed (at developer's costs) once the ultimate sanitary lines and manhole under the City's Capital project are constructed and the proposed site's ultimate service connection is connected to the ultimate sanitary system.
- iv. Install a new sanitary service connection complete with a 1050mm diameter manhole at the southeast corner of the proposed development connecting to the proposed 250mm diameter sanitary main along Spires Road. A 3m wide by 3m deep utility right of way is required to contain the new 1050mm diameter manhole at the southeast corner of the proposed site.
- v. Design the proposed development to accommodate future access, maintenance, repair or replacement of the existing sanitary sewer along the west property line of the proposed development without impact to the development site, to the satisfaction of the City.
- vi. Provide a pre and post pre-load and construction surveys and CCTV of the existing sanitary sewer along the west property line. Any damage to be repaired and any required replacement shall be done at the Developer's sole cost.
- vii. Ensure that the existing sanitary sewer along the west property line remains operational during any preload and/or construction phase (the sewer will remain active despite new works proposed for Spires Road). If the existing sanitary line is impacted during site preparation or construction of the proposed development then the developer shall be responsible to make the damaged sanitary system operational during the duration of the onsite works (i.e., temporary bypass via pumping, etc.). The damaged sanitary system shall be replaced at the same alignment through the servicing agreement, at the developer's costs, after completion of the site preparation and/or building construction works.
- viii. Ensure no soil fill or building encroaches into the existing sanitary right of way along the west property line.
- ix. Provide a signed and sealed geotechnical assessment, complete with recommendations to ensure the following conditions are met. The assessment and mitigation recommendations shall be included in the rezoning staff report and the development process design review.
 - That the City be able to construct, maintain, operate, repair, or remove City utilities/infrastructures (i.e. sanitary main along the west PL) without impact to the onsite works. The building edge shall be set based on the required clearance between the building edge and the edge of the existing sanitary main as recommended by a professional geotechnical engineer.
 - That the on-site works (e.g. soil densification, preload, foundation works, etc.), or the construction/maintenance of the proposed building, not cause damage to the existing sanitary main along the west property line. Impact of the site preparation works (e.g., soil densification, pre-load, foundation excavation, dewatering, etc.) to the existing sanitary main needs to be determined by the Geotechnical Engineer. If the existing sanitary main will be significantly impacted, the works required to mitigate the impact or the replacement of the affected existing infrastructures need to be done prior to start of the site preparation works at developer's cost.
- b. At the developers cost, the City is to:
 - i. Cut and cap at main all existing connections and remove inspection chambers along the west property line.

Frontage Improvements:

a. A geotechnical assessment (complete with recommendations) is required to confirm that the existing road base structures are adequate to support the required road upgrades at Spires Gate and Spires Road frontages.

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b. Spires Road Development Frontage Improvements

- i. <u>Road works and behind-the-curb frontage improvements</u> Spires Road along the entire frontage of the subject development is to be widened to provide 8.7 m wide pavement (one parking lane and two traffic lanes). The following are the road and behind-the-curb frontage improvement cross-section elements to be designed and constructed by the Developer. The existing ditch is to be filled to accommodate these frontage improvements.
 - Existing west property line of the road right-of-way along development frontage.
 - 2.05 m wide landscaped boulevard with street trees. (The Spires Road right-of-way is planned to be reduced from a width of 20.1 m to 16.0 m. The 2.05 m wide boulevard may become surplus City land and available for disposition).
 - 2.0 m wide concrete sidewalk.
 - 1.5 m wide landscaped boulevard with street trees.
 - 0.15 m wide curb.
 - 8.7 m wide pavement.
 - (Note: For the edge of pavement treatment along the north side of the subject site's frontage, refer to Section b (ii) below for details).

ii. Road widening considerations

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- <u>Scope of work</u> The existing pavement is to be widened to 8.7 m to provide two traffic lanes and one parking lane.
- <u>Design standards</u> The Developer is required to design the complete road cross-section of the fronting road, between the property lines of the road right-of-way, per TAC and City Engineering Design Specifications.
- Edge of pavement and frontage treatments (east side of Spires Road) The design is to include the edge of pavement and other frontage treatments along the east side of the subject site's Spires Road frontage. The design must show that the widened pavement can be supported structurally. Pavement support solutions may include in-filling existing ditches. Concrete barriers or other physical aboveground protection elements are not considered appropriate solutions.
- <u>Neighbourhood consultation</u> The Developer is to consult area residents along the east side of the subject site's frontage regarding changes to their driveways and other frontage treatments.
- Road Functional design The road functional design plans prepared as part of the rezoning application is considered preliminary and may have to be revised and finalized to account for design issues identified through the SA detailed design process. Refer to Section g below for details regarding road functional design requirements.
- <u>Approval</u> All road design and any required design changes are to be approved by Transportation and Engineering staff.
- iii. Pavement transition works Spires Road south of the subject site, as part of the redevelopment of 8888 Spires Road, will be widened. In the event that the timing of the subject site is in advance of the southerly development, the road works described above will need to include tie-in taper sections (20:1) to transition to meet the existing pavement to the south. At the north end of the subject site, similar tie-in taper sections are required across the Spires Road / Spires Gate intersection.
- iv. Existing driveways along the Spires Road site frontage All existing driveways along the Spires Road development frontage are to be closed permanently. The Developer is responsible for removing the existing driveways and the replacement with barrier curb/gutter, boulevards and concrete sidewalk per standards described under Section b(i) above.
- v. Existing driveways along the opposite side of the Spires Road site frontage All existing driveways along the opposite side of the Spires Road development frontage are to be kept during and post construction. Consultation and co-ordination with adjacent property owners would be required if their driveways are altered as part of the proposed road works.
- vi. New development driveway Construct a new driveway to the site at the Spires Road development frontage. These design standards are to be followed: 6.7 m wide at the property line, with 0.9 m flares at the curb and 45° offsets to meet existing grade of sidewalk/boulevard. The full 6.7 m wide driveway is to be maintained for a distance of 10.0 m (depth of the on-site loading area) measured from the fronting

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property line. The site plan is to show the driveway configuration with dimensions. The driveway and the east-west drive aisle are to have rollover curb and gutter at the edges of pavement.

- vii. Truck access to on-site loading area
 - <u>Design standards</u> A separate on-site loading area and truck access, located immediately to the south of the proposed driveway, is to be provided. These design standards are to be followed:
 - o Minimum 3.25 m wide rollover curb measured from the south edge of the driveway flare.
 - o 10.0 m minimum depth measured from the property line.
 - o Paved hard surface is required for the entire truck loading area (3.25 m x 10.0 m). The section of the boulevard fronting the loading area can have a grass rete surface.
 - O Back-in truck access only with on-site signage to prohibit back-out movements.
 - o (Note: Confirm with Waste Management if these standards are adequate to accommodate garbage/recycling pick-up).
 - <u>Location of loading area</u> The driveway to the site and the truck access are to be placed at these locations and in this sequence:
 - South property line.
 - Waste/recycle collection area.
 - Truck access / loading area.
 - O Driveway to the site.
- viii. <u>Parks consultation</u> Consult Parks on the requirements for tree protection/placement including tree species and spacing as part of the frontage works.
- ix. <u>Engineering consultation</u> Consult Engineering on lighting and other utility requirements as part of the frontage works. The tree planting works will need to be coordinated with Engineering to ensure there are no conflicts with any above ground or underground utilities.
- x. <u>Design and construction standards</u> All road works are to be designed to meet City Engineering Design Specifications and constructed to the satisfaction of the City.
- c. Spires Gate Development Frontage Improvements
 - i. Road works and behind-the-curb frontage improvements Spires Gate has a 20.1 m wide road right-of-way. Along the entire Spires Gate development frontage, the roadway is to be widened to provide 4.5 m wide pavement (measured from the center line of the road to the south curb). The following are the road and behind-the-curb frontage improvement cross-section elements to be designed and constructed by the Developer. Any existing ditch is to be filled to accommodate these frontage improvements.
 - existing south property line of the road right-of-way along development frontage;
 - 2.0 m wide concrete sidewalk:
 - 3.38 m wide landscaped boulevard with street trees;
 - 0.15 m wide curb:

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- 4.5 wide pavement (measured between the center line of the road and the south curb);
- (Note: The road widening works are to be consistent with those identified and built as part of the rezoning requirements for 8088 Cooney Road, SA 03-239211. The behind-the-curb frontage improvements for the subject site shall conform to standards outlined in the City Centre Plan and as outlined above).
- ii. <u>Frontage improvement transition works</u> The road works are to include any required tie-in sections to existing pavement, including those across the Spires Road / Spires Gate intersection. The behind-the-curb frontage improvements are to transition to meet those constructed as part of the redevelopment of 8088 Cooney Road to the west.
- iii. Existing driveways along the Spires Gate frontage All existing driveways along the Spires Gate development frontage are to be closed permanently. The Developer is responsible for removing the existing driveways and the replacement with barrier curb/gutter, boulevards and concrete sidewalk per standards described under Section c(i) above.
- iv. <u>Parks consultation</u> Consult Parks on the requirements for tree protection/placement including tree species and spacing as part of the frontage works.
- v. <u>Engineering consultation</u> Consult Engineering on lighting and other utility requirements as part of the frontage works. The tree planting works will need to be coordinated with Engineering to ensure there are no conflicts with any above ground or underground utilities.

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vi. <u>Design and construction standards</u> - All road works are to be designed to meet City Engineering Design Specifications and constructed to the satisfaction of the City.

d. Road Works – Spires Gate / Spires Road Intersection

- i. <u>Intersection widening</u> Complete pavement widening and curb/gutter works around the southwest corner of the intersection to meet the new edges of pavement and curb/gutter to the west and south.
- ii. <u>Pavement transition works</u>—The road widening of Spires Road at the site frontage is to include a transition section (20:1 taper) at the west side of the Spires Road/Spires Gate intersection.
- iii. <u>Curb return radius</u> The minimum intersection corner curb return radius is to be set at 5.5 m. The final design corner return radius is to be determined through the road functional plan exercise taking into consideration emergency vehicle and truck movements.
- iv. Wheelchair access Wheelchair ramps at the southwest corner of the intersection are to be provided.

e. Walkways

- i. <u>North-south walkway</u> The Developer is to bear the cost of the asphalt surface walkway construction:
 - The elevation of this walkway is to take into consideration the elevation of the future lane and is to be confirmed with Engineering.
 - As part of the SA detailed design process, the Developer is to specify on-site lighting proposed along the walkway for staff's review.
 - Fence is not required or allowed between the on-site 1.5 m wide walkway along the site's new west property line and the lane dedication.
 - The lane dedication area is to be sodded and maintained by the site's strata council.
- ii. <u>East-west walkway</u> A 1.5 m wide SRW/PROP is required across the south property line of the site. (A similar 1.5 m wide SRW/PROP has been secured from the adjacent site to the south). The SRW/PROP is required for the construction of a walkway. The Developer is required to construct a walkway over the total 3.0 m wide SRW/PROP. The cross-section is to consist of a 1.5 m wide asphalt concrete walkway with a 0.75 m wide swale for drainage along both edges of the walkway.

f. Lane Treatments

- i. The Developer is responsible for the full costs of the interim lane treatment and maintenance.
- ii. The lane dedication area is to be sodded.
- iii. The lane dedication area is to be maintained by the site's strata. The maintenance is to be included in the Servicing Agreement and is to continue for two years upon completion of the required works.
- iv. Fence is not required or allowed between the 1.5 m wide walkway along the site' new west property line and the lane dedication. A Restrictive Covenant registered on Title is required as part of the DP process to prohibit the installation of any fence along the site's west property line.
- v. At the north end (Spires Gate) of the lane, provide removable bollards, chains, or other security measures to restrict vehicle access. Such security measures must be removed when the lane becomes operational. The requirement for removing the security measures is to be made part of the SRW registered for the adjacent walkway. Confirm with Engineering on the exact lane access restriction requirements.

g. Road Functional Design Plans

The Developer is required to submit road functional design plans to show the road works and behind-the-curb frontage improvements described under Sections b to f above. The functional plans are to be approved by Transportation and Engineering.

- i. Road functional design considerations
 - All road works are to be designed to meet City Engineering Design Specifications and TAC standards.
 - Road functional plans are required for all development frontages including Spires Road, Spires Gate, Spires Road/Spires Gate intersection, and peripheral sidewalk/walkways.
 - Full road and frontage improvement cross-sections (interim and ultimate) including edge of pavement treatments along the opposite side of the subject site's fronting roads. In particular, refer to Section b (ii) above for details on edge of pavement and other frontage treatments along the east side of the subject site's Spires Road development frontage.
 - Provide 20:1 taper sections to tie-in the widened section of Spires Road and Spires Gate to the existing roadways.
 - The maximum cross slope for the boulevard and sidewalk is to be set at 2%.

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- The center line of the widened pavement is to follow the existing Spires Road and Spires Gate center lines.
- Traffic signage and pavement marking.
- ii. <u>Engineering consultation</u> As part of the review and approval process of the functional plan, Engineering is to be consulted on the following design issues, among other requirements.
 - Vertical alignment The elevation of the centre line of Spires Road and Cook Gate along the
 development frontage is to take into considerations drainage requirements and to ensure there is no
 conflict with district energy equipment and other underground utilities.
 - Horizontal alignment Consult Engineering to confirm that all underground utilities can be accommodated within the proposed road cross-sections.
- iii. <u>Approval</u> The road functional design plans prepared as part of the rezoning application is considered preliminary and may have to be revised and finalized to account for design issues identified through the SA detailed design process. All road design and any required design changes are to be approved by Transportation and Engineering
- h. Developer to coordinate with BC Hydro, Telus and other private communication service providers:
 - i. To underground service lines and overhead utility lines for the proposed development along Spires Road and Spires Gate, at the Developer's cost.
 - Review the existing street lighting levels along Spires Gate and Spires Road frontages and upgrade lighting along the developments frontage.
 - ii. To provide underground private utility service lines for the proposed development along Spires Road and Spires Gate frontages, at the Developer's cost. The private utility companies (e.g., BC Hydro, Telus and Shaw) may require right of ways in the proposed site to facilitate transition from the existing rear yard overhead private utility service to an underground service at Spires Road and Spires Gate frontages. The private utility servicing (i.e., transition from rear yard overhead service to underground service at the fronting streets) shall be coordinated with the private utility companies and the servicing plan showing such transition shall be included in the development process design review. The purpose of this is to ensure that all private utility above ground cabinets that are required to facilitate the transition from rear yard overhead system to underground system at the fronting streets are determined and the required rights of ways are secured via the Development Permit process.
 - To coordinate the removal of the existing overhead lines along the west property line.
 - To maintain BC Hydro and private communication services to the neighbouring properties that are connected to the existing rear yard overhead system if the rear yard overhead system is going to be removed when the new underground services are provided along the fronting streets.
 - To pre-duct for future hydro, telephone and cable utilities along all road frontages at Developer's cost
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To 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 staff report and the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements and the locations for the above ground structures. If a private utility company does not require an above ground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
 - o BC Hydro PMT 4mW X 5m (deep)
 - o BC Hydro LPT 3.5mW X 3.5m (deep)
 - Street light kiosk 1.5mW X 1.5m (deep)
 - o Traffic signal kiosk 2mW X 1.5m (deep)
 - o Traffic signal UPS 1mW X 1m (deep)
 - O Shaw cable kiosk 1mW X 1m (deep) show possible location in functional plan

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- o Telus FDH cabinet 1.1mW X 1m (deep) show possible location in functional plan
- Above ground hydro and telephone kiosks must not be placed within any frontage works area
 including sidewalk and boulevards. On-site SRW's or dedications are to be secured for the placement
 of this equipment.
- Any above-grade transformer or kiosk that may be required to facilitate transition from rear yard overhead lines to new underground lines at the development's frontages shall be incorporated into the building design and installed in the development site within a private utility right-of-way. The developer is required to coordinate with private utility companies, prior to DP issuance, to confirm whether transformers or kiosks will be required. Alternatively, the developer may explore the possibility of avoiding the need for above-grade transformers with private utility companies as long as service to neighbouring properties facing Cooney Road can be maintained.

General Items:

- a. At the developers cost, the Developer is required to:
 - i. Building encroachment and permanent structures such as trees and patios etc. will not be permitted inside rear yard sanitary SRW. Please note fence along west property line should be a standard wooden fence
 - 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, including, but not limited to, site investigation, testing, monitoring, site preparation, dewatering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

1. Complete an acoustical and thermal report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

Prior to a Development Permit* issuance, the developer is required to complete the following:

1. Submission of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect.

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

1. Installation of appropriate tree protection fencing on site around all trees to be retained on adjacent properties prior to any construction activities, including building demolition, occurring on-site.

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

- 1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- 2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- 3. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.

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4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

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

Signed	Date



Richmond Zoning Bylaw 8500 Amendment Bylaw 10218 (RZ 18-818420) 8671, 8691, 8711 and 8731 Spires Road and the Surplus Portion of the Spires Road and Cook Crescent Road Allowance

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 "PARKING STRUCTURE TOWNHOUSES (RTP4)".

P.I.D. 003-988-040

Lot 71 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 003-859-371

Lot 72 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 010-472-860

Lot 73 Section 9 Block 4 North Range 6 West New Westminster District Plan 21489

and a closed portion of Spire Road dedicated by Plan 21489, Sections 9 and 10, Block 4 North Range 6 West New Westminster District as shown in Reference Plan EPP 106425.

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10218".

FIRST READING	CITY OF RICHMOND
A PUBLIC HEARING WAS HELD ON	APPROVED by
SECOND READING	APPROVED by Director
THIRD READING	or Solicitor
OTHER CONDITIONS SATISFIED	
ADOPTED	·
MAYOR	CORPORATE OFFICER



Report to Committee

To:

Planning Committee

Director, Development

Date:

November 9, 2020

From:

Wayne Craig

File:

RZ 18-835042

Re:

Application by Westmark Developments (Camosun) Ltd. for Rezoning at 9300

and 9320 Cambie Road from the "Single Detached (RS1/F)" Zone to the "Low

Rise Apartment (ZLR43)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10219 to create the "Low Rise Apartment (ZLR43) - Alexandra Neighbourhood (West Cambie)" zone, and to rezone 9300 and 9320 Cambie Road from the "Single Detached (RS1/F)" zone to the "Low Rise Apartment (ZLR43) – Alexandra Neighbourhood (West Cambie)" zone, be introduced and given first reading.

Wayne Craig

Director, Development

(604-247-4625)

WC:el Att. 8

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	☑	pe Erceg

Staff Report

Origin

Westmark Developments (Camosun) Ltd. (Incorporation number: BC1017998; Directors: Harmel Singh Bains and Ravjot Singh Bains) has applied to the City of Richmond for permission to rezone 9300 and 9320 Cambie Road (Attachment 1) from the "Single Detached (RS1/F)" zone to a new site specific zone; "Low Rise Apartment (ZLR43) – Alexandra Neighbourhood (West Cambie)", in order to develop a five-storey multi-family apartment building over a parking structure.

Project Description

The site would be bisected to accommodate the east-west extension of McKim Way. The northern section of the site is proposed to be developed into a residential building containing approximately 128 apartment units including five affordable housing units. The southern section would be developed into a private outdoor amenity space. The site's context in the Alexandra Neighbourhood Land Use Map is shown in Attachment 2. Conceptual Development Plans are provided in Attachment 3.

The project is required to connect to the City's District Energy Utility. A Servicing Agreement will be required for this development for new fire hydrants, watermain and storm sewer upgrades, frontage improvements along Cambie Road, full road construction of McKim Way, and greenway extension. The Servicing Agreement requirements are included in the Rezoning Considerations (Attachment 4).

Findings of Fact

A Development Application Data Sheet providing technical details about the development proposal is provided in Attachment 5.

Subject Site Existing Housing Profile

9300 Cambie Road is currently vacant and 9320 Cambie Road has an existing house on the property. The applicant has advised that there is no secondary suite in the house, and the house is currently tenanted.

Surrounding Development

The subject site is located on the south side of Cambie Road approximately centred between Dubbert Street to the west and Stolberg Street to the east. The site is in the Alexandra Neighbourhood of the West Cambie Planning Area.

To the North: Across Cambie Road, lots zoned "Single Detached (RS1/B)" that back onto

Cambie Road.

To the South: Across McKim Road, two low-rise residential apartment complexes (four to six

storeys) on site specific zones.

To the East: A six-storey residential apartment block with a day care centre on a site specific

zone.

To the West: A recent completed three-storey townhouse development on a site specific zone.

Related Policies & Studies

Official Community Plan

The Official Community Plan (OCP) land use designation is "Apartment Residential (APT)" which supports multiple family housing in the form of townhouses and apartment building forms. The proposed five-storey apartment development complies with the Official Community Plan (OCP).

West Cambie Area Plan

The subject site is designated "Residential Area 1" in the West Cambie Area Plan - Alexandra Neighbourhood (Attachment 2), and is within "Character Area 4 – Medium Density Housing" which permits street-oriented townhouses and apartments. The proposal complies with the intended land use.

Character Area 4 - Medium Density Housing

"Character Area 4 – Medium Density Housing" specifies a minimum lot area requirement of 1.0 ha (2.47 ac). The subject site does not meet the minimum lot area requirement as it is an orphaned lot; all adjacent properties have been redeveloped into townhouses or apartments.

The permitted base density at the subject site is 1.50 floor area ratio (FAR), and the density may be increased to a maximum of 1.70 FAR provided that built affordable housing units with a total floor area equals to 1/3 of the density bonus are included in the development. The proposed development includes five built affordable housing units with a total floor area of 449 m² (4,834 ft²), which is equal to 1/3 of the density bonus of 0.2 FAR, is consistent with the West Cambie Area Plan's Affordable Housing Policies and the City's Affordable Housing Strategy. More detailed discussion on affordable housing is provided in the Staff Comment section below.

Character Area 4 permits building height up to six storeys, provided that no additional overshadowing of neighbouring properties occurs and increased outdoor amenity space is provided.

- The massing of the proposed five-storey building is designed to minimize the impact on the adjacent developments to the east and west:
 - A central portion of the proposed building is pulled away from adjacent six-storey building to the east, which provides more building separation between direct-facing units, thus improving unit overlook privacy for both buildings, as well as reducing shadowing in both directions.
 - o A larger building setback from the west property line is proposed to reduce shadowing of the three-storey townhouses to the west.
 - o A Shadow Analysis is provided in Attachment 6.
- The extra building height also contributes to the provision of a large outdoor amenity space on the western portion of the site. The proposed outdoor amenity space on site, including the area on the south side of McKim Way, is approximately 1,146 m² (12,338 ft²), which is approximately 49% more outdoor amenity space than required under the Official Community Plan (i.e., 768 m² or 8,266 ft²).

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• The overall common outdoor space proposed on site is approximately 2,766 m² (29,781 ft²), which is approximately 41% of the net site area.

Accordingly, the proposal complies with the height conditions outlined in the West Cambie Area Plan Character Area 4.

Developer Contributions – Public Amenities

In compliance with section 9.3.2 of the West Cambie Area Plan the City will accept required developer contributions as follows:

- Child Care: \$7.75 per m² (\$0.72 per ft²) estimated at \$88,756.20 based on the submission.
- City Beautification: \$7.75 per m² (\$0.72 per ft²) estimated at \$88,756.20 based on the submission.
- Community and Engineering Planning Costs: \$0.86 per m² (\$0.08 per ft²) estimated at \$9,861.80 based on the submission.

These contributions have been included in the Rezoning Considerations (Attachment 4).

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on title is required prior to final adoption of the rezoning bylaw.

Aircraft Noise Sensitive Areas Policy

The subject site is located within a "high aircraft noise area" as defined under the Official Community Plan (OCP). Registration on title of a restrictive covenant, plus the submission of an Acoustic Report as prepared by a qualified professional and the incorporation of noise mitigation measures into the construction. The development will need to be designed to meet CMHC guidelines for interior noise levels and ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standards for interior living.

Public Art

In response to the City's Public Art Program (Policy 8703), the applicant will provide a voluntary contribution at a rate of \$0.85 per buildable square foot (2018's rate) at the proposed development to the City's Public Art Reserve fund; for a total contribution in the amount of \$100,509.10. The amount is based on 118,246 ft² net floor area (excluding Affordable Housing) at \$0.85/ft².

6457608

Public Consultation

Two rezoning signs have been installed on the subject property (one facing Cambie Road and one facing McKim Way). Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

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

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

Analysis

Built Form and Architectural Character

The proposed development is a five-storey building constructed on top of a single-level, half-storey sunken, concrete parkade. The proposal provides a transition between the 6-storey apartment block to the east and the three-storey townhouse complex to the west. The top floor (fifth floor) will be stepped back at both the north and south ends to lower the frontage building street walls to four-storey tall. While the main (central) mass of the building is shifted away from the west property line to provide better sunlight penetration opportunities to the townhouse units to the west; an ample building to building separation with the apartment building to the east is proposed.

The project proposes a contemporary architectural style featuring strong horizontal floor and roof lines with stacked balconies creating a vertical visual rhythm. Some portion of the roof would be raised to add ceiling height to the top floor living areas, while creating visually interesting roof lines.

The parking structure is proposed to be screened from view from Cambie Road and McKim Way with tiered retaining walls and bermed landscaping beds. Access to the parkade and loading/service areas would be provided from McKim Way at the southwest corner of the site. The interior courtyard is proposed to be accessible from the apartment building as well as stairways connecting to both McKim Way and Cambie Road.

The preliminary design is consistent with West Cambie Area Plan's Medium Density Housing (Character Area 4) and compatible with developments in the surrounding area.

Existing Legal Encumbrances

There are existing Statutory Right-of-Ways (SRWs) on-site for existing sanitary sewer lines and future district energy utility (DEU) corridors. The existing SRW located within the required McKim Way road dedication alignment may be discharged from the title of the subject site with the dedication of McKim Way.

Road Dedication and Site Access

Road dedication along the site's Cambie Road frontage is required to accommodate frontage improvement works. This dedication will start at a width of approximately 3.5 m at the west property line and taper down to approximately 1.5 m at the east property line. In addition, a 20 m wide road dedication is required to accommodate the east-west extension of McKim Way through the site.

No vehicular access off Cambie Road will be allowed. The vehicle parkade entrance is proposed to be located at the southwest corner of the apartment block, on the north side of McKim Way. One loading space will be provided. No vehicle access is proposed to the private outdoor amenity space on the south side of McKim Way.

The City has received preliminary approval for the rezoning by the Ministry of Transportation and Infrastructure (MOTI) for this project. The Rezoning Considerations include a requirement of final approval by MOTI prior to adoption of the Rezoning Bylaw.

Vehicle and Bicycle Parking On-site

The conceptual design plans (Attachment 3) provide for 171 resident parking spaces, 24 visitor parking spaces, and one medium size loading space. The proposed number of parking spaces is consistent with the Zoning Bylaw 8500 requirements subject to the provision of Transportation Demand Measures (TDM) to the satisfaction of the City. The following TDM measures are to be secured through registration of a legal agreement on title prior to final adoption of the rezoning bylaw:

- Provision of monthly transit passes (2-zone for one year) to 25% of the market units and 100% of affordable units.
- Provision of a bicycling maintenance and repair room in the development.
- Provision of 120V electric plug-ins for electric bikes; one for every 40 bicycle storage racks (if there are fewer than 40 bicycle racks in a storage compound, one 120V electric plug-in will be provided for each compound).
- Allocate a minimum of two parking spaces within the residential visitor pool of parking
 for car-share vehicles, with SROW registered in perpetuity to ensure such a space is
 publicly accessible. The car-share space is to be equipped with an electric vehicle (EV)
 quick-charge (240 V) charging station for the exclusive use of car-share vehicles parked
 in the required car-share space.
- Provision of a bench along each of the two street frontages of the development (or equivalent cash contribution of \$4,000 in total);
- Voluntary cash contribution of \$15,000 toward the construction of multi-modal wayfinding signs in the West Cambie area; and
- Voluntary cash contribution of \$2,500 towards cycling-related infrastructures in the West Cambie area.

A total of 28 resident parking spaces will be in a tandem arrangement, which is permitted under the provision in the Parking and Loading section of Richmond Zoning Bylaw 8500. Prior to final adoption, the applicants are required to enter into a number of legal agreements to ensure that where two parking spaces are provided in a tandem arrangement, both parking spaces must be assigned to the same dwelling unit.

Regarding the provision of bicycle spaces, the conceptual plans include 166 Class 1 spaces and 26 Class 2 spaces, which exceed the bylaw requirements. All the Class 1 spaces will be contained in bicycle storage rooms in the parking structure with a maximum of 40 bicycle spaces per room, which is in compliance with provisions of Zoning Bylaw 8500. Prior to final adoption, a restrictive covenant is required to be registered on title to ensure that:

- Conversion of any of the bicycle storage room in this development into habitable space or general storage area is prohibited.
- All of the bicycle parking storage rooms must remain available for shared common use and for the sole purpose of bicycle storage.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 22 bylaw-sized trees, as well as one street tree on City property and three trees located within the road dedication areas.

The City's Tree Preservation Coordinator and Parks Operations staff have reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- Three bylaw-sized trees (specifically tag# 507, 508, 509) located within the required road dedication area are in poor condition and in conflict with the frontage improvement works along Cambie Road. These trees should be removed.
- One City tree (specifically tag# 754) is identified in poor condition and is in conflict with the required frontage improvement works along Cambie Road. This tree should be removed.
- Three bylaw-sized trees located on the development site (specifically tag# 755, 756, 757), are identified in poor condition and are in conflict with the proposed building footprint. These trees should be removed and replaced.
- Two Cedar hedgerows (specifically tag# 511 and 512, comprised of 27 trees, in which 19 of them are bylaw-sized trees) located on the development site, are in good condition but fall within the middle of the proposed building envelope. These trees should be removed and the bylaw-sized trees should be replaced.

A Tree Management Plan is presented in Attachment 7.

Tree Replacement and Compensation

A cash compensation in the amount of \$4,550 to Parks Division's Tree Compensation Fund is required for the removal of the four trees located along the Cambie Road frontage.

The 2:1 replacement ratio would require a total of 44 replacement trees for the removal of 22 bylaw-sized trees on site. The conceptual development plans (Attachment 3) include the planting of 70 new trees on-site. The size and species of replacement trees will be reviewed in detail through the Development Permit and overall landscape design.

Affordable Housing Strategy

The rezoning application seeks a density of 1.70 including a density bonus of 0.2 FAR with the provision of affordable housing, secured by the City's standard Housing Agreement. Under the West Cambie Area Plan, 1/3 of the density bonus of 0.2 FAR (i.e., approximately 449 m²/4,834 ft²) must be provided for affordable housing. The conceptual development plans indicate that an area of approximately 452.5 m² (4,870 ft²) of floor space is proposed to be allocated for affordable housing creating a total of five affordable units. The proposed unit types and sizes are shown in the table below:

Number of Units	Unit Type	Minimum Unit Area as per Affordable Housing Strategy	Proposed Unit Size	Maximum Monthly Unit Rent**	Total Maximum Household Income**
2	2BR	69 m² (741 ft²)	69.1 m ² (744 ft ²)	\$1,218	\$46,800 or less
3	3BR	91 m² (980 ft²)	106.7 m ² (1,149 ft ²)	\$1,480	\$58,050 or less
Total: 5			Total: 452.5 m ² (4,870 ft ²)		

^{**} May be adjusted periodically as provided for under adopted City Policy.

The proposed unit types and sizes have been reviewed and supported by Affordable Housing staff. All proposed affordable housing units meet the minimum floor space requirements as outlined in the Affordable Housing Strategy (AHS). It is also noted that all affordable housing units are designed to meet the Basic Universal Housing (BUH) standards.

Sustainability and Renewable Energy

The subject site is within the Alexandra District Energy Utility (ADEU) service area and connection to the utility will be required for this development. The rezoning considerations include requirements for the registration of legal agreements ensuring that the building is designed with the capability to connect and be serviced by the utility, and ensuring that the service connection will be made prior to occupancy.

The developer has committed to design the subject development to meet the City's Step Code requirements (i.e., Step 3). A commitment letter is presented as Attachment 8. Details on how all units are to be built and maintained to this commitment will be reviewed at Building Permit stage.

Amenity Space

The proposed "Low Rise Apartment (ZLR43) – Alexandra Neighbourhood (West Cambie)" zone provides for additional 0.1 FAR provided that it is used entirely for amenity space. The conceptual development plans include 515 m² (5,536 ft²) of indoor amenity, which will meet the minimum requirements in the Official Community Plan (OCP). The proposed indoor amenity includes a multi-purpose room, a fitness room, and library on the main floor, as well as five study lounges (one on each floor).

The outdoor amenity courtyard covers approximately 853 m² (9,183 ft²) on top of the parking structure and will contain an open lawn area, a picnic & BBQ area, table tennis tables, and approximately 384 m² (4,137 ft²) of children's play area. The size of the children's play area complies with the Official Community Plan Policies and is proposed to include a variety of play structures.

The southern section of the site (i.e., the triangular parcel on south side of McKim Way) will be developed as a private outdoor amenity space, which will be maintained by the future strata of the proposed apartment block on the northern section of the site. Taking maintenance, security and liability concerns into considerations the developer is proposing to develop this area into an open area with garden plots for the exclusive use of the residents in the apartment block. Detailed design will be reviewed as part of the Development Permit application.

Greenway Extension

Located to the southeast of the triangular parcel is an existing greenway developed as part of the adjacent low-rise apartment developments to the south at 9388 McKim Way and 9233 Odlin Road. The developer is required to extend the 10 m wide greenway north to McKim Way. Prior to final adoption of the rezoning bylaw, the developer is required to register a PROP (Public-Right-of-Passage) SRW (Statutory Right-of-Way) over the greenway extension area on the south side of McKim Way, and enter into a Servicing Agreement for the design and construction of this greenway extension.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into the City's standard Servicing Agreement to design and construct McKim Way through the site, frontage beautification works on the site's Cambie Road road frontage, as well as water and storm sewer upgrades and service connections (see Attachment 4 for details). All works are at the client's sole cost (i.e., no credits apply).

Prior to Building Permit Issuance payment of the Supplementary Local Area DCC for the Alexandra Neighbourhood will be required. The payment will be based on \$7.56 per ft² net buildable (estimated at \$931,940.10).

The developer is also required to pay Development Cost Charges (DCC's) (City & Metro Vancouver), TransLink DCC's, School Site Acquisition Charge and Address Assignment Fee.

Latecomer Agreement

The proposed development is within the Alexandra Neighbourhood Development Agreement area and is therefore subject to a latecomer charge (\$1,836.72) for each unit constructed plus applicable interest in accordance with that agreement, which must be paid prior to Building Permit issuance.

Development Permit

A Development Permit processed to a satisfactory level for the proposed development is a requirement of zoning approval. Through the Development Permit, the following issues are to be further examined:

- Compliance with Development Permit Guidelines, City bylaws and policies.
- Refinement of the site plan to ensure all the above-ground utility infrastructure improvements for this development proposal will be located at the appropriate location and screened from street view.
- Ensure the site grade of the outdoor amenity space on the parking podium will match or set at a lower elevation than the private yard spaces of the existing townhouse units to the west.
- Review of retaining wall designs and minimize proposed retaining wall height where possible.
- Review of size and species of on-site replacement trees to ensure bylaw compliance and to achieve an acceptable mix of conifer and deciduous trees on-site.
- Refinement of the children's play area; ensure that the play equipment design includes "realistic" fall zones.
- Review of the design of the private outdoor amenity area on the south side of McKim Way.
- Review of aging-in-place features in all units and the designs of BUH units.
- Review of roof design; confirm rooftop mechanical equipment, if any, are screen from the ground and from surrounding buildings to prevent diminishment of both the architectural character and the skyline.
- Review of a sustainability strategy for the development proposal.
- Verify that non-monetary TDM measures are incorporated into the design.

Additional issues may be identified as part of the Development Permit application review process.

Financial Impact or Economic Impact

As a result of the proposed development, the City will take ownership of developer contributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated Operating Budget Impact (OBI) for the ongoing maintenance of these assets \$5,000.00. This will be considered as part of the 2022 Operating Budget.

Conclusion

The proposed rezoning is to accommodate approximately 128 residential apartment units, including five on-site affordable housing units within a five-storey wood framed apartment buildings over a common parking podium. The proposal generally conforms to the Official Community Plan (OCP), the West Cambie Area Plan and the Alexandra Neighbourhood Land Use Map designations. The conceptual development plans attached are generally consistent with all applicable OCP design guidelines, and would be further refined in the Development Application review process.

The list of Rezoning Considerations, which must be completed by the applicant prior to adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10219, is included in Attachment 4.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10219, to create the "Low Rise Apartment (ZLR43) – Alexandra Neighbourhood (West Cambie)" zone, and to rezone 9300 and 9320 Cambie Road from the "Single Detached (RS1/F)" to the "Low Rise Apartment (ZLR43) – Alexandra Neighbourhood (West Cambie)" zone, be introduced and given first reading.

Edwin Lee Planner 2 (604-276-4121)

EL:blg

Attachments:

Attachment 1: Location Map

Attachment 2: Alexandra Neighbourhood Land Use Map

Attachment 3: Conceptual Development Plans

Attachment 4: Rezoning Considerations

Attachment 5: Development Application Data Sheet

Attachment 6: Shadow Analysis

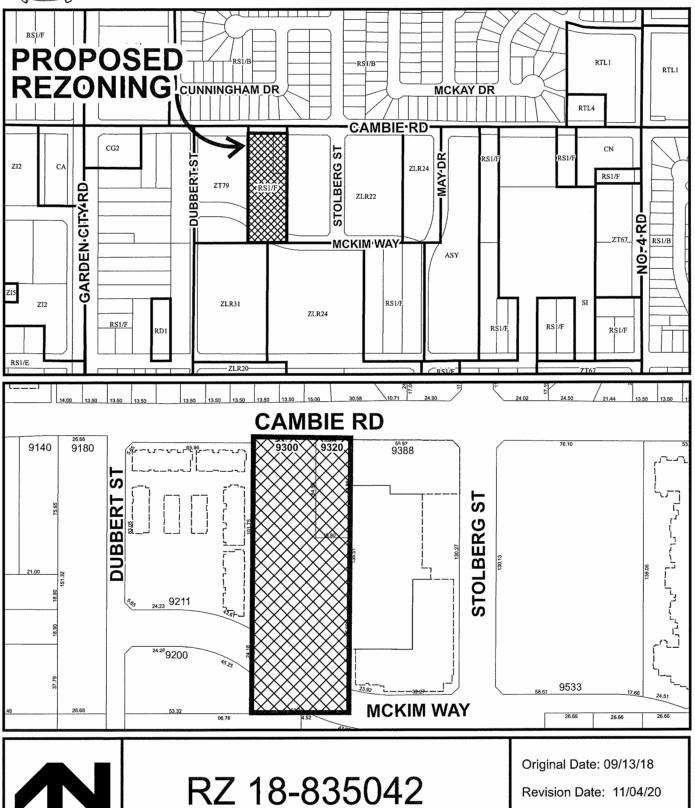
Attachment 7: Tree Management Plan

Attachment 8: Letter from Developer regarding Step Code Requirements

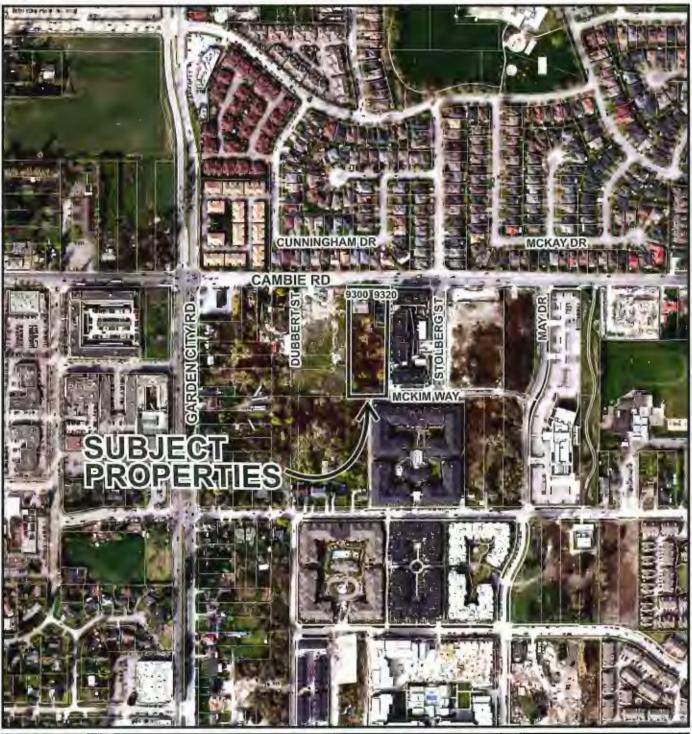
Revision Date: 11/04/20

Note: Dimensions are in METRES











RZ 18-835042

Original Date: 09/13/18

Revision Date:

Note: Dimensions are in METRES

City of Richmond Alexandra Neighbourhood Land Use Map **Bylaw 9121** 2015/06/15 CAMBIE RD Routes Bicycle Existing **ODLIN RD** RD CITY. GARDEN ALEXANDRA RD Proposed Bicycle Routes - ALDERBRIDGE WAY-Note: Exact alignment of new roads subject to detailed functional design. Area of No Housing Affected by Aircraft Noise Residential Area 2 0.65 base FAR (Max 0.75 FAR with density bonusing for affordable housing) 2 & 3-storey Townhouses Mixed Use: Mixed Use: - abutting the High Street, medium density residential over relast, - not abutting the High Street medium density residential 1.25 base FAR Building heights low to mid-rise (Max 1.50 FAR with density bonusing for affordable housing) Mixed Use Employment - Residential (Minimum 0 52 FAR Employment space) - base FAR of 0.52 (Maximum 1.8 FAR, subject to Section 8 2 1) Residential Mixed Use Convenience Commercial a mix of low to medium density residential with low to medium density residential over retail or Residential Area 1 1.50 base FAR (Max 1.70 FAR with density bonusing for affordable housing) Townhouse. Community Institutional Inve/work uses Max. 1.25 FAR Building heights to to mid-rise (Max. 1.50 FAR with density bonusing for affordable New Traffic Signals Park: North Park Way, Central Feature Intersections low-rise Apls (4-storey typical) Park, South Park Way Residential Area 1A 1.50 base FAR (Max 1.75 FAR with density bonusing for affordable housing). Townhouse, low-rise Apis. (6-storey maximum) details to be developed Alexandra Way (Public Rights of Passage Right-of-way) Mixed Use: Hotel office and streetfront retail commercial Area A: Min 0.60 FAR up to 2.0 Feature Landmarks in Combination with Traffic Calming Measures Area B: Large and small floor plate up to 1 0 FAR **Proposed Roadways** Residential Area 1B 1.68 base FAR (Max 1.68 FAR with density bonusing for affordable housing) (6-storey maximum) High Street

Also refer to Section 8.4.5 - Alexandra District Energy Unit regarding district energy density bonusing policies.

REZONING APPLICATION RZ-18-835042 - OCTOBER 30, 2020

OCT 30, 2020 Re-iseved for AZ 7

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Mar 20, 2020 Re-assald Br R2.4
Aug 20, 2020 Re-assald Br R2.4

128-UNIT MID-RISE MULTI-FAMILY DEVELOPMENT

Mar 27, 2018 Re-issued for R.Z. 2 Feb 07, 2018 Pre- Five & 01DG discu CONSULTANTS



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ATTACHMENT 3

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11500 Carelle Road
Carrona WX XXX
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F 604 821 1148
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128-Unit Mid-Rise Mulil-Family Development S000.8, 9320 Camble Road Ristmond, B.C.

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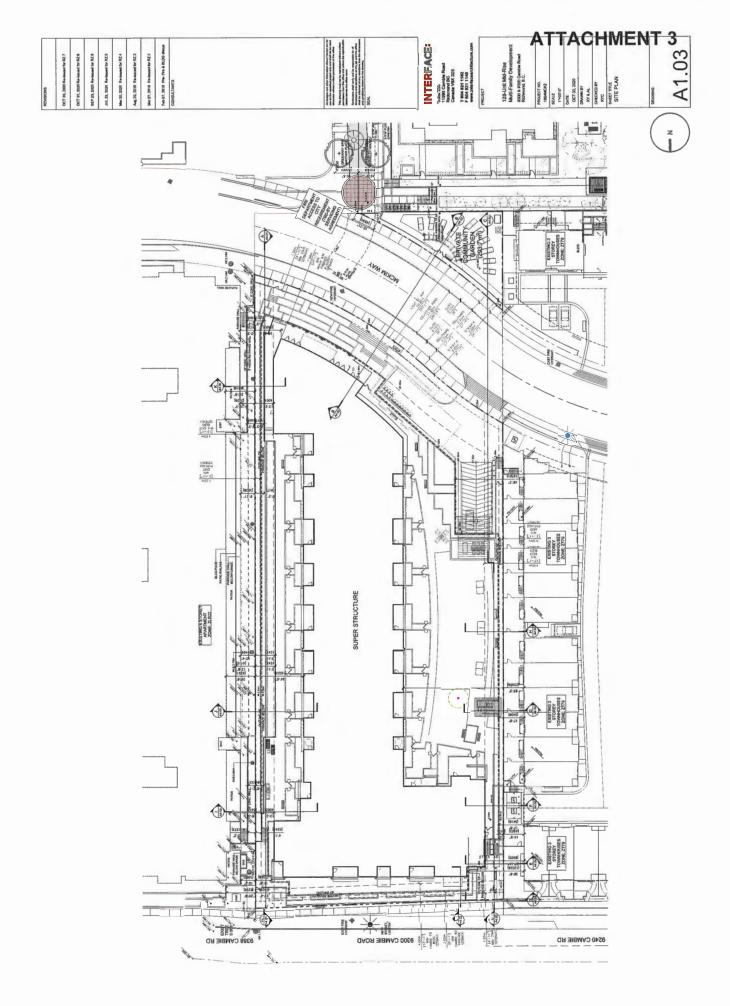
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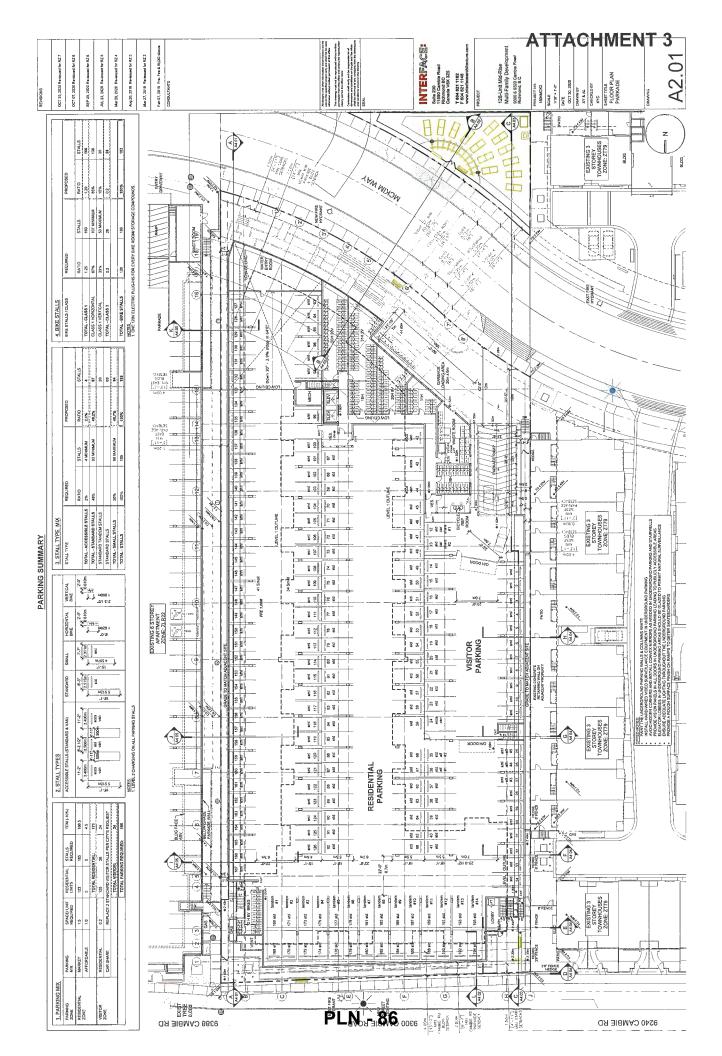
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LOT ZONING USES		RS1 / F (EXISTING) MEDIUM DENSTY HOUSING (OCP)	SITE-SPECIFIC ZONE (TBD) MID-RISE MULTI-FAMILY RESIDENTIAL
DENSITY (MAX)	•	1.30 FAR (BASE MOT HSG) = 10,105.05 MZ +0.2 (1/3 ALH = 0.007 = 448.1 M2 MIN) & C70 MRT = 0.131 = 808.2 M2 MAX)	1.50 FAR (BASE MKT HSG) = 10,105.05 WZ + 0.007 ALH (452.5 MZ) + 0.131 MKT I8B0 25.M2)
		TOTAL ALLOWAR E MAX EAR:	TOTAL PROPOSED FAR:
		>>1.7 FAR = 11,452.4 NO [123,273 SF]	>>1,888 FAR = 15437.8 M2 [123,116 FT ²]
		+ 0.1 INTERIOR AMENITY = 673.7 MZ MAX	+ 0.0763 INTERIOR AMENITY = 514.3 M ²
LOT COVERAGE	1	40% MAJORIUM	39.8% (2,678.6 M² / 6,736.7 M²)
MIN BUILDING SETBACKS	SETBACKS	7.5 M (MCHOM WAY); 4.0 M (CAMBIE ROAD)	7.5 M (MCKIM WAY); 4.0 M (CAMBIE ROAD)
		4.0 M MIN AT INTERIOR LOT LINES	4.0 M MIN AT INTERIOR LOT LINES
MIN PARKADE SETBACKS	SETBACKS	7.5 M (MCXCM WAY); 2.0 M (CAMBIE ROAD)	7.5 M (MCHUM WAY), 2.0 M (CAMBIE ROAD)
		0.9 M (MEST), 1.2 M (SAST)	0.9 M (WEST), 1.2 M (EAST)
STAIR SETBACKS	Sec	1.5 M MINIMUM AT PUBLIC ROAD	1.5 M AT PUBLIC ROAD
BUILDING HEIGHT MAX.	SHT MAX.	6 STOREYS	19.5 M, 5 STOREYS OVER BSMT PARKADE
ğ		2.9 M GSC (PER OCP)	26MCSC
PARKING		105 SPACES (AFTER 10% TDM REDUX)	195 SPACES = 1.523 SPAINT
		* R: 186 SP * 1.5 PER 123 MKT UNITS	* 162 RESID MARKET UNITS
		* R. 5 SP = 1.0 PER 5 ANLI UNITS	* S RESID AFFORDABLE UNITS
		* V. 24 SP = 0.2 PER 128 RESID UNITS	*24 VISITOR (INCLUDE 2 CAR SHARE)
			*4 ACCESSIBLE
AMENITY SPACE (14.4 5.D)	SE (14.4 5.D)	100 MZ INDOOR AMEN'TY MIN.	514.5 MZ = 0.0783 FAR (NDOOR)
		8 MPRINET (788 MP) OUTDOOR, INCL.	IND IN COUTDOORS INCLUDES
		3 INFILINT (384 INF) CHILDREN'S PLAY	384 M²
		(MIN 384 M², MAX 500 M²)	
		8 M ² PRIVATE OUTDOOR SPACE	6.3 M² MIN PER UNIT
AFFORDABLE LEMR	LEMR	449.1 M² MINIMUM*	452.5 MF (5 UNITS, 2 x 28R, 3 x 38R)*
HOUSING (ALH) UNITS	H) UNITS	- ONE THERD OF 0.2 BONUS FAR	* SEE SUMMARY TABLE
		= 0 0608667 FAR	· ALL ALH UNITS ARE ALSO BUH UNITS
		* TO BE BUILT, # UNITS EXCEED 80	
BASIC UNIVERSAL	SAL	10% (PER OCP GUIDELINES)	28 9%
POLISING (BLOS LINTS	SHIMITS	TARGET 85% OF ALL LEMR UNITS	= 37 UNITS OUT OF 128 UNITS TOTAL

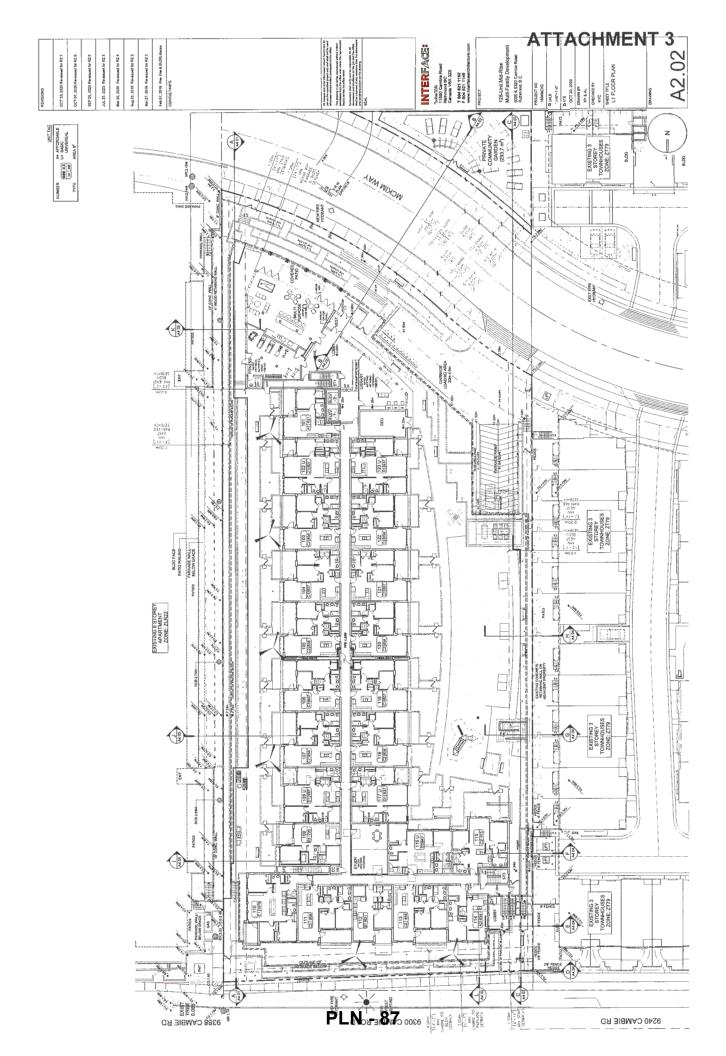
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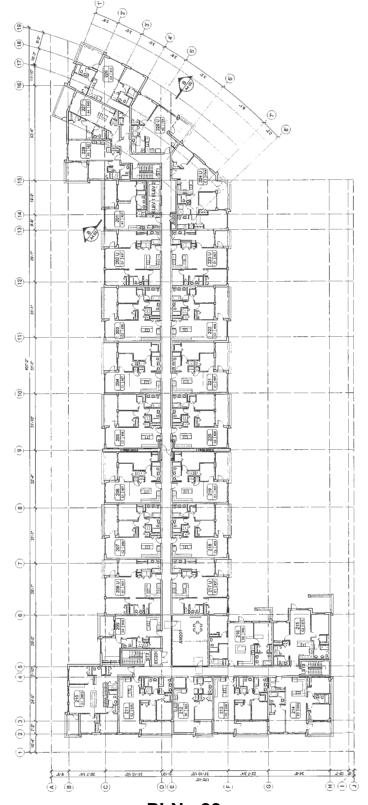
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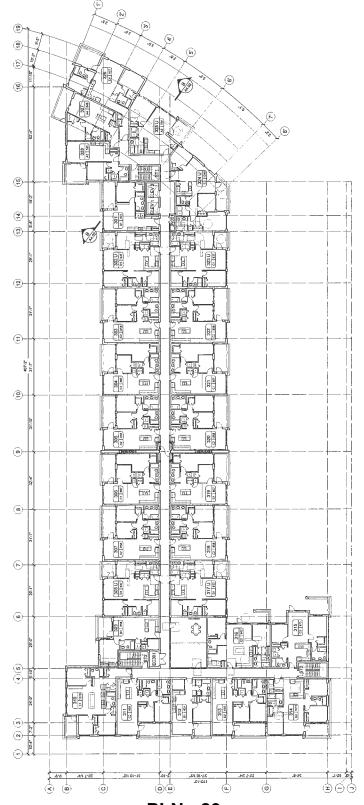




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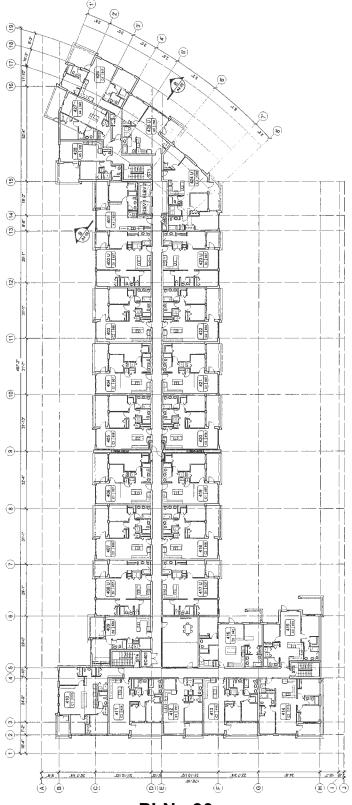




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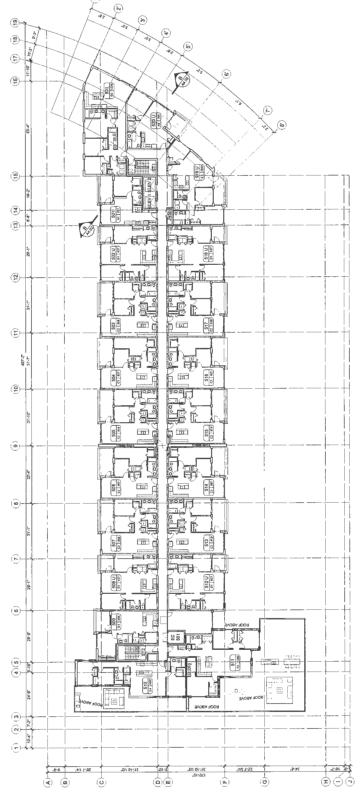




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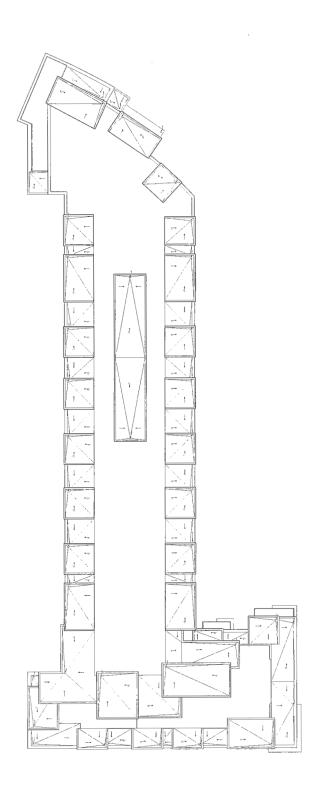




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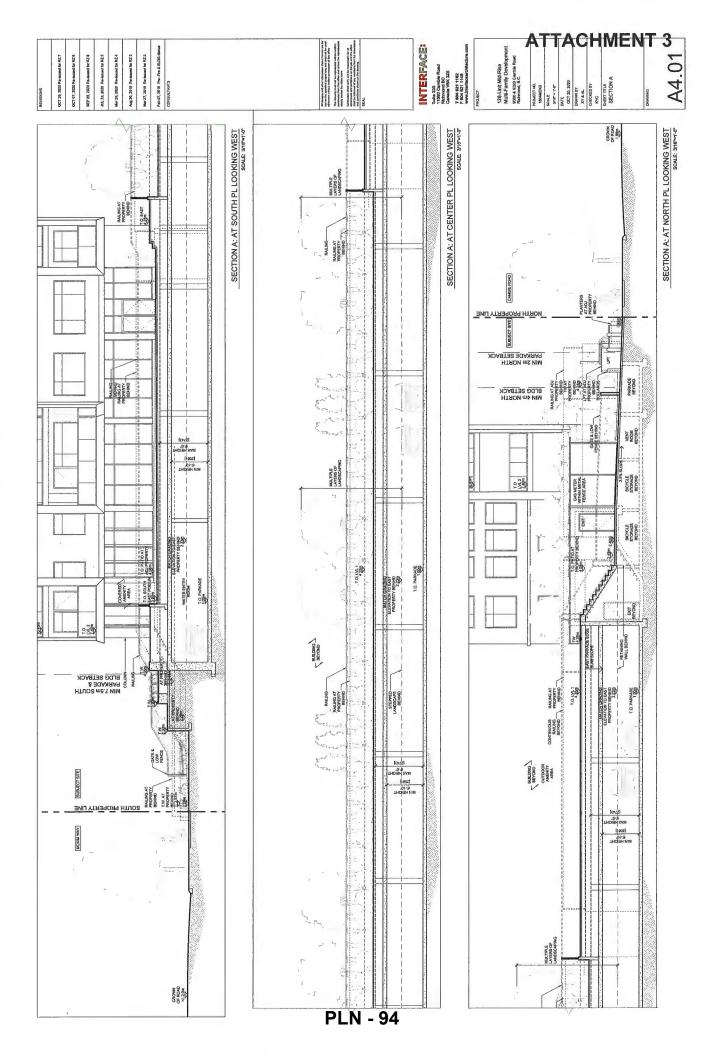
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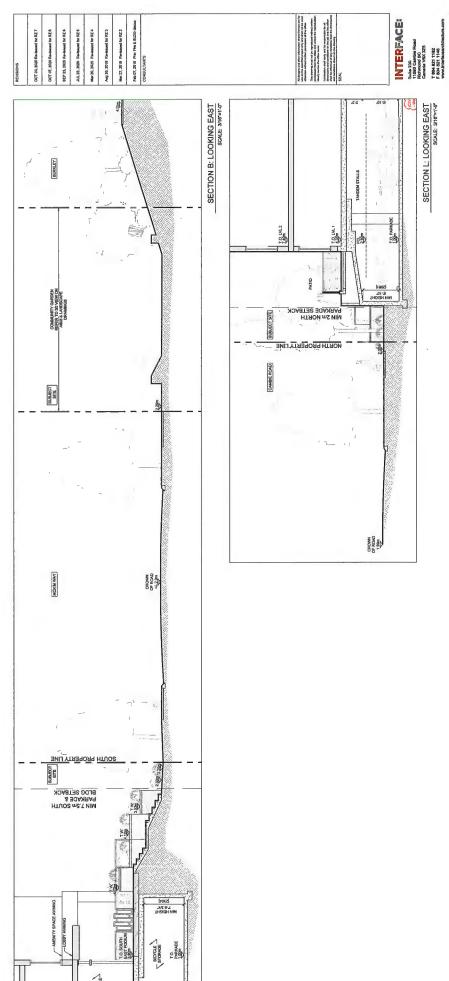




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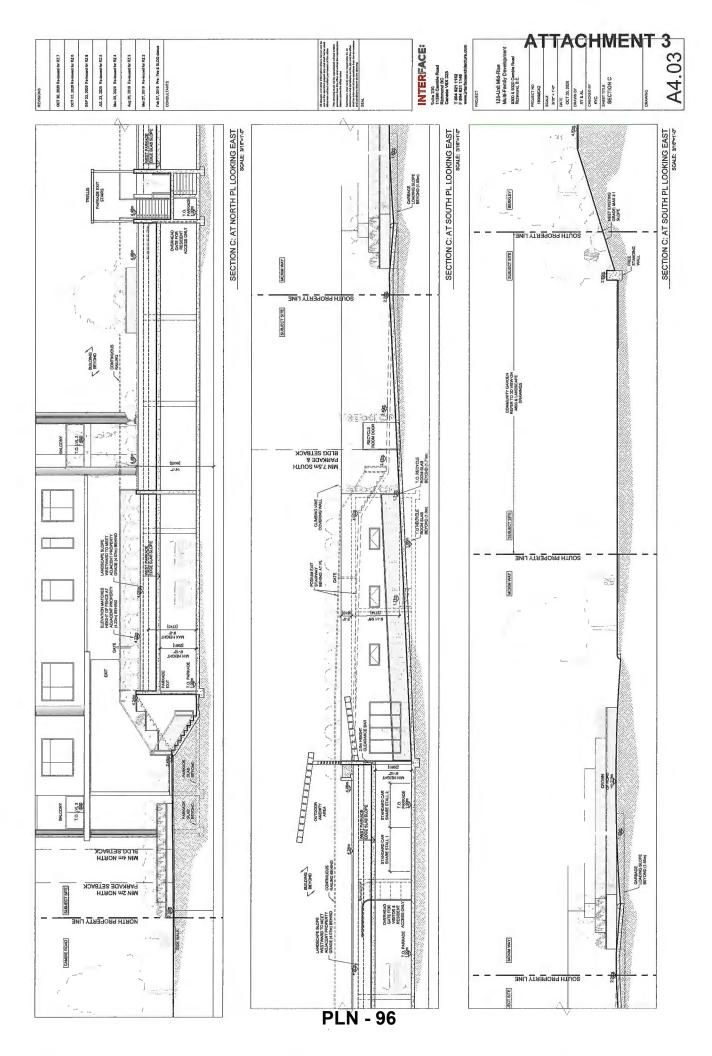


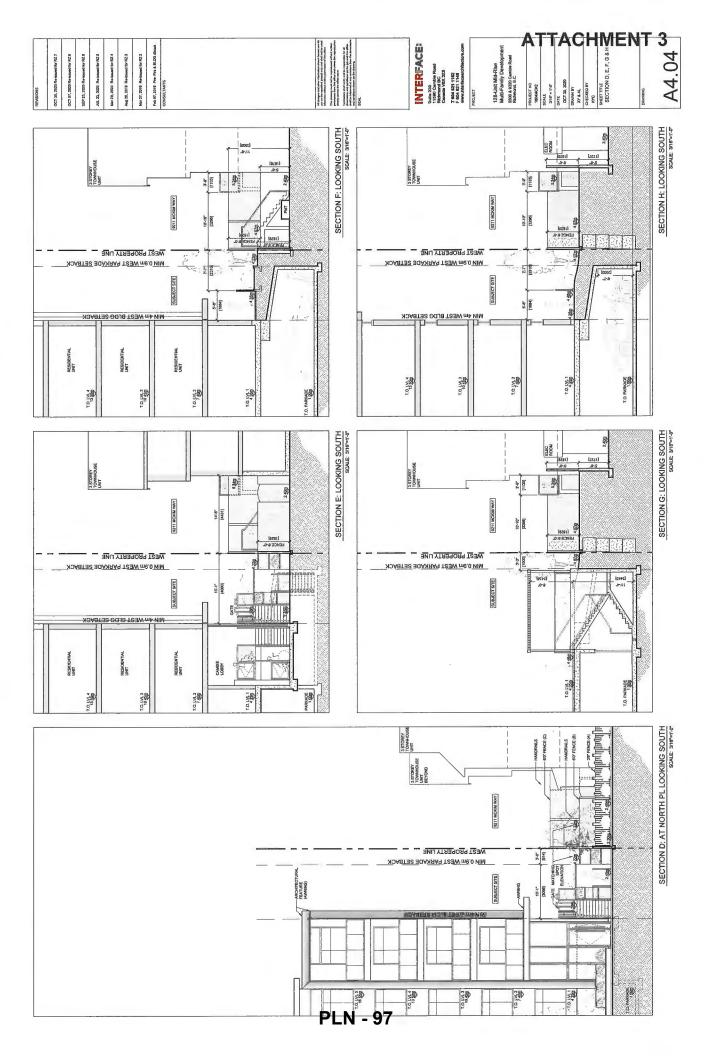




ATTACHMENT 3

128-Unit Mid-Rise Mutti-Family Developme 6000 & 9220 Camble Road Richmond, B.C.









PLN - 99

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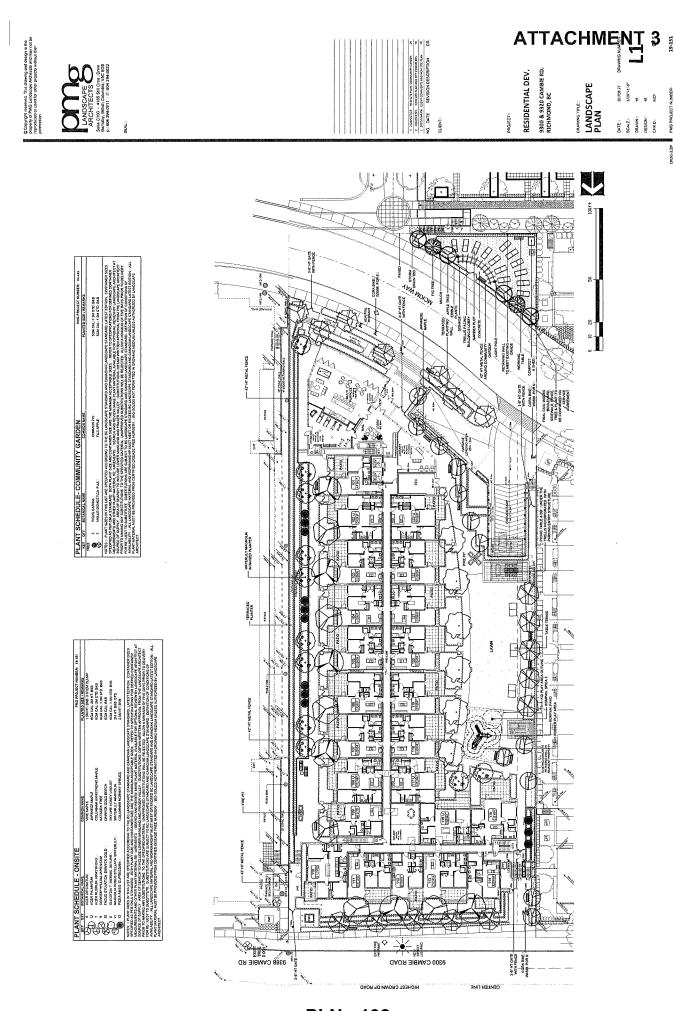




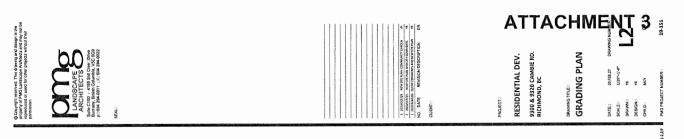


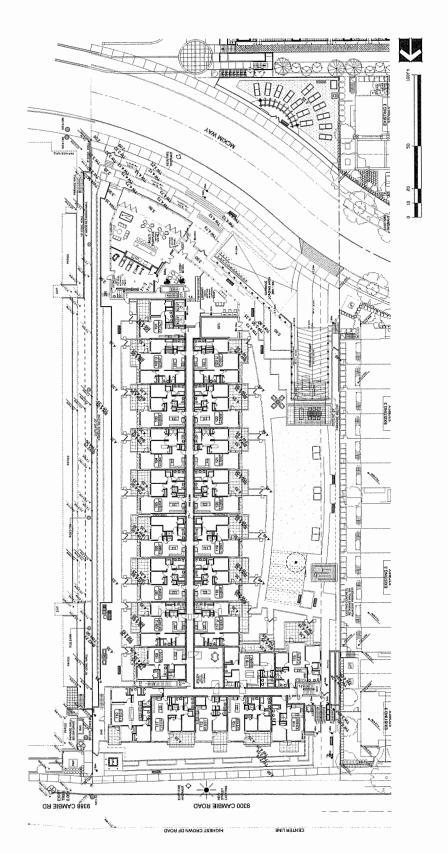




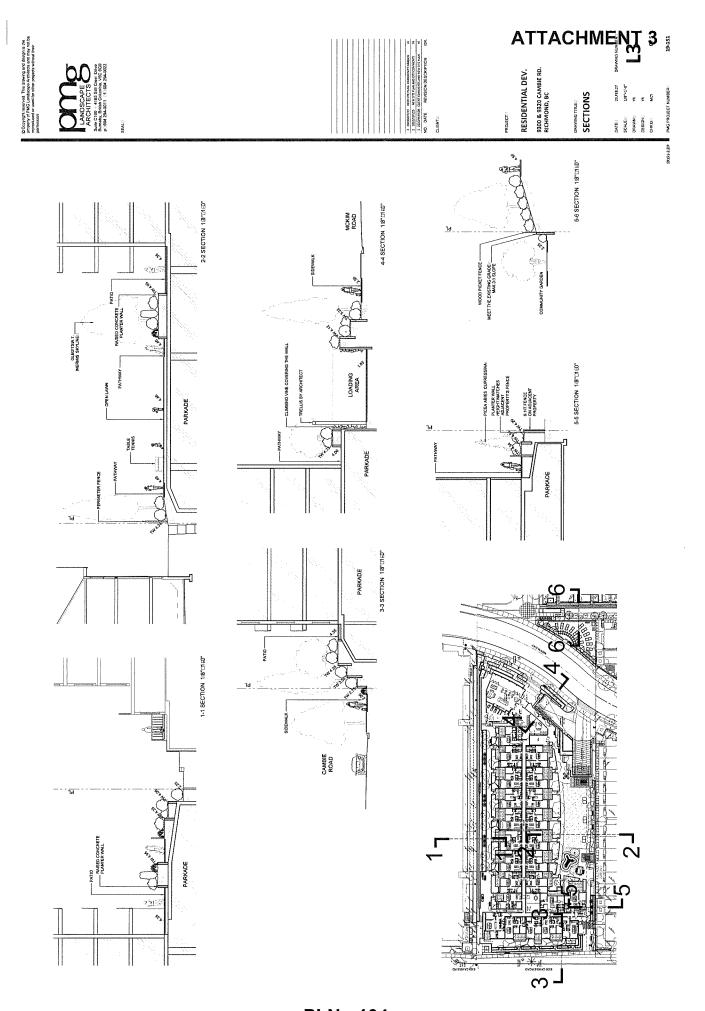


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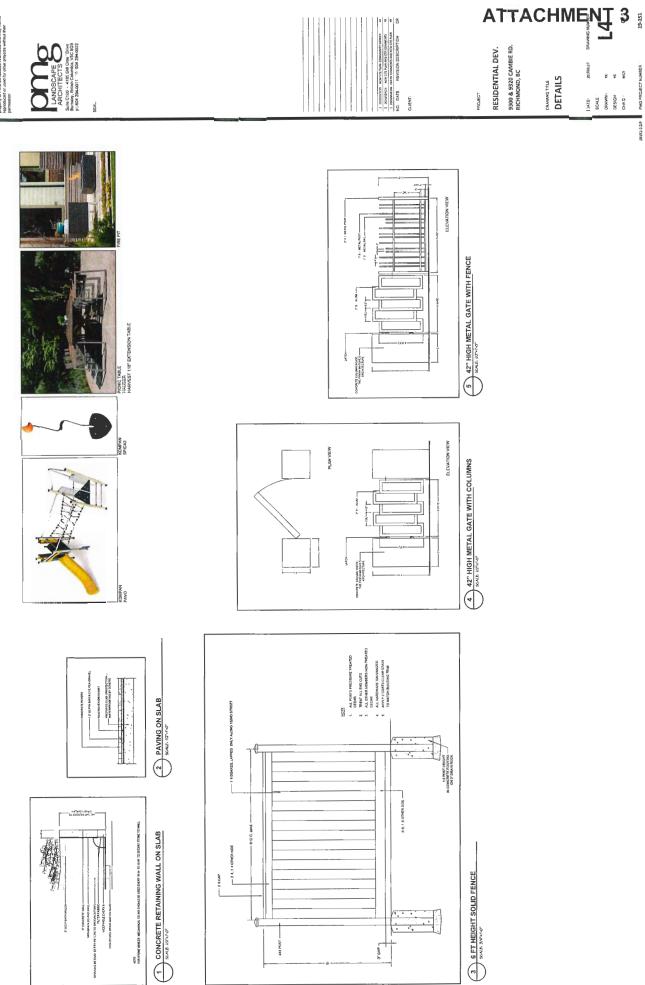




PLN - 103



PLN - 104



9300 & 9320 CAMBIE RD. RICHMOND, BC

DETAILS

SCALE : DRAWN: DESIGN: CHKD :

PLN - 105

File No.: RZ 18-835042



Rezoning Considerations

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

Address: 9300 and 9320 Cambie Road

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10219, the developer is required to complete the following:

- 1. Provincial Ministry of Transportation & Infrastructure Approval.
- 2. A road dedication along the entire Cambie Road frontage to accommodate the road design described under the Servicing Agreement section below. This road dedication will start at a width of approximately 3.5 at the west property line and taper down to approximately 1.5 m at the east property line. Exact width is to be confirmed with survey information to be submitted by the applicant.
- 3. A 20 m wide road dedication to accommodate the development of a new east-west road (McKim Way) through the site as described under the Servicing Agreement section below.
- 4. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwelling(s)). Portion of the site located to the south of McKim Way must be hooked to the portion of the site located to the north of McKim Way and the site is not allowed to be subdivided into two individual parcels.
- Discharge of Statutory Right of Way (Utilities) Covenant CA 6479925 and utilities SRW CA6479926 (Plan EPP 75519).
- 6. Granting of a statutory right-of-way with public right of passage (PROP) over the northeast corner of the portion of the site located south of McKim Way for the purposes of a greenway extension. Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA) and the construction, maintenance and liability will be the responsibility of the developer and future strata. The design must be prepared in accordance with City specifications & standards and the construction of the works will be inspected by the City concurrently with all other SA related works. Works to be secured via SA.
- 7. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.6 m GSC.
- 8. Registration of an aircraft noise sensitive use covenant on title. Languages should be included in the legal document that the proposed development must be designed and constructed in a manner that mitigates potential aircraft noise to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:
 - a) CMHC guidelines for interior noise levels as indicated in the chart below:

Noise Levels (decibels)
35 decibels
40 decibels
45 decibels

- b) The ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
- 9. Registration of the City's standard Housing Agreement to secure five affordable housing units, the combined habitable floor area of which shall comprise at least 1/3 of the density bonus of 0.2 FAR as outlined in the West Cambie Area Plan. Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
2BR	2	69 m² (741 ft²)	\$1,218	\$46,800 or less
3BR	3	91 m² (980 ft²)	\$1,480	\$58,050 or less

^{*} May be adjusted periodically as provided for under adopted City policy.

- 10. 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) 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, Lulu Island Energy Company Ltd. (LIEC).
 - c) 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.
 - d) If a DEU is not available for connection, 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;
 - 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); and
 - iii. The owner provides to the City a letter of credit, in an amount satisfactory to the City, for costs associated with acquiring any further Statutory Right of Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.
- 11. Registration of a legal agreement on title ensuring that where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit.
- 12. Registration of a legal agreement on title or other measures, as determined to the satisfaction of the Director of Development, to ensure that:
 - a) the number of visitor parking stalls per zoning bylaw requirements will be maintained in perpetuity;
 - b) selling, leasing, assigning, or designating any of the visitor parking spaces to individual unit owners/renters/occupants or any other persons by the developers/applicants/owners and future strata councils is prohibited; and
 - c) The required visitor parking stalls are available for the common use of visitors to this development and are accessible to visitors at all times.
- 13. Registration of a legal agreement on title ensuring that:
 - a) conversion of any of the bicycle parking storage rooms into habitable space or general storage area is prohibited; and
 - b) all of the bicycle parking storage rooms are available for shared common use and for the sole purpose of bicycle storage.
- 14. The applicant shall provide the following TDM measures to support the 10% vehicle parking rate reduction for the residential uses:
 - a) Registration of a legal agreement on Title to ensure the execution and completion of a transit pass program, including the following method of administration and terms:
 - i. Provide 1 year of two-zone compass cards for 25% of the market units and 100% of affordable units;

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- ii. extend the program, should it not be fully subscribed within one year, until the equivalent of the costs of the full one year transit pass program has been exhausted;
- iii. provide for administration by TransLink or a management company on behalf of the strata council;
- iv. notify the residents of the availability of the transit pass program;
- v. indicate the availability and method of accessing the transit program in sales/rental contracts; and
- vi. submit a Letter of Credit prior to Development Permit issuance to secure the owner's commitment to provide the transit passes based on 110% of transit pass costs (including 100% for transit pass purchases and 10% for future transit pass cost increases and administration). The remaining funds in the LOC will be released to the Owner/Developer when the 2-zone one year transit pass program is fully subscribed.
- b) Registration of a legal agreement on Title to ensure provision of a bicycling maintenance and repair room in the development, including the following terms:
 - i. the required bicycling maintenance and repair room is available for the common use of residents to this development;
 - ii. selling, leasing, assigning, or designating any of the required bicycling maintenance and repair room to individual unit owners/renters/occupants or any other persons by the developers/applicants/owners and future strata councils is prohibited; and
 - iii. conversion of the required bicycling maintenance and repair room into habitable space or storage space is prohibited.
- c) Registration of a legal agreement on Title to ensure provision of 120V electric plug-ins for electric bikes, one for every 40 bicycle storage racks. If there are fewer than 40 bicycle racks in a storage compound, one 120V electric plug-in shall be provided for each compound.
- d) Registration of a restrictive covenant and statutory right of way on title, or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to provide car share space to a car share operator or the City, the terms of which shall be generally as follows:
 - i. A minimum of two car share parking spaces, along with pedestrian and vehicular access, designed, constructed, equipped and maintained by the owner, at the owner's cost. The car share space is:
 - Located on-site and provision of space to maneuver on-site;
 - Designated to be safe, convenient and universally accessible;
 - Provided with design features, decorative finishing, lighting and signage, as determined through the Development Permit process;
 - Provided with one EV quick-charge (240 volt) charging station for the exclusive use of car-share vehicles parked in the required car-share spaces; and
 - Accessible to all intended users (e.g. general public, car share operator personnel and car share operator members) at no added cost 365 days a year for a time period equalling the lengthiest combination of standard business hours and standard operating hours of local rapid transit.
 - ii. Registration of a public right of passage statutory right of way, in favour of the City, to secure the car share spaces and the vehicular and pedestrian accesses, subject to the final dimensions established by the surveyor and to the satisfaction of the Director of Transportation, including provisions for:
 - The owner's ability to close a portion of the right of way to public access to facilitate maintenance or repairs to the right of way, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
 - Maintenance at the sole cost of the owner except as may be negotiated through a private agreement with the car share provider; and
 - Building encroachment below finished grade (e.g. below grade parking structure).
 - iii. In the event that the car share parking spaces are not operated for car share purposes as intended (e.g. operator's contract is terminated or expires), control is transferred to the City, at no cost to the City, with the understanding that the City, at its sole discretion, without penalty or cost, shall determine how the parking spaces shall be used going forward.

- e) Provision of a bench along each of the two street frontages of the development (or equivalent cash contribution of \$4,000 in total);
- f) Voluntary cash contribution of \$15,000 toward the construction of multi-modal wayfinding signs in the West Cambie area; and
- g) Voluntary cash contribution of \$2,500 towards cycling-related infrastructures in the West Cambie area.
- 15. City acceptance of the developer's offer to voluntarily contribute \$0.72 per buildable square foot (e.g. \$88,756.20) to the City's child care fund.
- 16. City acceptance of the developer's offer to voluntarily contribute \$0.72 per buildable square foot (e.g. \$88,756.20) to the City's beautification fund.
- 17. City acceptance of the developer's offer to voluntarily contribute \$0.08 per buildable square foot (e.g. \$9,861.80) to community and engineering planning costs, as set out in the West Cambie Area Plan.
- 18. City acceptance of the developer's voluntary contribution in the amount of \$100,672.30 (i.e., \$0.85/ft2 of buildable area excluding affordable housing) to the City's public art fund.
- 19. City acceptance of the developer's offer to voluntarily contribute \$4,550.00 to Parks Division's Tree Compensation Fund for the removal of eleven trees located on the city's boulevard in front of the site and within the required road dedication areas.
 - Note: Developer/contractor must contact the Parks Division (604-244-1208 ext. 1342) four (4) business days prior to the removal to allow proper signage to be posted. All costs of removal and compensation are the responsibility borne by the applicants.
- 20. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
- 21. Enter into a Servicing Agreement* for the design and construction of frontage improvements along Cambie Road, a new east-west road (McKim Way) through the site (including a new fire hydrant), a new publicly accessible green space on the south side of McKim Way, as well as water and storm sewer upgrades and service connections. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to,

Water Works:

- Using the OCP Model, there is 357 L/s of water available at a 20 psi residual at the Cambie Road frontage and 260 L/s of water available at 20psi along the McKim way frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s. The Developer is required to:
 - 1. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
 - 2. Existing fire hydrants along McKim Way are over 100m apart; therefore a new hydrant is to be installed in a central location of the properties' McKim Way frontage.
 - 3. Install approximately 60m of new 200mm PVC watermain along future McKim Way frontage and tie-in to the watermain on either side of property.
 - 4. Provide right of way for water meter, exact dimensions and location of the right of way shall be finalized at the servicing agreement process.
- At the Developer's cost, the City will:
 - 1. Cut and cap at the main the existing water service connections at the Cambie Rd frontage.
 - 2. Install a new water service connection at McKim Way frontage, complete with water meter and meter chamber in a right-of-way onsite which will be provided by the developer

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Storm Sewer Works:

- The Developer is required to:
 - Upgrade the existing 450mm storm sewer to a 600mm PVC pipe along the proposed site's Cambie Road frontage. Tie in to existing manholes on either side; remove the existing manhole centered in front of lot 9300 Cambie Rd. and dispose of properly.
 - 2. Install a new 600mm storm sewer along the proposed site's entire McKim Way frontage and tie-in to the adjacent storm sewers. Manhole placement shall be as per City's Engineering specifications.

Sanitary Sewer Works:

 At Developer's cost, the City is to install a new sanitary service lateral connected to the manhole on the eastern side of property complete with inspection chamber.

Frontage Improvements:

- The Developer is required to:
 - 1. Pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - 2. 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 Rezoning staff report and the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements 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 SRWs that shall be shown in the functional plan and registered prior to SA design approval:
 - o BC Hydro PMT 4mW X 5m (deep)
 - o BC Hydro LPT 3.5mW X 3.5m (deep)
 - Street light kiosk 1.5mW X 1.5m (deep)
 - Traffic signal kiosk 1mW X 1m (deep)
 - o Traffic signal UPS 2mW X 1.5m (deep)
 - O Shaw cable kiosk 1mW X 1m (deep) show possible location in functional plan
 - Telus FDH cabinet 1.1mW X 1m (deep) show possible location in functional plan
 - 3. Design and construct the frontage improvements, and the associated land dedication, as noted below:
 - i. Cambie Road:
 - a. Land dedication to accommodate the following ultimate road cross-sections (measured from the existing curb/gutter along the north side of Cambie Road):
 - o 3.5m wide westbound through lane
 - o 3.2m wide westbound through lane
 - o 3.3m wide left-turn lane
 - o 3.2m wide eastbound through lane
 - 3.5m wide eastbound through lane
 - o 0.15m wide curb/gutter
 - 1.5m wide boulevard
 - o 2m wide sidewalk

Note: Subject to the functional design and detailed survey to be prepared by the developer, it is estimated that the above would require a strip of land along the Cambie Road frontage, measuring at approximately 3.5m at the western limit and tapers to approximately 1.5m at the eastern limit of the site.

Initial:	

- b. Design and construct road improvements along the Cambie Road frontage to an interim road standard which includes a new 2m wide sidewalk at the new property line, a treed/grassed landscaped boulevard between the new sidewalk and the existing curb/gutter.
- ii. New east/west road (McKim Way) through the site:
 - a. Require 20m wide land dedication.
 - b. Full road construction to a collector road standard, including an 11.2m wide pavement, and on both sides of the street, 2m wide sidewalk, 1.5m wide boulevard and 0.15m wide curb/gutter.
- 4. Provide street lighting along the Cambie Road and McKim Way frontages of the proposed site.

Publicly Accessible Greenway Extension:

• The Developer is required to design and construct the Publicly Accessible Greenway Extension to the satisfactory to the Parks Department. The purpose of the greenway extension is to connect the existing greenway developed as part of the "Berkeley" development to the south at 9213 and 9233 Odlin Road directly north to McKim Way.

General Items:

- The Developer is required to:
 - 1. Provide, prior to first SA design submission, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting or within the development site, proposed utility installations.
 - 2. 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, dewatering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

Complete an acoustical and thermal report and recommendations prepared by an appropriate registered professional,
which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official
Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their
alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal
Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum
interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

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

- Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management
 Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and
 proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of
 Transportation) and MMCD Traffic Regulation Section 01570.
- 2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- 3. Payment of the Supplementary Local Area DCC for the Alexandra Neighbourhood based on \$7.56 per ft².
- 4. Payment of the latecomer multifamily dwelling unit per unit charge (\$1,836.72) plus applicable interest, in accordance with the Alexandra Neighbourhood Development Agreement.

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5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

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

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Sig	ned		-	Date		



Development Application Data Sheet

Development Applications Department

RZ 18-835042 Attachment 5

Address: 9300 and 9320 Cambie Road

Applicant: Westmark Developments (Camosun) Ltd.

Planning Area(s): West Cambie – Alexandra Neighbourhood (Schedule 2.11 A)

	Existing	Proposed
Owner:	Westmark Developments (Camosun) Ltd.	No Change
Site Size (m²):	8,019.5 m ²	6,736.7 m ²
Land Uses:	Residential	No Change
OCP Designation:	Apartment Residential	No Change
Area Plan Designation:	Residential Area 1. 1.50 base FAR (Max. 1.7 FAR with density bonusing for affordable housing). Townhouse, low-rise Apartments (4-storey typical).	No Change
OCP Designation: Area Plan Designation: Zoning: Number of Units:	Single Detached (RS1/F)	"Low Rise Apartment (ZLR43) – Alexandra Neighbourhood (West Cambie)"
Number of Units:	Two vacant lots	128 apartment units
Other Designations:	n/a	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max 1.7 FAR with affordable housing plus up to 0.1 FAR for amenity.	1.7 FAR with five affordable housing units plus 0.08 FAR for amenity	None permitted
Lot Coverage (% of lot area):	Max. 40%	40%	None
Setback – Cambie Road: (Building/Parking structure)	Min. 4.0 m / 2.0 m	4.0 m / 2.0 m	None
Setback – McKim Way: (Building/Parking structure)	Min. 7.5 m / 7.5 m	7.5 m / 7.5 m	None
Setback – Side Yard (east): (Building/Parking structure)	Min. 4.0 m / 1.2 m	4.0 m / 1.2 m	None
Setback – Side Yard (west): (Building/Parking structure)	Min. 4.0m / 0.9 m	4.0m / 0.9 m	None
Height (m):	Max. 19.5 m (5 storeys)	19.5 m (5 storeys)	None
Lot Size:	Min. 6,700 m ²	6,736.7 m²	None

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Residential:	1.5 (Apartment Housing) + 1.0 (Affordable Housing) = 171 with TDM	171 with TDM	Rate reduction included in the zone schedule
Off-street Parking Spaces – Visitor:	0.2 (V) per unit = 24 with TDM	24	None
Off-street Parking Spaces – Total:	195	195	None
Tandem Parking Spaces:	Permitted	28	None
Small Car Parking Spaces:	Max. 50% when 31 or more spaces are provided on-site (195 x Max. 50% = 97)	94	None
Accessible Parking Spaces:	Min. 2% when 11 or more spaces are required (195 x 2% = 4 spaces)	4	None
Bicycle Parking Spaces – Class 1:	1.25/unit = 160	166	None
Bicycle Parking Spaces – Class 2:	0.2/unit = 26	26	None
Bicycle Spaces (totals)	186	192	None
Amenity Space – Indoor:	Min. 100 m ²	514.3 m²	None

Other: Tree replacement compensation required for loss of significant trees.

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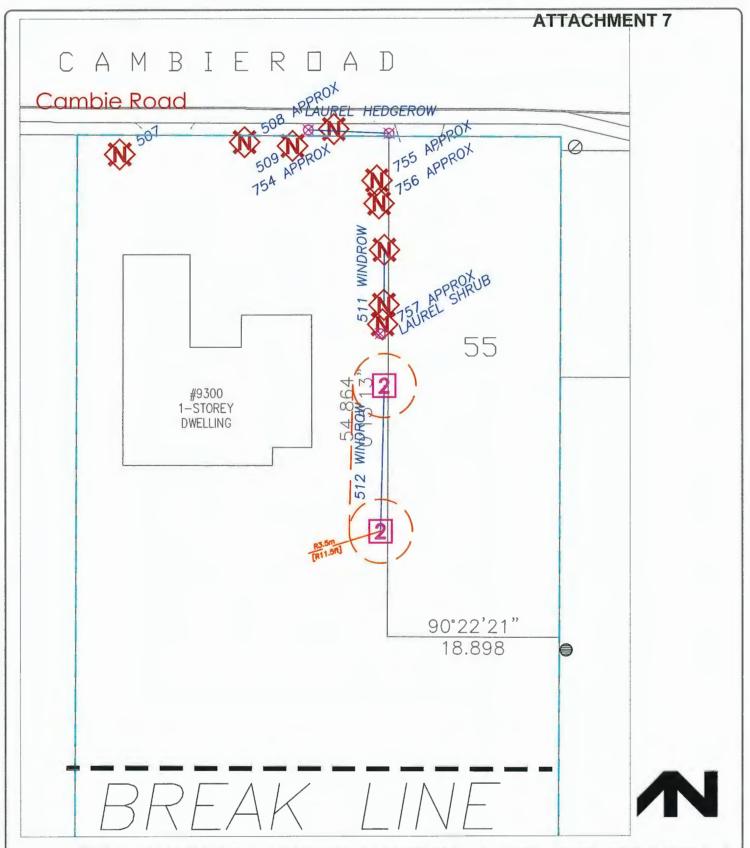
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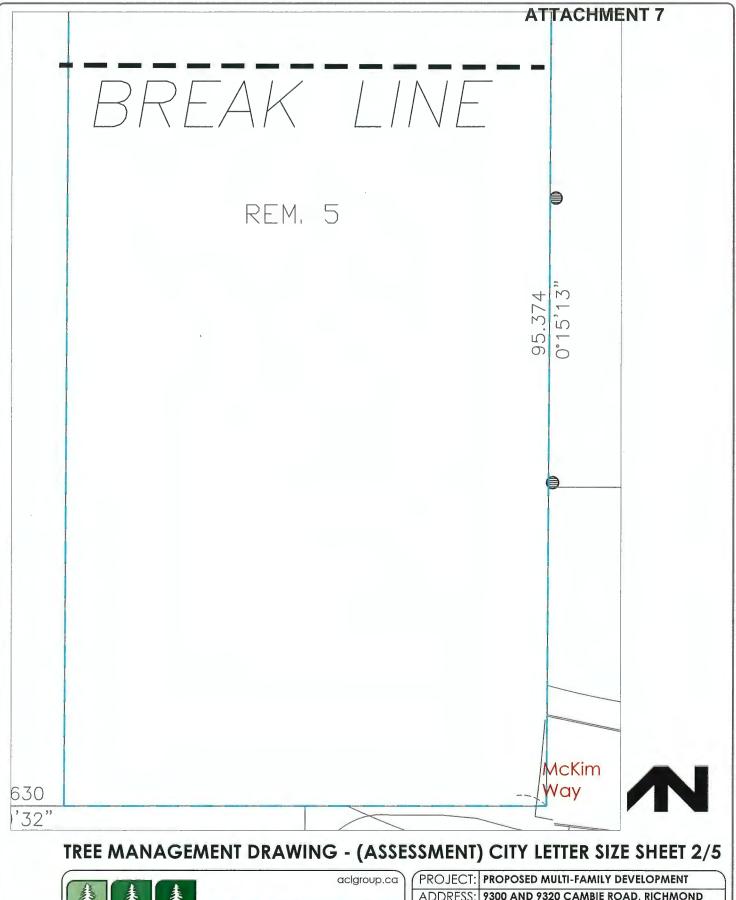


TREE MANAGEMENT DRAWING (ASSESSMENT) CITY LETTER SIZE SHEET 1/5



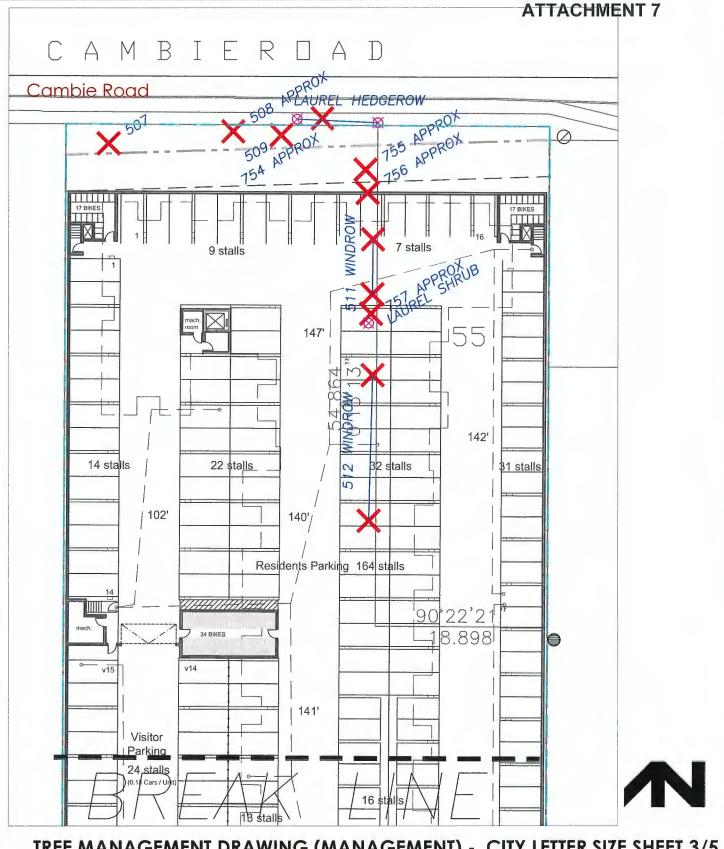
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1	PROJECT:	PROPOSED MULTI-FAMILY DEVELOPMENT	
l	ADDRESS:	9300 AND 9320 CAMBIE ROAD, RICHMOND	
	CLIENT:	WESTMARK DEVELOPMETNS - CAMOSUN	-
	CITY REF:	ACL FILE: 17190	
J	PLOT SIZE:	11"X17" REV #: 2 DATE: NOV 6, 2020	

PLN - 117



ARBORTECH CLGROUP CONSULTING E 145-12051 HORSESHOE WAY, RICHMOND, BC V7A 4V4 604 275 3484 ADDRESS: 9300 AND 9320 CAMBIE ROAD, RICHMOND CLIENT: WESTMARK DEVELOPMETNS - CAMOSUN CITY REF: ACL FILE: 17190 PLOT SIZE: 11"X17" REV #: |2 DATE: NOV 6, 2020

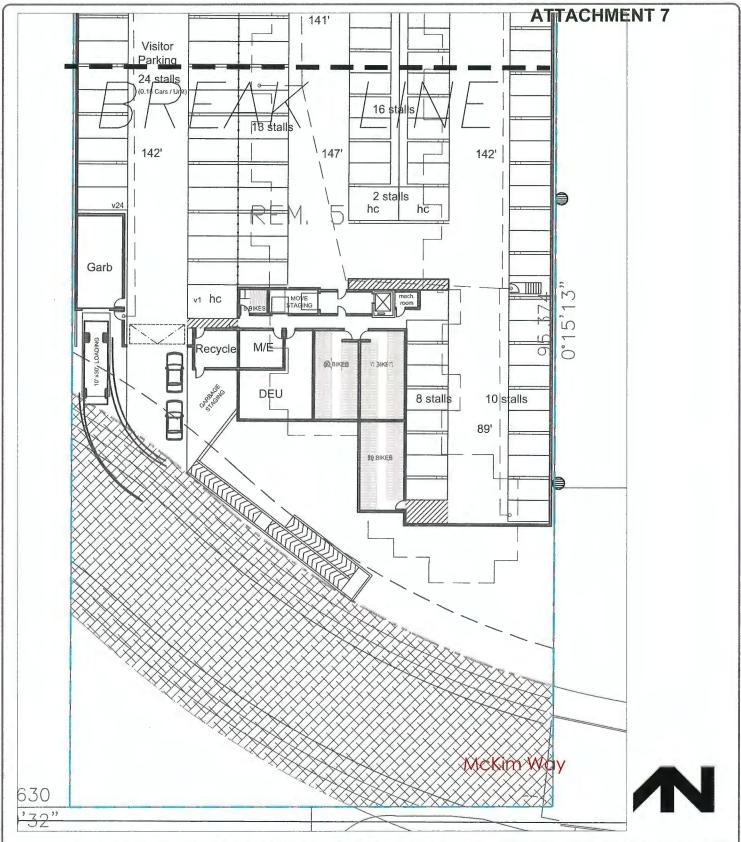
PLN - 118



TREE MANAGEMENT DRAWING (MANAGEMENT) - CITY LETTER SIZE SHEET 3/5



1	PROJECT:	PROPOSE	ED MU	ILTI-	F/	MI	LY DEVE	LOPMENT	
	ADDRESS:	9300 AND 9320 CAMBIE ROAD, RICHMON							
1	CLIENT:	WESTMARK DEVELOPMETNS - CAMOSUN							
	CITY REF:	ACL FILE: 17190							
	PLOT SIZE:	11"X17"	REV	#:	2		DATE:	NOV 6, 2020	



TREE MANAGEMENT DRAWING (MANAGEMENT) - CITY LETTER SIZE SHEET 4/5



PROJECT:	PROPOSED MULTI-FAMILY DEVELOPMENT					
ADDRESS:	9300 AND	9320 C	AME	BIE ROAD	, RICHMOND	
CLIENT:	WESTMAR	K DEVE	LOPA	AETNS - C	AMOSUN	
CITY REF:			Α	CL FILE:	17190	
PLOT SIZE:	11"X17" F	REV #:	2	DATE:	NOV 6, 2020	

PLN - 120





November 6, 2020

City of Richmond 6911 No.3 Road Richmond, BC V6Y 2C1 Attn: Edwin Lee, Planner 2

Edwin:

Re: 9300/9320 Cambie Road - Confirming Energy Step Code 3 Compliance

We are applying for a Rezoning to permit a 128-unit, 5-storey, multi-family development at the subject address [RZ18-835402].

After reviewing the current bylaws and discussing with Nicholas Heap today, we can confirm that this project will be required to comply with **Energy Step Code Level 3**, as well as being connected to the West Cambie District Energy Utility.

As the Architect & Coordinating Registered Professional (CRP) for this project, I am confident that the proposed building design will be able to meet the Energy Step Code when we apply for BP.

We expect to be applying for a Building Permit next year in 2021.

Respectfully,

Ken Chow, Architect AIBC

igan Chow.

Cc: Harmel Bains, Westmark Developments Ltd.
Rav Bains, Westmark Developments Ltd.



Richmond Zoning Bylaw 8500 Amendment Bylaw 10219 (RZ 18-835042) 9300 and 9320 Cambie Road

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

1. Richmond Zoning Bylaw 8500 is amended by inserting as Section 18.43 thereof the following:

"18.43 Low Rise Apartment (ZLR43) – Alexandra Neighbourhood (West Cambie)

18.43.1 Purpose

The **zone** provides for medium density residential apartment **development** with a **density bonus** for the construction of affordable housing.

18.43.2 Permitted Uses

• housing, apartment

18.43.3 Secondary Uses

- boarding and lodging
- community care facility, minor
- home business

18.43.4 Permitted Density

- 1. The maximum floor area ratio is 1.50, together with an additional 0.1 floor area ratio provided that it is entirely used to accommodate amenity space.
- 2. Notwithstanding Section 18.43.4.1, the reference to "1.50" is increased to a higher **density** of "1.70" if, prior to first occupancy of a **building**, the **owner**:
 - a) Provides on the **lot** not less than five **affordable housing units** having a combined **habitable space** of at least 1/3 of the "0.2" **floor area density bonus**; and
 - b) Enters into a housing agreement for the affordable housing units with the City and registers the housing agreement against the title to the lot, and files a notice in the Land Title Office.

18.43.5 Permitted Lot Coverage

1. Maximum Lot Coverage is 40% for buildings.

Bylaw 10219 Page 2

18.43.6 Yards & Setbacks

- 1. The minimum public **road setback** is:
 - a. 4.0 m from Cambie Road; and
 - b. 7.5 m from McKim Way.
- 2. The minimum side yard is 4.0 m.
- 3. Notwithstanding Sections 18.43.6.1 and 18.43.6.2, a parking **structure** may project into the Cambie Road **road setback** or the **property line setback** provided that such encroachment is landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**, but no closer than:
 - a. 2.0 m to a lot line abutting Cambie Road;
 - b. 1.2 m to the east side lot line; and
 - c. 0.9 m to the west side lot line

18.43.7 Permitted Heights

- 1. The maximum height for buildings is 19.5 m and 5 habitable storeys.
- 2. The maximum height for accessory buildings and structures is 9.0 m.

18.43.8 Subdivision Provisions/Minimum Lot Size

- 1. There are no minimum **lot width** or **lot depth** requirements.
- 2. The minimum lot size is 6700 m^2 .

18.43.9 Landscaping & Screening

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

18.43.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

18.43.11 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."

Bylaw 10219 Page 3

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "LOW RISE APARTMENT (ZLR43) – ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)".

P.I.D. 004-916-301

Lot 5 Except: Plan 45079, Block "A" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

P.I.D. 000-579-769

Lot 55 Section 34 Block 5 North Range 6 West New Westminster District Plan 45079

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10219".

FIRST READING	CITY OF RICHMONI
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SECOND READING	APPROVEI by Directo
THIRD READING	or Solicito
OTHER CONDITIONS SATISFIED	
ADOPTED	•
MAYOR	CORPORATE OFFICER



Report to Committee

To:

Planning Committee

Director, Development

Date:

November 16, 2020

From:

Wayne Craig

File:

AG 19-881146

Re:

Application by Choice School for Gifted Children Society for an Agricultural

Land Reserve Non-Farm Use at 20451 Westminster Highway

Staff Recommendation

That the application by Choice School for Gifted Children Society for an Agricultural Land Reserve Non-Farm Use at 20451 Westminster Highway be endorsed and forwarded to the Agricultural Land Commission.

Wayne Craig

Director, Development

(604-247-4625)

WC:sds Att. 5

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

Choice School for Gifted Children Society has submitted an Agricultural Land Reserve (ALR) non-farm use application at 20451 Westminster Highway (the "Subject Property") in order to allow the existing education uses to continue and to construct a new classroom building. The subject property is currently zoned "Assembly (ASY)" and contains an existing school building and gymnasium building. The associated recreational fields and playgrounds are located on the adjacent property to the west at 20411 Westminster Highway (the "Adjacent Property"), and the two sites share the required vehicle parking and septic system. A location map and aerial photograph are provided in Attachment 1.

Background

The existing school building on the subject property was originally constructed as a church, which received Building Permit approval in 1981. The subject site was previously zoned "Agriculture (AG1)" and religious assembly was a permitted use in the AG1 zone at the time. Religious assembly was removed as a permitted use from the AG1 zone in 1983 and the subject property was rezoned to "Assembly (ASY)" in order to accommodate the existing use. Choice School purchased the property in 1992 and subsequently received Building Permit approvals to convert the church building into an education use, which was consistent with the ASY zoning. The existing gymnasium building on the subject site received Building Permit approval in 1996, along with a Development Variance Permit (DV 96-000137) to vary the side yard setback.

In 2019, during the pre-application stage for the subject proposal, staff advised the applicant to confirm with the Agricultural Land Commission (ALC) if ALC approval is required. ALC staff confirmed the property is subject to the *Agricultural Land Commission Act* (ALCA) and that an ALR non-farm use application is required to allow the existing education uses to continue and to construct a new classroom building. As per the ALCA, an ALR non-farm use application may not proceed to the ALC unless authorized by a resolution of the local government.

Also during the pre-application stage, ALC staff confirmed the adjacent property (20411 Westminster Highway) is not subject to the ALCA, due to the exception section in the ALCA (less than 2 acres and on separate title prior to December 21, 1972). The adjacent property is zoned "Agriculture (AG1)" and designated "Agriculture (AGR)" in the Official Community Plan (OCP). As the two sites function together, staff requested the applicant to provide an agricultural component as part of the non-farm use application. In response, the applicant has provided a farm plan (including vegetable planting boxes, fruit trees/shrubs, soil-based greenhouse and an agricultural education component) for the adjacent property (20411 Westminster Highway) to incorporate into the school's curriculum. More information regarding the proposal is provided in the "Analysis" section of this report.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 2).

6543001

Surrounding Development

To the North: A cranberry processing facility and associated surface parking and loading on a

lot zoned "Agriculture (AG4)" and located in the ALR, fronting Dhillon Way.

To the South: Across Westminster Highway and Highway 91, active agricultural operations on

large lots zoned "Agriculture (AG1)" located in the ALR.

To the West: Property at 20411 Westminster Highway, also owned by Choice School for Gifted

Children Society, containing recreational fields, playgrounds and surface parking

associated with the school operation on the subject property, on a lot zoned "Agriculture (AG1)" and located in the ALR.

To the East: Light industrial uses w

Light industrial uses with associated surface parking and loading on a lot zoned

"Industrial Business Park (IB1)", fronting Westminster Highway.

Related Policies & Studies

Official Community Plan

The Official Community Plan (OCP) land use designation for the subject site is "Agriculture (AGR)", which comprises of those areas of the City where the principal use is agriculture and food production, but may include other land uses as permitted under the *Agricultural Land Commission Act* (ALCA), including non-farm uses approved by Council and the ALC. No amendments are required to the OCP.

Food Security and Agricultural Advisory Committee

The Food Security and Agricultural Advisory Committee (FSAAC) reviewed and supported the subject ALR non-farm use application at its meeting held on September 17, 2020. An excerpt from the September 17, 2020 FSAAC meeting minutes is provided in Attachment 3.

Richmond School District No. 38

As per Council Policy "Referrals to the Board of Education of School District No. 38 (Richmond) for Development Applications Involving Independent Schools", the subject application was referred to School District staff for information purposes. As per the Policy, School District staff may provide comments if desired. No comments were provided by School District staff regarding the subject application.

Analysis

Zoning

The subject property is zoned "Assembly (ASY)", which provides for religious assembly, education and other limited community uses. Education is a permitted use in the zone and the proposal is consistent with the existing ASY zoning, including permitted density, lot coverage, setbacks and height.

The existing school building is approximately 1,069.1 m² (11,508 ft²) in floor area and the existing gymnasium is approximately 346.9 m² (3,735 ft²) in floor area. The proposed new classroom

building is approximately 261.0 m² (2,810 ft²) in floor area and includes two classrooms, washroom facilities, bicycle room for staff, and storage area. The proposed new classroom building is projected to increase the school's capacity by 30 students (for a total of 110 students). A site plan and proposed floors plans are provided in Attachment 4.

Non-Farm Use

Although the proposal is consistent with the existing "Assembly (ASY)" zoning, ALC staff confirmed the property is subject to the *Agricultural Land Commission Act* (ALCA) and therefore requires an application to the ALC in order to allow the existing and proposed non-farm uses. As per the ALCA, the non-farm use application may not proceed to the ALC unless authorized by a resolution of the local government.

As part of the non-farm use application, the applicant has provided a farm plan on the adjacent property (20411 Westminster Highway) to implement agricultural activities as part of the curriculum of the existing education use. The farm plan includes vegetable planting boxes, fruit trees/shrubs, soil-based greenhouse and an agricultural education component. In addition, the proposed classroom building will also provide storage for farm tools, equipment and materials in support of the farm. Existing playground equipment will also be consolidated in order to accommodate the proposed farm plan. The farm plan proposal and site plan is provided in Attachment 5.

Adjacent Property

The adjacent property to the west at 20411 Westminster Highway is also owned by Choice School for Gifted Children Society and currently contains recreational fields, playgrounds and surface parking associated with the education use on the subject site. The property is zoned "Agriculture (AG1)", designated "Agriculture (AGR)" in the OCP and located in the ALR. ALC staff have confirmed that although the subject property at 20451 Westminster Highway is subject to the ALCA, the adjacent property at 20411 Westminster Highway is not subject to the ALCA, due to the exception section in the ALCA (less than 2 acres and on separate title prior to December 21, 1972). Therefore, a nonfarm use application is not required to permit uses associated with the school operation for the adjacent property at 20411 Westminster Highway.

Future Development Applications

The existing uses on the adjacent property (20411 Westminster Highway) are not consistent with "Agriculture (AG1)" zoning. In addition, the parking and septic system is currently shared between the two properties. Should Council and the ALC approve the non-farm use application at the subject property (20451 Westminster Highway), the following would be required:

- Rezoning application at 20411 Westminster Highway to legitimize the existing uses, including the recreational fields, playgrounds and surface parking and to secure the implementation of the proposed farm plan; and
- Consolidation of the two properties (20411 & 20451 Westminster Highway).

Financial Impact

None.

Conclusion

Choice School for Gifted Children Society has submitted an Agricultural Land Reserve (ALR) non-farm use application at 20451 Westminster Highway in order to allow the existing education uses to continue and to construct a new classroom building.

It is recommended that the ALR non-farm use application be endorsed and forwarded to the Agricultural Land Commission (ALC).



Steven De Sousa Planner 1 (604-204-8529)

SDS:blg

Attachments:

Attachment 1: Location Map and Aerial Photo

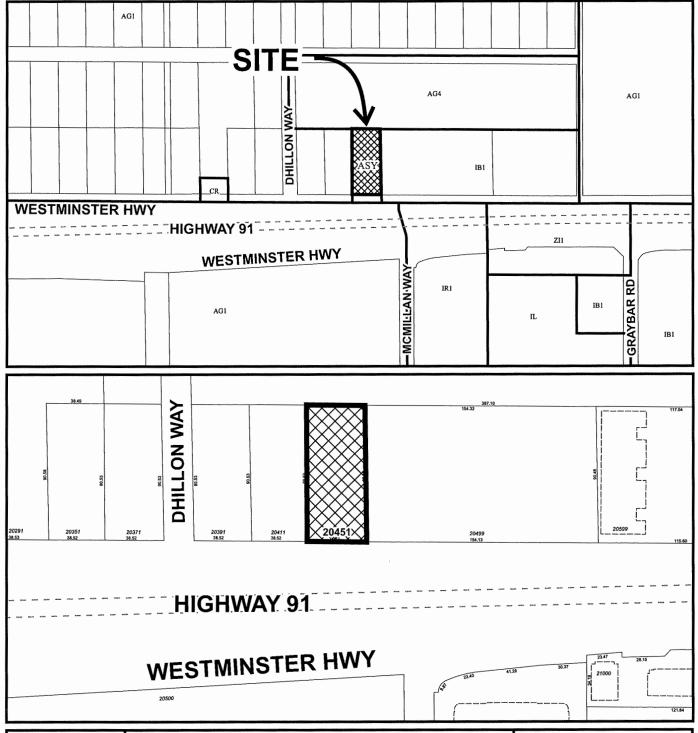
Attachment 2: Development Application Data Sheet

Attachment 3: Excerpt from the FSAAC September 17, 2020 Meeting Minutes

Attachment 4: Conceptual Plans

Attachment 5: Farm Plan Proposal







AG 19-881146

Original Date: 01/07/20

Revision Date:

Note: Dimensions are in METRES







AG 19-881146

Original Date: 01/07/20

Revision Date:

Note: Dimensions are in METRES



Development Application Data Sheet

Development Applications Department

AG 19-881146 Attachment 2

Address: 20451 Westminster Highway

Applicant: Choice School for Gifted Children Society

Planning Area(s): East Richmond

	Existing	Proposed	
Owner:	Choice School for Gifted Children Society	No change	
Site Size:	3,486 m² (0.86 ac / 0.35 ha)	No change	
Land Uses:	Education	No change	
OCP Designation:	Agriculture (AGR)	No change	
Zoning:	"Assembly (ASY)"	No change	
Other Designations:	Agricultural Land Reserve (ALR)	No change	

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.5	Existing: 0.4 Proposed Building: 0.08 Total: 0.48	None permitted
Lot Coverage – Buildings:	Max. 35%	Existing: 19% Proposed Building: 4% Total: 23%	None
Lot Size:	N/A	3,552 m ²	None
Setbacks:	Front: Min. 6.0 m Rear: Min. 7.5 m Side: Min. 1.2 m	Proposed Building: Front: 16.8 m Rear: 58.5 m Side: 7.5 m	None
Height:	12.0 m	Proposed Building: 6.0 m	None
Off-street Parking Spaces:	Min. 31	36	None
Off-street Parking Spaces: Accessible:	Min. 1	2	None
Bicycle Parking – Class 1:	Min. 9	9	None
Bicycle Parking – Class 2:	Min. 24	24	None

Excerpt from the Meeting Minutes of the Food Security and Agricultural Advisory Committee (FSAAC)

Thursday, September 17, 2020 – 7:00 p.m. Rm. M.2.002 (Webex)
Richmond City Hall

ALR Non-Farm Use Application – 20451 Westminster Highway

Steven De Sousa, Planner 1, introduced the non-farm use application, and provided the following comments:

- The subject property is zoned "Assembly (ASY)", designated Agriculture in the OCP and located in the ALR. The ALC has confirmed the property is subject to the Provincial ALR Regulations;
- The associated adjacent property is zoned "Agriculture (AG1)", designated Agriculture in the OCP and located in the ALR. The ALC has confirmed the property is not subject to the Provincial ALR Regulations because it was less than 2 acres prior to December 21, 1972 and on separate title;
- The proposed non-farm use application is required for the proposed expansion of the school;
- The proposal is consistent with the City's ASY Zone; and
- Should the application be approved by Council and the ALC, a subsequent development application will be required for the adjacent property to legitimize the existing uses.

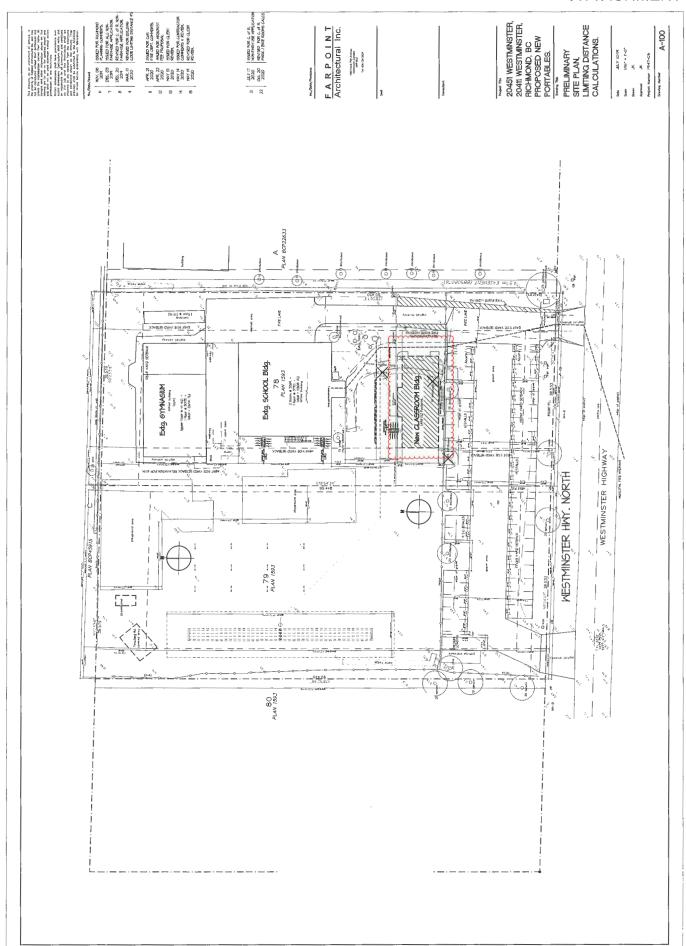
The applicant provided additional details regarding the school operation, proposed new classroom building and impacts of the ongoing COVID-19 pandemic.

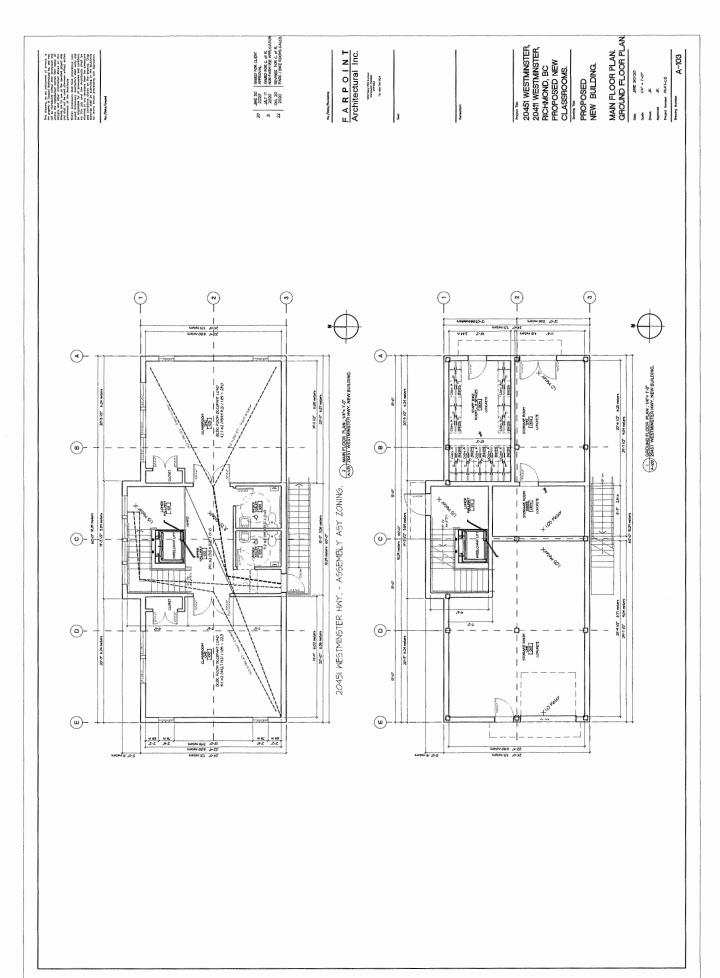
Discussion ensued regarding the proposed building type, implementation of agriculture in the curriculum and finding a balance between the farm plan and recreational facilities.

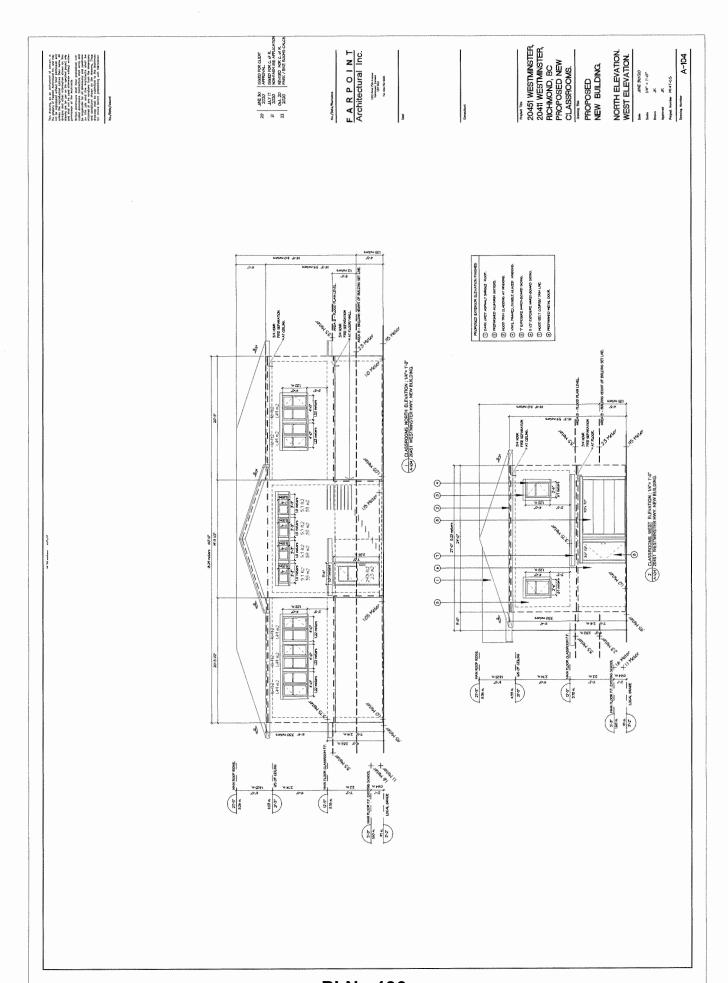
The Committee passed the following motion:

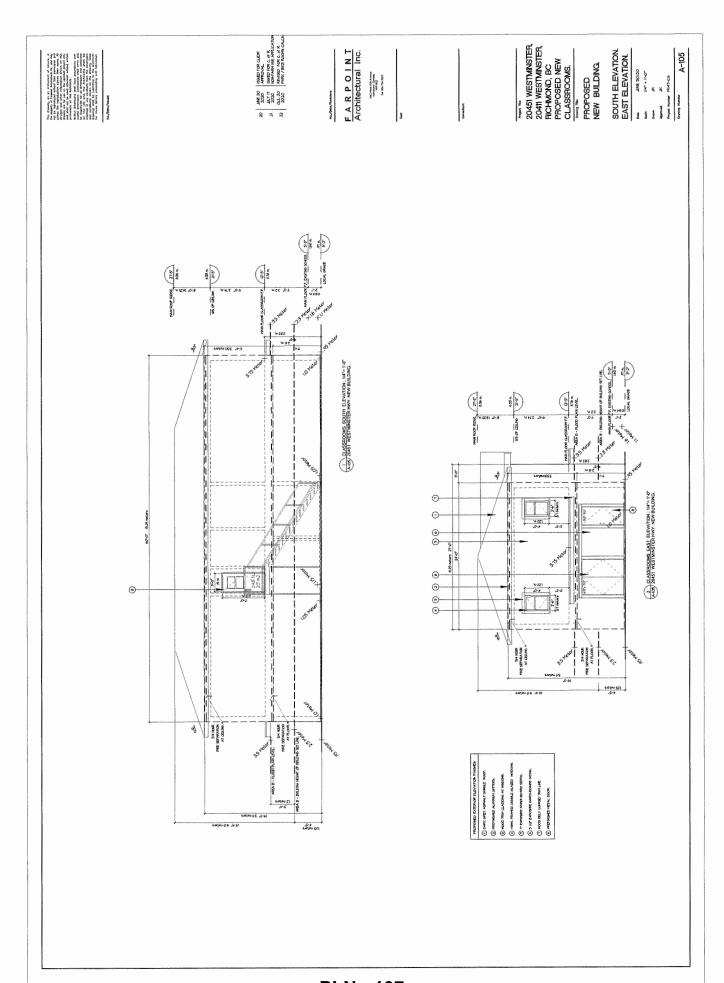
That the Food Security and Agricultural Advisory Committee support the ALR Non-Farm Use Application at 20451 Westminster Highway (AG 19-881146).

Carried Unanimously









PLN - 137



Farm Plan Proposal for 20411 Westminster Highway, Richmond, BC

In response to Comment 10 in the City's Preliminary Comments letter dated April 17th, 2020, Choice School offers the following Farm Plan proposal for the City's review.

The attached Farm Plan drawing No. A-110, shows a delineated area totalling 50.2% of the property that the school will dedicate to agricultural use. Please note that we have not included the portion of the property covering the septic field within the calculation of the proposed 50.2% agricultural use area.

Note also, that in order to create the proposed 50.2% area for agricultural use, we propose to reconfigure the portion of the property that currently houses our playground equipment sets. The two currently separated gravel and lumber edged areas housing two swings sets and two jungle gyms, will be consolidated into one single gravel and lumber edged area and all the existing playground equipment re-located to within the new proposed area. As included in our written response to your preliminary comments letter regarding the City's request for "removal of as much of the play equipment/field as possible..." we offer the following response:

"As a Special Education School designated by the Ministry of Education, Choice provides students with a broad range of support functions, especially for those of our students with emotional, behavioral and other learning difficulties associated with giftedness. Our playground space and equipment represent one of these essential support functions. Frequent outside exercise and physical exertion forms a key component in helping students learn to regulate their emotions and behaviors so that students are able to return to the classroom ready to learn with fewer disruptions and behavioral challenges. It is well-documented in literature that regular physical activity has many benefits for children, including the development of: fine and gross motor coordination; co-operative play skills with peers; visual motor integration; improved mental health; physical fitness and endurance; and self-regulation skills. Research has shown that physical activity is decreasing in Canadian children and there is an increase in obesity among our students. Researchers have found that poor play environments and an increase in structured activities (Elkind, 2007; Tremblay 2018) contribute to the decrease in physical activity we see in children. Our playground equipment is an essential part of providing our students the opportunity for vigorous exercise in a safe and unstructured environment. This allows children of all ages and abilities at our school to engage with each other socially and cooperatively during recesses, lunch breaks and before and after the school day. Consequently, we respectfully request that with our proposed



agricultural use covering 50.2% of the property, the City will allow us to retain all of our current playground equipment in a reconfigured form."

This farm plan proposal will significantly reduce the currently available play area for our students. An area that is well-established and has been utilized for play and sports for more than 25 years.

However, we recognise that in order to comply with AG1 zoning and in order to obtain the necessary City permits for the construction of our proposed new classroom building on the adjacent lot, we are prepared to make the changes being requested in accordance with this farm plan proposal.

Existing Agricultural Use

The school does have an already established annual produce growing activity as part of our educational curriculum. Students, with help from staff, plant, nurture and harvest a range of produce including strawberries, radishes, tomatoes, squash, melons and other summer crops. To facilitate this, the school utilizes the existing greenhouse, the existing outdoor teaching hut and several planters. The resulting produce is donated to local food banks.

Proposed Agricultural Use

Our farm plan for this development application proposes to greatly expand on the current growing activities by the planting, cultivation and harvesting of three distinct crop types in three areas as indicated on Farm Plan A-110, these include:

- Approximately 90 Christmas trees located around the property perimeter.
- Rows of assorted fruit trees and bushes,
- Assorted vegetables in 12 new 6' x 2' vegetable raised bed planters

Christmas Trees

The specific Christmas tree varieties will be selected based on local environmental and soil conditions. Christmas trees are anticipated to be much less work intensive than the fruit and vegetable growing activities proposed and this was big consideration in their inclusion. After initial planting, the trees will grow and mature over a number of years. Further research and a more specific plan defining how we will select, procure, plant, harvest, and sell or donate the trees, will be determined following the City's anticipated approval of this proposal.





Choice School - Existing Vegetable Growing Activity

Fruit Trees/Bushes

The proposed fruit trees/bushes will be selected from a combination of blueberry, raspberry, apple, fig and plum. Varieties of each will be selected based on those best suited for our local environmental conditions and the results of soil testing performed following the City's anticipated approval of this proposal.

Vegetables

Assorted vegetables to be grown in the twelve proposed raised beds will be selected annually from a list of lettuce, tomatoes, squash, pumpkin, onions, leeks, beans, peas, broccoli and other such annual vegetable crops that are typically grown successfully in this area. Similar to the



school's current small-scale growing operation, much of this produce will be raised from seed and nurtured in the greenhouse prior to planting out in the raised beds.

We determined that a series of raised beds represents the best option for success for vegetable growing. We can ensure that each one contains the optimum mix of fertile soil for growing, the height of the raised beds will be optimised for easy student access and the areas around the beds will continue to provide some play-space for students without any risk of plant damage.

Farm Work Area

Also included in our proposal is a farm use work area providing for equipment and vehicle access via the gate at the south west corner of the south fence for loading/unloading, staging of materials, work preparation and other farm work related uses. Should the development permit be approved for the proposed new classroom building on our adjacent property, the proposed storage area underneath this building will provide secure storage for farm tools, equipment and materials, etc. This will also pre-empt the need to erect a farm building within the proposed agricultural use area on the subject property for secure storage purposes.

Educational Curriculum

The school's current produce growing activities are already integrated into the school curriculum and a similar approach will be taken to incorporate the broader crop growing activities proposed here.

In its new curriculum, the BC Ministry of Education suggests that learning can and should take place beyond the walls of the classroom. The farm/garden environment this proposal describes provides a genuine context for learning about nature and the Ministry's curricula Big Ideas that connect understandings in Science throughout the grades. At each grade level, several of the Big Ideas in Science centre on living things:

- Plants and animals have observable features.
- Daily and seasonal changes affect all living things.
- Living things have features and behaviours that help them survive in their environment.
- Living things have life cycles adapted to their environment.
- Living things are diverse, can be grouped, and interact in their ecosystems.
- All living things sense and respond to their environment.
- Living things have features and behaviours that help them survive their environment

The curricular competencies, skills, strategies and processes that support the development of these understandings are most effectively acquired in an environment where students hypothesize, predict, observe and analyze the results of their experiments and their explorations



of a real-world environment. The results will be the authentic product, the crop harvest that results from their efforts.

Also woven into the curriculum are opportunities for students to develop a deep understanding of Indigenous Knowledge and Perspectives: the interconnectedness of the natural world, traditional growth and harvest over time and the oral narratives through which this knowledge is shared. The farm/garden provides an optimal environment for this learning to grow.

Operations

The fruit trees/bushes and vegetable growing will be at the heart of the school's proposed farm use operation. This size of activity compared to our current growing activities will place a significant burden of work on those involved. As is the case today, the proposed agricultural use will be operated by a combination of school staff, students and student families. In addition to teacher and student farm related educational activities in support of the proposed farm use, we have an active Parent Advisory Committee (PAC) and parent community. This includes a well-established volunteer incentive deposit program. At the start of each school year, each student family lodges a volunteer deposit with the school. Parents can then earn back that deposit during the school year by expending volunteer hours on defined activities in support of the school. We anticipate expanding and leveraging this program to incentivise parents to support farm activities. We anticipate that similar to today, any produce resulting from this proposed farm use will be donated to local food banks as it is harvested.

We hope the City will appreciate that due to the modest size of the school's enrollment, staff and related financial resources, there is a finite limitation to what we can realistically propose for a farm plan. We make this proposal in good faith and to the best of our limited ability to meet the agricultural use requirement being requested.



