



Planning Committee

**Anderson Room, City Hall
6911 No. 3 Road**

**Tuesday, December 19, 2017
4:00 p.m.**

Pg. # ITEM

MINUTES

PLN-5 *Motion to adopt the **minutes** of the meeting of the Planning Committee held on December 5, 2017.*



NEXT COMMITTEE MEETING DATE

January 9, 2018, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DIVISION

1. **RICHMOND COMMUNITY SERVICES ADVISORY COMMITTEE (RCSAC) 2017 ANNUAL REPORT AND 2018 WORK PROGRAM**
(File Ref. No. 07-3000-01) (REDMS No. 5653938)

PLN-12

See Page PLN-12 for full report

Designated Speaker: Lesley Sherlock

STAFF RECOMMENDATION

That the staff report titled “Richmond Community Services Advisory Committee (RCSAC) 2017 Annual Report and 2018 Work Program,” dated November 27, 2017, from the Manager of Community Social Development, be approved.



2. **HOUSING AGREEMENT BYLAW NO. 9794 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS LOCATED AT 6840, 6860 NO. 3 ROAD AND 8051 ANDERSON ROAD**
(File Ref. No. 08-4057-01) (REDMS No. 5654965 v. 3)

PLN-45

[See Page PLN-45 for full report](#)

Designated Speaker: Joyce Rautenberg

STAFF RECOMMENDATION

That Housing Agreement (6840, 6860 No. 3 Road and 8051 Anderson Road) Bylaw No. 9794 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 the Development Permit DP 15-708092.



PLANNING AND DEVELOPMENT DIVISION

3. **APPLICATION BY POLYGON DEVELOPMENT 302 LTD. FOR REZONING AT 9211/9251/9271/9291 ODLIN ROAD FROM SINGLE DETACHED (RS1/F) TO LOW RISE APARTMENT (ZLR31)**
(File Ref. No. 12-8060-20-009755; RZ 17-778596) (REDMS No. 5505704 v. 5)

PLN-72

[See Page PLN-72 for full report](#)

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9755 to create the “Low Rise Apartment (ZLR31)” zone, and to rezone 9211/9251/9271/9291 Odlin Road from “Single Detached (RS1/F)” zone to “Low Rise Apartment (ZLR31) – Alexandra Neighbourhood (West Cambie)” zone, be introduced and given first reading.



4. **APPLICATION BY CONCORD PACIFIC FOR REZONING AT 8511 CAPSTAN WAY, 3280 AND 3360 NO. 3 ROAD, AND 3131 SEXSMITH ROAD FROM SINGLE DETACHED (RS1/F), ROADSIDE STAND (CR), AUTO-ORIENTED COMMERCIAL (CA), AND GAS AND SERVICE STATIONS (CG1) TO RESIDENTIAL/LIMITED COMMERCIAL AND ARTIST RESIDENTIAL TENANCY STUDIO UNITS (ZMU25) - CAPSTAN VILLAGE (CITY CENTRE) AND SCHOOL AND INSTITUTIONAL USE (SI)**

(File Ref. No. 12-8060-20-009780; RZ 17-769242) (REDMS No. 5677534 v. 2)

PLN-119

See Page PLN-119 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9780, to amend the site-specific “Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre)” zone to include 8511 Capstan Way, 3280 and 3360 No. 3 Road, and 3131 Sexsmith Road and for rezoning of 8511 Capstan Way, 3280 and 3360 No 3 Road, and 3131 Sexsmith Road from “Single Detached (RS1/F)”, “Roadside Stand (CR)”, “Auto-Oriented Commercial (CA)”, and “Gas and Service Stations (CG1)” to “Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre)” and “School and Institutional Use (SI)”, be introduced and given first reading.



5. **APPLICATION BY BENE NO. 4 DEVELOPMENT LTD. FOR REZONING AT 9980 WESTMINSTER HIGHWAY FROM THE “GAS & SERVICE STATIONS (CG2)” ZONE TO A NEW “TOWN HOUSING (ZT83) - NORTH MCLENNAN (CITY CENTRE)” ZONE**
(File Ref. No. 12-8060-20-009812; RZ 16-741722) (REDMS No. 5206079 v. 5)

PLN-213

[See Page PLN-213 for full report](#)

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9812, for the creation of a new “Town Housing (ZT83) – North McLennan (City Centre)” zone and for the rezoning of 9980 Westminister Highway from the “Gas & Service Stations (CG2)” zone to the “Town Housing (ZT83) - North McLennan (City Centre)” zone, be introduced and given first reading.

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6. **RESPONSE TO REFERRAL: OPTIONS TO LIMIT HOUSE SIZE, FARM HOME PLATE AND HOUSE FOOTPRINT**
(File Ref. No. 08-4057-10) (REDMS No. 5674238 v. 3)

PLN-250

[See Page PLN-250 for full report](#)

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

- (1) *That the staff report titled “Response to Referral: Options to Limit House Size, Farm Home Plate and House Footprint” dated December 13, 2017 from the Director, Development and Senior Manager, Building Approvals be received for information; and*
- (2) *That staff be directed to conduct public consultation regarding the options presented in this report (“Response to Referral: Options to Limit House Size, Farm Home Plate and House Footprint”) regarding house size, farm home plate and house footprint.*

☐

7. **MANAGER’S REPORT**

ADJOURNMENT

☐



Planning Committee

Date: Tuesday, December 5, 2017

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda McPhail, Chair
Councillor Bill McNulty
Councillor Chak Au (entered at 4:01 p.m.)
Councillor Alexa Loo

Absent: Councillor Harold Steves

Also Present: Councillor Carol Day (entered at 4:02 p.m.)

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

AGENDA ADDITIONS

It was moved and seconded
That Small Businesses be considered as Item No. 4A.

CARRIED

MINUTES

It was moved and seconded
That the minutes of the meeting of the Planning Committee held on November 21, 2017, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

December 19, 2017, (tentative date) at 4:00 p.m. in the Anderson Room

Cllr. Au entered the meeting (4:01 p.m.).

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Tuesday, December 5, 2017

Cllr. Day entered the meeting (4:02 p.m.).

PLANNING AND DEVELOPMENT DIVISION

1. APPLICATION BY BENE (NO. 3) ROAD DEVELOPMENT LTD. FOR REZONING OF THE PROPERTY AT 4700 NO.3 ROAD FROM THE "AUTO-ORIENTED COMMERCIAL (CA)" ZONE TO A NEW "HIGH RISE OFFICE COMMERCIAL (ZC44)- ABERDEEN VILLAGE" ZONE

(File Ref. No. 12-8060-20-009215; RZ 14-672055) (REDMS No. 5630259 v. 2)

Sara Badyal, Planner 2, reviewed the application, highlighting that (i) the proposed office building is 10 storeys with the first two stories allocated for commercial uses, (ii) a legal agreement will be registered on-title to prohibit subdivision of the office space and (iii) a cash-in-lieu contribution towards community amenities is recommended by staff.

Discussion ensued with regard to (i) the proposed building height and potential constraints to massing, (ii) the site's proximity to transit, (iii) the proposed on-site tandem parking, and (iv) the proposed building's architectural form and character.

In reply to queries from Committee, staff noted that the proposed building's height complies with the City's aeronautical zoning regulations, and that enhancement of the development's architectural design can be considered at the Development Permit process.

It was moved and seconded

(1) That Official Community Plan Bylaw 7100, Amendment Bylaw 9215, to amend the Schedule 2.10 (City Centre Area Plan) by:

(a) amending the Overlay Boundary - Village Centre Bonus Map (2031) to allow for an additional 0.5 FAR Village Centre Bonus on the subject site; and

(b) amending the Aberdeen Village – Detailed Transect Descriptions to allow for an additional 0.5 FAR Village Centre Bonus on the subject site;

be introduced and given first reading;

(2) That Bylaw 9215, 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;

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- (3) *That Bylaw 9215, 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 9216, for the creation of a new "High Rise Office Commercial (ZC44) – Aberdeen Village" zone and for the rezoning of 4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" zone to the new "High Rise Office Commercial (ZC44) – Aberdeen Village" zone, be introduced and given first reading.*

CARRIED

2. APPLICATION BY RAV BAINS FOR REZONING AT 9071 DAYTON AVENUE FROM THE "SINGLE DETACHED (RS1/B)" ZONE TO THE "SINGLE DETACHED (RS2/K)" ZONE

(File Ref. No. 12-8060-20-009790; RZ 17-784715) (REDMS No. 5642763)

Jordan Rockerbie, Planning Technician, reviewed the application, noting that secondary suites are proposed for each new lot.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9790, for the rezoning of 9071 Dayton Avenue from the "Single Detached (RS1/B)" zone to the "Single Detached (RS2/K)" zone, be introduced and given first reading.

CARRIED

3. AMENDMENTS TO RICHMOND ZONING BYLAW 8500 TO IMPLEMENT 2017 AFFORDABLE HOUSING REQUIREMENTS

(File Ref. No. 08-4057-05) (REDMS No. 5647136 v. 5)

Discussion took place on clarifying the requirements for built affordable housing units in townhouse developments for the public. Staff noted that built low-end market units are required for apartment developments with 60 units or greater; however built affordable housing units are not required for townhouse developments. Staff further clarified that under the City's Arterial Road Policy, certain townhouse projects can provide affordable housing units in exchange for additional density.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9760, to update the affordable housing contribution rates and requirements for residential zones, and to increase the density bonus provision for the Downtown Commercial 1 (CDT1) zone, be introduced and given first reading.

CARRIED

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4. PROPOSED OFFICIAL COMMUNITY PLAN/CITY CENTRE AREA PLAN AMENDMENT, LANDSDOWNE SHOPPING CENTRE MASTER LAND USE PLAN – REQUEST TO ENDORSE APPLICANT LED PUBLIC CONSULTATION

(File Ref. No. CP 15-717017) (REDMS No. 5625826 v. 7)

With the aid of a PowerPoint presentation (copy on-file, City Clerk's Office), Diana Nikolic, Senior Planner/Urban Design, reviewed the proposal and, noted the following:

- the applicant is proposing to redevelop in phases;
- no additional density is proposed and the proposed mix of residential and non-residential uses is consistent with the City Centre Area Plan (CCAP);
- the greatest density, building height and mixed uses will be on the western one-third of the subject site, within walking distance from the Canada Line;
- the proposal will include various forms of public open spaces including (i) a civic plaza on the corner of No. 3 Road and Landsdowne Road, (ii) a large central park, (iii) a linear park extending on Landsdowne Road, and (iv) and a smaller park near Kwantlen Polytechnic University;
- improvements to the road, cycling and pedestrian networks are proposed;
- the community consultation plan will be managed by staff and will be undertaken by the applicant and will include an information centre in Landsdowne Mall, public open houses, stakeholder consultation and input through Let's Talk Richmond;
- staff anticipate that public consultation will take place between December 2017 and April 2018; and
- staff will provide a report to Council on the feedback received.

Discussion ensued with regard to (i) the proposed location of the civic space, (ii) the potential for additional public consultation opportunities, (iii) the review of parks space in the city centre area, (iv) the potential population and demographics of the redeveloped area, and (v) the potential height of buildings and the density of the proposed redevelopment.

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In reply to queries from Committee, Wayne Craig, Director, Development, noted that (i) area residents will be notified of the consultation process via mail notices and newspaper advertisements, (ii) the proposed location of the civic plaza is in proximity to the Canada Line, (iii) uses of the proposed community amenity have not been identified, and (iv) there will be separate opportunities for public consultation on the proposed parks and the community amenity space building.

Discussion ensued with regard to the park space on the site and potential City amenity space options, and as a result the following **referral motion** was introduced:

It was moved and seconded

That staff, in relation to the proposed Lansdowne Shopping Centre Master Land Use Plan:

- (1) examine the proposed parks, civic plaza and linear green space area in terms of benefits for use by the community and how the on-site park space relates to the City Centre Park plans; and***
- (2) identify potential options for the proposed community amenity space; and report back.***

CARRIED

It was moved and seconded

That staff be authorized to manage an applicant undertaken community consultation process regarding the Proposed Master Land Use Plan for the Lansdowne Centre shopping centre site.

CARRIED

4A. SMALL BUSINESSES
(File Ref. No.)

Discussion ensued regarding (i) the lease rates of redeveloped commercial space, (ii) availability of commercial space in the city centre, and (iii) options to assist small businesses relocate to another site in the city when they are required to relocate as a result of redevelopment.

In reply to queries from Committee, Joe Erceg, General Manager, Planning and Development, noted that there is sufficient capacity to grow employment and businesses with the population.

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

It was moved and seconded

That Economic Development staff look at the issue of relocation of small businesses displaced by redevelopment and report back.

CARRIED

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5. **MANAGER'S REPORT**

(i) ***Meeting with the Agricultural Land Commission Regarding the No. 5 Road Backlands and the Non-Farm Use Application on the Former Mylora Site.***

Mr. Craig noted that staff will be meeting with the Agricultural Land Commission to discuss the No. 5 Road Backlands and the Non-Farm Use Application on the former Mylora Site on December 7, 2017, and Council will be updated on the matter.

A map of the No. 5 Road Backlands was distributed (attached to and forming part of these minutes as Schedule 1), and discussion ensued with regard to creating an agricultural green zone within the Backlands.

In reply to queries from Committee, Mr. Craig noted that policies to designate the back portions of the Backlands beyond the front 110 metres for agricultural uses are already embedded in the Official Community Plan.

(ii) ***Solar Power Subdivision***

Mr. Craig noted that a proposed single-family subdivision on the corner of Moncton Street and Trites Road will feature rooftop solar panels and will be connected to BC Hydro's metering program. He added that staff will provide more details on the project and will schedule a site tour for Council in 2018.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:00 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, December 5,
2017.

Councillor Linda McPhail
Chair

Evangel Biason
Legislative Services Coordinator

Schedule 1 to the Minutes of the Planning Committee meeting of Richmond City Council held on Tuesday, December 5, 2017.

The Gardens
12 acres





City of Richmond

Report to Committee

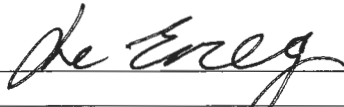

To: Planning Committee
From: Kim Somerville
Manager, Community Social Development
Date: November 27, 2017
File: 07-3000-01/2017-Vol
01
Re: **Richmond Community Services Advisory Committee (RCSAC) 2017 Annual Report and 2018 Work Program**

Staff Recommendation

That the staff report titled "Richmond Community Services Advisory Committee (RCSAC) 2017 Annual Report and 2018 Work Program," dated November 27, 2017, from the Manager of Community Social Development, be approved.

Kim Somerville
Manager, Community Social Development
(604-247-4671)

Att. 3

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY STAFF REPORT AGENDA REVIEW SUBCOMMITTEE	INITIALS: CJ
APPROVED BY CAO 	

Staff Report

Origin

The mandate of the Richmond Community Services Advisory Committee (RCSAC) is to encourage and promote social policies and community services that contribute to the well-being and quality of life of Richmond residents, and to develop the capacity of the community service sector.

While an advisory body, the RCSAC is only partially a City-appointed committee (i.e. only two citizen representatives are Council-appointed). The City supports the RCSAC by providing an annual operating budget, a Council Liaison and a Staff Liaison.

This report presents the RCSAC 2017 Annual Report (Attachment 1) and proposed 2018 Work Program (Attachment 2).

This report supports Council's 2014-2018 Term Goal #2 A Vibrant, Active and Connected City:

Continue the development and implementation of an excellent and accessible system of programs, services, and public spaces that reflect Richmond's demographics, rich heritage, diverse needs, and unique opportunities, and that facilitate active, caring, and connected communities.

2.2. *Effective social service networks.*

2.3. *Outstanding places, programs and services that support active living, wellness and a sense of belonging.*

This report also supports Social Development Strategy (2013-2022) Action 38:

Nurture and enhance existing communication channels and networks with community agencies (e.g. through staff support to the Richmond Community Services Advisory Committee, participation in networking groups).

Analysis

RCSAC Charter

As indicated in the RCSAC Charter (Attachment 3), the mission of this advisory committee is "to encourage and promote those social policies and community services which contribute to the general health, welfare and quality of life of the residents of Richmond, and to increase inter-agency relations and cooperation in order to enhance community capacity". Their mandate is described in the attached Charter as:

Section A

The RCSAC shall advise Richmond City Council and may, in consultation with City Council, make representations to other policy-making bodies on the following:

1. *Policies that encourage cooperative planning and delivery of community services to ensure optimum efficiency and effectiveness;*
2. *Social issues/concerns that have an impact on community services, special needs groups and the quality of life in the community;*
3. *Community impact of governmental changes to policies and/or programs affecting Richmond's community services; and*
4. *Any other matters that may be referred by Richmond City Council, RCSAC member groups and the community at large.*

Section B

1. *Coordination of activities and information sharing between the voluntary and public sector.*

The RCSAC also has separate "Operating Policies and Procedures" describing membership, structure and procedures.

2017 Annual Report

Highlights of the 2017 RCSAC Work Program, based on a number of Council Term Goals (2014-2018) (Attachment 1) include:

- The Non-Profit Organization (NPO) Space Needs Action Team secured partial funding through a Richmond Community Foundation grant to develop, conduct, analyze and report on an agency-specific Non-Profit Space Needs survey. This project is distinct from their annual Social Services and Space Needs Survey, which monitors general trends but does not provide agency-specific information;
- Communication Tools were sent to Council regarding a request for the City to fund the balance of the NPO Space Needs Survey and to establish a Richmond Food Systems Advisory Committee;
- A calendar addition to the RCSAC website whereby members can post mental health and addictions programs and services to enable intake workers and other service providers to navigate and access systems and services for their clients more easily. The usefulness of this pilot project will be reviewed intermittently; and
- An MLA Information Session to be held in December 2017.

2018 Work Program

Council Term Goals (2014-2018) have been used to form the basis of RCSAC 2018 activities. As indicated in "Origins", above, Council Term Goals 2.2 and 2.3 regarding effective social service networks are particularly relevant. In addition, the RCSAC contributes to Council Term Goals regarding community safety, well-planned communities, sustainability, partnerships, infrastructure and a well-informed citizenry (Attachment 2). Highlights of the RCSAC's 2018 work plan include:

- Implementing the NPO Space Needs Survey and reporting results to Council;
- Continuing to update an inventory of community-based tables and committees relevant to social services;
- Expanding the RCSAC calendar of addictions and mental health services and programs
- Working collaboratively with other Richmond organizations to provide information regarding affordable housing needs;
- Providing information to Council regarding the impact of Federal and Provincial policy and funding decisions on Richmond services;
- Hosting an annual information sharing meeting with Richmond MLAs as well as provincial ministers; and
- Continuing to apprise Council of matters affecting community agencies and Richmond residents.

This work program may be revised as necessary, based on emerging issues and Council priorities.

Financial Impact

None.

Conclusion

The RCSAC 2018 Work Program is designed to reflect Council Term Goals (2014-2018) and advance Social Development Strategy (2013-2022) actions by strengthening social infrastructure and addressing emerging issues impacting the community. The RCSAC will continue to support the community service sector by fostering collaborative working relationships, networking opportunities and information exchange. The RCSAC thereby plays a vital role in sustaining and enhancing the social well-being of Richmond residents.



Lesley Sherlock
Social Planner
(604-276-4220)

- Att. 1: RCSAC 2017 Annual Report
2: RCSAC 2018 Work Program and Budget
3: RCSAC Charter



RCSAC | **Richmond Community Services
Advisory Committee**

2017 Final Report

2017 RCSAC Executive Committee Report

2017 Executive Committee Membership:

Kathie Chiu, Salvation Army	Co-Chair
Alex Nixon, Richmond Food Bank	Co-Chair
Rick Dubras, Richmond Addictions Services Society	Treasurer
Jenn Fancy de Mena, Problem Gambling Addictions Services (until Feb 2017)	Member-at-Large
Hayden Marshall-Fox, Turning Point Recovery Society	Member-at-Large
Lonnie Belfer, Avia Employment Services (from March 2017)	Member-at-Large
Councillor Derek Dang	City Council Liaison
Lesley Sherlock, Social Planner	City Staff Liaison

Results of Executive Elections at the November 9, 2017 Annual General Meeting

As documented in the RCSAC Operating Policies and Procedures, members on the Executive, with the exception of the Co-Chair positions, hold their positions for a period of one year. Elections are held at the November Annual General Meeting (AGM) to elect/re-elect committee members to their respective executive roles. The results of the elections were:

Co-Chair	Kathie Chiu, Salvation Army (2 nd year)
Co-Chair	Lonnie Belfer, Avia Employment Services
Treasurer	Rick Dubras, Richmond Addiction Services Society
Member-at-Large	Ling Chu, SUCCESS
Member-at-Large	Diane Sugars, Chimo
Member-at-Large	Janice Lambert, Richmond Family Place

Executive Committee Summary of 2017 Activities:

Membership

- The number of members (40) stayed the same from 2016 to 2017.
- There were two Citizen Appointee positions (2017-2018): Olivia Chia and Hamid Ghanbari.

RCSAC Action Groups

The RCSAC does not have standing sub-committees, but rather has ad hoc, time-limited action groups to address specific concerns or accomplish specific tasks. The following action groups were active in 2017:

- Addictions and Mental Health
- Food Systems
- Non-Profit Organization (NPO) Space Needs Project (to identify agency-specific space needs)
- Annual Social Services and Space Needs Survey (overall funding and space needs trends)
- Commercial Tax Task Group (amalgamated with the NPO Space Needs Group)
- RCSAC Website

Additionally, the RCSAC receives monthly reports from the Richmond Homelessness Coalition to keep the RCSAC informed on housing and homelessness issues.

Action Group Reports

Addictions and Mental Health

Mandate:

To work in an advisory capacity to Richmond City Council on issues related to Addictions and Mental Health (AMH); to enhance the continuum of AMH services in Richmond; and to develop partnerships and identify funding sources for the implementation of AMH working group initiatives

Activities:

In order to renew the 2012 Addictions and Mental Health Gap Analysis Report, the AMH Task group looked for and applied for funding to renew the Gap Analysis since it was last completed five years ago. Unfortunately, we were unsuccessful with the funding request. In order to support initiatives that reduce barriers to accessing services, the AMH Task group supported the development of a RCSAC calendar update that would allow all members to post programs and services on one website location to allow intake workers and partners to navigate systems and services more easily. These changes have increased website viewing and utilization when compared to last year's results. The AMH Task Group has supported the evaluation of this initiative and results were positive. The AMH Task Group has also been diligent in ensuring more consistent reporting to the RCSAC in 2017 to make sure that members are aware of programs and services as well as key changes in the community such as current updates regarding the STOREYS development, the Outreach and Resources Support Program (OARS) and prevention initiatives carried out by other organizations (e.g. Richmond Addiction Services Society, the Salvation Army and Pathways Clubhouse).

Food Systems

Membership:

Anita Georgy, Alex Nixon, De Whalen.

Mandate:

To explore ways to address gaps in how our food system serves our community, and report back to the RCSAC on potential solutions.

Activities:

The Food Systems Action Group met with Brent Mansfield, Director of the BC Food Systems Network, to discover how other municipalities address food system gaps. The action group recommended that the RCSAC advise Richmond City Council to form a Richmond Food System Advisory Committee to provide advice to City Council. The RCSAC presented a Communication Tool to Planning Committee in May 2017 conveying this advice.

Non-Profit Organization (NPO) Space Needs

Membership: Janice Barr, Rick Dubras, Janice Lambert, Sandy McIntosh, Alex Nixon.

Mandate: To explore Richmond's NPO space needs and find collaborative solutions; to report the results back to the RCSAC.

Activities:

The NPO Space Needs Action Group secured partial funding through the Richmond Community Foundation to commission the development of a new Space Needs Survey to gather agency-specific information. The goal is to deploy and analyse the new survey and provide City Council with policy options regarding NPO space needs.

Commercial Tax Task Group

Membership:

Judy Valsonis (TFA), Janice Barr (RSCL), Brian Wardley (HORAS), Rick Dubras (RASS), Jennifer Larsen (Community Member), Una Mulhall (Pathways Clubhouse)

Mandate:

To understand the changes to the commercial tax situation for non-profits in 2017 as many Richmond agencies have experienced recent increases to rent including property tax.

Activities:

The group met with City staff who presented information as to the current situation of property taxes in Richmond. This information was presented to the RCSAC membership. Due to the overlapping concerns with the NPO Space Needs Task Group, the Commercial Tax Task Group decided to join the NPO Space Needs Task group.

Website

Membership: Rick Dubras, Hayden Marshall-Fox, Lonnie Belfer, Jennifer Dieckmann

Mandate: To update the RCSAC website and integrate a mental health and addictions services calendar into it.

Activities:

In January the Addictions and Mental Health Task Group Proposal was accepted at the RCSAC General Meeting. The purpose of the proposal is to carry out a pilot program concerning the specific use of the RCSAC website calendar for mental health and addictions services as an aid for intake workers and other service providers in the field as well as to increase use of the RCSAC website. The focus is coordination of services and programs in one on-line location.

Beginning in February, the secretary began to enter mental health and addictions specific programs and services in the RCSAC website calendar, supported by the AMH Task Group. The secretary asked pilot project participants to provide Calendar program updates at regular intervals.

In late spring, the RCSAC contracted with IT GURL, an IT services consultant, to update the look of the RCSAC Calendar to make it easier to view and navigate.

The Website Task Group met in September and October to discuss how the Calendar was working and what other areas could be improved/changed.

In September the RCSAC Calendar was shown at the General meeting to the membership where further suggestions were offered on the use of the calendar.

In October, pilot project participants were contacted for feedback. The majority stated that, although they did not use the Calendar often, it was a useful resource. They would like it to be searchable and have more program information entered.

Communications with the City of Richmond

The RCSAC sent the following correspondence to City Council to advise them on issues impacting Richmond's citizens and community services:

- Richmond Food Systems Advisory Committee Communication Tool
- Richmond Non-Profit Space Review Funding Request

Community Tables

The RCSAC continues to maintain a list of community tables and committees addressing a range of social service topics.

Presentations

Community organizations presented to the RCSAC at most RCSAC meetings on issues and topics vital to Richmond's community services. The organizations and topics included:

- February: RCSAC Member Presentations
- March: Colt Program
- April: Transit Police
- May: Dr. Michael Ma
- June: Richmond Women's Resource Centre
- September: Richmond Addictions Services Society
- October: Richmond Cares, Richmond Gives
- November: RCSAC AGM
- December: MLA Forum

Financial

A 2017 financial report and proposed 2018 budget were drafted by the Treasurer and approved by the membership at the RCSAC's November AGM.

The RCSAC has continued to operate without an increase to its operating grant for five years, despite the added financial pressures due to increasing membership (from 33 members in 2011 to 40 members in 2017). For 2017, the RCSAC continued to reduce meeting and staff expenses.

The 2018 Work Plan was approved at the November 9, 2017 RCSAC AGM as a working document that will be revisited throughout the year and revised as necessary.

RCSAC 2017 Membership

In 2017, we lost Jennifer Larsen, a long-time member of the RCSAC. Jennifer served her community with passion and commitment and her contribution to the RCSAC is greatly missed.

Organization	Representative(s)
Voting Members	
Avia Employment Centres	Lonnie Belfer
BC Responsible and Problem Gambling	Jenn Fancy de Mena
Boys and Girls Club of South Coast BC	Jason Lee
Chimo Community Services	Diane Sugars
City Appointee	Hamid Ghanbari
City Appointee	Olivia Chia
Community Living BC	George Sartori
Developmental Disabilities Association	Donna Cain
Family Services of Greater Vancouver	Karin Kirkpatrick
Heart of Richmond AIDS Society	Brian Wardley
Individual Member	Jennifer Larsen
Pacific Community Resource Services	Leslie Martin
Pathways Clubhouse Richmond	Una Mulhall
RCMP Richmond	Constable Heather Hall
Richmond Addictions Services Society	Rick Dubras
Richmond Animal Protection Society	Eyal Lichtmann
Richmond Cares, Richmond Gives	Jocelyn Wong
Richmond Caring Place Society	Sandy McIntosh
Richmond Children First	Helen Davidson
Richmond Centre for Disability	Ella Huang
Richmond Division of Family Practice	Denise Ralph
Richmond Family and Youth Court Committee	Neelu Kang Dhaliwal
Richmond Family Place Society	Janice Lambert
Richmond Food Bank Society	Alex Nixon
Richmond Food Security Society	Anita Georgy
Richmond Mental Health Consumer & Friends Society	Isabel Ceron
Richmond Multicultural Community Services	Parm Grewal
Richmond Poverty Response Committee	De Whalen
Richmond School District #38	Sherry Elwood
Richmond Seniors Advisory Committee	Sandra Gebhardt
Richmond Society for Community Living	Janice Barr
Richmond Therapeutic Equestrian Society	TBD
Richmond Women's Resource Centre	Florence Yau
Richmond Youth Service Agency	Jane Reed
Salvation Army (Richmond)	Kathy Chiu
S.U.C.C.E.S.S.	Ling Chu
Touchstone Family Services	Judy Valsonis
Turning Point Recovery Society	Ted Paxton
Vancouver Coastal Health	Belinda Boyd
Vancouver Transit Police	Inspector Bruce Shipley
Non-Voting Members	
Council Liaison	Cllr. Derek Dang
Staff Liaison	Lesley Sherlock

2017 RCSAC Work Plan Results

For the 2017 year, the RCSAC continued to link its annual work plan initiatives to the Richmond City Council Term Goals. The 2017 Work Plan was designed to provide Council with advice to support Council's Goal Statement for Community Social Services:

Continued implementation of the Social Development Strategy that articulates our role and how we work with our partners in service provision, manages expectations and targets our limited resources in the delivery of these services.

Within this goal statement, the RCSAC focused on providing advice on the following Council priorities. The RCSAC also worked to strengthen agency and RCSAC capacity.

Council Term Goal 1.4 - Effective interagency relationships and partnerships

Objectives

- To respond to Council requests for advice regarding community safety matters
- To provide a forum for Social Service Providers, Council Liaisons and City Staff, Citizen Appointees and Individual Members to collaborate, share, network and learn from one another, as well as from guest speakers regarding City and community initiatives
- To identify, advise and provide recommendations to City Council and staff of trends, gaps and needs of our community

2017 Activities

- **Provided networking and information sharing opportunities for member agencies with the goal of strengthening the social safety net**
- **Heard eight presentations from various groups on topics relevant to RCSAC member organizations and Richmond social services, including presentations by the Transit Police and Dr. Michael Ma from Kwantlen Polytechnic's Criminology Department**

Council Term Goal 2.2 - Effective social service networks

Objectives

- To increase connections within the RCSAC membership
- To increase information and opportunities for the RCSAC members to plan and promote community and social service events and activities
- To review and broaden the membership of the RCSAC and encourage organizations providing community and social services in the Richmond community to join
- To increase administrative efficiency for the RCSAC

2017 Activities

- **Maintained the Community Table/Committee Inventory**
 - **Actively recruited potential member organizations**
 - **Began the process of upgrading the RCSAC website to ensure its continued use**
 - **Completed the RCSAC 2017 Annual Report**
-

Council Term Goal 3.4 - Diversity of housing stock

Objectives

- Continue to support the implementation of the City's Affordable Housing Strategy
- Advise Council regarding the City's Affordable Housing Strategy Update

2017 Activities

- **Participated in the Affordable Housing Strategy Update consultations**
 - **Received monthly updates from the Richmond Homeless Coalition**
-

Council Term Goal 4.2 - Innovative projects and initiatives to advance sustainability

Objectives

- The RCSAC will examine food security and its inter-relation to community and social services in Richmond (e.g. intersection of food with physical and mental health, disease prevention, emergency food relief)
- Support the City as it advocates for a coordinated regional approach to enhance local food security
- Support the development of a food security action plan and appropriate committee structure for the City of Richmond

2017 Activities

- **An action team was formed regarding Food Security in Richmond**
- **A Communication Tool was sent to Council advising that Richmond City Council create a Richmond Food Systems Advisory Committee**

Council Term Goal 5.1 - Advancement of City priorities through strong intergovernmental relationships

Objectives

- To provide Council with information about the impact of provincial and federal funding decisions on social services agencies and Richmond residents

2017 Activities

- **Presented “Municipal Responses to Child & Youth Poverty” report to Planning Committee in February 2017 resulting in Council advocating to the Province for the establishment of a BC Poverty Reduction Plan**
 - **Held the MLA Information Session and exchanged information on social services and gaps in service in Richmond**
-

Council Term Goal 6.2 - Infrastructure is reflective of and keeping pace with community need

Objectives

- Identify non-profit society space needs within Richmond
- Identify housing needs of RCSAC member agency clients

2017 Activities

- **Formed the NPO Space Needs Subcommittee to closely examine agency-specific space needs in Richmond**
 - **Funding request for NPO Space Needs project was reviewed by Planning Committee in September 2017**
-

Council Term Goal 9.2 - Effective engagement strategies and tools

Objectives

- To share and promote information and engagement opportunities to clients of member agencies
- To stay apprised of results of engagement tools and how they are impacting our clients

2017 Activities

- **Encouraged information sharing at every RCSAC General Meeting**
- **Sent out weekly updates to RCSAC member organizations that included community and agency updates**

- **Welcomed eight presentations from various groups on important topics relevant to member organizations**
-

Additional RCSAC Work Plan Activities

Objectives

- To increase connections between the RCSAC members
- To increase information and opportunities for the RCSAC members to plan and promote community and social service events and activities
- To review and broaden the membership of the RCSAC and encourage organizations providing community and social services in the Richmond community to join
- To increase administrative efficiency for the RCSAC

2017 Activities

- **Maintained the Community Committees and Tables list**
- **Increased RCSAC membership**
- **Encouraged and facilitated sub-committees and task forces to collaborate on RCSAC and community projects**
- **Promoted information sharing amongst member organizations**
- **Encouraged and facilitated advocacy amongst member organizations**
- **Reduced meeting and administrative costs of the RCSAC**
- **Began the process of upgrading the RCSAC website**

RCSAC 2017 Financial Statement

	2017 - January 1 to December 31
Balance Projected to be brought Forward from 2016	\$4212.58
Revenue	
City of Richmond	\$11,000.00
Membership Dues	\$1,450.00
Bank Interest	\$1.11
Sponsorship	
Total Revenue	\$16,663.69
Expenses	
Admin Assistant	\$9,599.42
Admin Expenses	\$236.01
Forums/Meetings	\$778.16
Website + IT	\$2,079.49
Website Training/Calendar	\$0.00
Post Box Renewal	\$170.10
Volunteer Appreciation	\$50.00
Task/Action Groups	\$250.00
Total Expenses	\$13,163.18
Total Balance	\$3,500.51



RCSAC | **Richmond Community Services
Advisory Committee**

2018 Work Plan and Budget

2018 Draft RCSAC Work Plan

The RCSAC continues to link its annual work plan initiatives to Richmond City Council's Term Goals. The 2018 Work Plan is designed to provide Council with advice on social and other community services to support Council's Goal Statement for a Vibrant, Active and Connected City.

The RCSAC will prioritize Council requests for advice as they arise throughout the year. The RCSAC will also continue to provide advice on community service matters that reflect Council Term Goals as outlined in the following proposed 2018 Work Plan.

Goal 1: A Safe Community

1.4 Effective interagency relationships and partnerships

Objectives

- To respond to Council requests for advice regarding community safety matters
- To provide a forum for Social Service Providers, Council Liaisons and City Staff, Citizen Appointees and Individual Members to collaborate, share, network and learn from one another, as well as from guest presenters from the City and community
- To identify, advise and provide recommendations to City Council and staff of trends, gaps and needs of our community

Proposed 2018 Actions

- Continuing to implement the annual RCSAC Community Social Services and Space Needs Survey that provides an overview of agency funding and space need trends in Richmond
- Invite guest presenters to educate the RCSAC on topics relevant to social service providers and their clients, including community safety
- Determine the need for further gap analysis in service areas, in addition to Addictions and Mental Health
- Support initiatives that reduce barriers to accessing services in the community

Outcomes/Indicators of Success

- Advice is provided to Council regarding community safety net matters
 - Annual Social Services and Space Needs Survey monitoring funding and space needs trends is prepared, implemented, analyzed and reported out
 - Communication Tools are sent to Council as appropriate
-

Goal 2: A Vibrant, Active, and Connected City

2.2 Effective social service networks

Objectives

- To increase connections within the RCSAC membership
- To increase information and opportunities for RCSAC members to plan and promote community and social service events and activities
- To review and broaden the membership of the RCSAC and encourage organizations providing community and social services in the Richmond community to join
- To increase administrative efficiency for the RCSAC

Proposed 2018 Actions

- Maintain the Community Table/Committee Inventory and provide an update to Council in the RCSAC Annual Report
- Continue to develop a members-only log-in section on the RCSAC website so members can access minutes, agendas, reports etc.
- Support on-going updates to the RCSAC website including additions and improvements to the Members-only calendar of additions and mental health services
- Form an action team to review membership and invite organizations to learn more about the RCSAC

Outcomes/Indicators of Success

- Increased RCSAC website utilization and webpage hits
 - RCSAC website members-only log-in page is used
 - Increased number of events and program information posted to the RCSAC website
 - Additional social and community service organizations join the RCSAC
 - Report on successful outcomes completed and included in the RCSAC 2018 Annual Report
-

Goal 3: A Well-Planned Community

3.4 Diversity of housing stock

Objective

- Advise Council regarding the need for affordable housing and related support services
- Continue to work collaboratively to support the implementation of the City's Affordable Housing Strategy

Proposed 2018 Actions

- Participate in the City's Homelessness Strategy Update consultations

- Work collaboratively with organizations, advocates, and the City to identify and highlight affordable and supportive housing needs and projects in Richmond.
- Work collaboratively with Richmond social services and advocates to prepare communication tools highlighting housing needs and projects to City Council and staff

Outcomes/Indicators of Success

- Regular updates are presented to the RCSAC General Committee meeting by member organizations on the state of housing and homelessness in Richmond
 - Successful actions are completed and reported in the RCSAC 2018 Annual Report
-

Goal 4: Leadership in Sustainability

4.2 Innovative projects and initiatives to advance sustainability

Objectives

- The RCSAC will examine issues of food security and its inter-relation to community and social services in Richmond (e.g. intersection of food with physical and mental health, disease prevention, emergency food relief)
- Support the City as it advocates for a coordinated regional approach to enhance local food security
- Support the development of a food security action plan for the City of Richmond and a committee to oversee implementation

Proposed 2018 Actions

- Action teams formed as necessary to meet objectives
- Support social service organizations as they address food security in Richmond

Outcomes/Indicators of Success

- Communication Tools to Council completed as appropriate
 - Successful actions completed and included in the RCSAC 2018 Annual Report
-

Goal 5: Partnerships and Collaboration

5.1 Advancement of City priorities through strong intergovernmental relationships

Objectives

- To provide Council with information about the impact of provincial and federal funding decisions on social service agencies and Richmond residents

Proposed 2018 Actions

- Prepare a multi-year analysis of the annual RCSAC Social Services and Space Needs Survey that monitors senior government funding trends
- Invite MLAs to an information session with the RCSAC members
- Invite appropriate provincial ministers to an information session with the RCSAC members

Outcomes/Indicators of Success

- Communication Tools submitted as appropriate
 - Multi-year analysis of senior government funding trends completed and reported to Council
 - Meeting held with Richmond MLAs to exchange information regarding social services in Richmond
 - Meeting held with provincial ministers to exchange information regarding social services in Richmond
-

Goal 6: Quality Infrastructure Networks

6.2. Infrastructure is reflective of and keeping pace with community need.

Objectives

- Identify agency-specific space needs for non-profit societies within Richmond
- Identify housing needs of RCSAC member agency clients

Proposed 2018 Actions

- NPO Space Needs Action Team reports to RCSAC; RCSAC reports to Council as needed

Outcomes/Indicators of Success

- Agency-specific space needs information is compiled
 - Communication Tools are sent to Council as appropriate
 - Successful actions are completed and included in the RCSAC 2018 Annual Report
-

Goal 9: Well-Informed Citizenry

9.2 Effective engagement strategies and tools.

Objectives

- To share and promote information and engagement opportunities to member agency clients
- To stay apprised of the results of engagement tools and how they impact clients

Proposed 2018 Actions

- Provide an opportunity for presentations to the RCSAC from City staff and Community Partners on engagement strategies and tools
- Share and promote information and engagement opportunities with member agencies and clients

Outcomes/Indicators of Success

- Communication Tools are sent to Council as appropriate
- Presentations are included in the RCSAC meetings
- Information sharing is included in meetings

RCSAC 2018 Proposed Budget

2018 - January 1 to December 31	
Balance Projected to be brought Forward from 2017	\$3,500.51
Revenue	
City of Richmond	\$11,000.00
Membership Dues	\$1,000.00
Bank Interest	\$1.50
Sponsorship	\$0.00
Total Revenue	\$15,502.01
Expenses	
Admin Assistant	\$10,600.00
Admin Expenses	\$80.00
Forums/Meetings	\$750.00
Website + IT	\$2,000.00
Website Training/Calendar	\$600.00
Post Box Renewal	\$0.00
Volunteer Appreciation	\$200.00
Task/Action Groups	\$1,000.00
Total Expenses	\$15,230.00
Total Balance	\$272.01



RCSAC | **Richmond Community Services
Advisory Committee**

Charter

September 11, 2008

Approved by Richmond City Council January 20, 2009

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I. MISSION STATEMENT OF THE RICHMOND COMMUNITY SERVICES ADVISORY COMMITTEE

To encourage and promote those social policies and community services which contribute to the general health, welfare and quality of life of the residents of Richmond, and to increase inter-agency relations and cooperation in order to enhance community capacity.

II. HISTORY

The Richmond Community Services Advisory Committee, hereinafter referred to as “RCSAC”, received formal recognition as an advisory body to Richmond City Council and its appropriate Committees on May 25, 1987¹.

It builds on the information gathering and sharing strengths of the Richmond Community Services Council, which served the community in a similar but less formal capacity from April, 1978 to its evolution as the RCSAC in September, 1987.

During several years of Community services as a voluntary collaborative of non-profit, government and private agencies and organizations in the field of social and related community services, the Richmond Community Services Council and its member organizations were instrumental in the development and establishment of:

- The municipally funded RCMP Youth Intervention Program;
- A municipal social planner position;
- Richmond Child Protection Network;
- Richmond Family Place;
- An open referral in-the-home parenting program (lost with others during the 1983 restraint measures imposed by major government funding sources);
- Collaboration in preparation of the report Preparing for a Livable Future: Recommendations by the City Center Steering Committee;
- Improved Municipal Grant application and appeal processes;
- The Child Care Advisory Committee;
- The Inventory of Social Services in Richmond
- The Richmond Intercultural Advisory Committee

An RCSAC Poverty Response Committee was established, and reports were submitted to Council. This has now become an independent committee.

Representatives from the RCSAC

- participated in the Community Parks, Recreational & Cultural Working Group to assist in providing City Council with a Master Plan;
- currently participate in the Substance Abuse Task Force; and
- the Richmond Intercultural Advisory Committee.

¹ See Appendix I

III. RICHMOND COMMUNITY SERVICES ADVISORY COMMITTEE (RCSAC) IN BRIEF

1. Advises Richmond City Council, and/or the appropriate Council Committee.
2. Makes representations to other policy-making bodies on social policy and community services matters.
3. Provides informed comment and advice to Richmond City Council on implications for policies and services being changed and introduced.
4. Undertakes its work at the request of Richmond City Council, the RCSAC membership, and the community at large.
5. Provides a strong and active role in overall social policy and community services decisions for community representatives and nonprofit society boards.

IV. RCSAC ROLES

1. The Richmond Community Services Advisory Committee (RCSAC) is a forum for community service* agencies to meet on a regular basis in order to share information and ideas about issues of common interest, and to identify emerging needs.
***Community Services:** defined as those covering the general areas of health, social services, education, and other related service where the overall intent is to improve the quality of life for Richmond residents.
2. The RCSAC will foster the development of services, through an asset building² approach, to meet those needs.
3. The RCSAC will establish and monitor Task Forces to undertake activities deemed by the RCSAC to be necessary and consistent with the objectives of the RCSAC. All Task Forces will be time limited with both start and end dates, and will produce a written report.
4. The RCSAC may employ and hire such staff as deemed necessary to assist in the operation of the RCSAC, including all Task Forces. All employees will report directly to the Co-Chairs of the Executive Committee.
5. The RCSAC will provide a leadership and educational role in social issues affecting community services.
6. The RCSAC strives to work cooperatively and in a complementary manner with other City advisory committees.

² See Appendix II

V. CITY LIAISON

Liaison with the City of Richmond will be provided by:

- One (1) non-voting Richmond City Council Liaison, and
- One (1) non-voting City Staff Liaison, provided by the Policy Planning Department.

VI. MANDATE

Section A

The RCSAC shall advise Richmond City Council and may, in consultation with City Council, make representations to other policy-making bodies on the following:

1. Policies that encourage cooperative planning and delivery of community services to ensure optimum efficiency and effectiveness;
2. Social issues/concerns that have an impact community services, special needs groups and the quality of life in the community;
3. Community impact of governmental changes to policies and/or programs affecting Richmond's community services; and
4. Any other matters that may be referred by Richmond City Council, RCSAC member groups and the community at large.

Section B

1. Coordination of activities and information sharing between the voluntary and public sector.

APPENDIX I

An Oral History of RCSC, later to become RCSAC

(Delivered by Olive Bassett at the RCSAC General meeting of December 8, 2003)

It is ten years since I have been associated with this advisory council, some of which I speak on today could be familiar to many of you but perhaps some of you are not familiar with the early history I hope it will be of interest to you. I was a member of RCSC for many years before becoming a school trustee then I was elected as their Rep. on the PAC (Policy Advisory Council) in 1990. Back in 1978, there was very little planning for social services, something had to be done, and the United Way was invited to set up some social planning for the community. There was no Social Planner at the municipal level at that time. The Child Services Committee, a committee of the United Way, was not representative enough; its mandate was services to children 12 & under. A newly formed Child Abuse Committee was attempting to educate the public on what was happening to children; the community health nurses and social workers were the only ones going into the homes of many abused children. But the climate of the times prevented anyone from speaking out especially about sexual abuse, this was a taboo topic, no one wanted to talk about it. And there were many turf problems, every one was working in isolation on their own particular issues and problems, this is mine that is yours, don't mix the two! Finally the United Way placed an arms length community person in as Chair of the Child Services Committee hoping to become more effective. Something was still needed; the committee was not representative of agencies working with families, children & youth. Palmer School had just gone up in smoke, at the hands of a teen-age girl who badly needed treatment. There were no services of the kind youth like her needed, but it was risking a teachers or a community health nurse's job to speak out on lack of services. It was so difficult to address so many social problems in the community but at that time, the thought of washing your linen in public was not to be tolerated. The School Board refused to put a family life program into the schools. The community was polarized. Many were demanding the program, just as many were in denial it was needed, and these felt the only place to teach this subject was in the home. Which was fine but those children needing the program did not come from homes where this kind of education was taught. It was a little later I believe the Richmond Youth Services Agency came into being to focus on the issues and problems facing the over 12's. And so, it was in this type of atmosphere that a major meeting was held with many of those delivering social services to families. Through this meeting, they got the endorsement needed to be something much broader than the Richmond Children's Committee. A Steering Committee was set up that met twice a month for a solid year and what came out of that was the framework for the Richmond Community Services Council. That was in 1978, and nine years later in '87, with the assistance of a municipal councilor, a social planner had finally been hired, RCSC was restructured and given the formal title of the Richmond Community Services Advisory Council, RCSAC, as it is known today. They would make recommendations for social service issues and report those issues & concerns directly to the Municipal Council through the Policy Advisory Council, who were elected from the Boards of the individual agencies to serve on PAC. They were the political arm of the RCSAC. And Council listened. In their eyes, it was no longer just staff driven. These were elected people making the recommendations. With the new structure, there was also the IAC, Inter Agency committee, made up the staff and the 'Hands On' people who worked in the field, and the Coordinating Committee overseeing both IAC & PAC. This is all in your charter, I found it very interesting to re-read, and it would be well worth your re-reading pages 20 to 24. In

- 7 -

RCSAC Charter - Approved January 2009

1989, the RCSAC held a "Strategy Planning and Priority Setting Meeting". This was an extremely important meeting for RCSAC. Johnny Carline, Deputy Administrator, Strategic Planning for Richmond spoke on what Richmond could look like in the future, two questions he asked of the group: 1. "What are the priorities for service provision for all of the agencies in the next three years?" 2. "What suggestions do you have for the municipality to incorporate social issues into the growth management strategy?" A planning committee took all the suggestions, solutions, comments and concerns and brought in a final report in January 1990. Seven (7) recommendations came out of it and were presented to council, they may help you in your deliberations on the restructure process, I will leave it with Michael Then in 1994, RCSAC sent out an excellent questionnaire to member organizations, to see if the advisory council was meeting the needs of its membership by addressing gaps, identifying issues and resources to address them and then develop an action plan. The survey was divided into six major sections: Role & Function, Participation, Community issues, Strengths & Weaknesses, Suggestions for raising the profile of RCSAC and lastly the potential for sending out a newsletter. I will also leave a copy of this with Michael, as it may prove useful. I see you are now contemplating another re-structure, perhaps some questions that you may ask yourselves are: "What do you want to accomplish that you are not doing now?" "When was the last time your charter was brought up to date?" "How many agencies out there are not aware of what you do?" "How many agencies or groups out there doing a service for the community, are you not aware of?" In my opinion the reason RCSAC has survived while many others have not, is because community volunteers and staff have worked together for a common goal, this way everyone wins. The effectiveness of RCSAC has always been present to a greater or lesser degree. It is a tremendously important organization and the accomplishments you have gained have not come easy. It is an organization you can be proud to belong to. However, it must be supported by each and every social service organization in order to have the greatest impact for good.

Thank you.

M. Olive Bassett

APPENDIX II

40 DEVELOPMENTAL ASSETS

Search Institute has identified the following building blocks of healthy development that help young people grow up healthy, caring, and responsible.

External Assets

Category Asset Name and Definition

Support

1. Family Support-Family life provides high levels of love and support.
2. Positive Family Communication-Young person and her or his parent(s) communicate positively, and young person is willing to seek advice and counsel from parents.
3. Other Adult Relationships-Young person receives support from three or more non-parent adults.
4. Caring Neighborhood-Young person experiences caring neighbors.
5. Caring School Climate-School provides a caring, encouraging environment.
6. Parent Involvement in Schooling-Parent(s) are actively involved in helping young person succeed in school.

Empowerment

7. Community Values Youth-Young person perceives that adults in the community value youth.
8. Youth as Resources-Young people are given useful roles in the community.
9. Service to Others-Young person serves in the community one hour or more per week.
10. Safety-Young person feels safe at home, school, and in the neighborhood.

Boundaries and Expectations

11. Family Boundaries-Family has clear rules and consequences and monitors the young person's whereabouts.
12. School Boundaries-School provides clear rules and consequences.
13. Neighborhood Boundaries-Neighbors take responsibility for monitoring young people's behavior.
14. Adult Role Models-Parent(s) and other adults model positive, responsible behavior.
15. Positive Peer Influence-Young person's best friends model responsible behavior.
16. High Expectations-Both parent(s) and teachers encourage the young person to do well.

Constructive use of time

17. Creative Activities-Young person spends three or more hours per week in lessons or practice in music, theatre, or other arts.
18. Youth Programs-Young person spends three or more hours per week in sports, clubs, or organizations at school and/or in the community.
19. Religious Community-Young person spends one or more hours per week in activities in a religious institution.
20. Time at Home-Young person is out with friends "with nothing special to do" two or fewer nights per week

INTERNAL ASSETS

Category Asset Name and Definition

Commitment to Learning

21. Achievement Motivation-Young person is motivated to do well in school.
22. School Engagement-Young person is actively engaged in learning.
23. Homework-Young person reports doing at least one hour of homework every school day.

24. Bonding to School-Young person cares about her or his school.
25. Reading for Pleasure-Young person reads for pleasure three or more hours per week.

Positive Values

26. Caring-Young person places high value on helping other people.
27. Equality and Social Justice-Young person places high value on promoting equality and reducing hunger and poverty.
28. Integrity-Young person acts on convictions and stands up for her or his beliefs.
29. Honesty-Young person "tells the truth even when it is not easy."
30. Responsibility-Young person accepts and takes personal responsibility.
31. Restraint-Young person believes it is important not to be sexually active or to use alcohol or other drugs.

Social Competencies

32. Planning and Decision Making-Young person knows how to plan ahead and make choices.
33. Interpersonal Competence-Young person has empathy, sensitivity, and friendship skills.
34. Cultural Competence-Young person has knowledge of and comfort with people of different cultural/racial/ethnic backgrounds.
35. Resistance Skills-Young person can resist negative peer pressure and dangerous situations.
36. Peaceful Conflict Resolution-Young person seeks to resolve conflict nonviolently.

Positive Identity

37. Personal Power-Young person feels he or she has control over "things that happen to me."
38. Self-Esteem-Young person reports having a high self-esteem.
39. Sense of Purpose-Young person reports that "my life has a purpose."
40. Positive View of Personal Future-Young person is optimistic about her or his personal future.

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City of Richmond

Report to Committee

To: Planning Committee **Date:** November 9, 2017
From: Kim Somerville
Manager, Community Social Development **File:** 08-4057-01/2017-Vol
01
Re: **Housing Agreement Bylaw No. 9794 to permit the City of Richmond to Secure
Affordable Housing Units located at 6840, 6860 No. 3 Road and 8051
Anderson Road**

Staff Recommendation

That Housing Agreement (6840, 6860 No. 3 Road and 8051 Anderson Road) Bylaw No. 9794 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 the Development Permit DP 15-708092.

Kim Somerville
Manager, Community Social Development
(604-247-4671)

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Law Development Applications	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: CT	APPROVED BY CAO

Staff Report

Origin

The purpose of this report is to recommend that Council adopt Housing Agreement Bylaw No. 9794 (Attachment 1) to secure approximately 396 m² (4,259 ft²) or 5 affordable housing units in the proposed development located at 6840, 6860 No. 3 Road and 8051 Anderson Road (Attachment 2).

This report and bylaw supports Council's 2014-2018 Term Goal #2 A Vibrant, Active and Connected City:

Continue the development and implementation of an excellent and accessible system of programs, services, and public spaces that reflect Richmond's demographics, rich heritage, diverse needs, and unique opportunities, and that facilitate active, caring, and connected communities.

This report and bylaw also supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

Adhere to effective planning and growth management practices to maintain and enhance the livability, sustainability and desirability of our City and its neighbourhoods, and to ensure the results match the intentions of our policies and bylaws.

This report also supports the Social Development Strategy Goal #1: Enhance Social Equity and Inclusion:

Strategic Direction #1: Expand Housing Choices

As well, this report and bylaw are consistent with the Richmond Affordable Housing Strategy, adopted on May 28, 2007, which specifies the creation of affordable low end market rental units as a key housing priority for the City. This Housing Agreement does not fall under the requirements of the 2017 Affordable Housing Strategy Update as the Rezoning Application was submitted in 2014.

The Applicant, 1004732 BC LTD., has applied to the City for issuance of a Development Permit to develop an 11-storey mixed use building with a total of 7,757m² (83,501 ft²) of residential floor area providing for 75 dwellings units, including five (5) affordable units (low-end market rental). The applicant has chosen to provide the units on site rather than providing cash-in-lieu, as would be permitted by the City's Affordable Housing Strategy (2007). The Development Permit Panel endorsed the application on November 16, 2017.

This Development Permit is associated with the Rezoning Application RZ 14-678448 to rezone the site from "Downtown Commercial (CDT1)" to "City Centre High Density Mixed Use with Office (ZMU31) - Brighthouse Village." The Rezoning Application received third reading on February 20, 2017. A condition of the Rezoning Application is to register a Housing Agreement

and Housing Covenant to register the five (5) affordable units along with the maximum rental rates and maximum tenant income as established in the 2007 Affordable Housing Strategy.

Analysis

The subject development application will construct approximately 75 market dwelling units, with 5 affordable rental housing units. The affordable housing units are anticipated to be delivered as follows:

Table 1: Lower-End Market Rental Units, 6840, 6860 No. 3 Road and 8051 Anderson Road

Unit Type	Number of Units	Maximum Monthly Unit Rent	Total Maximum Household Income
1 bedroom	2	\$950	\$38,000 or less
2 bedroom	3	\$1,162	\$46,500 or less
Total	5		

The Housing Agreement restricts the annual household incomes for eligible occupants and specifies that the units must be made available at low-end market rental rates in perpetuity. The Housing Agreement also specifies that occupants of the affordable housing units shall have unlimited access to all on-site indoor and outdoor amenity spaces as well as the required affordable housing parking spaces. The applicant has agreed to the terms and conditions of the attached Housing Agreement, and to register notice of the Housing Agreement on title to secure the five (5) affordable rental housing units.

Financial Impact

None.

Conclusion

In accordance with the *Local Government Act* (Section 483), adoption of Bylaw No. 9794 is required to permit the City to enter into a Housing Agreement which, together with the housing covenant, will act to secure the 5 affordable rental units that are proposed in association with Development Permit DP 15-708092.



Joyce Rautenberg
Affordable Housing Coordinator
(604-247-4916)

- Att. 1: Bylaw No. 9794, Schedule A
2: Map of Subject Property

November 9, 2017

- 4 -

Schedule A

To Housing Agreement (1004732 BC Ltd.) Bylaw No. 9794

HOUSING AGREEMENT BETWEEN 1004732 BC Ltd (IFORTUNE)
AND THE CITY OF RICHMOND

PRIORITY AGREEMENT

FIRST COMMERCIAL BANK (the "Chargeholder") is the holder of a Mortgage and Assignment of Rents encumbering the Lands, which Mortgage and Assignment of Rents were registered in the Lower Mainland Land Title Office under numbers CA4014685 and CA4014686, respectively (together, the "Charges").

The Chargeholder, being the holder of the Charges, by signing below, in consideration of the payment of Ten Dollars (\$10.00) and other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged and agreed to by the Chargeholder), hereby consents to the granting of the covenants in the Housing Agreement by the Owner and hereby covenants that the Housing Agreement shall bind the Charges in the Lands and shall rank in priority upon the Lands over the Charges as if the Housing Agreement had been signed, sealed and delivered and noted on title to the Lands prior to the Charges and prior to the advance of any monies pursuant to the Charges. The grant of priority is irrevocable, unqualified and without reservation or limitation.

FIRST COMMERCIAL BANK

by its authorized signatory(ies):

Per: 
Name: Bob Yeh
General Manager

Per: _____
Name: _____

Housing Agreement (Section 483 *Local Government Act*)
iFortune (6840 & 6860 No.3 Rd, 8051 Anderson Rd)
Application No. RZ 14-678448
RZ Consideration No. 12
v.2



**Housing Agreement (6840, 6860 No. 3 Road and 8051 Anderson Road)
Bylaw No. 9794**

The Council of the City of Richmond enacts as follows:

1. The Mayor and City Clerk for the City of Richmond are authorized to execute and deliver a housing agreement, substantially in the form set out as Schedule A to this Bylaw, with the owner of the lands located at 6840, 6860 No. 3 Road and 8051 Anderson Road and legally described as:

PID: 011-325-666

PID: 003-609-944

PID: 002-850-702

Lot 3 Except: Parcel "A" (Explanatory Plan 12388), Plan 8552, Section 9, Block 4 North, Range 6 West, Lot "B" (RD58458E), Plan 8552, Section 9, Block 4 North, Range 6 West, and Lot 169, legal Plan 39107, Section 9, Block 4 North, Range 6 West, (the "Lands")

2. This Bylaw is cited as "**Housing Agreement (6840, 6860 No. 3 Road and 8051 Anderson Road) Bylaw No. 9794**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER



HOUSING AGREEMENT
(Section 483 *Local Government Act*)

THIS AGREEMENT is dated for reference the 29th day of November, 2017,

BETWEEN:

1004732 B.C. LTD. (INC. NO. BC1004732), a corporation pursuant to the *Business Corporations Act* and having an address at S415-5811 Cooney Road, Richmond, British Columbia, V6X 3M1

(the “**Owner**” as more fully defined in section 1.1 of this Agreement)

AND:

CITY OF RICHMOND, a municipal corporation pursuant to the *Local Government Act* and having its offices at 6911 No. 3 Road, Richmond, British Columbia, V6Y 2C1

(the “**City**” as more fully defined in section 1.1 of this Agreement)

WHEREAS:

- A. Section 483 of the *Local Government Act* permits the City to enter into and, by legal notation on title, note on title to lands, housing agreements which may include, without limitation, conditions in respect to the form of tenure of housing units, availability of housing units to classes of persons, administration of housing units and rent which may be charged for housing units;
- B. The Owner is the owner of the Lands (as hereinafter defined); and
- C. The Owner and the City wish to enter into this Agreement (as herein defined) to provide for affordable housing on the terms and conditions set out in this Agreement,

In consideration of \$10.00 and other good and valuable consideration (the receipt and sufficiency of which is acknowledged by both parties), and in consideration of the promises exchanged below, the Owner and the City covenant and agree as follows:

ARTICLE 1 DEFINITIONS AND INTERPRETATION

1.1 In this Agreement the following words have the following meanings:

- (a) **"Affordable Housing Strategy"** means the Richmond Affordable Housing Strategy approved by the City on May 28, 2007, and containing a number of recommendations, policies, directions, priorities, definitions and annual targets for affordable housing, as may be amended or replaced from time to time;
- (b) **"Affordable Housing Unit"** means a Dwelling Unit or Dwelling Units designated as such in accordance with a building permit and/or development permit issued by the City and/or, if applicable, in accordance with any rezoning consideration applicable to the development on the Lands and includes, without limiting the generality of the foregoing, the Dwelling Unit charged by this Agreement;
- (c) **"Agreement"** means this agreement together with all schedules, attachments and priority agreements attached hereto;
- (d) **"Building Permit"** means the building permit authorizing construction on the Lands, or any portion(s) thereof;
- (e) **"City"** means the City of Richmond;
- (f) **"CPI"** means the All-Items Consumer Price Index for Vancouver, B.C. published from time to time by Statistics Canada, or its successor in function;
- (g) **"Daily Amount"** means \$100.00 per day as of January 1, 2009 adjusted annually thereafter by adding thereto an amount calculated by multiplying \$100.00 by the percentage change in the CPI since January 1, 2009, to January 1 of the year that a written notice is delivered to the Owner by the City pursuant to section 6.1 of this Agreement. In the absence of obvious error or mistake, any calculation by the City of the Daily Amount in any particular year shall be final and conclusive;
- (h) **"Development"** means the mixed-use residential and commercial development to be constructed on the Lands;
- (i) **"Development Permit"** means the development permit authorizing development on the Lands, or any portion(s) thereof;

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- (j) **“Director of Development”** means the individual appointed to be the chief administrator from time to time of the Development Applications Division of the City and his or her designate;
- (k) **“Dwelling Unit”** means a residential dwelling unit or units located or to be located on the Lands whether those dwelling units are lots, strata lots or parcels, or parts or portions thereof, and includes single family detached dwellings, duplexes, townhouses, auxiliary residential dwelling units, rental apartments and strata lots in a building strata plan and includes, where the context permits, an Affordable Housing Unit;
- (l) **“Eligible Tenant”** means a Family having a cumulative annual income of:
 - (i) in respect to a bachelor unit, \$34,000 or less;
 - (ii) in respect to a one-bedroom unit, \$38,000 or less;
 - (iii) in respect to a two-bedroom unit, \$46,500 or less; or
 - (iv) in respect to a three or more bedroom unit, \$57,500 or less

provided that, commencing January 1, 2018, the annual incomes set-out above shall be adjusted annually on January 1st of each year this Agreement is in force and effect, by a percentage equal to the percentage of the increase in the CPI for the period January 1 to December 31 of the immediately preceding calendar year. If there is a decrease in the CPI for the period January 1 to December 31 of the immediately preceding calendar year, the annual incomes set-out above for the subsequent year shall remain unchanged from the previous year. In the absence of obvious error or mistake, any calculation by the City of an Eligible Tenant’s permitted income in any particular year shall be final and conclusive;

- (m) **“Family”** means:
 - (i) a person;
 - (ii) two or more persons related by blood, marriage or adoption; or
 - (iii) a group of not more than 6 persons who are not related by blood, marriage or adoption
- (n) **“Housing Covenant”** means the agreements, covenants and charges granted by the Owner to the City (which includes covenants pursuant to Section 219 of the *Land Title Act*) charging the Lands, dated for reference December __, 2017, and registered under number CA_____, as it may be amended or replaced from time to time;

- (o) **“Interpretation Act”** means the *Interpretation Act*, R.S.B.C. 1996, Chapter 238, together with all amendments thereto and replacements thereof;
- (p) **“Land Title Act”** means the *Land Title Act*, R.S.B.C. 1996, Chapter 250, together with all amendments thereto and replacements thereof;
- (q) **“Lands”** means, collectively, the following lands, including buildings or portions of buildings, into which said land(s) are Subdivided:
 - (i) PID: 011-325-666, Lot 3 Except: Parcel "A" (Explanatory Plan 12388); Section 9 Block 4 North Range 6 West New Westminster District Plan 8552;
 - (ii) PID: 003-609-944, Lot "B" (RD58458E) Section 9 Block 4 North Range 6 West New Westminster District Plan 8552; and
 - (iii) PID: 002-850-702, Lot 169 Section 9 Block 4 North Range 6 West New Westminster District Plan 39107;
- (r) **“Local Government Act”** means the *Local Government Act*, R.S.B.C. 2015, Chapter 1, together with all amendments thereto and replacements thereof;
- (s) **“LTO”** means the New Westminster Land Title Office or its successor;
- (t) **“Manager, Community Social Development”** means the individual appointed to be the Manager, Community Social Development from time to time of the Community Services Department of the City and his or her designate;
- (u) **“Owner”** means 1004732 B.C. LTD. (Inc. No. BC1004732), being the Transferor described in item 5 of the *Land Title Act* Form C General Instrument constituting Part 1 of this Agreement together with any successors in title to the Lands or a portion of the Lands
- (v) **“Permitted Rent”** means no greater than:
 - (i) \$850.00 a month for a bachelor unit;
 - (ii) \$950.00 a month for a one-bedroom unit;
 - (iii) \$1,162.00 a month for a two-bedroom unit; and
 - (iv) \$1,437.00 a month for a three (or more) bedroom unit,

provided that, commencing January 1, 2018, the rents set-out above shall be adjusted annually on January 1st of each year this Agreement is in force and effect, by a percentage equal to the percentage of the increase in the CPI for the period January 1 to December 31 of the immediately preceding calendar year. In

the event that, in applying the values set-out above, the rental increase is at any time greater than the rental increase permitted by the *Residential Tenancy Act*, then the increase will be reduced to the maximum amount permitted by the *Residential Tenancy Act*. If there is a decrease in the CPI for the period January 1 to December 31 of the immediately preceding calendar year, the permitted rents set-out above for the subsequent year shall remain unchanged from the previous year. In the absence of obvious error or mistake, any calculation by the City of the Permitted Rent in any particular year shall be final and conclusive;

- (w) **“Real Estate Development Marketing Act”** means the *Real Estate Development Marketing Act*, S.B.C. 2004, Chapter 41, together with all amendments thereto and replacements thereof;
- (x) **“Residential Tenancy Act”** means the *Residential Tenancy Act*, S.B.C. 2002, Chapter 78, together with all amendments thereto and replacements thereof;
- (y) **“Strata Property Act”** means the *Strata Property Act* S.B.C. 1998, Chapter 43, together with all amendments thereto and replacements thereof;
- (z) **“Subdivide”** means to divide, apportion, consolidate or subdivide the Lands, or the ownership or right to possession or occupation of the Lands into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise, and includes the creation, conversion, organization or development of “cooperative interests” or “shared interest in land” as defined in the *Real Estate Development Marketing Act*;
- (aa) **“Tenancy Agreement”** means a tenancy agreement, lease, license or other agreement granting rights to occupy an Affordable Housing Unit; and
- (bb) **“Tenant”** means an occupant of an Affordable Housing Unit by way of a Tenancy Agreement.

1.2 In this Agreement:

- (a) reference to the singular includes a reference to the plural, and *vice versa*, unless the context requires otherwise;
- (b) article and section headings have been inserted for ease of reference only and are not to be used in interpreting this Agreement;
- (c) if a word or expression is defined in this Agreement, other parts of speech and grammatical forms of the same word or expression have corresponding meanings;
- (d) reference to any enactment includes any regulations, orders or directives made under the authority of that enactment;

- (e) any reference to any enactment is to the enactment in force on the date the Owner signs this Agreement, and to subsequent amendments to or replacements of the enactment;
- (f) the provisions of section 25 of the *Interpretation Act* with respect to the calculation of time apply;
- (g) time is of the essence;
- (h) all provisions are to be interpreted as always speaking;
- (i) reference to a "party" is a reference to a party to this Agreement and to that party's respective successors, assigns, trustees, administrators and receivers. Wherever the context so requires, reference to a "party" also includes an Eligible Tenant, agent, officer and invitee of the party;
- (j) reference to a "day", "month", "quarter" or "year" is a reference to a calendar day, calendar month, calendar quarter or calendar year, as the case may be, unless otherwise expressly provided; and
- (k) where the word "including" is followed by a list, the contents of the list are not intended to circumscribe the generality of the expression preceding the word "including".

ARTICLE 2 USE AND OCCUPANCY OF AFFORDABLE HOUSING UNITS

- 2.1 The Owner agrees that each Affordable Housing Unit may only be used as a permanent residence occupied by one Eligible Tenant. An Affordable Housing Unit must not be occupied by the Owner, the Owner's family members (unless the Owner's family members qualify as Eligible Tenants), or any tenant or guest of the Owner, other than an Eligible Tenant. For the purposes of this Article, "permanent residence" means that the Affordable Housing Unit is used as the usual, main, regular, habitual, principal residence, abode or home of the Eligible Tenant.
- 2.2 Within 30 days after receiving notice from the City, the Owner must, in respect of each Affordable Housing Unit, provide to the City a statutory declaration, substantially in the form (with, in the City Solicitor's discretion, such further amendments or additions as deemed necessary) attached as Appendix A, sworn by the Owner, containing all of the information required to complete the statutory declaration. The City may request such statutory declaration in respect to each Affordable Housing Unit no more than once in any calendar year; provided, however, notwithstanding that the Owner may have already provided such statutory declaration in the particular calendar year, the City may request and the Owner shall provide to the City such further statutory declarations as requested by the City in respect to an Affordable Housing Unit if, in the City's absolute

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determination, the City believes that the Owner is in breach of any of its obligations under this Agreement.

- 2.3 The Owner hereby irrevocably authorizes the City to make such inquiries as it considers necessary in order to confirm that the Owner is complying with this Agreement.
- 2.4 The Owner agrees that notwithstanding that the Owner may otherwise be entitled, the Owner will not:
- (a) be issued with a Development Permit unless the Development Permit includes the Affordable Housing Units;
 - (b) be issued with a Building Permit unless the Building Permit includes the Affordable Housing Units; and
 - (c) occupy, nor permit any person to occupy any Dwelling Unit or any portion of any building, in part or in whole, constructed on the Lands and the City will not be obligated to permit occupancy of any Dwelling Unit or building constructed on the Lands until all of the following conditions are satisfied:
 - (i) the Affordable Housing Units and related uses and areas have been constructed to the satisfaction of the City;
 - (ii) the Affordable Housing Units have received final building permit inspection granting occupancy; and
 - (iii) the Owner is not otherwise in breach of any of its obligations under this Agreement or any other agreement between the City and the Owner in connection with the development of the Lands.

ARTICLE 3

DISPOSITION AND ACQUISITION OF AFFORDABLE HOUSING UNITS

- 3.1 The Owner will not permit an Affordable Housing Unit Tenancy Agreement to be subleased or assigned.
- 3.2 If this Housing Agreement encumbers more than one Affordable Housing Unit, then the Owner may not, without the prior written consent of the City Solicitor, sell or transfer less than five (5) Affordable Housing Units in a single or related series of transactions so that, when the purchaser or transferee of the Affordable Housing Units becomes the owner, the purchaser or transferee will be the legal and beneficial owner of not less than five (5) Affordable Housing Units.
- 3.3 If the Owner sells or transfers one (1) or more Affordable Housing Units, the Owner will notify the City Solicitor of the sale or transfer within 3 days of the effective date of sale or transfer.

3.4 The Owner must not rent, lease, license or otherwise permit occupancy of any Affordable Housing Unit except to an Eligible Tenant and except in accordance with the following additional conditions:

- (a) the Affordable Housing Unit will be used or occupied only pursuant to a Tenancy Agreement;
- (b) the monthly rent payable for the Affordable Housing Unit will not exceed the Permitted Rent applicable to that class of Affordable Housing Unit;
- (c) the Owner will allow the Tenant and any permitted occupant and visitor to have full access to and use and enjoy all on-site common indoor and outdoor amenity spaces;
- (d) the Owner will not require the Tenant or any permitted occupant to pay any move-in/move-out fees, strata fees, strata property contingency reserve fees or any extra charges or fees for use of any common property, limited common property, or other common areas, facilities or amenities, including without limitation parking, bicycle storage, electric vehicle charging stations or related facilities, or for sanitary sewer, storm sewer, water, other utilities, property or similar tax; provided, however, that if the Affordable Housing Unit is a strata unit and the following costs are not part of strata or similar fees, an Owner may charge the Tenant the Owner's cost, if any, of providing cable television, telephone, other telecommunications, gas, or electricity fees, charges or rates;
- (e) the Owner will attach a copy of this Agreement to every Tenancy Agreement;
- (f) the Owner will include in the Tenancy Agreement a clause requiring the Tenant and each permitted occupant of the Affordable Housing Unit to comply with this Agreement;
- (g) the Owner will include in the Tenancy Agreement a clause entitling the Owner to terminate the Tenancy Agreement if:
 - (i) an Affordable Housing Unit is occupied by a person or persons other than an Eligible Tenant;
 - (ii) the annual income of an Eligible Tenant rises above the applicable maximum amount specified in section 1.1(1) of this Agreement;
 - (iii) the Affordable Housing Unit is occupied by more than the number of people the City's building inspector determines can reside in the Affordable Housing Unit given the number and size of bedrooms in the Affordable Housing Unit and in light of any relevant standards set by the City in any bylaws of the City;

- (iv) the Affordable Housing Unit remains vacant for three consecutive months or longer, notwithstanding the timely payment of rent; and/or
- (v) the Tenant subleases the Affordable Housing Unit or assigns the Tenancy Agreement in whole or in part,

and in the case of each breach, the Owner hereby agrees with the City to forthwith provide to the Tenant a notice of termination. Except for section 3.4(g)(ii) of this Agreement [*Termination of Tenancy Agreement if Annual Income of Tenant rises above amount prescribed in section 1.1(l) of this Agreement*], the notice of termination shall provide that the termination of the tenancy shall be effective 30 days following the date of the notice of termination. In respect to section 3.4(g)(ii) of this Agreement, termination shall be effective on the day that is six (6) months following the date that the Owner provided the notice of termination to the Tenant;

- (h) the Tenancy Agreement will identify all occupants of the Affordable Housing Unit and will stipulate that anyone not identified in the Tenancy Agreement will be prohibited from residing at the Affordable Housing Unit for more than 30 consecutive days or more than 45 days total in any calendar year; and
- (i) the Owner will forthwith deliver a true copy of the Tenancy Agreement to the City upon demand.

3.5 If the Owner has terminated the Tenancy Agreement, then the Owner shall use best efforts to cause the Tenant and all other persons that may be in occupation of the Affordable Housing Unit to vacate the Affordable Housing Unit on or before the effective date of termination.

ARTICLE 4 DEMOLITION OF AFFORDABLE HOUSING UNIT

4.1 The Owner will not demolish an Affordable Housing Unit unless:

- (a) the Owner has obtained the written opinion of a professional engineer or architect who is at arm's length to the Owner that it is no longer reasonable or practical to repair or replace any structural component of the Affordable Housing Unit, and the Owner has delivered to the City a copy of the engineer's or architect's report; or
- (b) the Affordable Housing Unit is damaged or destroyed, to the extent of 40% or more of its value above its foundations, as determined by the City in its sole discretion,

and, in each case, a demolition permit for the Affordable Housing Unit has been issued by the City and the Affordable Housing Unit has been demolished under that permit.

Following demolition, the Owner will use and occupy any replacement Dwelling Unit in compliance with this Agreement and the Housing Covenant both of which will apply to any replacement Dwelling Unit to the same extent and in the same manner as those agreements apply to the original Dwelling Unit, and the Dwelling Unit must be approved by the City as an Affordable Housing Unit in accordance with this Agreement.

ARTICLE 5 STRATA CORPORATION BYLAWS

- 5.1 This Agreement will be binding upon all strata corporations created upon the strata title Subdivision of the Lands or any Subdivided parcel of the Lands.
- 5.2 Any strata corporation bylaw which prevents, restricts or abridges the right to use the Affordable Housing Units as rental accommodation will have no force and effect.
- 5.3 No strata corporation shall pass any bylaws preventing, restricting or abridging the use of the Affordable Housing Units as rental accommodation.
- 5.4 No strata corporation shall pass any bylaw or approve any levies which would result in only the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit (and not include all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units) paying any extra charges or fees for the use of any common property, limited common property or other common areas, facilities, or indoor or outdoor amenities of the strata corporation.
- 5.5 No strata corporation shall pass any bylaws or approve any levies, charges or fees which would result in the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit paying for the use of parking, bicycle storage, electric vehicle charging stations or related facilities, notwithstanding that the Strata Corporation may levy such parking, bicycle storage, electric vehicle charging stations or other related facilities charges or fees on all the other owners, tenants, any other permitted occupants or visitors of all the strata lots in the applicable strata plan which are not Affordable Housing Units; provided, however, that the electricity fees, charges or rates for use of electric vehicle charging stations are excluded from this provision.
- 5.6 The strata corporation shall not pass any bylaw or make any rule which would restrict the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit from using and enjoying any common property, limited common property or other common areas, facilities or amenities of the strata corporation, including parking, bicycle storage, electric vehicle charging stations or related facilities, except, subject to section 5.5 of this Agreement, on the same basis that governs the use and enjoyment of any common property, limited common property and other common areas, facilities or amenities of the strata corporation, including parking, bicycle storage, electric vehicle charging stations and related facilities, by all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units.

ARTICLE 6 DEFAULT AND REMEDIES

- 6.1 The Owner agrees that, in addition to any other remedies available to the City under this Agreement or the Housing Covenant or at law or in equity, if an Affordable Housing Unit is used or occupied in breach of this Agreement or rented at a rate in excess of the Permitted Rent or the Owner is otherwise in breach of any of its obligations under this Agreement or the Housing Covenant, the Owner will pay the Daily Amount to the City for every day that the breach continues after forty-five (45) days written notice from the City to the Owner stating the particulars of the breach (or if the breach reasonably requires more than forty-five (45) days to cure, such period as is reasonably required to cure such breach so long as the Owner has commenced action to cure the breach and thereafter promptly and continuously works to remedy and cure the breach. For greater certainty, the City is not entitled to give written notice with respect to any breach of the Agreement until any applicable cure period, if any, has expired. The Daily Amount is due and payable five (5) business days following receipt by the Owner of an invoice from the City for the same.
- 6.2 The Owner acknowledges and agrees that a default by the Owner of any of its promises, covenants, representations or warranties set-out in the Housing Covenant shall also constitute a default under this Agreement.

ARTICLE 7 MISCELLANEOUS

7.1 Housing Agreement

The Owner acknowledges and agrees that:

- (a) this Agreement includes a housing agreement entered into under section 483 of the *Local Government Act*;
- (b) where an Affordable Housing Unit is a separate legal parcel the City may file notice of this Agreement in the LTO against the title to the Affordable Housing Unit and, in the case of a strata corporation, may note this Agreement on the common property sheet; and
- (c) where the Lands have not yet been Subdivided to create the separate parcels to be charged by this Agreement, the City may file a notice of this Agreement in the LTO against the title to the Lands. If this Agreement is filed in the LTO as a notice under section 483 of the *Local Government Act* prior to the Lands having been Subdivided, and it is the intention that this Agreement is, once separate legal parcels are created and/or the Lands are subdivided, to charge and secure only the legal parcels or Subdivided Lands which contain the Affordable Housing Units, then the City Solicitor shall be entitled, without further City Council approval, authorization or bylaw, to partially discharge this Agreement accordingly. The

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Owner acknowledges and agrees that notwithstanding a partial discharge of this Agreement, this Agreement shall be and remain in full force and effect and, but for the partial discharge, otherwise unamended. Further, the Owner acknowledges and agrees that in the event that the Affordable Housing Unit is in a strata corporation, this Agreement shall remain noted on the strata corporation's common property sheet.

7.2 No Compensation

The Owner acknowledges and agrees that no compensation is payable, and the Owner is not entitled to and will not claim any compensation from the City, for any decrease in the market value of the Lands or for any obligations on the part of the Owner and its successors in title which at any time may result directly or indirectly from the operation of this Agreement.

7.3 Modification

Subject to section 7.1 of this Agreement, this Agreement may be modified or amended from time to time, by consent of the Owner and a bylaw duly passed by the Council of the City and thereafter if it is signed by the City and the Owner.

7.4 Management

The Owner covenants and agrees that it will furnish good and efficient management of the Affordable Housing Units and will permit representatives of the City to inspect the Affordable Housing Units at any reasonable time, subject to the notice provisions in the *Residential Tenancy Act*. The Owner further covenants and agrees that it will maintain the Affordable Housing Units in a good state of repair and fit for habitation and will comply with all laws, including health and safety standards applicable to the Lands. Notwithstanding the foregoing, the Owner acknowledges and agrees that the City, in its absolute discretion, may require the Owner, at the Owner's expense, to hire a person or company with the skill and expertise to manage the Affordable Housing Units.

7.5 Indemnity

The Owner will indemnify and save harmless the City and each of its elected officials, officers, directors, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:

- (a) any negligent act or omission of the Owner, or its officers, directors, agents, contractors or other persons for whom at law the Owner is responsible relating to this Agreement;

- (b) the City refusing to issue a development permit, building permit or refusing to permit occupancy of any building, or any portion thereof, constructed on the Lands;
- (c) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands or any Affordable Housing Unit or the enforcement of any Tenancy Agreement; and/or
- (d) without limitation, any legal or equitable wrong on the part of the Owner or any breach of this Agreement by the Owner.

7.6 Release

The Owner hereby releases and forever discharges the City and each of its elected officials, officers, directors, and agents, and its and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, damages, actions, or causes of action by reason of or arising out of or which would or could not occur but for the:

- (a) construction, maintenance, repair, ownership, lease, license, operation or management of the Lands or any Affordable Housing Unit under this Agreement;
- (b) the City refusing to issue a development permit, building permit or refusing to permit occupancy of any building, or any portion thereof, constructed on the Lands; and/or
- (c) the exercise by the City of any of its rights under this Agreement or an enactment.

7.7 Survival

The obligations of the Owner set out in this Agreement will survive termination or discharge of this Agreement.

7.8 Priority

The Owner will do everything necessary, at the Owner's expense, to ensure that this Agreement, if required by the City Solicitor, will be noted against title to the Lands in priority to all financial charges and encumbrances which may have been registered or are pending registration against title to the Lands save and except those specifically approved in advance in writing by the City Solicitor or in favour of the City, and that a notice under section 483(5) of the *Local Government Act* will be filed on the title to the Lands.

7.9 City's Powers Unaffected

This Agreement does not:

- (a) affect or limit the discretion, rights, duties or powers of the City under any enactment or at common law, including in relation to the use or subdivision of the Lands;
- (b) impose on the City any legal duty or obligation, including any duty of care or contractual or other legal duty or obligation, to enforce this Agreement;
- (c) affect or limit any enactment relating to the use or subdivision of the Lands; or
- (d) relieve the Owner from complying with any enactment, including in relation to the use or subdivision of the Lands.

7.10 Agreement for Benefit of City Only

The Owner and the City agree that:

- (a) this Agreement is entered into only for the benefit of the City;
- (b) this Agreement is not intended to protect the interests of the Owner, any Tenant, or any future owner, lessee, occupier or user of the Lands or the building or any portion thereof, including any Affordable Housing Unit; and
- (c) the City may at any time execute a release and discharge of this Agreement, without liability to anyone for doing so, and without obtaining the consent of the Owner.

7.11 No Public Law Duty

Where the City is required or permitted by this Agreement to form an opinion, exercise a discretion, express satisfaction, make a determination or give its consent, the Owner agrees that the City is under no public law duty of fairness or natural justice in that regard and agrees that the City may do any of those things in the same manner as if it were a private party and not a public body.

7.12 Notice

Any notice required to be served or given to a party herein pursuant to this Agreement will be sufficiently served or given if delivered, to the postal address of the Owner set out in the records at the LTO, and in the case of the City addressed:

To: Clerk, City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

And to: City Solicitor
 City of Richmond
 6911 No. 3 Road
 Richmond, BC V6Y 2C1

or to the most recent postal address provided in a written notice given by each of the parties to the other. Any notice which is delivered is to be considered to have been given on the first day after it is dispatched for delivery.

7.13 Enuring Effect

This Agreement will extend to and be binding upon and enure to the benefit of the parties hereto and their respective successors and permitted assigns.

7.14 Severability

If any provision of this Agreement is found to be invalid or unenforceable, such provision or any part thereof will be severed from this Agreement and the resultant remainder of this Agreement will remain in full force and effect.

7.15 Waiver

All remedies of the City will be cumulative and may be exercised by the City in any order or concurrently in case of any breach and each remedy may be exercised any number of times with respect to each breach. Waiver of or delay in the City exercising any or all remedies will not prevent the later exercise of any remedy for the same breach or any similar or different breach.

7.16 Sole Agreement

This Agreement, and any documents signed by the Owners contemplated by this Agreement (including, without limitation, the Housing Covenant), represent the whole agreement between the City and the Owner respecting the use and occupation of the Affordable Housing Units, and there are no warranties, representations, conditions or collateral agreements made by the City except as set forth in this Agreement. In the event of any conflict between this Agreement and the Housing Covenant, this Agreement shall, to the extent necessary to resolve such conflict, prevail.

7.17 Further Assurance

Upon request by the City the Owner will forthwith do such acts and execute such documents as may be reasonably necessary in the opinion of the City to give effect to this Agreement.

7.18 Covenant Runs with the Lands

This Agreement burdens and runs with the Lands and every parcel into which it is Subdivided in perpetuity. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its personal administrators, successors and assigns, and all persons who after the date of this Agreement, acquire an interest in the Lands.

7.19 Equitable Remedies

The Owner acknowledges and agrees that damages would be an inadequate remedy for the City for any breach of this Agreement and that the public interest strongly favours specific performance, injunctive relief (mandatory or otherwise), or other equitable relief, as the only adequate remedy for a default under this Agreement.

7.20 No Joint Venture

Nothing in this Agreement will constitute the Owner as the agent, joint venturer, or partner of the City or give the Owner any authority to bind the City in any way.

7.21 Applicable Law

Unless the context otherwise requires, the laws of British Columbia (including, without limitation, the *Residential Tenancy Act*) will apply to this Agreement and all statutes referred to herein are enactments of the Province of British Columbia.

7.22 Deed and Contract

By executing and delivering this Agreement the Owner intends to create both a contract and a deed executed and delivered under seal.

7.23 Joint and Several

If the Owner is comprised of more than one person, firm or body corporate, then the covenants, agreements and obligations of the Owner shall be joint and several.

7.23 Limitation on Owner's Obligations

The Owner is only liable for breaches of this Agreement that occur while the Owner is the registered owner of the Lands provided however that notwithstanding that the Owner is no longer the registered owner of the Lands, the Owner will remain liable for breaches of this Agreement that occurred while the Owner was the registered owner of the Lands.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

1004732 B.C. LTD. (INC. NO. BC1004732)

by its authorized signatory(ies):

Per: 
Name:

Per: _____
Name:

CITY OF RICHMOND

by its authorized signatory(ies):

Per: _____
Malcolm D. Brodie, Mayor

Per: _____
David Weber, Corporate Officer

CITY OF RICHMOND
APPROVED for content by originating dept.
APPROVED for legality by Solicitor
DATE OF COUNCIL APPROVAL

Appendix A to Housing Agreement

STATUTORY DECLARATION

CANADA)	IN THE MATTER OF A
)	HOUSING AGREEMENT WITH
PROVINCE OF BRITISH COLUMBIA)	THE CITY OF RICHMOND
)	("Housing Agreement")

TO WIT:

I, _____ of _____, British Columbia, do solemnly declare that:

1. I am the owner or authorized signatory of the owner of _____ (the "Affordable Housing Unit"), and make this declaration to the best of my personal knowledge.
2. This declaration is made pursuant to the Housing Agreement in respect of the Affordable Housing Unit.
3. For the period from _____ to _____, the Affordable Housing Unit was occupied only by the Eligible Tenants (as defined in the Housing Agreement) whose names and current addresses and whose employer's names and current addresses appear below:

[Names, addresses and phone numbers of Eligible Tenants and their employer(s)]

4. The rent charged each month for the Affordable Housing Unit is as follows:
 - (a) the monthly rent on the date 365 days before this date of this statutory declaration: \$ _____ per month;
 - (b) the rent on the date of this statutory declaration: \$ _____; and
 - (c) the proposed or actual rent that will be payable on the date that is 90 days after the date of this statutory declaration: \$ _____.
5. I acknowledge and agree to comply with the Owner's obligations under the Housing Agreement, and other charges in favour of the City noted or registered in the Land Title Office against the land on which the Affordable Housing Unit is situated and confirm that the Owner has complied with the Owner's obligations under the Housing Agreement.

Housing Agreement (Section 483 *Local Government Act*)
 iFortune (6840 & 6860 No.3 Rd, 8051 Anderson Rd)
 Application No. RZ 14-678448
 RZ Consideration No. 12
 v.2

6. I make this solemn declaration, conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and pursuant to the *Canada Evidence Act*.

DECLARED BEFORE ME at the City of _____)
_____, in the Province of British Columbia, this _____ day of _____)
_____, 20____.)

A Commissioner for Taking Affidavits in the Province of British Columbia)

DECLARANT

PRIORITY AGREEMENT

FIRST COMMERCIAL BANK (the "**Chargeholder**") is the holder of a Mortgage and Assignment of Rents encumbering the Lands, which Mortgage and Assignment of Rents were registered in the Lower Mainland Land Title Office under numbers CA4014685 and CA4014686, respectively (together, the "**Charges**").

The Chargeholder, being the holder of the Charges, by signing below, in consideration of the payment of Ten Dollars (\$10.00) and other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged and agreed to by the Chargeholder), hereby consents to the granting of the covenants in the Housing Agreement by the Owner and hereby covenants that the Housing Agreement shall bind the Charges in the Lands and shall rank in priority upon the Lands over the Charges as if the Housing Agreement had been signed, sealed and delivered and noted on title to the Lands prior to the Charges and prior to the advance of any monies pursuant to the Charges. The grant of priority is irrevocable, unqualified and without reservation or limitation.

FIRST COMMERCIAL BANK

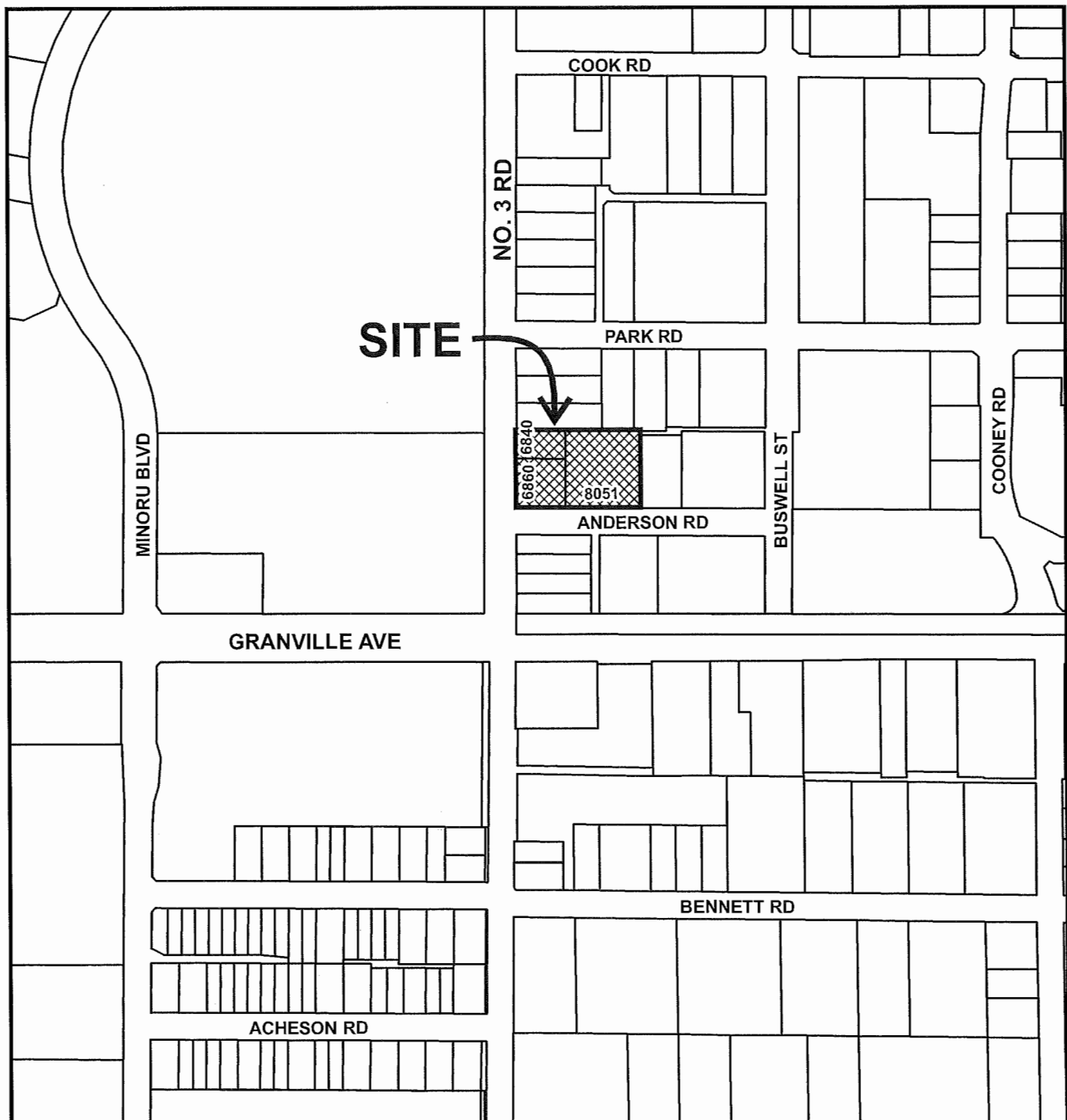
by its authorized signatory(ies):

Per: _____
Name:

Per: _____
Name:



City of
Richmond



6860 & 6840 No. 3 Road
8051 Anderson Road

Original Date: 11/29/17

Revision Date:

Note: Dimensions are in METRES



City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director, Development

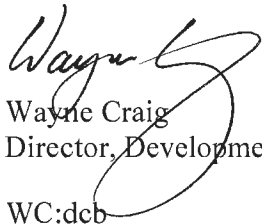
Date: December 13, 2017

File: RZ 17-778596

Re: Application by Polygon Development 302 Ltd. for Rezoning at
9211/9251/9271/9291 Odlin Road from Single Detached (RS1/F) to Low Rise
Apartment (ZLR31)

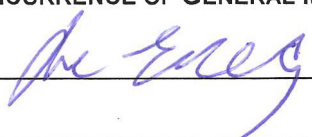
Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9755 to create the “Low Rise Apartment (ZLR31)” zone, and to rezone 9211/9251/9271/9291 Odlin Road from “Single Detached (RS1/F)” zone to “Low Rise Apartment (ZLR31) – Alexandra Neighbourhood (West Cambie)” zone, be introduced and given first reading.



Wayne Craig
Director, Development

WC:dcb
Att. 6

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

Staff Report

Origin

Polygon Development 302 Ltd. has applied to the City of Richmond for permission to rezone 9211, 9251, 9271, 9291 Odlin Road from “Single Detached (RS1/F)” to a new site specific zone, “Low Rise Apartment (ZLR31) – Alexandra Neighbourhood (West Cambie)” in order to construct two 4 to 6 storey multi-family apartment buildings over a common parkade. The proposed development will contain approximately 265 residential apartment units including 13 affordable housing units. The net area of the proposed buildings is approximately 24,990 m² (268,989 ft²). A Statutory Right of Way (SRW) will be provided along the east side of the development site along with provisions for the completion of the existing interim pedestrian greenway. Road dedications will be required along the western side of the site for the construction of a portion of the new Dubbert Street and along portions of Odlin Road. Two of the properties have single family dwellings that will need to be demolished.

A location map is provided in Attachment 1. The site’s context in the Alexandra Neighbourhood Land Use Map is shown in Attachment 2. Conceptual Development Plans are provided in Attachment 3 and a Development Application Data Sheet providing technical details about the development proposal is provided in Attachment 4.

Findings of Fact

The proposed development will require the consolidation of the four properties and the installation of various services and utilities. The most significant Engineering Servicing requirements to accommodate the proposed development are as follows:

- Partial construction of Dubbert Street to an interim ‘half road’ standard, along the site’s western frontage;
- Road widening of Odlin Road along the site’s entire frontage;
- Installation of approximately 160 m of new watermain along the new section of Dubbert Street;
- Installation of new fire hydrants along the new section of Dubbert Street;
- Installation of new storm sewer service along approximately 160 m of Dubbert Street;
- Installation of sidewalks and landscaped boulevards along the Dubbert Street and Odlin Road frontages;
- Provision of street lighting along Odlin Road and Dubbert Street frontages;
- Undergrounding of existing private utility overhead lines (e.g. hydro, Telus and Shaw) along Odlin Road; and
- Preducting for future hydro, telephone and cable utilities along the Odlin Road and Dubbert Street frontages.

The detailed list of Engineering Servicing requirements is included in the Rezoning Considerations (Attachment 6).

Surrounding Development

Surrounding development is as follows:

To the North: Four vacant lots to be consolidated and rezoned to “Town Housing (ZT79)” under RZ 15-692812 (pending adoption). The proposed development is for 59 three-storey townhouse units. The proposal’s Development Permit (DP 17-760368) has been reviewed and endorsed by Development Permit Panel on July 12, 2017.

To the South (across Odlin Road): Three 4-storey apartment buildings approved under RZ 06-344033 and consisting of approximately 259 dwelling units. The site is zoned “Low Rise Apartment (ZLR20)”

To the East: An existing 5 m (16.4 ft.) wide pedestrian greenway and an existing medium density multi-family residential apartment complex (approved under RZ 10-537689 - Mayfair Place Homes) consisting of 4 four storey buildings over a common parking podium on a property zoned “Low Rise Apartment (ZLR24)”. The existing greenway will be doubled in width as a result of the subject proposal.

To the West: (Across the future Dubbert Street): Several large lots currently zoned “Single Detached (RS1/F)”. These lots are part of a 10 lot consolidation and development application currently under staff review (RZ 14-654114). The development proposal is for a mixed-use building with approximately 320 residential units and 6,668 m² (71,774 ft²) of office/commercial uses.

Related Policies & Studies

Official Community Plan/West Cambie Area Plan – Schedule 2.11A Alexandra Neighbourhood Land Use Map

The Official Community Plan (OCP) land use designation is “Apartment Residential (APT)”. The proposed four, five and six storey apartment development complies.

The proposed development site is located within the West Cambie Area Plan’s “Medium Density Housing (Character Area 4)” area which permits street-oriented townhouses and apartments, typically between two and four storeys in height. The Plan does allow for up to six storey residential buildings provided that no additional overshadowing of neighbouring properties occurs and increased open space is provided.

The development proposal maintains four storeys for both buildings within the northern 48 m (157 ft.) of both buildings “A” and “B”. The balance of the eastern building (“building B”) adjacent to the greenway is then raised to five storeys. The western building, “building A”, steps up to five storeys for the middle portion of the building’s length and then to six storeys within its southern 54 m (177 ft.) of the property (i.e. adjacent to Odlin Road).

This height arrangement allows the development’s buildings to be pulled away from the property to the north increasing the building separation between the two projects to approximately 18 m (59 ft.). Although building B does increase to five storeys for the southern two thirds of its

length, the building to building separation with the existing development to the east (9399 Odlin Road) will be a minimum of 15 m (49 ft.) reducing potential overshadowing by the additional storey.

The extra height also contributes to the provision of approximately 30% more outdoor open space on the site than required under the Official Community Plan. Without the additional height the building's mass would need to use more ground space to achieve the same density. From both these perspectives the proposal complies with the height conditions outlined in the West Cambie Area Plan Character Area 4. The proposed Amendment Bylaw 9755 ensures that the building massing respects the objectives established in the Area Plan.

Per the Alexandra Neighbourhood Land Use Map, the permitted base density at the subject site is 1.50 FAR increasing to a base density maximum of 1.70 FAR with the addition of a density bonus for affordable housing and amenity space. The proposed development will comply with the Alexandra Neighbourhood Land Use Map by providing thirteen built affordable housing units in the development.

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.

Analysis

Built Form and Architectural Character

The proposed development will have two 4 to 6 storey buildings constructed on top of a common parkade. The two buildings will run parallel to each other with a common courtyard area running north-south between them. The western most building (Building A) is proposed to have three different heights from four storeys at the north end to five storeys in the middle section and six storeys closest to Odlin Road in the south. The eastern most building (Building B) is proposed to have two different heights from four storeys at the north end to five storeys at the southern end. In addition to the variations in height the buildings are proposed to be designed to reflect three distinct segments in terms of the exterior finishes and color patterns.

Terraces of landscaping and access stairways leading from the podium units are proposed to line both the Dubbert Street frontage as well as the greenway side (east side) of the development providing a softer edge to the development and allowing for greater animation of the street and greenway. The interior courtyard will be accessible from both apartment buildings via separate entrances as well as a grand stairway connecting to Odlin Road.

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

Existing Legal Encumbrances

A restrictive covenant (AB224298) is currently registered on the title of 9291 Odlin Road. The covenant permits only one residential dwelling on that property and will need to be discharged to accommodate the development proposal. The Rezoning Considerations include a requirement for this restrictive covenant to be discharged from title prior to rezoning adoption.

Transportation and Site Access

The vehicle parkade entrance is proposed to be located on the Dubbert Street frontage while the building's two lobbies will be oriented toward Odlin Road. Two (2) loading areas are proposed – one at the south-east corner of the site and the other at the north-west corner of the site providing each building with its own loading bay.

The Zoning Bylaw No. 8500 parking space requirement for apartments is currently 1.50 spaces for residents and 0.2 spaces for visitors. The applicant has requested a reduced parking rate for the proposal of 1.44 spaces (1.26 spaces for residents + 0.18 spaces for visitors) per dwelling unit. The rationale for the requested reduction is provided via a parking analysis prepared by Bunt and Associates (dated November 22, 2017). The report notes that the subject site has high access to transit services in the area and is similar to another nearby Polygon development (Trafalgar Square at 9500 Tomicki Avenue) which was provided with the same parking variance (DP 16-740665). A detailed parking demand survey undertaken for the Trafalgar Square concluded that, based on observations of parking demand for several existing apartments in the area, the parking requirements of the Zoning Bylaw overestimates supply needs for both resident and visitor parking spaces within the local area. Bunt and Associates' parking analysis concludes that the same conditions apply to the subject site.

The report has been reviewed and accepted by the Transportation Department. Based on the technical findings from the report, staff recommend support of the requested reduced a parking rate subject to the provision of the following Transportation Demand Measures (TDM):

- Construct an interim 1.5 m wide walkway along the north side of Odlin Road, separated by physical barriers from traffic lanes and parking area, from Dubbert Street to Garden City Road;
- Curb extensions on the south side of Odlin Road at Dubbert Street and at existing greenway crossing near the eastern limit of the site;
- Enhanced crossing treatment (raised crosswalk) at the existing greenway crossing near the eastern limit of the site; and
- Provide 120 v 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 120 v electric plug-in is required).

The proposed TDM measures are similar to those provided by other developments in the area. The TDM conditions have been accepted by the developer and are incorporated into the Rezoning Considerations for Council's consideration.

The conceptual design plans (Attachment 3) provide for 352 resident parking spaces, 49 visitor parking spaces, 2 SU9 loading spaces and 8 handicapped parking spaces.

Regarding the provision of bicycle spaces, the conceptual plans include 332 Class 1 spaces (secured at 1.25 spaces/unit) and 53 Class 2 spaces (unsecured at 0.2 spaces/unit). These provisions meet the Zoning Bylaw No. 8500 requirements of 1.25 Class 1 spaces per unit and 0.2 Class 2 spaces per unit. All the Class 1 spaces are contained in rooms with a maximum of 40 bicycle spaces in compliance with provisions of Zoning Bylaw 8500.

The Rezoning Considerations also include a requirement for the submission of a construction parking and traffic management plan prior to the issuance of a Building Permit.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report (Pacific Sun Tree Services dated Nov. 13, 2017) 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 indicates that 56 bylaw sized trees are located on the subject property, nine additional trees are located along Odlin Road boulevard, one tree is shared with the City along Odlin Road and another tree is located on private property to the north (9300 Cambie Road).

The report recommends retention and protection of the ten street trees and the single shared tree. All 56 trees on site are recommended for removal due to poor condition or in conflict with the proposed building footprint.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the Arborist's findings. The Coordinator notes that all retained trees should be protected as per City of Richmond's Tree Protection Information Bulletin Tree-03. Replacement trees should be specified at 2:1 ratio as per the OCP.

Tree Replacement

The applicant wishes to remove 56 on-site trees (as indicated in Attachment 5). The 2:1 replacement ratio would require a total of 112 replacement trees. The applicant has agreed to plant approximately 161 trees on the lot. The tree species and sizes will be reviewed through the Development Permit.

Tree Protection

The nine street trees plus the shared tree along Odlin Road (#203, 204 and A-H) as well as the single tree (#478) on a neighbouring property to the north (9300 Cambie Road) shown on Attachment 5) are currently proposed to be retained and protected under the proponent's tree protection plan. Given the extent of proposed frontage and greenway works these trees will need to be assessed through the required Servicing Agreement. In the interim, to ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission 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 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.

Should it be necessary to remove any of these protected trees as a result of the required frontage works, appropriate compensation, relocation or replacement measures will be determined by Parks staff through the Servicing Agreement.

Affordable Housing Strategy and Basic Universal Housing

The rezoning application seeks a density of 1.70 including a density bonus of 0.2 FAR with the provision of affordable housing. Under the West Cambie Area Plan, 1/3 of the density bonus of 0.2 FAR (i.e. approximately 980 m² / 10,549 ft²) must be provided for affordable housing. The conceptual plans submitted with the rezoning application indicate that an area of approximately 995 m² (10,711 ft²) of floorspace is proposed to be allocated for affordable housing creating a total of 13 affordable units. The developer is proposing to undertake the construction in two phases with approximately half of the affordable housing units in each building. The proposed unit types and sizes have been reviewed and supported by Affordable Housing staff. The proposed unit types and allocation between the two phases is shown in the table below

Phase 1 Building B – Affordable Housing Unit Types and Floor Space

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
One Bedroom + Den	2	59.9 m ² (645 ft ²)	\$975	\$38,250 or less
Two Bedroom	2	73.9 m ² (795 ft ²)	\$1,218	\$46,800 or less
Two Bedroom + Den	2	87.1 m ² (938 ft ²)	\$1,218	\$46,800 or less

Phase 2 Building A – Affordable Housing Unit Types and Floor Space

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
Two Bedroom	1	73.9 m ² (795 ft ²)	\$1,218	\$46,800 or less
Two Bedroom	6	79.9 m ² (860 ft ²)	\$1,218	\$46,800 or less

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

The Rezoning Considerations include requirements for the registration of the City's standard Housing Agreement to secure the affordable housing units. Staff have also encouraged a range of unit sizes for the affordable units and partnerships with a non-profit agency to own/manage the secured units. These details plus the specific locations of the affordable units will be refined through the forth coming Development Permit and subsequent legal agreements.

In addition to the affordable housing units the proposal includes 19 basic universal housing units, all of which will be three bedroom corner units spread throughout the two buildings.

Renewable Energy

The subject site is within the Alexandra District Energy Utility 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 will be capable of accommodating the ADEU connection and ensuring that the service connection will be made prior to occupancy.

Amenity Space

The proposed Bylaw 9755 provides for additional 0.1 FAR provided that it is used entirely for amenity space. The proposed development provides 477.15 m² (5,136 ft²) of indoor amenity space via a 67 m² (721 ft²) library space on the main floor and a two level 410 m² (4,415 ft²) fitness centre, music practice rooms and study lounges at the southern end of Building B, which will meet the minimum requirements.

The outdoor amenity courtyard covers approximately 2,075 m² (22,335 ft²) and will contain an open lawn area, a central plaza, a raised patio overtop of a mounded electrical/mechanical room, a children's play area and an outdoor social rooms area. The children's play area complies with the Official Community Plan policies at 600 m² (6,459 ft²) and is proposed to include a variety of play structures.

Greenway

Included in the Servicing Agreement requirements outlined in the Rezoning Considerations is a requirement for the provision of a 5 m wide SRW and the design and construction of the pedestrian greenway along the entire east side of the site. An existing 5 m (16.4 ft.) wide SRW and interim pedestrian pathway was constructed along the corridor as part of a previous Polygon development to the east at 9399 Odlin Road (Mayfair Place Homes RZ 10-537689).

With this development the greenway will be widened to the ultimate width of 10 m (33 ft.) with the pathway realigned and new landscaping installed. Entry nodes will be located at both the Odlin Road and McKim Way entry points and a new central node will be created with unit pavers and seating within the 10 m (33 ft.) wide corridor. New lighting will be provided along the length of the greenway. Pedestrian connections are also proposed from the podium units of the subject development to the greenway to further animate the greenway.

The conceptual design and cross section for the greenway is included in the Conceptual Development Plans in Attachment 3. Once the greenway has been completed to the satisfaction of the City, the maintenance and liability will be the responsibility of the City as outlined in the

Rezoning Considerations. The proposed “Low Rise Apartment (ZLR31) – Alexandra Neighbourhood (West Cambie)” bylaw ensures that building separations of at least 15 m (49 ft.) are maintained with the existing development to the east (9399 Odlin Road) and that the subject site’s buildings are setback from the greenway by at least 2.5 m (8.2 ft.).

West Cambie Area Plan Developer Contributions

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

- Child Care: \$6.45 per m² (\$0.60 per ft²) estimated at \$163,690.20 based on the submission.
- City Beautification: \$6.45 per m² (\$0.60 per ft²) estimated at \$163,690.20 based on the submission.
- Community and Engineering Planning Costs: \$0.75 per m² (\$0.07 per ft²) estimated at \$19,097.19 based on the submission.

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 \$2,033,556).

These contributions have been included in the Rezoning Considerations.

Public Art

A public art contribution based on \$0.83 per buildable square foot (e.g. \$217,548.00) is included in the Rezoning Considerations. The contribution will be made to the City’s public art fund for public art to be incorporated with the new West Cambie Neighbourhood Park or alternatively other neighbourhood Greenway opportunities. The amount is based on 262,106 ft² net floor area (excluding Affordable Housing) at \$0.83/ft².

Site Servicing and Frontage Improvements

The Rezoning Considerations include a requirement for a 10 m (33 ft) wide road dedication along the entire western side of the property to accommodate the partial construction of Dubbert Street. The developer will be responsible for the design and construction of frontage improvements including an interim 6 m wide driving surface, a 1 m wide paved shoulder on the western road edge and along the east road edge a curb/gutter, a 2 m wide sidewalk and an interim boulevard.

Along Odlin Road (i.e. along the southern property boundary) the developer will be responsible for widening the entire frontage to the ultimate cross section inclusive of an 11.2 m wide road pavement with curb and gutter, a 2 m wide sidewalk and a treed and grassed boulevard. A design review will be undertaken through the Servicing Agreement to determine whether any further road dedications will be required to accommodate the ultimate cross section.

Street lighting will be required along both the Dubbert Street and Odlin Road frontages.

A four by four corner cut dedication will also be required at the northeast corner of Odlin Road and Dubbert Street.

The combined gross area of the four lots is approximately 16,210.08 m² (174,483.9 ft²). After the aforementioned road dedications the net site will be approximately 14,699.96 m² (158,229 ft²).

Latecomer Agreement (Alexandra Neighborhood Development 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.

Issues to be Addressed at Development Permit Stage

- Refine the garbage / recycling loading area
- A waste management overlay plan will need to be submitted and reviewed
- Refine the greenway landscaping and design
- Finalize the overall site landscaping plan
- Confirm the location, size and configuration of the affordable housing units
- Verify maximum heights and setbacks to ensure compliance with the new site-specific zone
- Identify site lighting
- Review and adjust vehicle parking spaces as necessary
- Verify that non-monetary TDM measures are incorporated into the design

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 for the on-going maintenance of these assets is \$2,921.85. This will be considered as part of the 2019 Operating budget.

This initial OBI does not include costs for bike lanes and traffic signals.

Conclusion

The proposed rezoning is to accommodate approximately 265 residential apartment units, including 13 on-site affordable housing units within two (2) four, five and six storey wood framed apartment buildings over a common parking podium.

The proposal generally conforms to the Official Community Plan, the West Cambie Area Plan and the Alexandra Neighbourhood Land Use Map designations. Staff recommend that Richmond Zoning Bylaw 8500, Amendment Bylaw 9755 to create the “Low Rise Apartment (ZLR31) – Alexandra Neighbourhood (West Cambie)” zone, and to rezone 9211, 9251, 9271, 9291 Odlin Road from “Single Detached (RS1/F)” to “Low Rise Apartment (ZLR31) – Alexandra Neighbourhood (West Cambie)”, be introduced and given first reading.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9755 be introduced and given first reading.



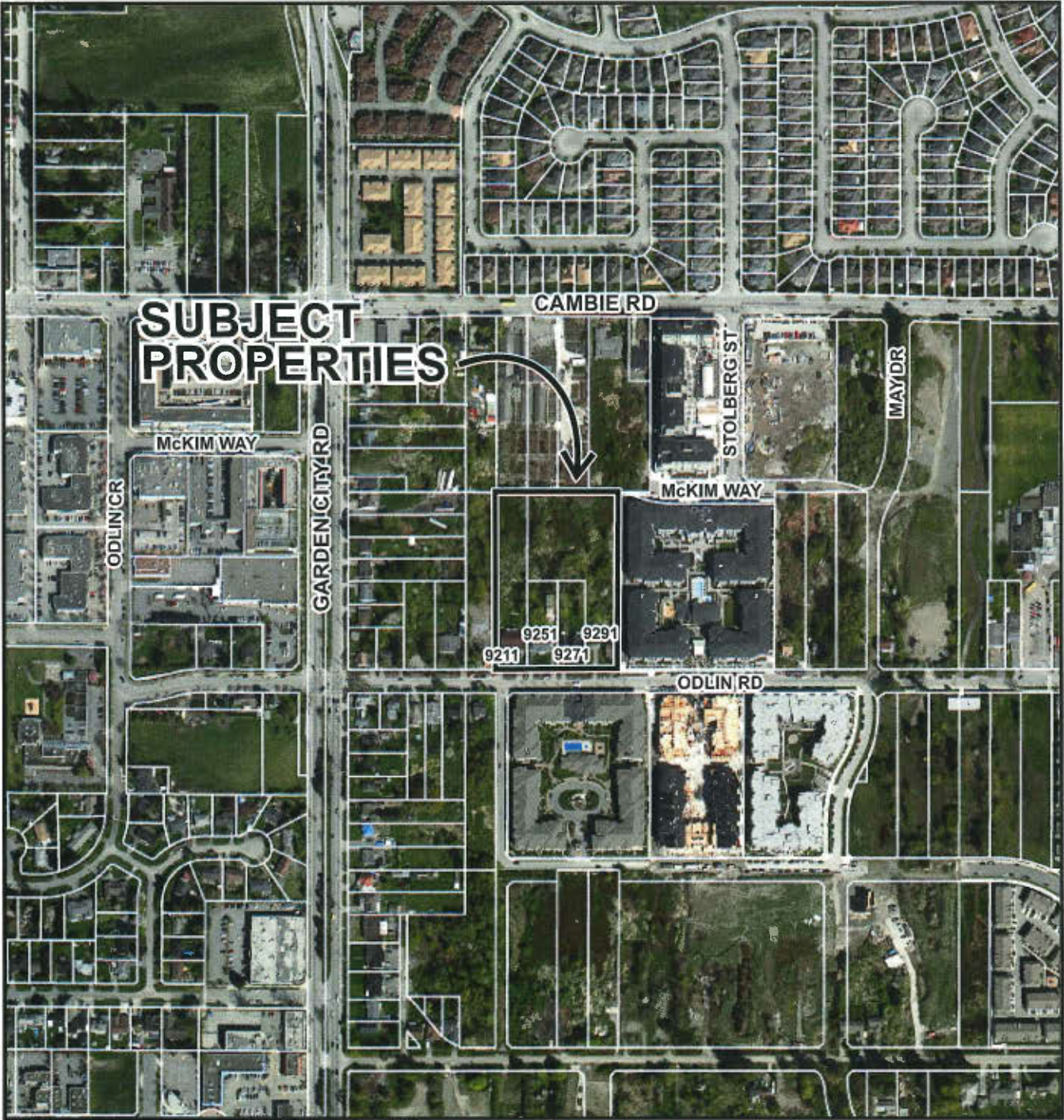
David Brownlee
Planner 2

DCB:rg

- Attachment 1: Location Map
- Attachment 2: Alexandra Neighbourhood Land Use Map
- Attachment 3: Conceptual Development Plans
- Attachment 4: Development Application Data Sheet
- Attachment 5: Tree Management Plan
- Attachment 6: Rezoning Considerations



City of
Richmond



RZ 17-778596

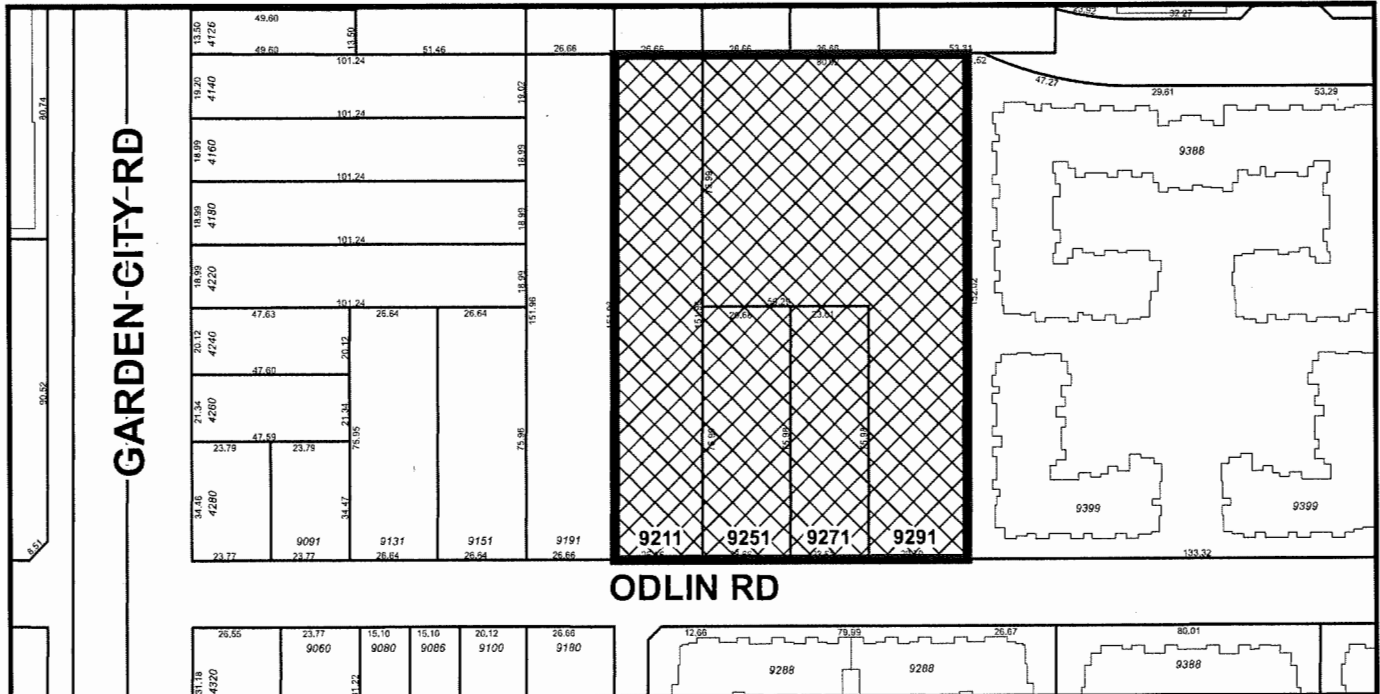
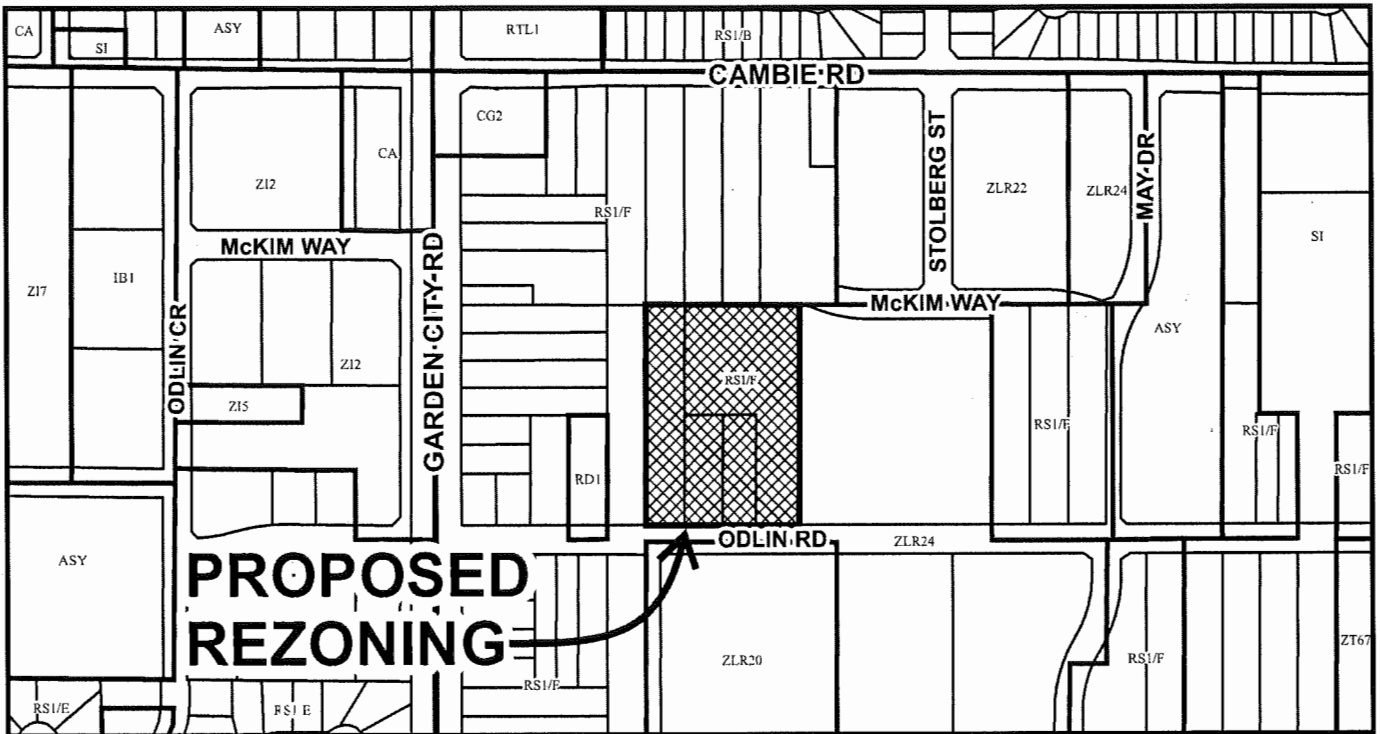
Original Date: 08/09/17

Revision Date:

Note: Dimensions are in METRES



City of Richmond



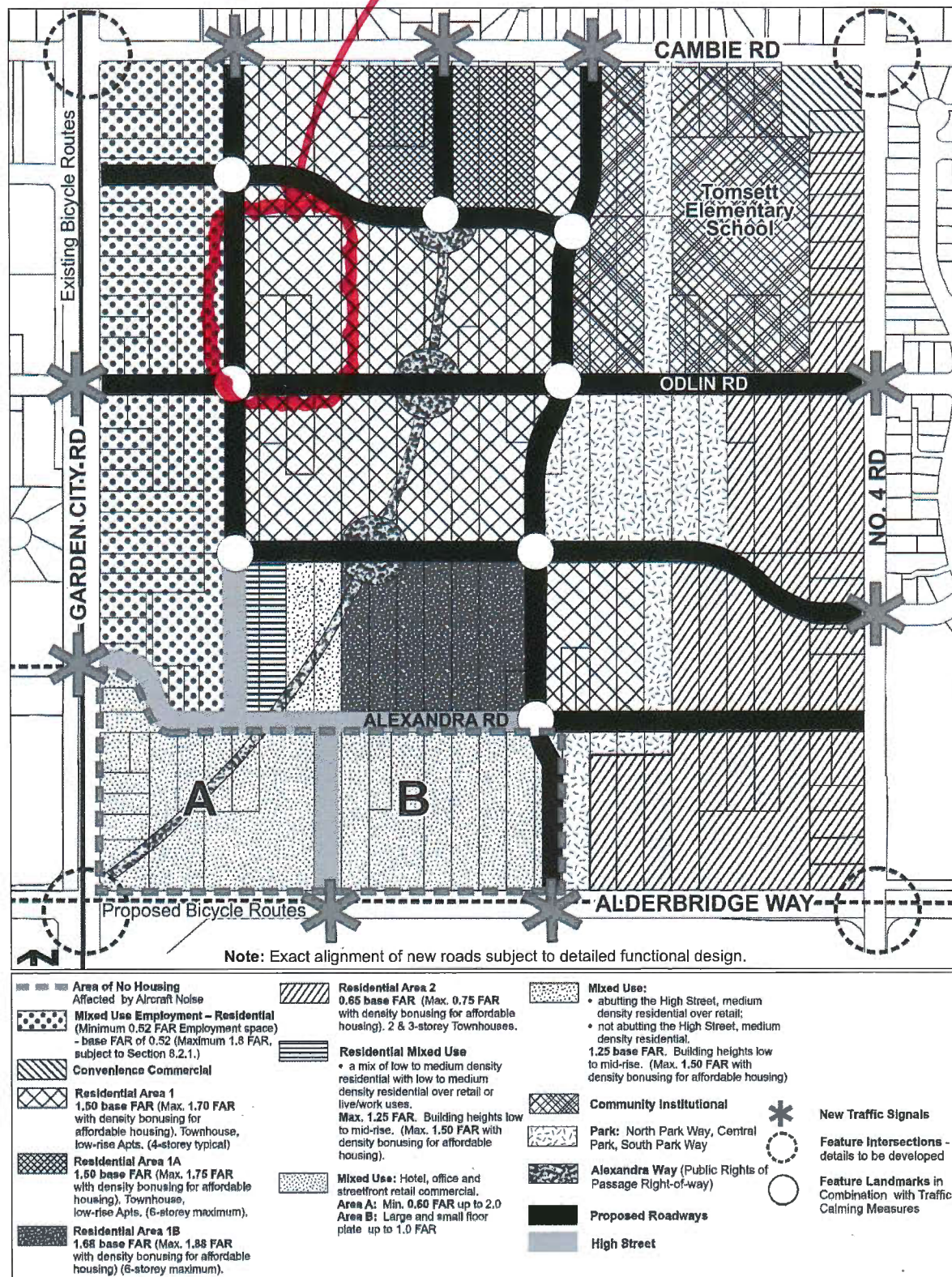
RZ 17-778596

Original Date: 08/09/17

Revision Date:

Note: Dimensions are in METRES

City of Richmond

Alexandra Neighbourhood Land Use MapBylaw 9121
2015/06/15

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

DRAWING LIST:

ARCHITECTURAL	
A-0.00	Cover Sheet
A-1.01	Development Summary
A-1.02	Site Context
A-1.03	Site Plan
A-1.04	Site Plan
A-1.05	Shadow Study
A-2.00	Parking Level Overall Plans
A-2.01	Main Floor Overall Plans
A-2.02	2nd Floor Overall Plans
A-2.03	3rd Floor Overall Plans
A-2.04	4th Floor Overall Plans
A-2.05	5th Floor Overall Plans
A-2.06	6th Floor Overall Plans
A-2.07	7th Floor Overall Plans
A-2.08	Main Floor Area Overlay
A-2.09	2nd Floor Area Overlay
A-2.10	3rd Floor Area Overlay
A-2.11	4th Floor Area Overlay
A-2.12	5th Floor Area Overlay
A-2.13	6th Floor Area Overlay
A-3.00	Elevations
A-3.01	Elevations
A-3.02	Elevations
A-3.03	Elevations
A-3.04	3D A Colour and Material Elevations
A-3.05	3D B Colour and Material Elevations
A-4.00	Sections
A-4.01	Sections
A-5.00	Unit A Plan
A-5.01	Unit B Plan
A-5.02	Unit C Plan
A-5.03	Unit D Plan
A-5.04	Unit E Plan
A-5.05	Unit F Plan
LANDSCAPE	
L1.0	Overall Landscape Plan
L1.1	Landscape Amenity and Precedents
L1.2	Play Area Enlargement Plan
L1.3	Greenway Plan and Section
L1.4	Planting Schedule & Landscape Entrance Plan
L2.0	Plant List & Materials



BERKELEY HOUSE
REZONING & DEVELOPMENT PERMIT
SUBMISSION
NOVEMBER 15, 2017



Berkeley House
9213 & 9233 Odlin Road
Richmond, BC
For Polygon

Cover Sheet
November 22, 2017

ATTACHMENT 3

A-000

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Revised for Rezoning & Development Permit
Revised for Rezoning & Development Permit
November 22, 2017



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November 15, 2017
Revised for Planning & Development Permit
November 22, 2017



Berkeley House
9213 & 9233 Odlin Road
Richmond, BC
For Polygon

Context Plan
NTS
November 22, 2017



1.



2.



3.



4.



5.



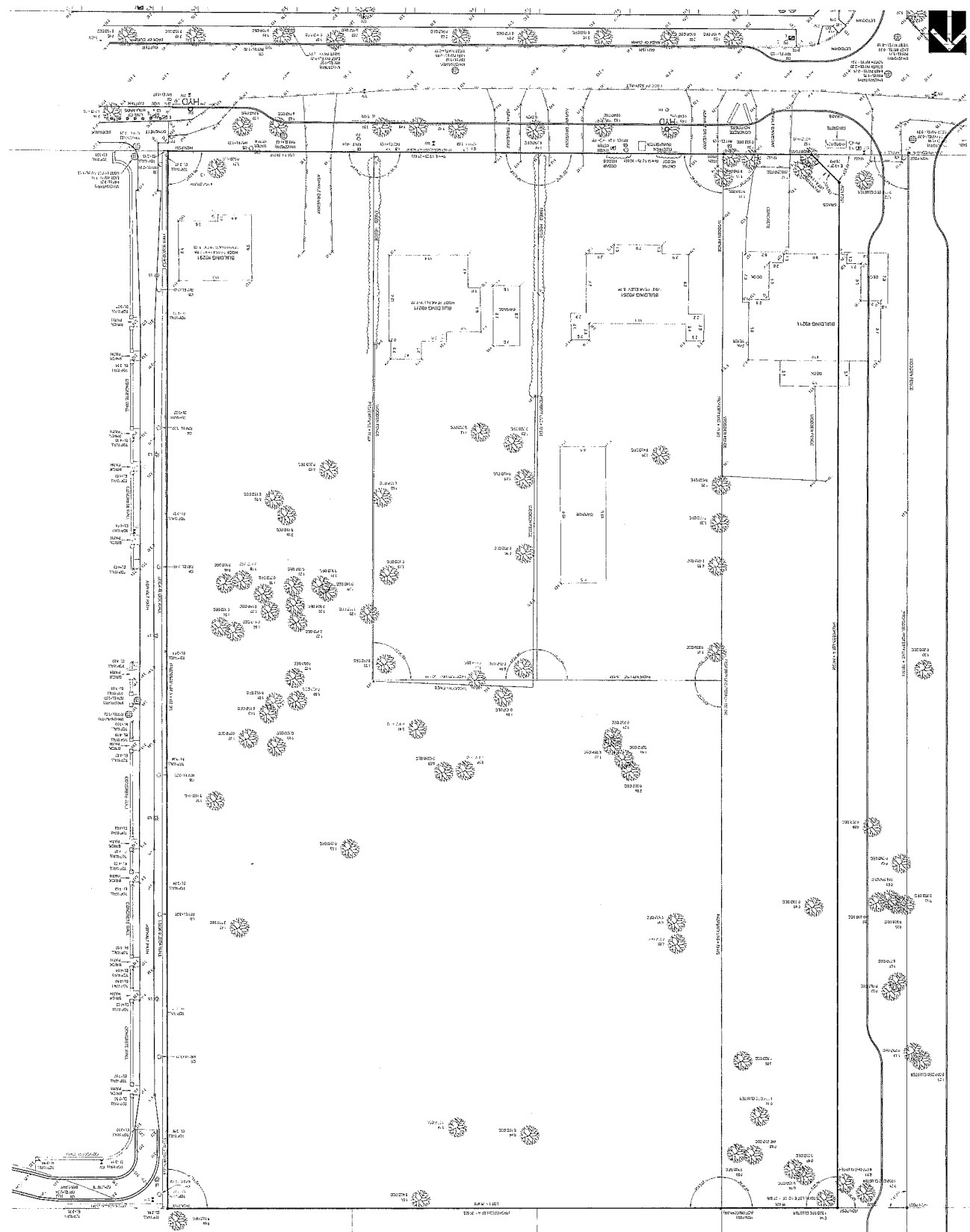
6.



7.



8.





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November 22, 2017
Revised for Planning & Development Permit
November 22, 2017

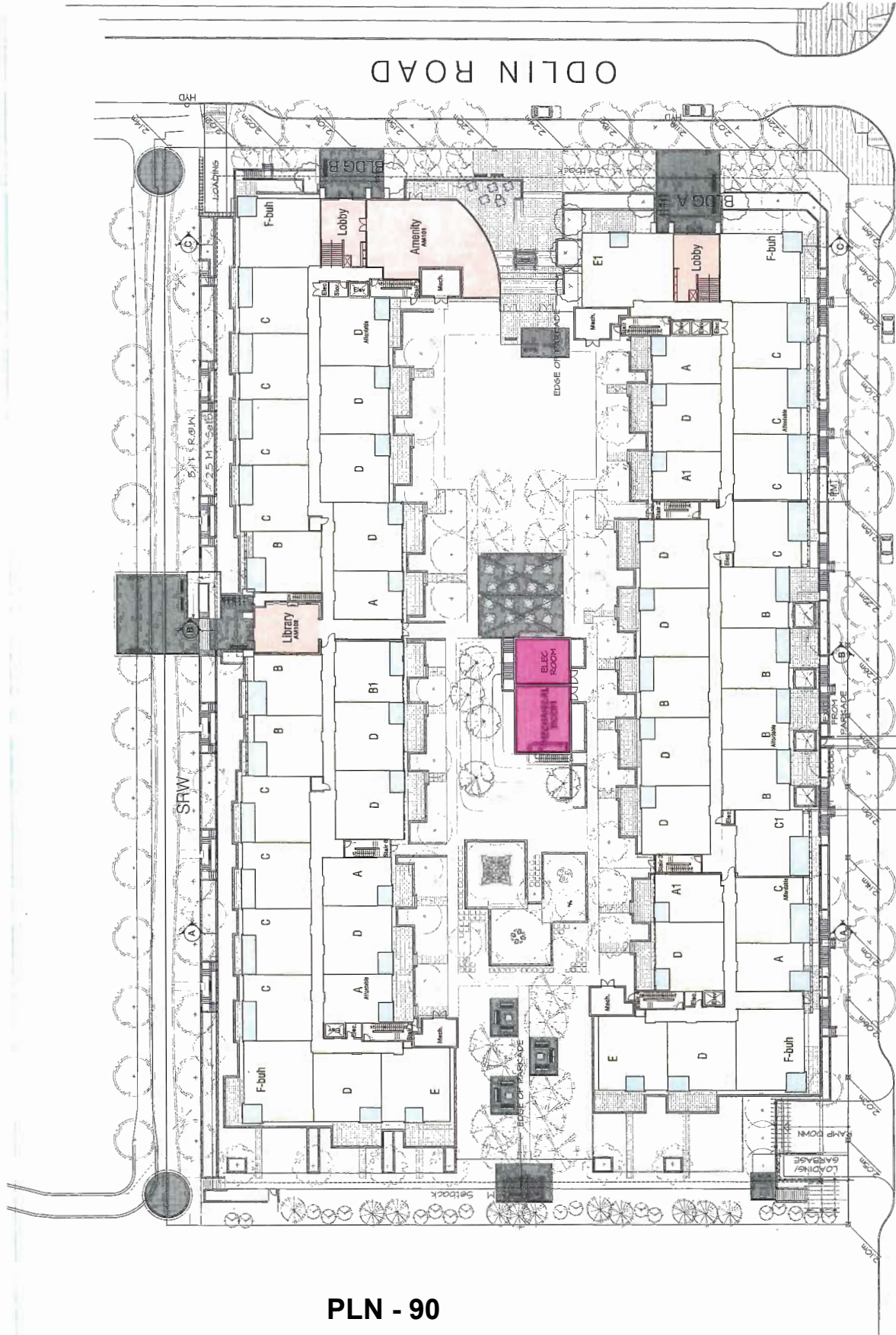


Berkeley House
9213 & 9233 Odlin Road
Richmond, BC
For Polygon

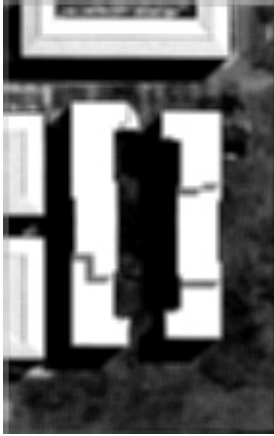
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November 22, 2017



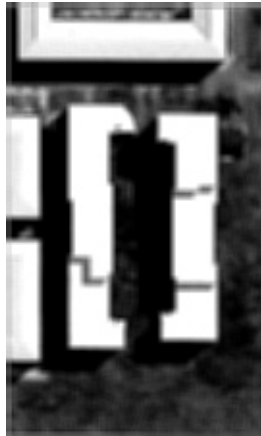
A-1 04



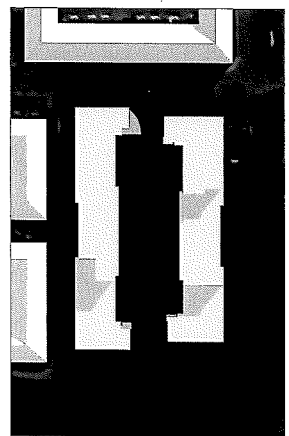
PLN - 90



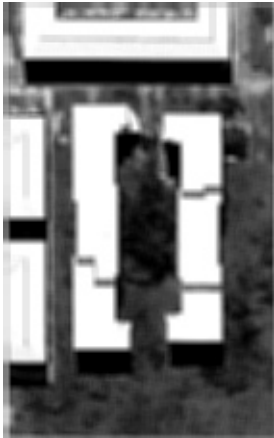
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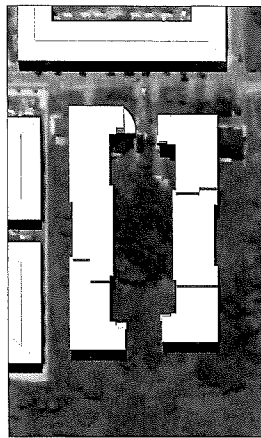
June 21, 3PM



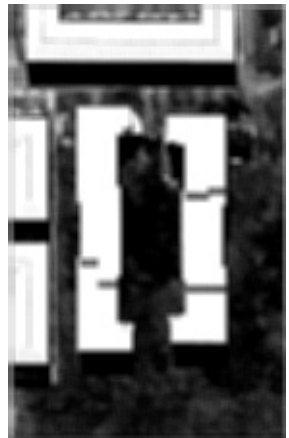
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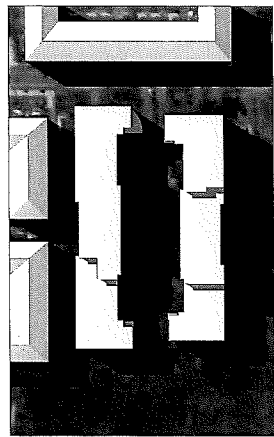
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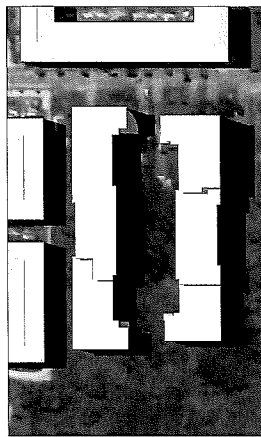
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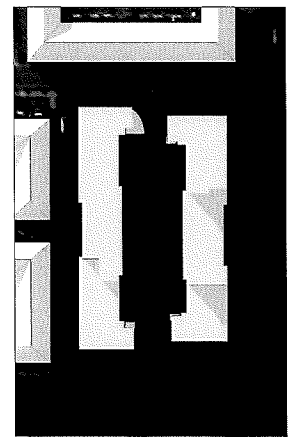
December 21, 12PM



March 21, 9AM



June 21, 9AM



December 21, 9AM



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Revised: 11/22/2017

Prepared for: Polygon

Reviewed by: Raymond Letkeman

Approved for: Planning & Development Permit

Revised for: Planning & Development Permit

November 22, 2017



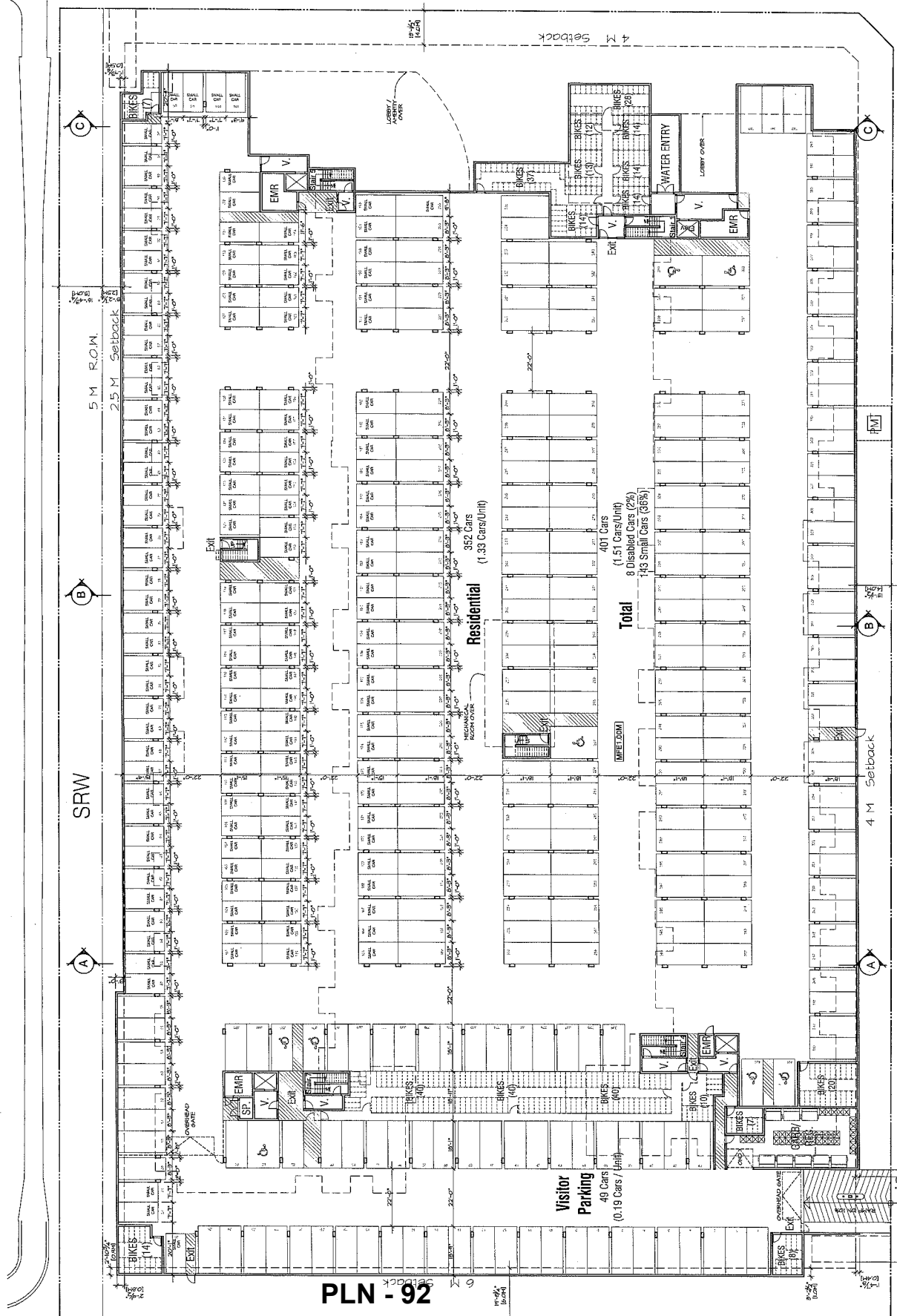
Berkeley House
8913 & 8929 Odlin Road
Richmond, BC
For Polygon

**Overall
Parking Plan**

1/8" = 1'-0"
November 22, 2017



A-2 00



PLN - 92



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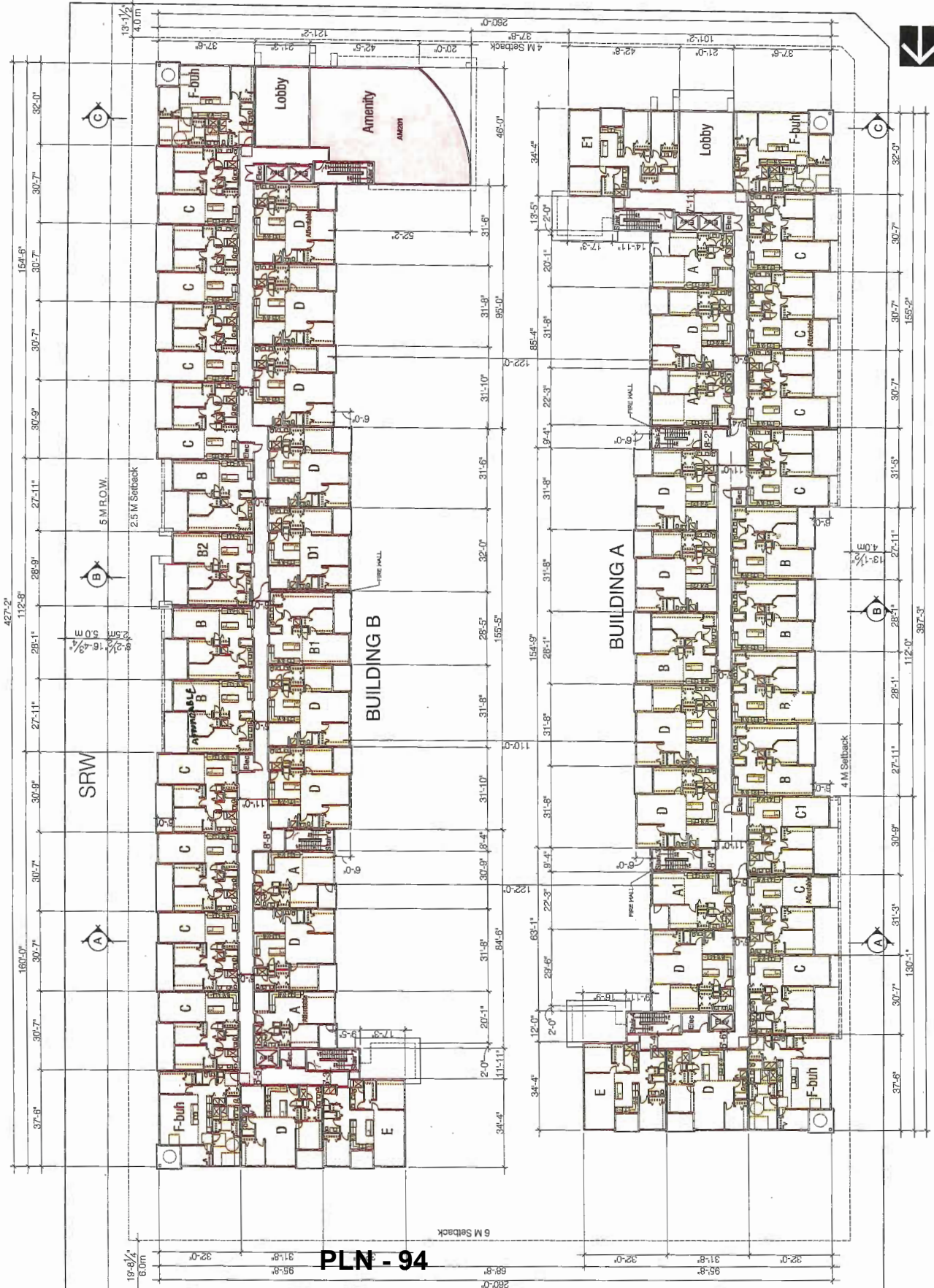
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Issued for Planning & Development Permit
November 15, 2017
Revised for Planning & Development Permit
November 22, 2017



Berkeley House
9213 & 9233 Odlin Road
Richmond, BC
For Polygon

Overall
Level 2 Plan
1/8" = 1'-0"
November 22, 2017



PLN - 94



A-2.02



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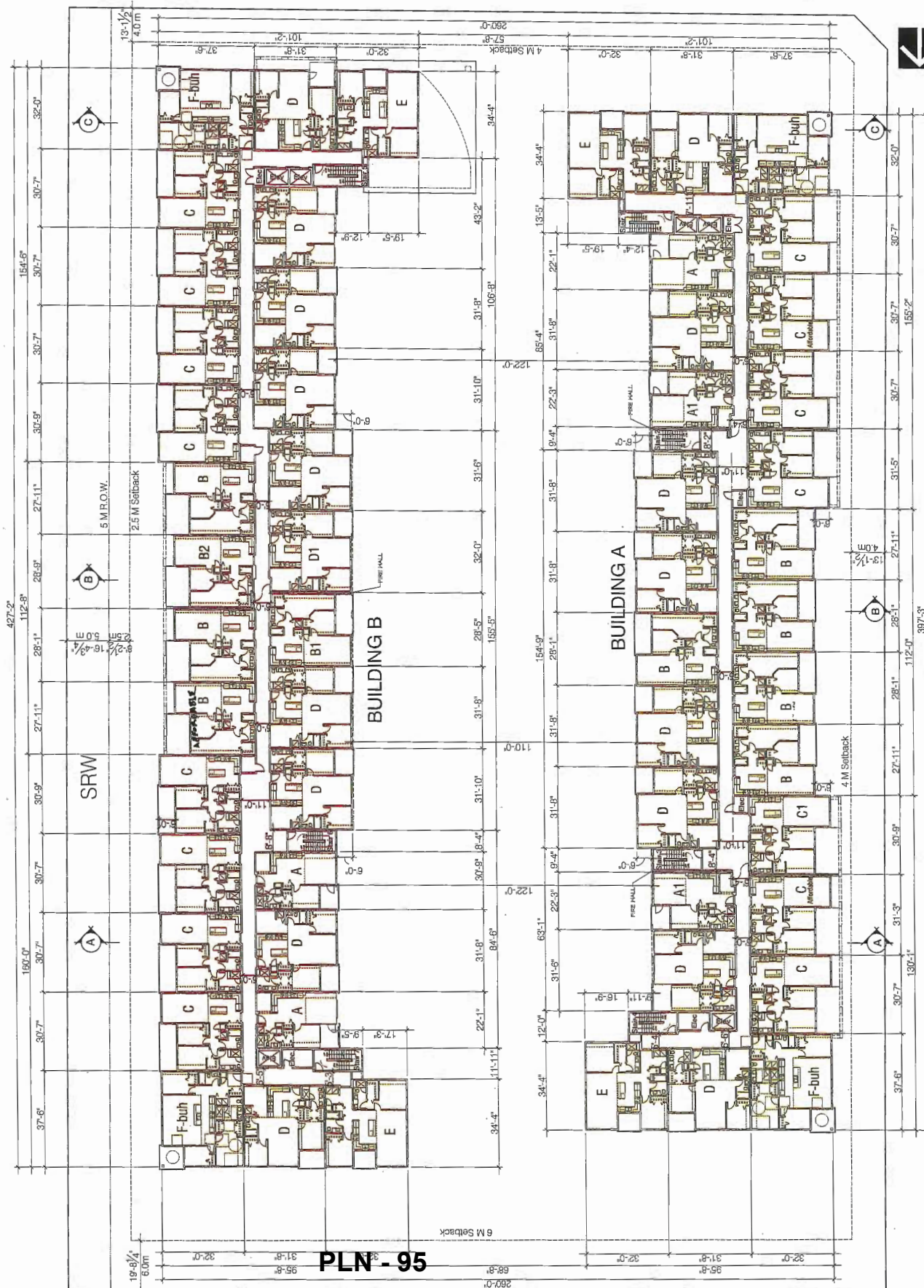
Re-issued for Planning & Development Permit
November 15, 2017



Berkeley House
9213 & 9233 Odlin Road
Richmond, BC
For Polygon

Overall
Level 3 Plan
716' = 1'-0"
November 22, 2017

A-2.03





RAYMOND LERAMAN

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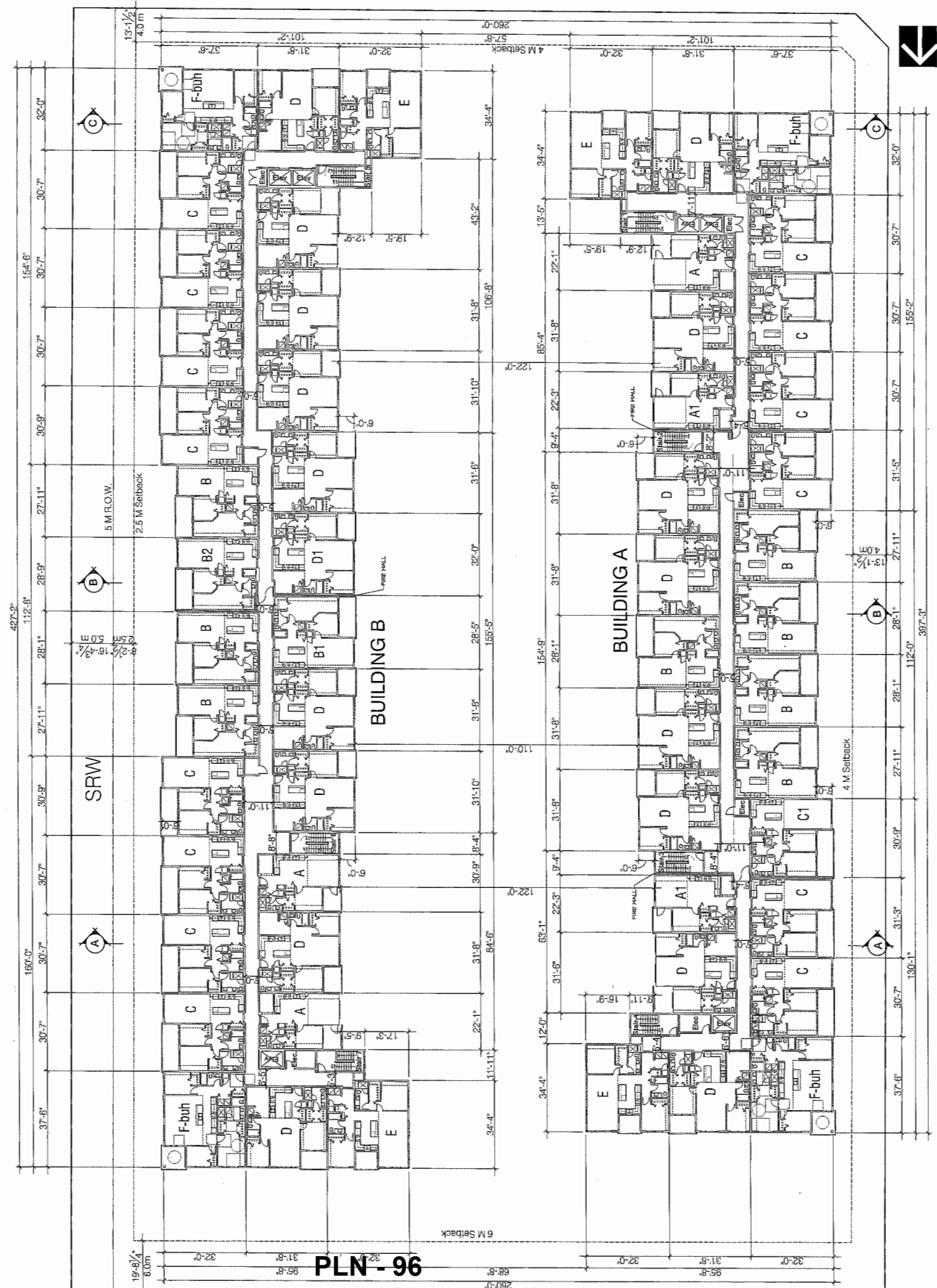
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November 22, 2017

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November 22, 2017

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November 22, 2017

Revised: For Planning & Development Permit
November 22, 2017

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November 22, 2017



Berkeley House
8213 & 8233 Collin Road
Richmond, BC
For Polygon

Overall
Level 4 Plan
NFP = 15'0"
November 22, 2017



A-2 04



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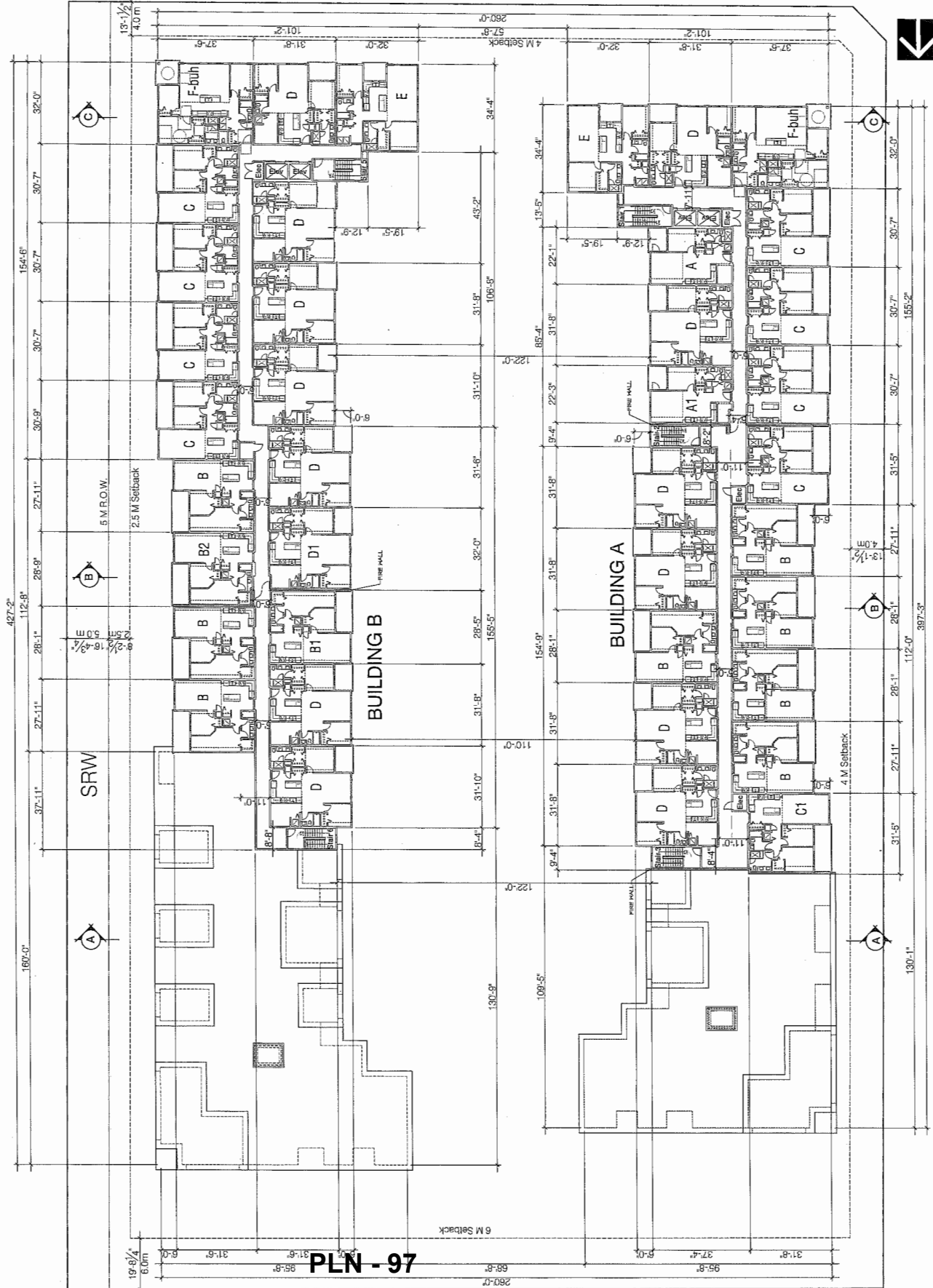
Revised
Issued for Planning & Development Permit
November 15, 2017
Revised for Planning & Development Permit
November 22, 2017



Berkeley House
9213 & 9233 Odlin Road
Richmond, BC
For Polygon

Overall
Level 5 Plan
1/16" = 1'-0"
November 22, 2017

A-2 05





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Revised for Planning & Development Permit
November 15, 2017
Revised for Planning & Development Permit
November 22, 2017

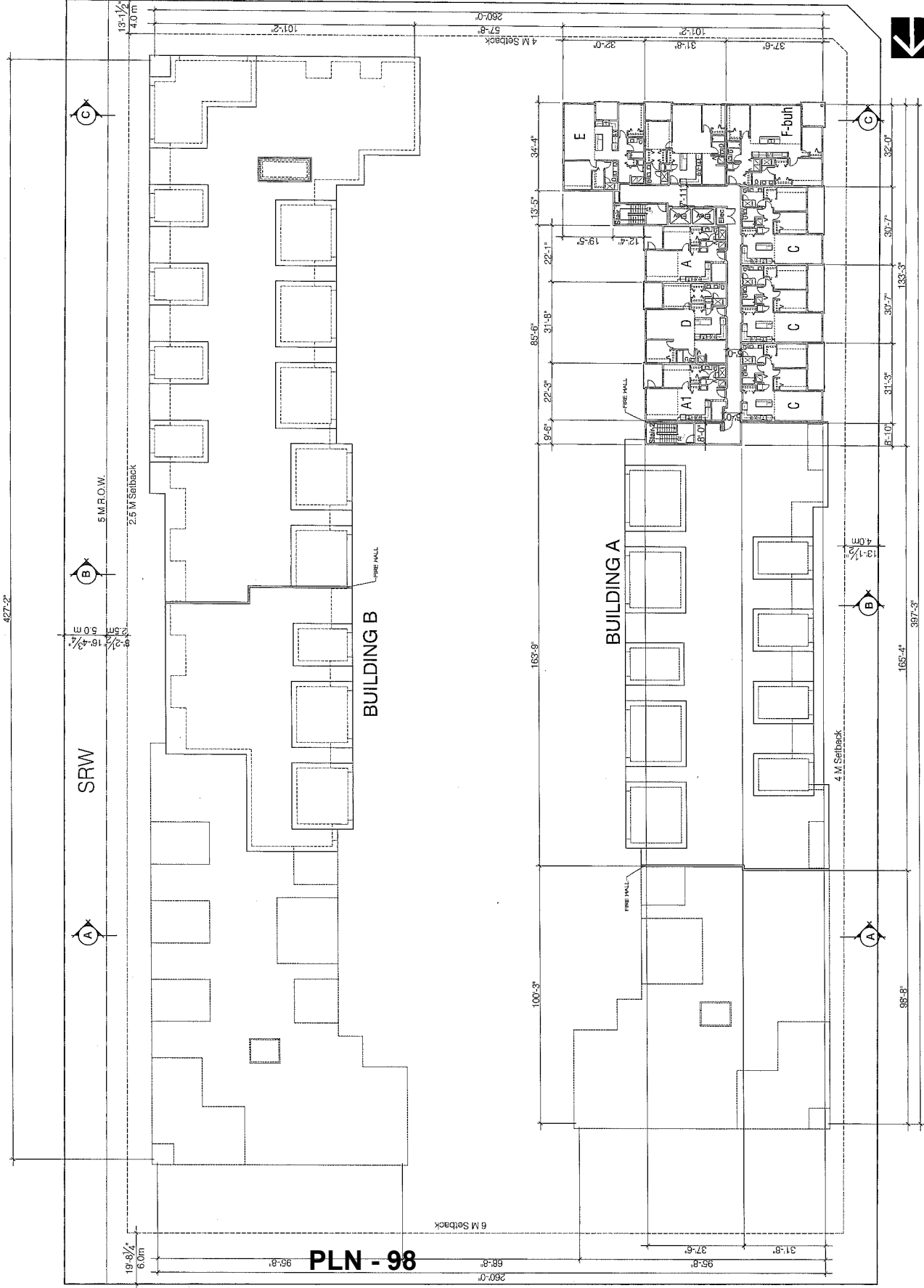


Berkeley House
9213 & 9233 Odlin Road
Richmond, BC
For Polygon

Overall
Level 6 Plan
1/8" = 1'-0"
November 22, 2017



A-2 06



Partial West Elevation Adjacent Site Conditions



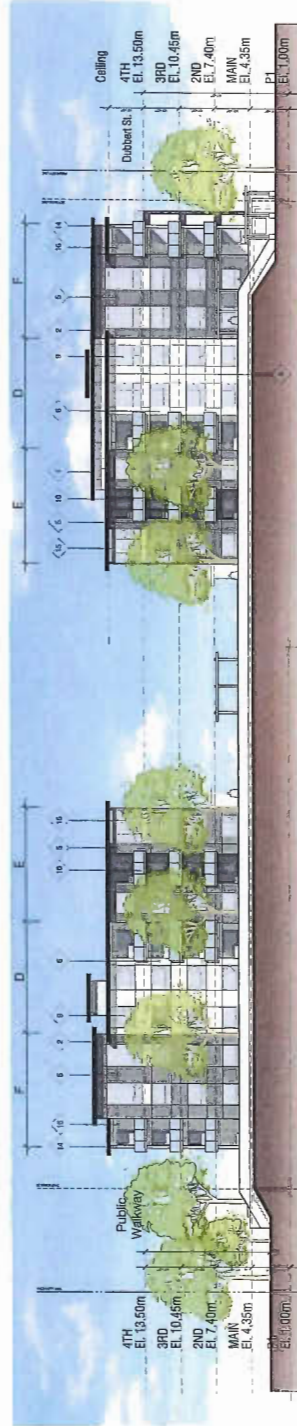
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ARCHITECTS

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November 15, 2017
November 22, 2017

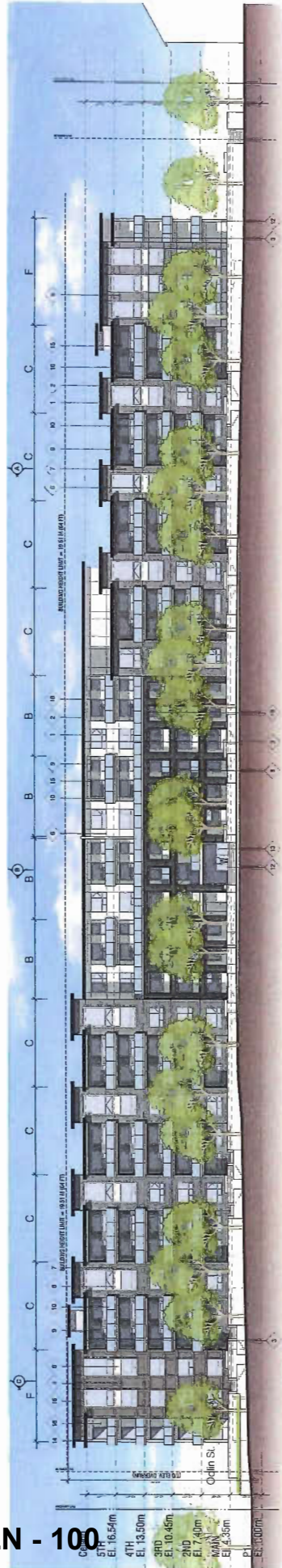
Building A

Building B



PLN - 100

North Elevation



Pedestrian Pathway (East) Elevation ~ Building B



Berkeley House
9213 & 9233 Odlin Road
Richmond, BC
For Polygon

Elevations

1/8" = 1'-0"
November 22, 2017

Material Legend

1	Roof	2-ply GBC Membrane covered with Copalene, Grey	11	Finishing	Pre-finished Aluminum Clad to match exterior cladding
2	Roof/Facade & Canopies	Black (M 712) Urethane	12	Lobby Cladding	Pre-finished Aluminum Clad to match exterior cladding
3	Roof Sillings	Hardie Fibre Cement Board Sills, Black (M 712) U	13	Lobby Windows	Stainless Steel, Brushed Finish, 4" x 6" x 1/2"
4	Exterior Walls	Hardie Fibre Cement Board Sills, Black (M 712) U	14	Stainless Steel & Beam	Stainless Steel, Brushed Finish, 4" x 6" x 1/2"
5	Exterior Walls	Hardie Fibre Cement Board Sills, Black (M 712) U	15	Zone Windows, Doors, Corners	Wood, Painted to match exterior cladding
6	Exterior Walls	Hardie Fibre Cement Board Sills, Black (M 712) U	16	Balcony Door	Wood, Painted to match exterior cladding
7	Exterior Walls	Hardie Fibre Cement Board Sills, Black (M 712) U	17	Garage Curb Wall	Wood, Painted to match exterior cladding
8	Exterior Walls	Hardie Fibre Cement Board Sills, Black (M 712) U	18	Garage & P.W.	Wood, Painted to match exterior cladding
9	Windows	Hardie Fibre Cement Board Sills, Black (M 712) U	19	Concrete Curbings	Pre-finished Aluminum, Outer: Black, Inner: White, 1/2" x 1/2" x 1/2"
10	Guard Rail	Hardie Fibre Cement Board Sills, Black (M 712) U	20	Entry Canopies	Pre-finished Aluminum, Outer: Black, Inner: White, 1/2" x 1/2" x 1/2"

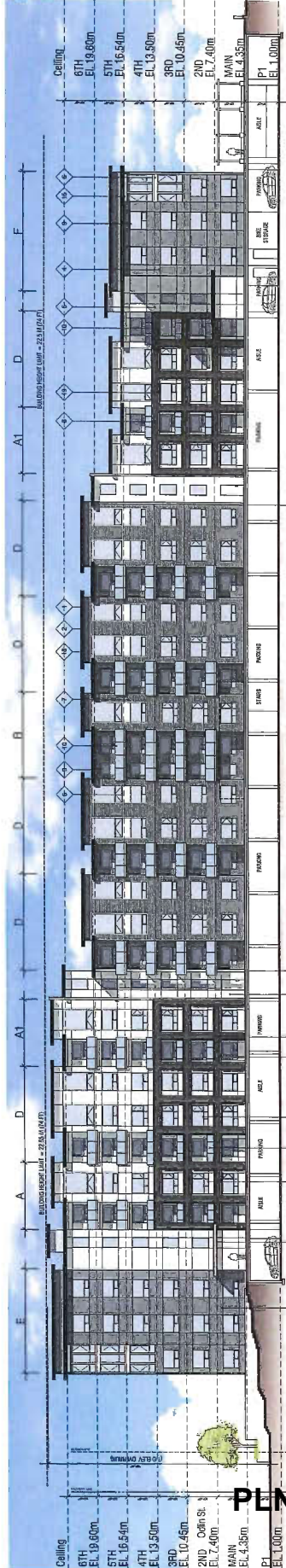
A-301



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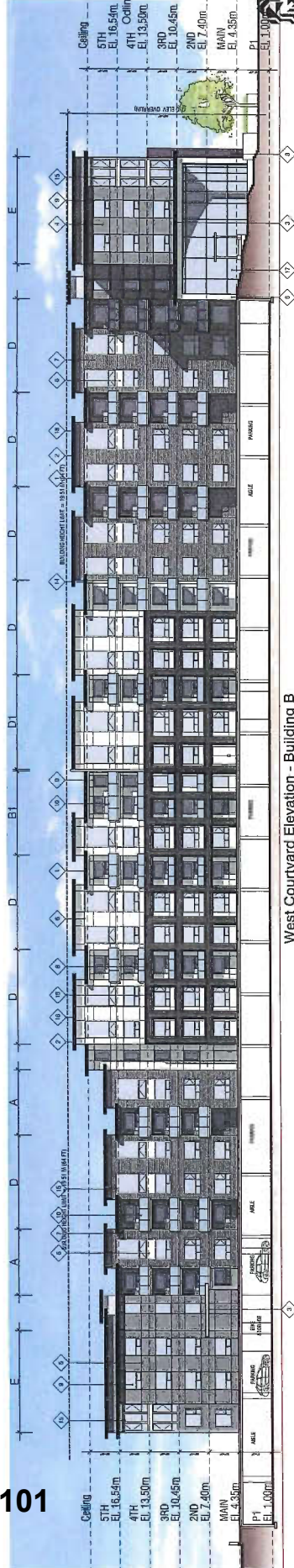
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Revised for Rezoning & Development Permit
Revised for Rezoning & Development Permit
Revised for Rezoning & Development Permit
November 22, 2017



East Courtyard Elevation - Building A

PLN - 101



West Courtyard Elevation - Building B

Berkeley House
9213 & 9233 Odlin Road
Richmond, BC
For Polygon

Elevations
1/8" = 1'-0"
November 22, 2017

A-3 02



RAYMOND LETKEMAN

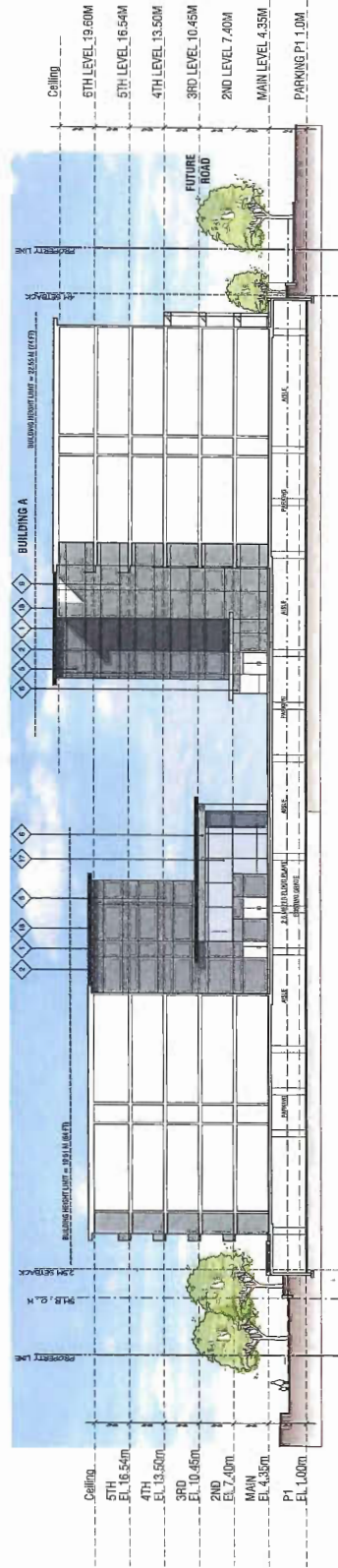
Architect
9213 & 9233 Odlin Road
Richmond, BC V6X 2E7
Tel: 604-273-3339 Fax: 604-273-3833

Project: 451888 - Berkeley House
Issue: 1.0
Date: November 16, 2017
Prepared by: Raymond Letkeman
Reviewed by: Raymond Letkeman
Approved by: Raymond Letkeman
Revision: 1.0

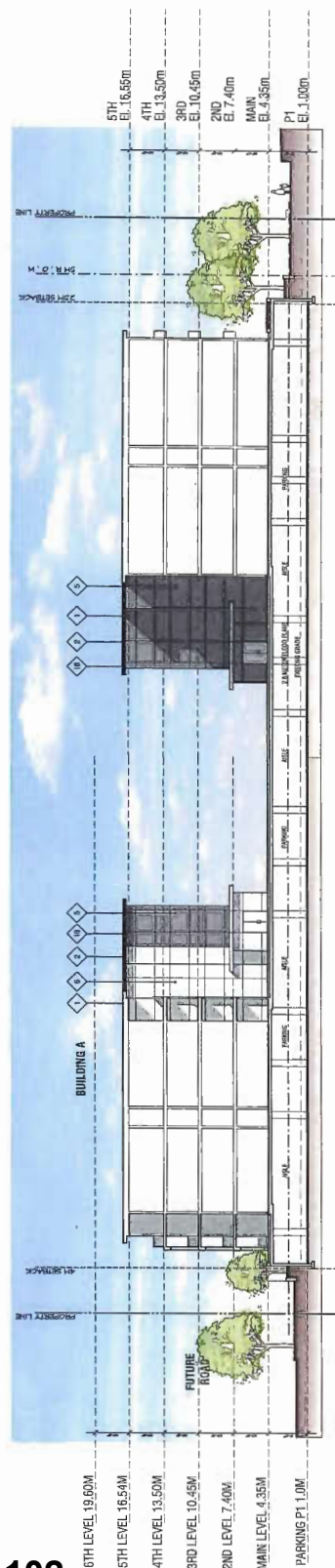
Issued for Permitting & Development Permit
November 16, 2017

Issued for Permitting & Development Permit
November 22, 2017

Issued for Permitting & Development Permit
November 22, 2017



PLN - 102



Material Legend

1	Roof:	2-4	200 Membrane covered with Copperclad	5	Flashing	6	Pre-finished Aluminum
7	Roof Fascia & Cornice:	8	Hardie Plank Cement Board	9	Lobby Doors:	10	Color to match exterior cladding
11	Roof Soffit:	12	Hardie Plank Cement Board Soffit	13	Lobby Windows:	14	Avoided Frame w/ Tempered Glass Panels
15	Exterior Walls:	16	Hardie Board Panel System	17	Balcony Posts & Beams:	18	Standard, Double Glazed, Aluminum Frame
19	Exterior Walls:	20	Copper Clad, 24 HX-100	21	Balcony Doors:	22	Avoided Frame
23	Exterior Walls:	24	Hardie Board Panel System	25	Balcony Doors:	26	Wood, Painted to match exterior cladding
27	Exterior Walls:	28	Hardie Board Panel System	29	Balcony Doors:	30	Wood, Painted to match exterior cladding
31	Exterior Walls:	32	Hardie Board Panel System	33	Balcony Doors:	34	Wood, Painted to match exterior cladding
35	Exterior Walls:	36	Hardie Board Panel System	37	Balcony Doors:	38	Wood, Painted to match exterior cladding
39	Exterior Walls:	40	Hardie Board Panel System	41	Balcony Doors:	42	Wood, Painted to match exterior cladding
43	Exterior Walls:	44	Hardie Board Panel System	45	Balcony Doors:	46	Wood, Painted to match exterior cladding
47	Exterior Walls:	48	Hardie Board Panel System	49	Balcony Doors:	50	Wood, Painted to match exterior cladding
51	Exterior Walls:	52	Hardie Board Panel System	53	Balcony Doors:	54	Wood, Painted to match exterior cladding
55	Exterior Walls:	56	Hardie Board Panel System	57	Balcony Doors:	58	Wood, Painted to match exterior cladding
59	Exterior Walls:	60	Hardie Board Panel System	61	Balcony Doors:	62	Wood, Painted to match exterior cladding
63	Exterior Walls:	64	Hardie Board Panel System	65	Balcony Doors:	66	Wood, Painted to match exterior cladding
67	Exterior Walls:	68	Hardie Board Panel System	69	Balcony Doors:	70	Wood, Painted to match exterior cladding
71	Exterior Walls:	72	Hardie Board Panel System	73	Balcony Doors:	74	Wood, Painted to match exterior cladding
75	Exterior Walls:	76	Hardie Board Panel System	77	Balcony Doors:	78	Wood, Painted to match exterior cladding
79	Exterior Walls:	80	Hardie Board Panel System	81	Balcony Doors:	82	Wood, Painted to match exterior cladding
83	Exterior Walls:	84	Hardie Board Panel System	85	Balcony Doors:	86	Wood, Painted to match exterior cladding
87	Exterior Walls:	88	Hardie Board Panel System	89	Balcony Doors:	90	Wood, Painted to match exterior cladding
91	Exterior Walls:	92	Hardie Board Panel System	93	Balcony Doors:	94	Wood, Painted to match exterior cladding
95	Exterior Walls:	96	Hardie Board Panel System	97	Balcony Doors:	98	Wood, Painted to match exterior cladding
99	Exterior Walls:	100	Hardie Board Panel System	101	Balcony Doors:	102	Wood, Painted to match exterior cladding

Berkeley House
9213 & 9233 Odlin Road
Richmond, BC
For Polygon

Elevations

TYPE: 1.0
November 22, 2017

A-3 03



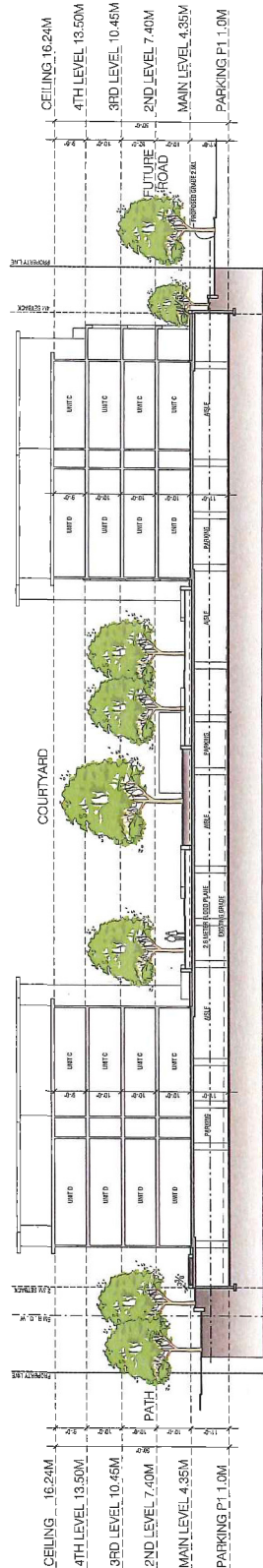
RAYMOND LETKEMAN

200-970-1100
100-400-3337
100-400-3337

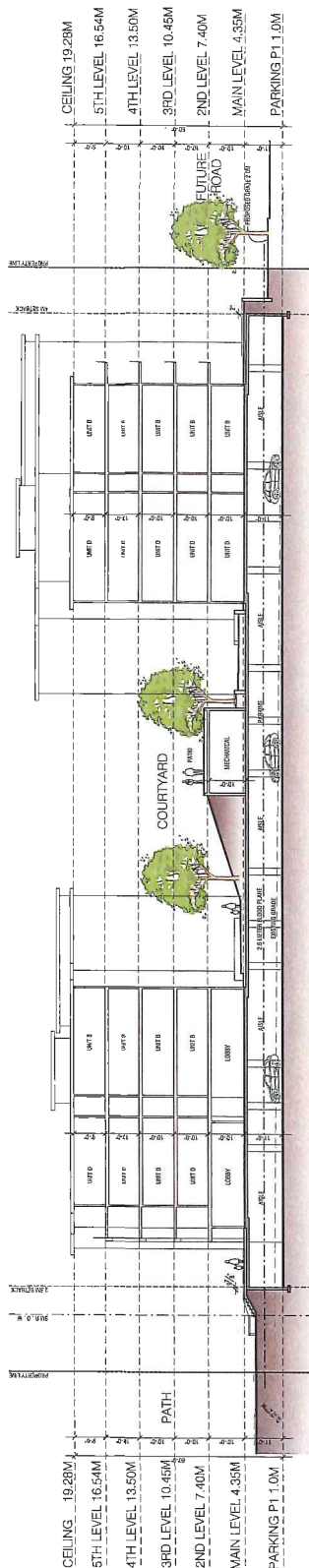
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Revised for Rezoning & Development Permit
November 22, 2017

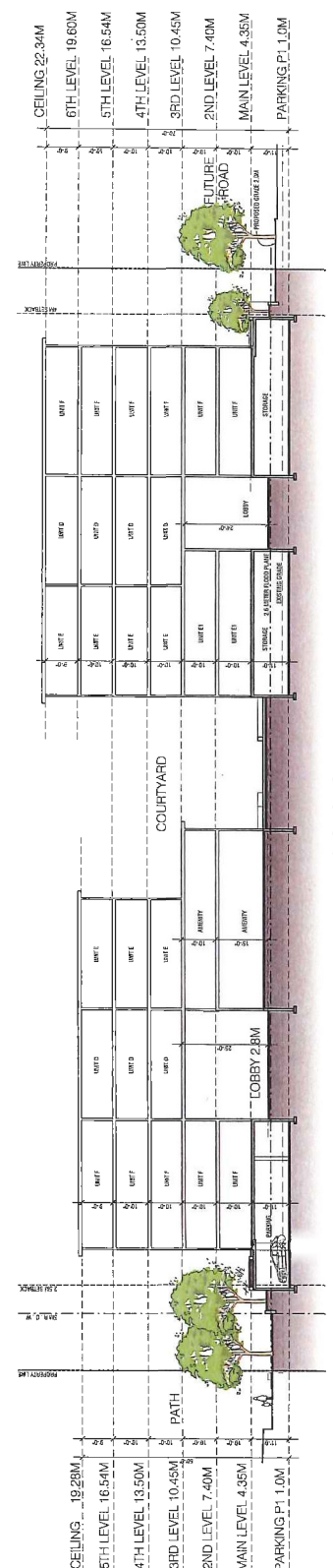
Revised for Rezoning & Development Permit
November 22, 2017



SECTION A



SECTION B



SECTION C



Berkeley House
8213 & 8235 Cain Road
Richmond, BC
For Polygon

Site Sections

1:100
November 22, 2017

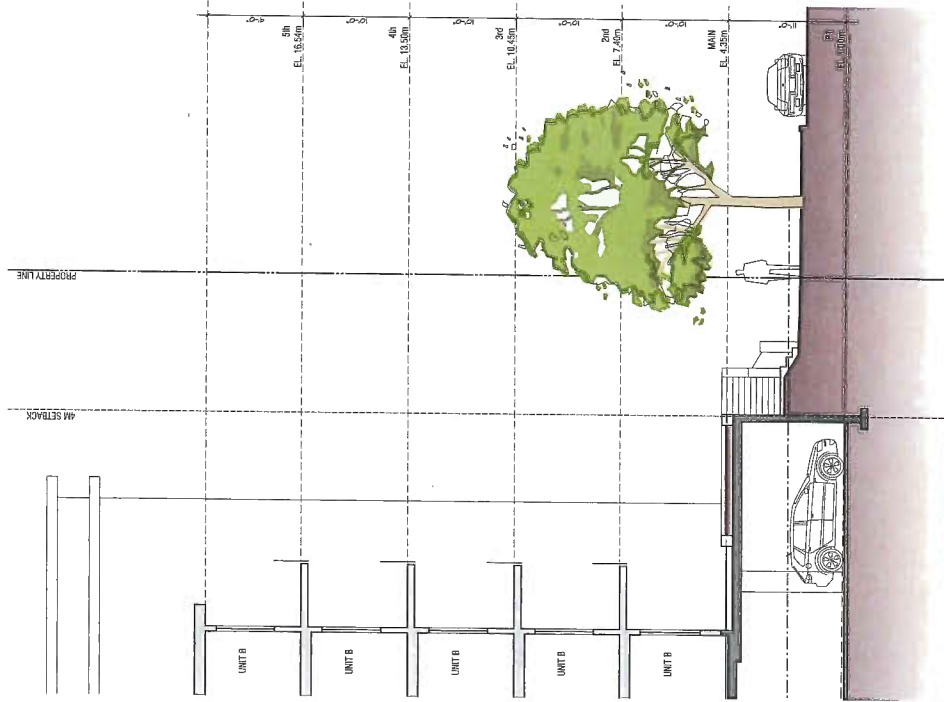


RAYMOND LEIKEMAN
ARCHITECT
100-1000
140-1400 3250 700 400 1400

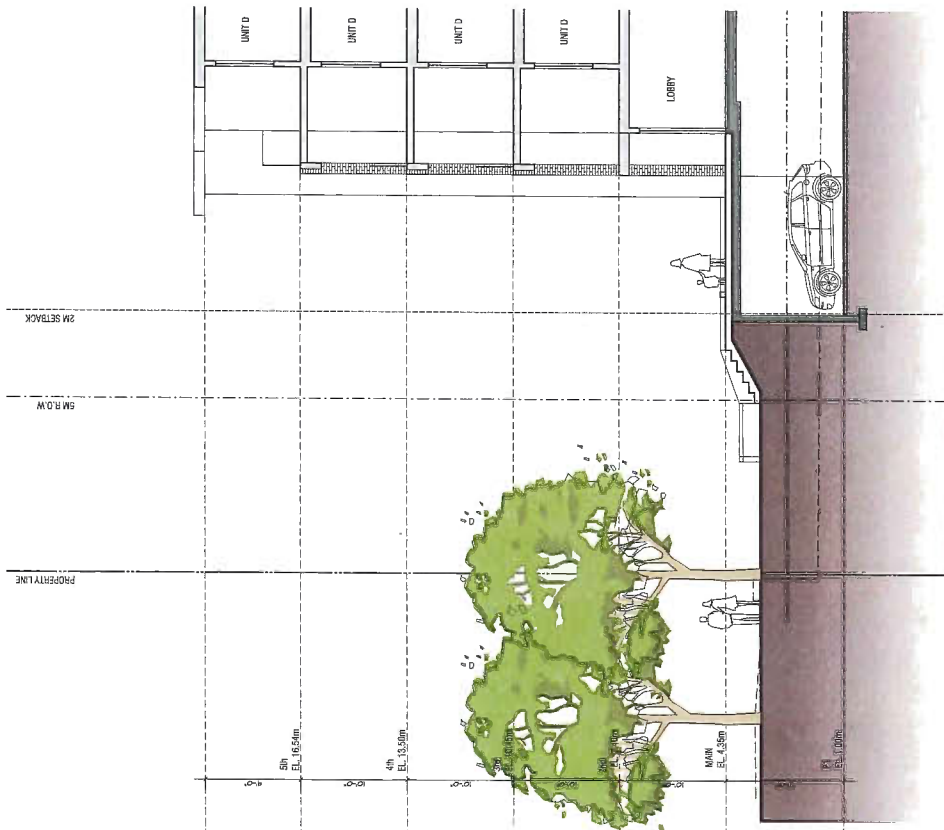
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Revisions

Issued for Planning & Development Permit
November 15, 2017
Issued for Planning & Development Permit
November 22, 2017



Wall Section at Dubbert Rd.



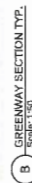
Wall Section at Path



Berkeley House
9213 & 9233 Odlin Road
Richmond, BC
For Polygon

**Building Sections
Edge Treatment**

3/16" = 1'-0"
November 22, 2017



Richmond, British Columbia

Scale:	VARIABLE
Drawn:	MR/DS
Reviewed:	DS
Project No.	06-556

L1.3



RZ 17-778596

Attachment 4

Address: 9211/9251/9271/9291 Odlin Road

Applicant: Polygon Development 302 Ltd.

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

	Existing	Proposed
Owner:	Polygon Development 302 Ltd.	Same
Site Size (m²):	16,210.08 m ²	14,699.96 m ² (158,229 ft ²) after road dedications
Land Uses:	Residential	Same
OCP Designation:	Apartment Residential (Apt)	Same
Area Plan Designation:	Residential Area 1. Townhouse, low-rise apartments. Max 1.7 FAR with affordable housing plus up to 0.1 FAR for amenity.	Stepped 4, 5 and 6 storey apartments with affordable housing plus amenity areas. 1.73 FAR
Zoning:	Single Detached (RS1/F)	"Low Rise Apartment (ZLR31) – Alexandra Neighbourhood (West Cambie)"
Number of Units:	Two vacant lots. Two lots with Single Detached dwellings.	265 apartment residences
Noise Exposure Forecast	Area 2 High Aircraft Noise Area	Same – restrictive covenants and acoustic reports required. Noise mitigation required.
Alexandra District Energy Utility	Connection to Alexandra District Energy Utility Required	Same
Flood Construction Level	2.6 (West Cambie)	Same

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.	Stepped 4, 5 and 6 storey apartments with affordable housing plus amenity areas. 1.73 FAR	None permitted
Buildable Net Floor Area (m ²):*	Max. 25,467.07 m ² (274,125.30 ft ²)	25,345.5 m ² (272,817 ft ²)	None permitted
Lot Coverage (% of lot area):	Max. 40%	Total: Max. 38%	None
Lot Size: (consolidated)	Min. 14,500 m ²	14,699.96 m ²	None
Lot Dimensions (m):	No Minimum	Width: 96.5 m Depth: 147.9 m	None

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Setbacks (m):	North and South property line: Min. 6.0 m West property line: 5.0 m East: Min. 7.5 m provided that 15 m building to building separation maintained. Provisions for parkade encroachments	North property line: 14m. South property line: 7.0 m West property line: 5.0 m East: Min. 7.5 m provided that 15 m building to building separation maintained. Provisions for parkade encroachments	None
Height (m):	East Building 19.51 m West Building 22.6 m	East Building 19.51 m West Building 22.5 m	None
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.26 (R) and 0.18 (V) per unit with TDM	1.33 (R) and 0.18 (V) per unit	Rate reduction included in the zone schedule
Off-street Parking Spaces – Total:	382	401	None
Tandem Parking Spaces:	N/A	None	None
Bicycle Spaces (rates)	Class 1: 1.25/unit Class 2: 0.2/unit	Class 1: 1.25/unit Class 2: 0.2/unit	None
Bicycle Spaces (totals)	385	385	None
Amenity Space – Indoor:	100 m ² (1,076 ft ²)	477.15 m ² (5,136 ft ²)	None
Amenity Space – Outdoor:	1,590 m ² (17,115 ft ²)	2,075 m ² (22,335 ft ²)	None

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

* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

Tree Management Plan - Amend # 1 - Berkeley House

Nov 13, 2017 *AA*

Retain Tree ●

Remove Tree X

Non Permit Size Tree ■





Address: 9211/9251/9271/9291 Odlin Road

File No.: RZ 17-778596

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9755, the developer is required to complete the following:

1. Provide a 10 m wide road dedication along the entire western frontage for the interim construction of Dubbert Street.
2. Provide a 4 m by 4 m corner cut dedication at the intersection of Odlin Road and Dubbert Street on the northeast corner of the intersection.
3. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
4. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
5. Granting of an approximately 5 m (16.4 ft) wide statutory right-of-way for the purposes of a pedestrian greenway with public right of passage (PROP) along the entire eastern property boundary. Any works essential for public access within the required statutory right-of-way (SRW) are included in the Servicing Agreement (SA) and the maintenance & liability, post construction, will be the responsibility of the City. 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.
6. Registration of an aircraft noise sensitive use covenant on title.
7. Registration of a legal agreement on title identifying 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:

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

- b) the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
8. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.6 m GSC (Flood Plain Designation and Protection Bylaw No 8204 Section 4.5 exemption for West Cambie Area).
9. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
10. City acceptance of the developer's offer to voluntarily contribute \$0.83 per buildable square foot (e.g. \$217,548.00) to the City's public art fund for public art to be incorporated with the new West Cambie Neighbourhood Park or alternatively other neighbourhood Greenway opportunities. The amount is based on 262,106 SF net floor area (excluding Affordable Housing) at $\$0.83/\text{SF} = \$217,548$.
11. Registration of the City's standard Housing Agreement to secure 13 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:

Phase 1 Building B – Affordable Housing Unit Types and Floor Space

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
One Bedroom + Den	2	59.9 m ² (645 ft ²)	\$975	\$38,250 or less
Two Bedroom	2	73.9 m ² (795 ft ²)	\$1,218	\$46,800 or less
Two Bedroom + Den	2	87.1 m ² (938 ft ²)	\$1,218	\$46,800 or less

Phase 2 Building A – Affordable Housing Unit Types and Floor Space

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
Two Bedroom	1	73.9 m ² (795 ft ²)	\$1,218	\$46,800 or less
Two Bedroom	6	79.9 m ² (860 ft ²)	\$1,218	\$46,800 or less

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

12. Registration of a legal agreement(s) specifying that no final inspection granting occupancy of the first building constructed (i.e. Phase 1) will be issued until all of the affordable housing unit types and floor space specified in Consideration #11 for Phase 1 have been provided and accepted by the City.
13. Registration of a legal agreement(s) specifying that no final inspection granting occupancy of the second building constructed (i.e. Phase 2) will be issued until all of the affordable housing unit types and floor space specified in Consideration #11 for Phase 2 have been provided and accepted by the City.
14. Discharge from title of restrictive covenant (AB224298) which is currently registered on the title of 9291 Odlin Road and permits only one dwelling on that property.
15. City acceptance of the developer's offer to voluntarily contribute \$0.60 per buildable square foot (e.g. \$163,690.20) to the City's child care fund.
16. City acceptance of the developer's offer to voluntarily contribute \$0.60 per buildable square foot (e.g. \$163,690.20) to the City's beautification fund.
17. City acceptance of the developer's voluntary contribution in the amount of \$19,097.19 (i.e. \$0.07/ft² of buildable area, excluding affordable housing) to community and engineering planning costs, as set out in the West Cambie Area Plan.
18. Registration of a legal agreement(s) regarding the developer's commitment to connect to the West Cambie District Energy Utility (DEU), including the operation of and use of the DEU and all associated obligations and agreement as determined by the Director of Engineering.
18. Enter into a Servicing Agreement* for the design and construction of a publically accessible greenway within the full 10 m wide greenway SRW along the western property boundary of the subject property. Works include, but may not be limited to a 3.5 m (11.5 ft) wide asphalt pedestrian pathway, lighting, two entry nodes with saw cut concrete patterns, a central node with unit paving and seating, landscaping. All works to be to the satisfaction of the Manager, Parks Planning, Design and Construction. 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.
19. Enter into a Servicing Agreement* for the design and construction of frontage works and services along Dubbert Street and Odlin Road. Works include, but may not be limited to;

Transportation Requirements:

Developer responsible for the design and construction of the frontage improvements, and the associated land dedication, as noted below:

New north/south road (Dubbert Street) along the west property line of 9211 Odlin Road:

- Require 10m wide land dedication
- Design and construct the Dubbert Street interim roadway to include: min. 6m wide driving surface, 1m wide paved shoulder along west road edge, and along the east road edge, a 0.15m wide interim curb/gutter, 2m wide sidewalk, and the remaining to be interim boulevard.

Odlin Road: Road widening within the existing right-of-way along the entire Odlin Road frontage to complete the following ultimate cross-section (from existing curb/gutter on the south side to north):

- 11.2m wide road pavement
- 0.15m wide curb and gutter
- 2.0m wide sidewalk at the property line
- Treed/grassed boulevard between the sidewalk and the curb and gutter

4m x 4m corner cut (as dedication):

- Odlin Road/Dubbert Street: on the northeast corner of the intersection

Engineering Servicing Requirements:

Scope: POLYGON DEVELOPMENT 302 LTD has applied to the City of Richmond for permission to rezone 9211/ 9251/ 9271/ 9291 Odlin Rd from Single Detached Family (RS1/F) to CD zone in order to construct four and five storey Multi-Family Apartment buildings.

A Servicing Agreement is required to design and construct the following works:

Water Works:

- Using the OCP Model, there is 347 L/s of water available at a 20 psi residual at the hydrant located at the frontage of 9251 Odlin Road and 333 L/s available at 20 psi residual at the hydrant located at the frontage of 9291 Odlin Road. Additionally, with the upgrades proposed below, there is 160 L/s of water available at a 20 psi residual at the hydrant located at the north property line along Dubbert St. and 192.0 L/s available at 20 psi residual at the proposed hydrant along Dubbert St. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit stage.
 - Install approximately 160 meters of new 200mm watermain along the proposed Dubbert Street, complete with blow-off. The new watermain shall be tied-in to the existing watermain along Odlin Road.
 - Install fire hydrants spaced as per City standard along the proposed development's Dubbert Street frontage.
- At the Developer's cost, the City will:
 - Install a new water service connection off of the 200mm watermain along Odlin Rd., complete with water meter. The meter will be located on site (ex. Mechanical room), and will require a right of way to be finalized during the servicing agreement process.
 - Cut, cap, and remove all existing water service connections SCON20684, SCON 20683, SCON51710, & SCON20686 along Odlin Road.

Storm Sewer Works:

- The Developer is required to:
 - Install approximately 160 meters of 600 mm diameter storm sewers along the development's Dubbert Street frontage, complete with new manholes spaced as per City standard. Tie-ins shall be to the 900 mm diameter storm sewer along Odlin Rd.
- At the Developer's cost, the City will:
 - Cut, cap, and remove all existing storm service connections and IC: STCN116661, STCN116669 SLAT126542, STCN11664, STCN126548, STCN126549, & STCN116672.
 - Install a new storm service connection, complete with IC, along the Odlin Rd. frontage of the proposed development.
 - Complete the proposed storm sewer tie-in to the 900 mm diameter storm sewer along the Odlin Rd. frontage.

Sanitary Sewer Works:

- At the Developer's cost, the City will:
 - Install a sanitary service connection, complete with an Inspection Chamber, off of the 200 mm diameter sanitary line along the Odlin Street frontage of the property.

Frontage Improvements:

- The Developer is required to:
 - Provide other frontage improvements as per Transportation's requirements. Improvements shall be built to the ultimate condition wherever possible.
 - Provide street lighting along Odlin Road and Dubbert Street frontages and refer to drawing L12.5. Use a type 1 decorative Luminaire pole, complete with LED lights, and powder coated gloss black (paint no. RAL9005).
 - Remove or put underground the existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) along the Odlin Road frontage of the development site. The developer is required to coordinate with the private utility companies.
 - Pre-duct for future hydro, telephone and cable utilities along the Odlin Road and Dubbert Street frontages of the property.
 - Confirm with BC Hydro (Transmission) whether the clearance between the proposed building and the existing BC Hydro transmission lines are acceptable.
 - Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
 - BC Hydro Vista - Confirm SRW dimensions with BC Hydro
 - BC Hydro PMT – Approximately 4mW X 5m (deep) – Confirm SRW dimensions with BC Hydro
 - BC Hydro LPT – Approximately 3.5mW X 3.5m (deep) – Confirm SRW dimensions with BC Hydro

- Street light kiosk – Approximately 2mW X 1.5m (deep)
- Traffic signal controller cabinet – Approximately 3.2mW X 1.8m (deep)
- Traffic signal UPS cabinet – Approximately 1.8mW X 2.2m (deep)
- Shaw cable kiosk – Approximately 1mW X 1m (deep) – show possible location in functional plan.
Confirm SRW dimensions with Shaw
- Telus FDH cabinet - Approximately 1.1mW X 1m (deep) – show possible location in functional plan.
Confirm SRW dimensions with Telus

General Items:

- The Developer is required to:
 - 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.
 - Pre and post construction elevation surveys of adjacent roads, underground utilities (e.g. manhole rims, manhole inverts, service boxes, etc.) and property lines to determine settlement amounts.
 - Pre and post construction video inspections of adjacent sewer mains to check for possible construction damage. At their cost, the developer is responsible for rectifying construction damage.
 - Video inspections of the adjacent storm sewer main along Odlin Road to confirm its condition are required prior to start of soil densification and preload and after preload removal to check for damages. At their cost, the developer is responsible for rectifying construction damage.

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 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. 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.
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.

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9755 (RZ17-778596)
9211, 9251, 9271, 9291 Odlin 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 18.31 thereof the following:

“18.31 Low Rise Apartment (ZLR31) – Alexandra Neighbourhood (West Cambie)

18.31.1 Purpose

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

18.31.2 Permitted Uses

- **housing, apartment**

18.31.3 Secondary Uses

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

18.31.4 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 18.31.4.1, 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 13 **affordable housing units** having a combined **habitable space** of at least 0.066 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.

18.31.5 Permitted Lot Coverage

1. Maximum **Lot Coverage** is 40% for **buildings**.

18.31.6 Yards & Setbacks

1. The minimum **property line setback** is:
 - a. 5.0 m from the west **property line**;
 - b. 6.0 m from the north or south **property lines**;
 - c. 7.5 m from the east **property line** provided that a minimum **building face to building face** separation of 15.0 m is maintained between the **buildings** on the **site** and any **buildings** on 9399 Odlin Road.
2. Notwithstanding Section 18.31.6:
 - a. A parking **structure** may project into the **property line setback** a maximum of 2.4 m 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**; and
 - b. Entry stairs may project into the public **road setback** or the **property line setback** for a maximum distance of 2.5 m.

18.31.7 Permitted Heights

1. The maximum **height** for **buildings** is 19.5 m and 5 habitable **storeys**, except that:
 - a. The maximum **height** for portions of the **buildings** within 48 m of the north **property line** is 16.5 m and may contain not more than 4 habitable **storeys** and;
 - b. The maximum **height** for portions of the **buildings** within 54 m of the south **property line** and within 39 m of the west **property line** is 22.6 m and may contain not more than 6 habitable **storeys**.
2. The maximum **height** for **accessory buildings** and **structures** is 9.0 m.

18.31.8 Subdivision Provisions/Minimum Lot Size

1. There are no minimum **lot width**, **lot depth** or **lot area** requirements.
2. The minimum **lot size** is 14,500 m².

18.31.9 Landscaping & Screening

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

18.31.10 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, except that the number of on-site **parking spaces** required for **apartment housing** shall be:
 - a) 1.26 spaces per **dwelling unit** for residents; and
 - b) 0.18 spaces per **dwelling unit** for visitors.

18.31.11 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.”
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and designating it **LOW RISE APARTMENT (ZLR31) – ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)**:

P.I.D. 003-888-975

South Half of the East Half Lot 25 Except: Parcel “A” (Explanatory Plan 11474); Block “A” of Section 34 Block 5 North Range 6 West New Westminster District Plan 1224.

P.I.D. 012-030-830

East Half Lot 26 Block “A” Section 34 Block 5 North Range 6 West New Westminster District Plan 1224.

P.I.D. 011-654-066

West Half Lot 25 Except: Part Subdivided by Plan 85360, Block A Section 34 Block 5 North Range 6 West New Westminster District Plan 1224.

P.I.D. 016-036-344

Lot 1 Section 34 Block 5 North Range 6 West New Westminster District Plan 85360.

3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9755"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

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

MAYOR

CORPORATE OFFICER



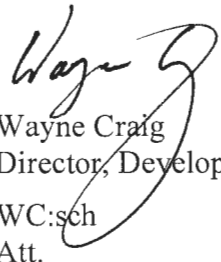
To: Planning Committee
From: Wayne Craig
Director, Development

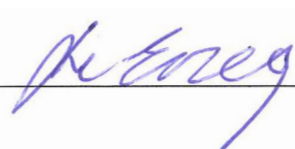
Date: December 13, 2017
File: RZ 17-769242

Re: **Application by Concord Pacific for Rezoning at 8511 Capstan Way, 3280 and 3360 No. 3 Road, and 3131 Sexsmith Road from Single Detached (RS1/F), Roadside Stand (CR), Auto-Oriented Commercial (CA), and Gas and Service Stations (CG1) to Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre) and School and Institutional Use (SI)**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9780, to amend the site-specific "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre)" zone to include 8511 Capstan Way, 3280 and 3360 No. 3 Road, and 3131 Sexsmith Road and for rezoning of 8511 Capstan Way, 3280 and 3360 No 3 Road, and 3131 Sexsmith Road from "Single Detached (RS1/F)", "Roadside Stand (CR)", "Auto-Oriented Commercial (CA)", and "Gas and Service Stations (CG1)" to "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre)" and "School and Institutional Use (SI)", be introduced and given first reading.


Wayne Craig
Director, Development
WC:sch
Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	
Arts, Culture & Heritage	<input checked="" type="checkbox"/>	
Community Services	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

Staff Report

Origin

Concord Pacific has applied to the City of Richmond for permission to rezone lands at 8511 Capstan Way, 3280 and 3360 No. 3 Road, and 3131 Sexsmith Road, from “Single Detached (RS1/F)”, “Roadside Stand (CR)”, “Auto-Oriented Commercial (CA)”, and “Gas and Service Stations (CG1)” to “Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre)” and “School and Institutional Use (SI)”, to permit the construction of a high-rise, high density, mixed use development, together with the expansion of an existing City-owned neighbourhood park, in the City Centre’s Capstan Village area (Attachments 1 & 2). The proposed rezoning is consistent with the City Centre Area Plan (CCAP) policy for Capstan Village (Attachment 3) and includes:

1. Three development sites comprising a large mixed use site adjacent to the future location of the Capstan Canada Line Station (i.e. “west lot”), a mid-size residential site fronting Capstan Way (i.e. “east lot”), and a small lot at 3131 Sexsmith Road that the developer plans to hold for future development with a neighbouring property (owned by others) at 3208 Carscallen Road;
2. A combined total floor area of 55,049 m² (592,538 ft²) comprised of:
 - 43,819 m² (471,658 ft²) of residential uses (533 dwellings), including:
 - a) A maximum of 41,628 m² (448,075 ft²) of market housing (504 dwellings); and
 - b) At least 2,191 m² (23,583 ft²) of affordable housing (29 dwellings) secured in perpetuity with a Housing Agreement and Housing Covenants; and
 - 11,230 m² (120,880 ft²) of non-residential uses, including:
 - a) 6,649 m² (71,566 ft²) of transit-oriented uses adjacent to Capstan Station including 4,400 m² (47,356 ft²) of office, 1,055 m² (11,360 ft²) of commercial, and 1,194 m² (12,850 ft²) for non-profit arts organization use; and
 - b) 4,581 m² (49,314 ft²) of office and commercial uses along Sea Island Way;
3. 5,523 m² (1.4 acres) of park and public open space, constructed at the developer’s cost, including:
 - 2,082 m² (0.5 acres) to expand the existing City-owned neighbourhood park (under construction by others) and adjacent future site of the Capstan Canada Line Station; and
 - 3,441 m² (0.9 acres) of publicly-accessible trails and greenways;
4. A voluntary developer contribution, estimated at \$4,564,063, towards the construction of the Capstan Canada Line Station, as per the density bonus provisions of the Zoning Bylaw’s Capstan Station Bonus and the City-approved contribution rate in effect at the time of rezoning adoption (i.e. current rate of \$8,563 per dwelling unit increases annually each October 1st);
5. Public art; and
6. Park, engineering, and road network improvements, including the extension of Hazelbridge Way, shall be designed and constructed through the City’s Servicing Agreement processes, secured with Letters of Credit. (Development Cost Charge credits may apply.)

Findings of Fact

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

Surrounding Development

The subject site is comprised of four lots, all of which are vacant with the exception of a real estate sales centre (operated by the developer). The lots include:

1. 3131 Sexsmith Road, a small lot located at the southwest corner of Sea Island Way and Sexsmith Road, which is identified for future coordinated development with 3208 Carscallen Road (owned by others), as determined through a previously approved rezoning of surrounding lands for high-rise, high density, mixed use development (RZ 12-610011 - Pinnacle International);
2. 3280 No 3 Road, a small, thin lot that stretches from No. 3 Road to Carscallen Road, which is designated under the CCAP for the expansion of the City-owned neighbourhood park to its south (under construction via RZ 12-610011 - Pinnacle International) and is surrounded on its north, west, and east by future (approved) high-rise, high density, mixed use development (RZ 12-610011 - Pinnacle International and, west of No. 3 Road, RZ 12-603020 - Yuanheng “Viewstar”); and
3. 8511 Capstan Way and 3360 No. 3 Road, which are contiguous and the largest of the four lots, are bounded by:
 - To the West: The Canada Line guideway and future site of Capstan Station, beyond which is No. 3 Road and future (approved) high-rise, high density, mixed use development (RZ 12-603020 - Yuanheng “Viewstar”) including up to 850 dwellings, 21,189 m² (228,079 ft²) of pedestrian-oriented retail and office, and a 3,107 m² (33,439 ft²) community centre (targeted for completion at the end of 2021);
 - To the North: The above mentioned City-owned neighbourhood park, which will include a children’s playground, seating areas, lawn, public art, and related features;
 - To the East: Existing and future (approved) high-rise, high density development (RZ 09-506904 & RZ 12-610011 - Pinnacle International) including 970 market units, 36 affordable housing units, 17 subsidized units for professional artists, and a 1,428 m² (15,376 ft²) Early Childhood Development (ECD) Hub comprising an 81-space, rooftop child care and street-oriented space for community services; and
 - To the South: Capstan Way and lands designated for high-rise, high density (3.5 floor area ratio), mixed residential/commercial development.

Related Policies & Studies

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

1. OCP Aircraft Noise Sensitive Development (ANSD) Policy: The subject site is located within ANSD “Area 3”, which permits consideration of all aircraft noise sensitive land use types provided that the building design satisfies City standards and potential purchasers are made aware potential noise conditions.

- Prior to rezoning adoption, a covenant will be registered on title requiring that the developer satisfies all City requirements. A preliminary report has been submitted by the developer, prepared by a qualified acoustic professional, indicating that the development can be design and constructed in compliance with the applicable ANSD standards.
2. NAV Canada Building Height: Transport Canada regulates maximum permitted building heights in City Centre locations that may impact airport operations.
 - The developer has submitted a letter, prepared by a BCLS registered surveyor, confirming that the development's proposed maximum building height of 47 m (154 ft.) GSC complies with all applicable Transport Canada regulations.
 3. Floodplain Management Implementation Strategy: City Centre buildings are required to comply with Richmond Flood Plain Protection Bylaw 8204.
 - Prior to rezoning adoption, a flood indemnity covenant will be registered on title.

Public Consultation

The subject rezoning application does not include an amendment to the Official Community Plan (OCP) and, as such, need not be referred to any external stakeholders.

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

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

Staff will refer the subject rezoning application to the School District as a courtesy.

External Agencies

1. Ministry of Transportation & Infrastructure (MOTI): The subject development was referred to MOTI because it is located within 800 m (2,625 ft.) of Sea Island Way, which is a Provincial Limited Access Highway. MOTI has granted preliminary approval for the subject application. The detailed design of improvements along Sea Island Way, No. 3 Road, and Sexsmith Road will be approved by MOTI through the City's standard Servicing Agreement processes.
2. Ministry of Environment (MOE): The subject development proposal was referred to MOE due to potential soil contamination related to the prior use of a portion of the site as a gas station. MOE issued a release letter, dated October 31, 2017, permitting the City to proceed with the approval of demolition, rezoning, subdivision, and development applications. The developer will be seeking final MOE approval, in the form of a Certificate of Compliance and a Site Determination, prior to adoption of the rezoning bylaw.
3. TransLink Adjacent Integrated Design (AID) & Related Requirements: The Canada Line guideway and proposed future location of Capstan Station are on the east side of No. 3 Road, adjacent to the subject site. The guideway and future station location were secured through the Canada Line construction process with a Statutory Right-of-Way (SRW), registered in favour of TransLink, across the subject site's No. 3 Road frontage. TransLink requires that this existing SRW remains in place. In addition, TransLink requires that:

- a) Any development in proximity to the Canada Line must comply with TransLink's Adjacent Integrated Design (AID) processes, which are intended to protect transit infrastructure and operations from damage and interference (e.g., foreign objects on the guideway);
- b) Prior to rezoning adoption, any additional lands or land interests needed for Capstan Station or station construction (not already provided for via the existing SRW) must be secured through the subject rezoning application, at no cost to the City or TransLink; and
- c) The subject application must address City and TransLink objectives for integrating the future station with fronting development.

To help address these requirements, the City has released funds from the Capstan Station Reserve to TransLink for preliminary design including, among other things, the extent of any additional land or land interests required from the subject development. TransLink expects to complete its preliminary design work at the end of March 2018.

In addition, as agreed to by TransLink, the developer shall satisfy the following requirements prior to rezoning adoption:

- a) Transfer ownership of the existing SRW area, measuring 747 m² (0.19 ac) in size, to the City as fee simple for consolidation with the adjacent City-owned neighbourhood park;
- b) Register an additional SRW over an area at least 610 m² (0.15 ac) in size, along the east side of the guideway, for transit plaza, station integration, and related features/uses, which SRW agreement shall include provisions for the City to require modifications to the SRW area to accommodate any additional lands or land interests needed by TransLink for Capstan Station or station construction, as determined to the City's satisfaction through the development's Servicing Agreement, Development Permit, Building Permit, and/or related processes; and
- c) Register legal agreements on title to restrict Building Permit issuance for any building on the developer's west lot until TransLink and the City are satisfied that:
 - The integrity and safety of the Canada Line's infrastructure and operations will be adequately protected during and after construction of the subject development (as per TransLink's AID requirements); and
 - The design of the fronting development will provide for station integration, which may include, but may not be limited to, weather protection, furnishings, lighting, landscaping, pedestrian-oriented uses, public art, and a high-amenity public realm design, such that transit users will enjoy a level of convenience, comfort, and security satisfactory to both TransLink and the City.

Analysis

Concord Pacific has applied to rezone the subject site to permit the construction of a three-lot, high-density, mixed use development comprising four towers, 533 residential units (including 29 affordable housing units), office, and ground floor commercial uses, including a non-profit arts facility, together with new park and road. This proposal is consistent with current OCP and CCAP policies applicable to the subject site, which encourage high-rise, high density mixed use development including, among other things, new park and public open space, street improvements, affordable housing, community amenity contributions, and Capstan Station construction funding.

1. Proposed Zoning Amendment

To facilitate the subject development and provide for voluntary developer contributions in compliance with CCAP policy (i.e. affordable housing, Capstan Station Bonus, and community amenity contributions), the applicant has requested that the site-specific zone, “Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre)”, is amended to include the subject site.

ZMU25 is a site-specific zone originally adopted to facilitate a high density, high-rise, mixed use development by Pinnacle International in the area of Capstan Village bounded by No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way (RZ 12-610011). Concord Pacific’s proposed high density, high-rise, mixed use development is located in the same part of Capstan Village and, as determined through Pinnacle’s rezoning (secured via legal agreements registered on title), the development of Pinnacle’s lot at 3208 Carscallen Road must be coordinated with that of Concord’s lot at 3131 Sexsmith Road.

- Staff support the proposed amendments to the site-specific ZMU25 zone to include the subject Concord site on the basis that this integrated approach will help to clarify development requirements in the area bounded by No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way and support the future coordinated development of 3131 Sexsmith Road (Concord) and 3208 Carscallen Road (Pinnacle).

2. Housing

- a) Affordable Housing: The subject rezoning application was submitted on April 12, 2017. Rezoning applications, such as the subject application, which were submitted prior to Council approval of amendments to the City’s Affordable Housing Strategy on July 24, 2017, are grandfathered under the City’s previous affordable housing built unit requirement (i.e., 5% of total residential floor area), provided that the applicable rezoning bylaw receives first reading of Council prior to July 24, 2018.

The developer proposes to design and construct 29 low-end of market rental (LEMR) units, to a turnkey level of finish, at the developer’s sole cost, comprising at least 2,191 m² (23,583 ft²) of habitable space, based on 5% of the development’s total maximum residential floor area (as per the proposed ZMU25 zone). The proposed affordable housing will be distributed proportionately between the developer’s west lot and east lot (i.e. 5% of residential area on each lot). Under the proposed ZMU25 zone, no residential development will be permitted on 3131 Sexsmith Road.

Unit Type	Affordable Housing Strategy Requirements (1)			Project Targets (2)			
	Minimum Unit Area	Max. LEMR Rent	Total Maximum Household Income	Unit Mix			BUH (3)
				West Lot	East Lot	Total	
Studio	37 m ² (400 ft ²)	\$811/month	\$34,650 or less	0	0	0	N/A
1-Bedroom	50 m ² (535 ft ²)	\$975/month	\$38,250 or less	3	8	11	100%
2- Bedroom	69 m ² (741 ft ²)	\$1,218/month	\$46,800 or less	7	4	11	100%
3-Bedroom	91 m ² (980 ft ²)	\$1,480/month	\$58,050 or less	7	0	7	100%
TOTAL	2,191 m ² (23,583 ft ²)	N/A	N/A	17	12	29	100%

- (1) Values adopted by Council on July 24, 2017. May be adjusted periodically, as provided for under City policy.
 (2) Project Targets will be confirmed through the project’s Development Permit processes.
 (3) BUH indicates units designed and constructed in compliance with the City’s Basic Universal Housing standards.

Occupants of the LEMR units will enjoy full use of all on-site indoor and outdoor residential amenity spaces, which, together with parking, bike storage, and related features, will be provided by the owner/operator at no additional charge to the affordable housing occupants. The developer is working to engage a non-profit operator to manage the development's required LEMR units. More information regarding this potential arrangement will be provided at Development Permit stage.

- Staff support the developer's proposal, which is consistent with City policy. Prior to rezoning adoption, a Housing Agreement and Housing Covenants will be registered on title requiring that the developer satisfies all City requirements.
- b) Dwelling Unit Mix: The OCP and CCAP encourage the development of a variety of unit types and sizes supportive of the diverse needs of Richmond's population including, but not limited to, households with children.
- Staff support the developer's proposal for 49% 1-bedroom units (260 units) and 51% 2- and 3-bedroom, family-friendly units (273 units), including:
 - i) Market housing: 49% 1-bedroom (249 units); 47% 2- bedroom (238 units), and 4% 3-bedroom (17 units); and
 - ii) Affordable housing: 38% 1-bedroom (11 units), 38% 2-bedroom (11 units), and 24% 3-bedroom (18 units).
- c) Accessibility: Richmond's OCP seeks to meet the needs of the city's aging population and people facing mobility challenges by encouraging the development of accessible housing that can be approached, entered, used, and occupied by persons with physical or sensory disabilities.
- Staff support the developer's proposal, which is consistent with City policy and will include:
 - i) Barrier-free lobbies, common areas, and amenity spaces;
 - ii) Aging-in-place features in all units (e.g., blocking for grab bars, lever handles, etc.); and
 - iii) 30% Basic Universal Housing (BUH) units (i.e. 161 of 533 units), including 26% of market units (i.e. 132 of 504 units) and 100% of affordable housing units (i.e. 29 units).
- Note: The developer will be utilizing the Zoning Bylaw's BUH floor area exemption of 1.86 m² (20 ft²) per BUH unit.

3. Capstan Station Bonus (CSB)

Under the CCAP and Zoning Bylaw, developments that make use of the density bonus provisions of the Capstan Station Bonus (i.e. 0.5 floor area for residential uses) must:

- Prior to rezoning bylaw adoption, provide public open space in some combination of fee simple, dedication, and/or Statutory Right of Way (as determined to the City's satisfaction) at a rate of at least 5 m² (54 ft²) per dwelling, based on total dwelling units; and
- Prior to Building Permit (BP) issuance, make a cash-in-lieu community amenity contribution towards the future construction of the Capstan Canada Line Station, based on the number of approved units and the Council-approved contribution rate in effect at the time of BP issuance (i.e. currently \$8,562.97 per unit, which rate is updated annually each October 1st).

The developer proposes to exceed the City requirements under the CSB policy. More specifically, prior to rezoning adoption, the developer proposes to provide 4,188 m² (1.0 ac) of public open space (as a combination of fee simple park and Statutory Right-of-Way), which contribution is 57% larger than the CSB minimum requirement. In addition, rather than waiting to BP issuance, the developer

proposes to submit the project's entire voluntary cash-in-lieu contribution towards station construction (estimated at \$4,564,063) prior to rezoning adoption, based on the maximum number of dwellings permitted under the amended ZMU25 zone (i.e. 533) and the Council-approved contribution rate in effect at the time of rezoning bylaw adoption.

- Staff support the developer's proposal on the basis that it satisfies City policy, early payment of the developer's voluntary CSB contribution will accelerate station design and construction, and increased public open space (delivered at no cost to the City or TransLink) will provide for a larger transit plaza and enhanced opportunities for station integration.

4. Village Centre Bonus (VCB)

Under the CCAP and Zoning Bylaw, developments that make use of the density bonus provisions of the Village Centre Bonus (i.e. 1.0 floor area ratio for commercial uses) must make a community amenity contribution (based on 5% of bonus VCB floor area) and, as applicable, utilize some portion of the permitted bonus VCB floor area for commercial uses that are selected for their ability to enhance the vitality and amenity of the applicable City Centre Village (e.g., Capstan Village). If approved, under the CCAP's Village Centre Bonus policy the subject development would be permitted to construct 11,230 m² (120,880 ft²) of bonus non-residential floor area.

- a) Community Amenity Contribution: Prior to rezoning adoption, the developer proposes to make a voluntary contribution, in the amount of \$3,928,600, to Richmond's Leisure Facilities Reserve Fund – City Centre Facility Development Sub-Fund, in lieu of constructing 561.5 m² (6,044 ft²) of community amenity space on-site.
- Staff are supportive of the proposed cash-in-lieu amenity contribution on the basis that:
 - i) Two large City-owned facilities (secured as voluntary development amenity contributions) have recently been approved near the subject site, including a 3,107 m² (33,439 ft²) community centre on the west side of No. 3 Road (Yuanheng / RZ 12-603040) and a 1,428 m² (15,376 ft²) Early Childhood Development (ECD) Hub east of the neighbourhood park (Pinnacle / RZ 12-610011); and
 - ii) The proposed cash-in-lieu contribution can be applied, as determined to the satisfaction of Council, towards future community amenity facility construction elsewhere in the City Centre.
- b) Commercial Uses: The developer proposes that 90% of the development's potential VCB floor area is comprised of retail, office, and related uses, including 49% next to Capstan Station in the form of pedestrian-oriented retail/restaurant uses at grade with two floors of office above and 41% on 3131 Sexsmith Road (fronting Sea Island Way) in the form of office and related uses.
- Staff are supportive of the developer's proposal on the basis that:
 - i) Retail and related uses next to Capstan Station will contribute towards transit ridership and provide amenity and convenience for local residents and employees;
 - ii) The development of office uses next to the station is consistent with City objectives for fostering the growth of employment nodes in association with the Canada Line; and
 - iii) Office use on 3131 Sexsmith Road is consistent with the emerging role of the Sea Island Way/Bridgeport Road corridor as a prominent office address, as demonstrated by recently proposed and approved developments (e.g., International Trade Centre / DP 12-624180, Yuanheng / RZ 12-603020, Pinnacle / RZ 12-610011, and New Continental Properties / RZ 13-628557).

- c) Non-Profit Arts Space: The developer proposes that 10% of the development's potential VCB floor area is provided in the form of a 1,194 m² (12,850 ft²) ground floor, commercial unit fronting the south side of the neighbourhood park. The proposed space will be designed, constructed, and secured, at the developer's sole cost, for dance, theatre, music, visual, applied, and/or media arts and art education with the intent that it is operated, in perpetuity, as a non-profit arts facility. Proposed amendments to the ZMU25 zone and legal agreements registered on title will limit uses of the proposed space, in perpetuity, to non-profit arts uses, as determined to the City's satisfaction. In addition, prior to rezoning adoption, legal agreements will be registered on title to secure the developer's commitment to construct the arts space, at the developer's sole cost, including special building features and tenant improvements (e.g., clear span spaces, sprung floors for dance, and movable glazed walls along the park frontage), and restrict the rental rate applicable to the arts space, in perpetuity, to a maximum of 50% of market rates (i.e. relative to net rent for comparable market commercial space).
- Staff are supportive of the developer's proposed non-profit arts space, as it will contribute towards the development of Capstan Village as an animated, transit-oriented community. More specifically, the developer's non-profit arts space proposal:
 - i) Is well suited to its transit station precinct location, where it can contribute towards:
 - The liveliness and amenity of the public open spaces surrounding the station;
 - The viability of local businesses (e.g., by diversifying business opportunities and attracting shoppers); and
 - Transit ridership;
 - ii) Is consistent with the Council-approved Richmond Arts Strategy and CCAP, which aim to:
 - Support greater public engagement with and access to the arts by increasing the number and diversity of City Centre arts spaces and opportunities;
 - Establish an "arts district" in and around Capstan Village; and
 - Cluster arts uses and opportunities near the Canada Line and complementary uses, including the Council-approved affordable studios and housing for professional artists along Hazelbridge Way, Sexsmith Road, and Patterson Road (Pinnacle / RZ 12-610011 and Concord / RZ 06-349722 and ZT 15-700276); and
 - iii) Will strengthen the Capstan Station precinct as a focus for local residents and the broader community through synergy between the proposed non-profit arts space, the neighbourhood park, and the Council-approved community centre and Early Childhood Development (ECD) Hub.

The developer is working to engage a potential non-profit operator to manage the proposed arts space. Interest has been expressed by Arts Umbrella (Attachment 5). More information regarding a potential operator will be provided at Development Permit stage.

5. Sustainability

The CCAP encourages the coordination of private and City development and infrastructure objectives with the aim of advancing opportunities to implement environmentally responsible buildings, services, and related features. Areas undergoing significant change, such as Capstan Village, are well suited to this endeavour.

- Staff support the developer's proposal, which is consistent with City policy and includes:
 - i) District Energy Utility (DEU): The developer will design and construct 100% of the subject development to facilitate its future connection to a DEU system (when a utility is available).
 - ii) Leadership in Energy and Environmental Design (LEED): The developer will design and construct the subject development to meet LEED Silver (equivalency) or better, paying particular attention to features significant to Richmond (e.g., green roofs, urban agriculture, DEU connectivity, storm water management/quality). A LEED Checklist is attached (Attachment 6). Design development will be undertaken through the Development Permit process.
 - iii) Electric Vehicle (EV) Facilities: The OCP includes minimum rates for the provision of EV charging equipment for residential parking and Class 1 bike storage. Possible updates to residential parking standards will be considered at Public Hearing in December 2017. The developer's proposal is consistent with those updates and will include energized Level 2 EV charging infrastructure for 100% of residential parking spaces and energized Level 1 charging infrastructure for bicycles for the shared use of residents based on a rate of at least 10% of Class 1 bicycle storage spaces.

6. Transportation

Under the Zoning Bylaw, prior to Capstan Station being operational, multi-phase Capstan Village developments are required to implement a transitional parking strategy. It is the understanding of the staff that the subject development will be constructed concurrently with the Capstan Canada Line Station and, as such, a transitional parking strategy is not required and Zoning Bylaw "Parking Zone 1" rates shall apply.

The CCAP requires various road, pedestrian, and cycling network improvements on and around the subject site. The Zoning Bylaw permits parking reductions for Capstan Village developments that incorporate transportation demand management and other measures to the City's satisfaction. Consistent with these CCAP and Zoning Bylaw requirements, the proposed development provides for a variety of transportation improvements and related features, all at the developer's sole cost, to be secured through a combination of legal agreements registered on title, to the satisfaction of the Director of Transportation, and the City's standard Servicing Agreement processes and Letters of Credits, as applicable, as per the attached Rezoning Considerations (Attachment 8).

- Staff support the developer's proposal, which is consistent with City policy and includes:
 - i) The extension of Hazelbridge Way from Capstan Way to Carscallen Road;
 - ii) Widening and/or frontage improvements along No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way to accommodate road, sidewalk, and related upgrades, together with off-site bike path and landscape features;
 - iii) Minimizing potential pedestrian and cycling conflicts with vehicles by limiting the number of permitted driveways to one at each of the east lot and west lot and shared driveway access at 3131 Sexsmith Road;
 - iv) Securing 65% of total commercial parking (with a covenant on title) for short-term use (e.g., hourly) by the general public;
 - v) Providing end-of-trip cycling facilities (e.g., showers, change rooms, and related features) co-located with Class 1 (secure) bicycle storage spaces provided for use of the project's commercial tenants and employees;

- vi) Providing three car-share vehicles and related parking (equipped with electric vehicle charging equipment); and
- vii) Installing a temporary sidewalk and boulevard along the east side of No. 3 Road, between Capstan Way and Sea Island Way, where ultimate frontage improvements have not been constructed by others (i.e. generally north of the neighbourhood park).

7. Parks

The CCAP and the ZMU25 zone require that the developer provides land for park and public open space uses, including 1,336 m² (0.3 ac) for expansion of the existing City-owned neighbourhood park and at least 2,665 m² (0.6 ac) for public open space (in a combination of fee simple and SRW) to satisfy Capstan Station Bonus (CSB) requirements, based on 5 m² (54 ft²) per dwelling unit and a maximum of 533 units. The developer's proposal includes the required neighbourhood park expansion, together with 4,188 m² (1.0 ac) of public open space. The latter, which exceeds the development's minimum required CSB public open space contribution by 1,523 m² (0.4 ac), includes the widening of an existing mid-block trail (constructed by others) along the east side of the development's east lot, greenway improvements along Capstan Way and Sea Island Way, expanded public open space areas along the Canada Line guideway, and a large transit plaza.

A conceptual design for the required park and public open space improvements has been prepared by the developer (Attachment 8). Detailed design will be undertaken through the development's Servicing Agreement (SA), Development Permit (DP), and related City processes, including, as applicable, coordination with TransLink's design of Capstan Station and TransLink/City approval for required station integration features. Park and public open space improvements will be secured with SA Letters of Credit and/or DP landscape Letters of Credit, as applicable.

In addition to the above park and public open space improvements, the developer proposes to design, construct, and maintain, in perpetuity, at the developer's sole cost, two universally-accessible washrooms for public use (valued at \$600,000). The washrooms will be constructed on the development's west lot (secured with a SRW), in a location convenient to Capstan Station and the neighbourhood park, as determined to the City's satisfaction. The developer's obligations with respect to the washrooms will be secured with legal agreements on title prior to rezoning adoption. Detailed design will be undertaken in coordination with related park and public open space improvements to the satisfaction of the City, through the development's Servicing Agreement, Development Permit, and related City processes (secured with a SA or DP Letter of Credit, as applicable).

- Staff are supportive of the developer's proposal on the basis that it:
 - i) Is consistent with City policy for the Capstan Village area;
 - ii) Expands and enhances existing public park, trail, and greenway features;
 - iii) Supports City and TransLink objectives for station integration and transit plaza; and
 - iv) Enhances the amenity of the station/park precinct through the provision and maintenance of public washrooms, at no cost to the City.

8. Site Servicing & Frontage Improvements

City policy requires that the developer is responsible for the design and construction of road, water, storm sewer, and sanitary sewer upgrades, together with related public and private utility improvements, arising as a result of the proposed development, as determined to the satisfaction of the City.

- Prior to rezoning adoption, the developer will enter into standard City Servicing Agreements, secured with a Letters of Credit, for the design and construction of all required off-site rezoning works including, but not limited to the extension of Hazelbridge Way and improvements required to facilitate the integration of Capstan Station, as set out in the attached Rezoning Considerations (Attachment 8). Development Cost Charge (DCC) credits will be applicable to works identified on the City's DCC Program (e.g., construction of Hazelbridge Way and part of the required Sexsmith Road widening).

9. Tree Retention & Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site (City) tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development.

- Staff are supportive of the developer's proposal, which includes, among other things:
 - i) The removal of 37 bylaw-size trees on private lands with 74 replacement trees (2:1 ratio), at the developer's sole cost, through the Development Permit application for the project's proposed west and east lots (DP 17-787403); and
 - ii) The relocation of four existing street trees along the north side of Capstan Way to facilitate required road widening, at the developer's sole cost, through the project's Servicing Agreement processes (secured with the Servicing Agreement Letter of Credit).

10. Public Art

The CCAP encourages voluntary developer contributions towards public art, especially in the case of projects, like the subject development, that are situated near transit station and public parks.

- Staff support the developer's proposal, which is consistent with City policy and includes, among other things, a voluntary developer contribution of at least \$425,090, based on City-approved rates and the maximum buildable floor area permitted under the subject site's proposed ZMU25 zone (excluding affordable housing). Prior to rezoning adoption, legal agreement(s) will be registered on title requiring the developer's implementation of a public art plan for the subject site and surrounding public open space areas, prepared by an accredited professional and secured by Letter(s) of Credit, all to the satisfaction of the City.

11. Community Planning

Under the CCAP, developments subject to rezoning approval are required to contribute towards future City community planning studies at a rate of \$2.69/m² (\$0.25/ft²) of maximum buildable floor area, excluding affordable housing (i.e. as per the subject site's proposed ZMU25 zone).

- The developer's proposal to voluntarily contribute \$142,239 complies with City policy.

12. Development Phasing

Construction of the development's north lot, 3131 Sexsmith Road, will occur once the subject developer and the owner of the neighbouring lands at 3208 Carscallen Road (Pinnacle International) agree on a comprehensive development strategy. In the meantime, the subject developer has submitted a Development Permit application for the development's two south lots (DP 17-787403). The developer would like to move forward with construction of the two south lots concurrently; however, the need to coordinate the west lot with the construction of Capstan Station may require that work on the two lots follows different schedules.

- To address the uncertainty surrounding the development's phasing, the developer has proposed and staff agree that, prior to rezoning adoption, legal agreements will be registered on title securing that:
 - i) No separate sale of the developer's lots will be permitted without the prior approval of the City (to ensure that all legal, financial, and development obligations assigned to each lot through the subject rezoning are satisfactorily transferred and secured);
 - ii) Prior to Development Permit approval for 3131 Sexsmith Road, a comprehensive development strategy for the lot and its neighbour(s) must be identified and, as applicable, the strategy will be secured with legal agreements and/or other measures, as determined to the City's satisfaction;
 - iii) Prior to rezoning adoption, the developer will enter into a Servicing Agreement for the design and construction of transportation, engineering, and parks works (including any applicable transit station integration works), the scope of which shall include all works identified with respect to the subject development, except permanent sidewalks and boulevards behind the curbs; and
 - iv) Prior to Building Permit issuance, on a lot-by-lot basis, the developer will enter into Servicing Agreements for sidewalk and boulevard improvements, including any additional improvements required with respect to the integration of Capstan Station.

13. Built Form & Architectural Character

The developer proposes to construct a high-rise, high density, mixed use development in the heart of Capstan Village, next to the future Capstan Canada Line Station, a neighbourhood park, and approved community centre and Early Childhood Development (ECD) Hub facilities. The proposed development is consistent with CCAP policy for the provision of land (via a combination of dedication and Statutory Rights of Way) to facilitate required transportation and public open space improvements. Likewise, the proposed form of development, which combines articulated streetwall building elements and towers, generally conforms to the CCAP's Development Permit Guidelines. More specifically, the development has successfully demonstrated:

- a) A strong urban concept contributing towards a high-density, high-amenity, mixed-use, transit-oriented environment, comprising pedestrian-oriented commercial, an arts facility, office, and a variety of dwelling types (including 51% family-friendly, 2- and 3-bedroom units);
- b) Variations in massing contributing towards streetscape interest, solar access to usable rooftops, and upper- and mid-level views across the site for residents and neighbours;
- c) An articulated building typology with a distinct identity and features contributing to a sense of human scale and pedestrian interest; and
- d) Sensitivity to existing neighbours, by meeting or exceeding minimum recommended tower separation guidelines (e.g., 24 m / 79 ft.) and expanding the width of the existing (under construction), landscaped mid-block trail along the east side of the development from approximately 10 m (33 ft.) to 16 m (53 ft.).

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

- a) Capstan Station: In consultation with TransLink, a strategy for integrating the proposed station with fronting development must be identified to the City's satisfaction, which may include, but

may not be limited to, weather protection, furnishings, lighting, landscaping, pedestrian-oriented uses, and a high-amenity public realm and neighbourhood park design, such that transit users will enjoy a level of convenience, comfort, and security satisfactory to the City and TransLink.

- b) Canada Line Interface: Prior to rezoning adoption, the City's standard Canada Line covenant (which addresses noise and nuisance) will be registered on title to the lot abutting the guideway and future station. In addition, through the DP process, design development is required to ensure that the residential and commercial frontages are attractive and consistent with TransLink's Adjacent Integrated Design (AID) objectives (e.g., protecting the guideway from falling objects or other forms of interference).
- c) Neighbourhood Park Interface: Opportunities must be explored to contribute towards a high amenity public realm, particularly with respect to the animation and enhancement of the interface between the proposed arts space and related on-site walkway and the program/design of the adjacent City park and playground.
- d) Commercial Streetscape: Opportunities to create a distinctive, cohesive Capstan Village retail node and identity (i.e. not generic) should be explored (e.g., shop front design, signage, weather protection, pedestrian amenities, colour, materials, etc.).
- e) Residential Streetscape: Design development is encouraged to enhance the interface of proposed townhouses and residential frontages with fronting pedestrian sidewalks and open spaces, particularly along the mid-block trail.
- f) Common Amenity Spaces: The proposed indoor and outdoor common amenity spaces satisfy OCP and CCAP DP Guidelines rates (Attachment 4). More information is required with respect to the programming, design, and landscaping of these spaces to ensure they satisfy City objectives.
- g) Accessibility: Through the DP process the design and distribution of accessible units and common spaces and uses will be refined.
- h) Sustainability: A LEED Checklist is attached (Attachment 6). Opportunities to better understand and enhance the building's performance in coordination with its architectural expression will be explored through the Development Permit process.
- i) Emergency Services: Fire Department requirements identified at the rezoning stage must be confirmed and refined through the DP design and approval processes (e.g., Fire Department response points, addressing plan, etc.).
- j) Crime Prevention through Environmental Design (CPTED): The City has adopted policies intended to minimize opportunities for crime and promote a sense of security. A CPTED checklist and plans demonstrating surveillance, defensible space, and related measures will be reviewed within the development permit process.
- k) Parking, Loading & Waste Management: The development proposal is consistent with the Zoning Bylaw and related City requirements. The design of vehicle parking and circulation, truck manoeuvring, waste management activities, and related features and spaces will be finalized through the DP process.

14. Existing Legal Encumbrances

Development of the subject site is not encumbered by existing legal agreements on title.

Financial Impact

As a result of the proposed development, the City will take ownership of developer contributed assets constructed to City standards, such as road works, waterworks, storm sewers, sanitary sewers, street lights, street trees, bike lanes, and traffic signals. The anticipated Operating Budget impact for the ongoing maintenance of these assets is \$17,745. This will be considered as part of the 2019 Operating Budget.

Conclusion

Concord Pacific has applied to the City of Richmond for permission to rezone lands at 8511 Capstan Way, 3280 and 3360 No. 3 Road, and 3131 Sexsmith Road to “Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre)” and “School and Institutional Use (SI)”, to permit the construction of 5,523 m² (1.4 acres) of park and public open space and a high-rise, high density, mixed use development containing 533 dwellings and 11,230 m² (120,880 ft²) of non-residential uses, including office, retail, and storefront space to be occupied by a non-profit arts organization. Proposed amendments to the ZMU25 zone will, if approved, enhance development coordination between the subject site and adjacent lands previously rezoned by others in the area bounded by No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way. Off-site works, including utility upgrades, the extension of Hazelbridge Way, frontage improvements, and park construction, will be subject to the City’s standard Servicing Agreement processes (secured with Letters of Credit).

An analysis of the developer’s proposal shows it to be well designed and consistent with the CCAP’s development, livability, sustainability, and urban design objectives. On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9780 be introduced and given first reading.



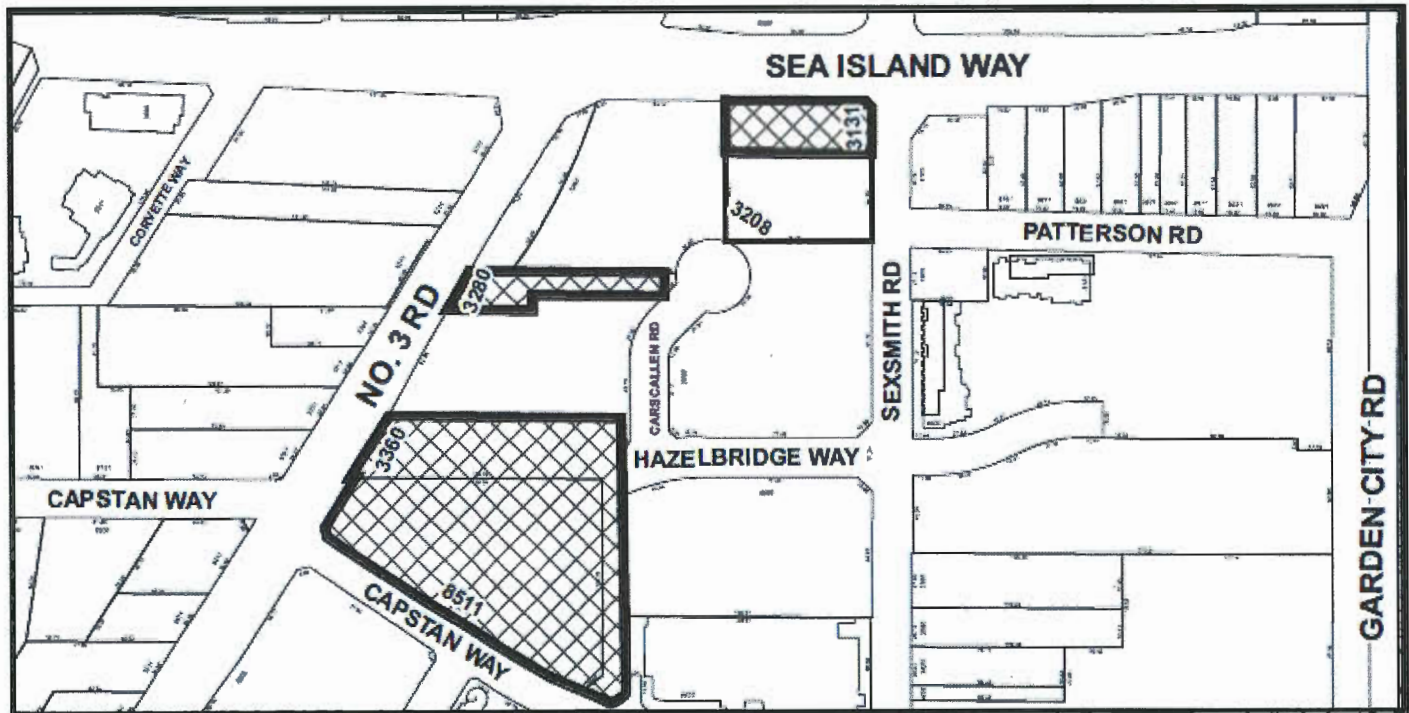
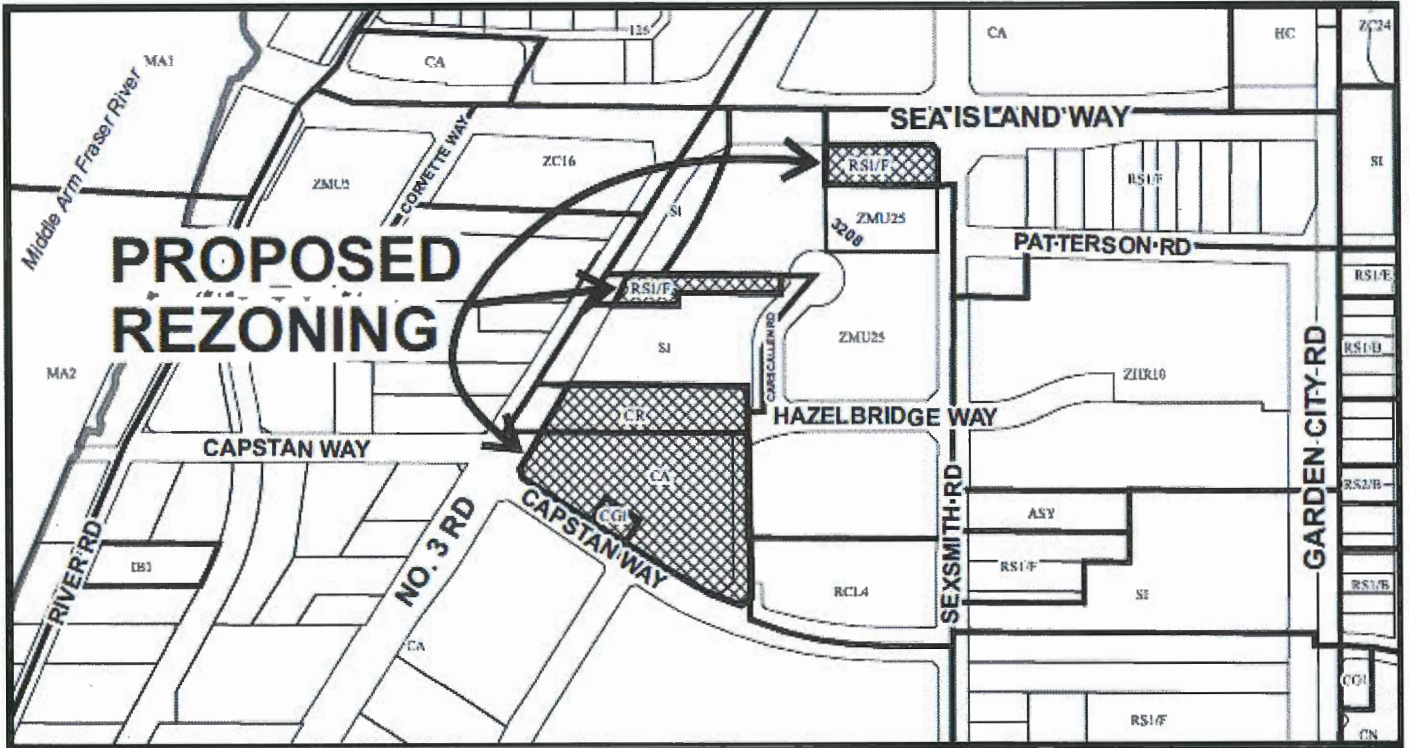
Suzanne Carter-Huffman
Senior Planner / Urban Design

SPC:cas

Attachments:

1. Location Map
2. Conceptual Development Plans
3. City Centre Area Plan – Specific Land Use Map: Capstan Village (2031)
4. Development Application Data Sheet
5. Arts Umbrella – Letter of Support
6. LEED Checklist
7. Conceptual Development Plan
8. Rezoning Considerations

Location Map

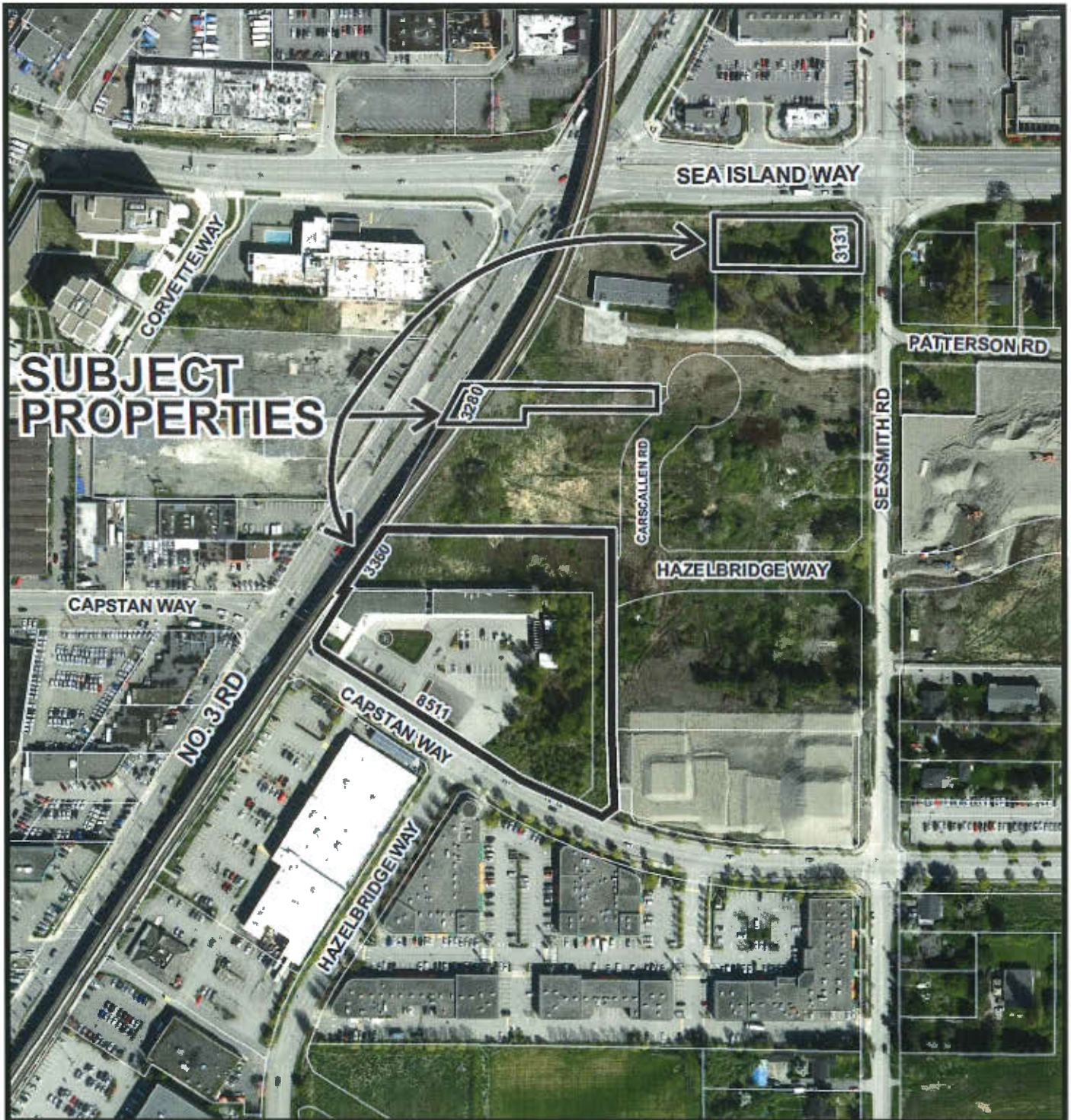


RZ 17-769242

Original Date: 04/26/17

Revision Date: 12/08/17

Note: Dimensions are in METRES



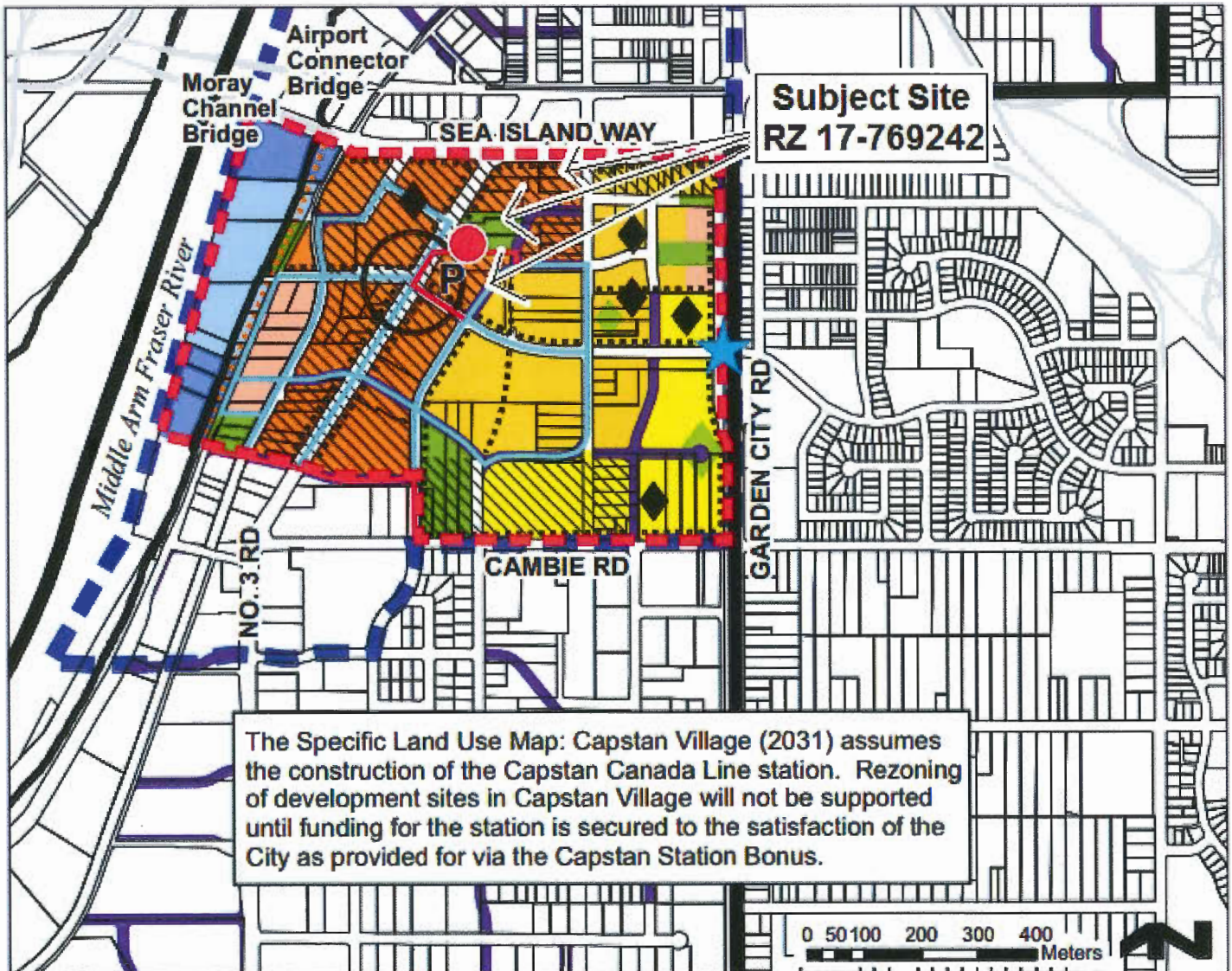
RZ 17-769242

Original Date: 04/26/17

Revision Date: 12/08/17

Note: Dimensions are in METRES

Specific Land Use Map: Capstan Village (2031)

Bylaw 9593
2017/05/08



RZ 17-769242

Address: 8511 Capstan Way, 3280 and 3360 No 3 Road, and 3131 Sexsmith Road

Applicant: Concord Pacific

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

	Existing	Proposed
Owner	<ul style="list-style-type: none"> Sun Tech City Development Corp 	<ul style="list-style-type: none"> No change
Site Size	<ul style="list-style-type: none"> 19,393.5 m2 	<ul style="list-style-type: none"> 13,769.1 m2
Land Uses	<ul style="list-style-type: none"> Vacant & real estate sales centre 	<ul style="list-style-type: none"> High density, high-rise, mixed residential/office/commercial Park
OCP Designation	<ul style="list-style-type: none"> Mixed Use 	<ul style="list-style-type: none"> Mixed Use
Area Plan Designation	<ul style="list-style-type: none"> Urban Centre T5 (35 & 45 m) / 2.0 FAR Capstan Station Bonus (CSB) / 0.5 FAR Village Centre Bonus (VCB) / 1.0 FAR New park & streets Pedestrian-Oriented Retail Precinct Richmond Arts District 	<ul style="list-style-type: none"> No change
Aircraft Noise Sensitive Development	<ul style="list-style-type: none"> "Area 3" – All Aircraft Noise Sensitive Development (ANSND) uses may be considered 	<ul style="list-style-type: none"> As per existing City policy
Zoning	<ul style="list-style-type: none"> Single Detached (RS1/F) Roadside Stand (CR) Auto-Oriented Commercial (CA) Gas and Service Stations (CG1) 	<ul style="list-style-type: none"> Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre) School and Institutional Use (SI)
No. of Units	<ul style="list-style-type: none"> Nil 	<ul style="list-style-type: none"> 533 maximum (limited by covenant on title), including: <ul style="list-style-type: none"> West Lot: 362 East Lot: 171 3131 Sexsmith: Nil
Unit Mix	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Market units: 504, including (proposed): <ul style="list-style-type: none"> 49% 1-BR units (249) 51% 2 & 3 BR "family" units (255) Affordable housing units: 29, including (proposed): <ul style="list-style-type: none"> 38% 1-BR units (11) 62% 2 & 3 BR "family" units (18)
Accessible Housing	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Basic Universal Housing (BUH) units: 161 (30% of total units), including: <ul style="list-style-type: none"> Market units: 132 (26% of market units) Affordable units: 29 (100% of affordable units) Aging-in-Place: All units not designed to BUH standards will include aging-in-place features (e.g., blocking in walls for grab bars, lever handles, etc.)
Affordable Housing	<ul style="list-style-type: none"> 5% of total residential area (turnkey), secured in perpetuity with a Housing Agreement, as per City policy for applications received prior to July 24, 2017 & adopted prior to July 24, 2018. 	<ul style="list-style-type: none"> 2,190.9 m2, including: <ul style="list-style-type: none"> West Lot: 1,491.5 m2 East Lot: 699.4 m2 3131 Sexsmith: Nil

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	<ul style="list-style-type: none"> West of Hazelbridge: 3.5 FAR max. East of Hazelbridge: 2.5 FAR max. 	<ul style="list-style-type: none"> As required 	None permitted
Buildable Floor Area	<ul style="list-style-type: none"> 55,048.6 m2, including: <ul style="list-style-type: none"> Residential: 43,818.5 m2 Non-residential: 11,230.1 m2, including 	<ul style="list-style-type: none"> As required 	None permitted
Buildable Floor Area by Lot	<ul style="list-style-type: none"> West Lot: 29,830.0 m2 residential & 6,648.7 m2 non-residential East Lot: 13,988.5 m2 residential 3131 Sexsmith: 4,581.4 m2 non-residential 	<ul style="list-style-type: none"> As required 	None permitted
Lot Coverage	<ul style="list-style-type: none"> Building & landscaped roofs over parking: 90% max. 	<ul style="list-style-type: none"> As required 	None
Lot Size	<ul style="list-style-type: none"> West Lot: 8,000 m2 min. East Lot: 3,700 m2 min. 3131 Sexsmith: 1,800 m2 	<ul style="list-style-type: none"> West Lot: 8,048.1 m2 min. East Lot: 3,816.5 m2 min. 3131 Sexsmith: 1,904.5 m2 	None
Setbacks @ Canada Line	<ul style="list-style-type: none"> Residential: 20.0 m min. to a lot line, but may be reduced to 10.0 m if proper interfaces are provided Non-residential: 6.0 m min. to a lot line 	<ul style="list-style-type: none"> As required 	none
Setbacks @ Road & Park	<ul style="list-style-type: none"> 6.0 m min. to a lot line or SRW, but this may be reduced to 3.0 m if proper interfaces are provided, EXCEPT – For residential uses, 20.0 m min to a lot line abutting Sea Island Way 	<ul style="list-style-type: none"> 3.0 m min. Residential is not permitted on 3131 Sexsmith Road, thus, residential will not be located within 20 m of Sea Island Way 	None
Setbacks @ Interior Side Yards	<ul style="list-style-type: none"> 3.0 m min. to a lot line or SRW, but this may be reduced to 0.0 m if proper interfaces are provided 	<ul style="list-style-type: none"> 0.0 m 	None
Setbacks @ Parking Below Finished Grade	<ul style="list-style-type: none"> 0.0 m 	<ul style="list-style-type: none"> 0.0 m 	None
Height	<ul style="list-style-type: none"> 47 m GSC 	<ul style="list-style-type: none"> As required 	None
Off-street Parking – Rates	<ul style="list-style-type: none"> Parking Zone 1 rates LESS 10% TDM: Market Units: 0.9/unit Affordable Housing: 0.81/unit Residential Visitors: <ul style="list-style-type: none"> West Lot: 100% shared w commercial East Lot: 0.18/unit LESS 50% Commercial (first 2 fls): 3.375/100 m2 gla Office (upper floors): 1.35/100 m2 gla Arts Umbrella: 41 spaces Car-Share parking: 3 spaces 	<ul style="list-style-type: none"> As required 	None
Tandem Parking Spaces:	<ul style="list-style-type: none"> Permitted for Market Residential units only to a maximum of 50% 	<ul style="list-style-type: none"> To be confirmed through DP 	None
Off-Street Loading	<ul style="list-style-type: none"> West Lot: 5 medium truck spaces East Lot: 2 medium truck spaces 3131 Sexsmith: To be determined 	<ul style="list-style-type: none"> As required 	None
CCAP Indoor Amenity Space @ 2 m2/unit	<ul style="list-style-type: none"> West Lot: 362 x 2 m2/unit = 724 m2 East Lot: 171 x 2 m2/unit = 342 m2 3131 Sexsmith: N/A 	<ul style="list-style-type: none"> West Lot: 730 m2 East Lot: 389 m2 3131 Sexsmith: N/A 	None
OCP Outdoor Amenity Space @ 6 m2/unit	<ul style="list-style-type: none"> West Lot: 362 x 6 m2/unit = 2,172 m2 East Lot: 171 x 6 m2/unit = 1,026 m2 3131 Sexsmith: N/A 	<ul style="list-style-type: none"> West Lot: 2,490 m2 East Lot: 1,093 m2 3131 Sexsmith: N/A 	None

	Bylaw Requirement	Proposed	Variance
CCAP Additional Landscaped Space @ 10% Net Site Area	<ul style="list-style-type: none">• West Lot: 805 m2• East Lot: 382 m2• 3131 Sexsmith: 191 m2	<ul style="list-style-type: none">• As required	None
Capstan Station Bonus Public Open Space (min.)	<ul style="list-style-type: none">▪ 5.0 m²/dwelling or 4,187.9 m2, whichever is greater	<ul style="list-style-type: none">• 4,187.9 m2, secured as a combination of fee simple & SRW prior to Rezoning adoption	None

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



October 16, 2017.

Suzanne Carter-Huffman
City of Richmond
10100 S Arm Place, Richmond, BC, V7A 2E1

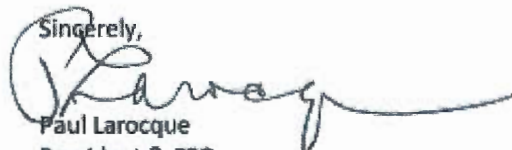
Re: Potential Arts Umbrella facility in Concord Pacific Developments Capstan Station development

Dear Ms. Carter-Huffman,

Arts Umbrella is a nationally renowned non-profit organization that provides the highest quality dance, theatre, visual, applied and media arts education for children and youth. For nearly 40 years, we have helped more than 500,000 young people explore their artistic potential and build community in our cities, province, and country. This year, we will serve 21,000 young people throughout Metro Vancouver, reaching more than two-thirds through bursaries, scholarships and free community programs for vulnerable children and youth. Arts Umbrella programs are delivered at our centres on Granville Island and in Surrey, in close to 40 neighbourhood houses/community centres, and more than 60 elementary and high schools. Today, Arts Umbrella employs a staff of 240 British Columbians, including a teaching faculty of more than 170 professional artists and educators who share our belief that inspiring young people through arts education is important. Our graduates are leading the way in B.C. industries like film, publishing and digital technology while making an ongoing contribution to British Columbia's creative economy; but more importantly, Arts Umbrella students have gone on to become creative and compassionate citizens in whatever path they choose.

We have been approached by Concord Pacific Developments Inc. to determine our interest in a significant new facility in Richmond for Arts Umbrella to expand our program delivery. We met with Concord Pacific representatives who walked us through the emerging neighbourhood of Capstan Village, with a proposed new major community centre, an early childhood development centre, a new park, proximity to the Richmond dyke system, and many new apartments which are under construction. We took this proposed idea of a new Arts Umbrella facility in Richmond to our Board on June 19, 2017 and they have approved further discussions with Concord Pacific to explore this opportunity further. We are now in discussions with Concord Pacific as to the design and fit-out of the proposed facility and the financial arrangements that would be necessary to ensure this exciting proposal can become a reality for Arts Umbrella, Concord, and the City of Richmond. Concord has proposed a multi-purpose turn-key 12,000 sq. ft. facility located at-grade on the proposed new park. This would represent an amazing opportunity to integrate art programs into this emerging new mixed-use neighbourhood in Richmond.

We continue to work with Concord Pacific to develop our ideas to make this facility a reality. Arts Umbrella wholeheartedly supports the idea of an arts-related facility in this neighbourhood.

Sincerely,

 Paul Larocque
 President & CEO

Arts Umbrella Granville Island - 286 Cartwright Street, Vancouver, BC, Canada V6H 3R8
 604-681-5268 | info@artsumbrella.com | artsumbrella.com

Concord Pacific - 8511 Capstan Way

Sustainability Scorecard
Last update: September 2017



KANECONSULTING

SILVER											
Total Project Score & Rating											
Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 or more points											
Possible Points											
26											
52	9	7	42	Sustainable Sites				Construction Activity Pollution Prevention			
17	4	2	3	Y	V	N	NP	Y	V	N	NP
Y	Y			1				1			
5	5		1	Credit 1				3-5			
6				Credit 2				1			
1	1			Credit 3				3-6			
3	3			Credit 4				1			
2				Credit 5				2			
1	1			Credit 6				1			
1	1			Credit 7				1			
5	5	1	4	Credit 8				1			
Y	Y			Credit 9				1			
2	2		2	Credit 10				1			
3	3	1		Credit 11				1			
8	8	3	2	Credit 12				1			
Y	Y			Credit 13				1			
Y	Y			Credit 14				1			
6	6	1	12	Credit 15				1			
2	2		2	Credit 16				1			
2				Credit 17				1			
3	3			Credit 18				1			
2				Credit 19				1			
Legend	Credit Complete	Credit Incomplete	Not Attempting	Prerequisite (Must Achieve)							

SILVER											
Total Project Score & Rating											
Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 or more points											
Possible Points											
26											
52	9	7	42	Sustainable Sites				Construction Activity Pollution Prevention			
17	4	2	3	Y	V	N	NP	Y	V	N	NP
Y	Y			1				1			
5	5		1	Credit 1				3-5			
6				Credit 2				1			
1	1			Credit 3				3-6			
3	3			Credit 4				1			
2				Credit 5				2			
1	1			Credit 6				1			
1	1			Credit 7				1			
5	5	1	4	Credit 8				1			
Y	Y			Credit 9				1			
2	2		2	Credit 10				1			
3	3	1		Credit 11				1			
8	8	3	2	Credit 12				1			
Y	Y			Credit 13				1			
Y	Y			Credit 14				1			
6	6	1	12	Credit 15				1			
2	2		2	Credit 16				1			
2				Credit 17				1			
3	3			Credit 18				1			
2				Credit 19				1			
Legend	Credit Complete	Credit Incomplete	Not Attempting	Prerequisite (Must Achieve)							

SILVER											
Total Project Score & Rating											
Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 or more points											
Possible Points											
26											
52	9	7	42	Sustainable Sites				Construction Activity Pollution Prevention			
17	4	2	3	Y	V	N	NP	Y	V	N	NP
Y	Y			1				1			
5	5		1	Credit 1				3-5			
6				Credit 2				1			
1	1			Credit 3				3-6			
3	3			Credit 4				1			
2				Credit 5				2			
1	1			Credit 6				1			
1	1			Credit 7				1			
5	5	1	4	Credit 8				1			
Y	Y			Credit 9				1			
2	2		2	Credit 10				1			
3	3	1		Credit 11				1			
8	8	3	2	Credit 12				1			
Y	Y			Credit 13				1			
Y	Y			Credit 14				1			
6	6	1	12	Credit 15				1			
2	2		2	Credit 16				1			
2				Credit 17				1			
3	3			Credit 18				1			
2				Credit 19				1			
Legend	Credit Complete	Credit Incomplete	Not Attempting	Prerequisite (Must Achieve)							

SILVER											
Total Project Score & Rating											
Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 or more points											
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26											
52	9	7	42	Sustainable Sites				Construction Activity Pollution Prevention			
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Y	Y			1				1			
5	5		1	Credit 1				3-5			
6				Credit 2				1			
1	1			Credit 3				3-6			
3	3			Credit 4				1			
2				Credit 5				2			
1	1			Credit 6				1			
1	1			Credit 7				1			
5	5	1	4	Credit 8				1			
Y	Y			Credit 9				1			
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3	3	1		Credit 11				1			
8	8	3	2	Credit 12				1			
Y	Y			Credit 13				1			
Y	Y			Credit 14				1			
6	6	1	12	Credit 15				1			
2	2		2	Credit 16				1			
2				Credit 17				1			
3	3			Credit 18				1			
2				Credit 19				1			
Legend	Credit Complete	Credit Incomplete	Not Attempting	Prerequisite (Must Achieve)							

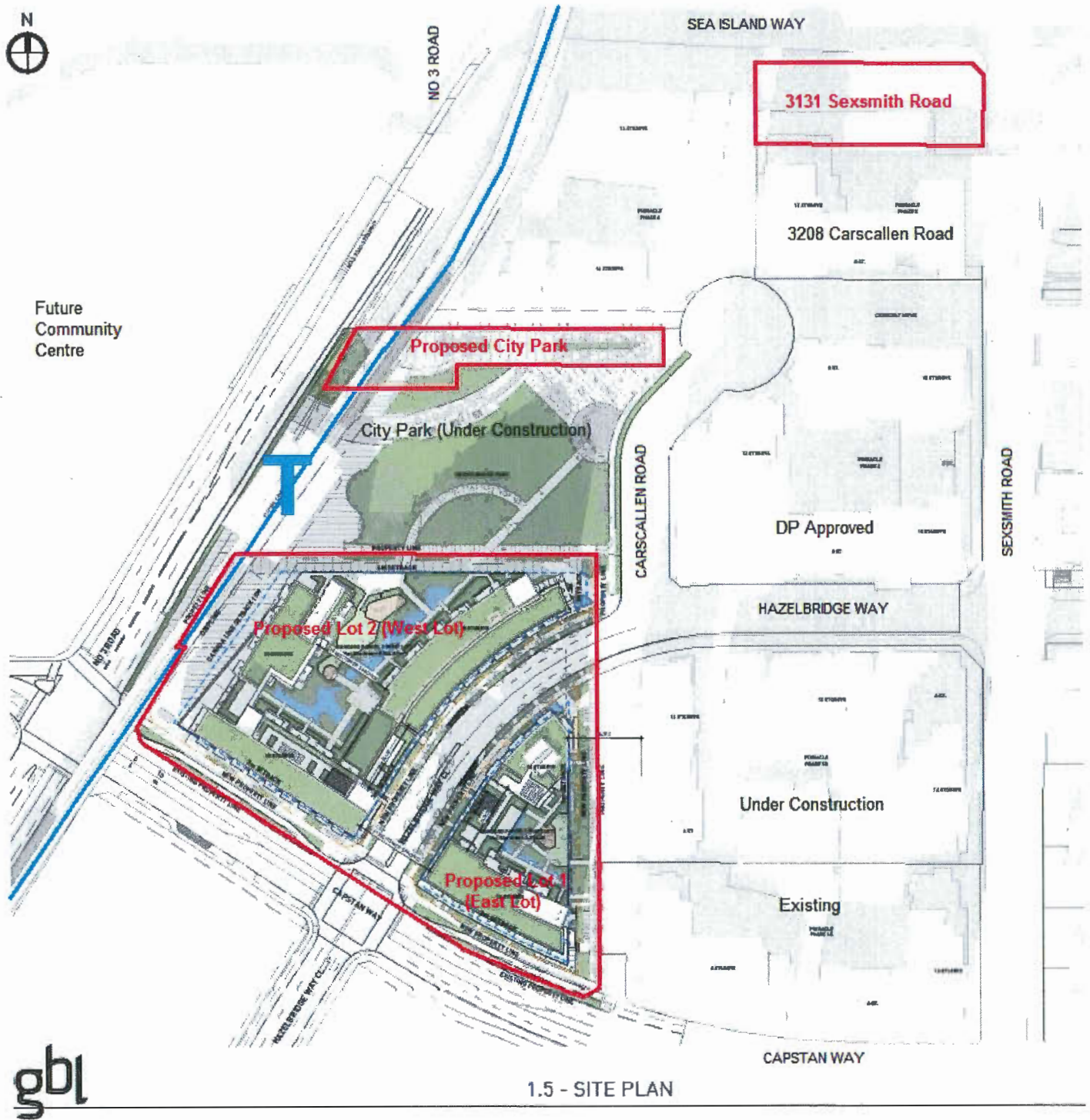
SILVER											
Total Project Score & Rating											
Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 or more points											
Possible Points											
26											
52	9	7	42	Sustainable Sites				Construction Activity Pollution Prevention			
17	4	2	3	Y	V	N	NP	Y	V	N	NP
Y	Y			1				1			
5	5		1	Credit 1				3-5			
6				Credit 2				1			
1	1			Credit 3				3-6			
3	3			Credit 4				1			
2				Credit 5				2			
1	1			Credit 6				1			
1	1			Credit 7				1			
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3	3	1		Credit 11				1			
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Y	Y			Credit 13				1			
Y	Y			Credit 14				1			
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2	2		2	Credit 16				1			
2				Credit 17				1			
3	3			Credit 18				1			
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Legend	Credit Complete	Credit Incomplete	Not Attempting	Prerequisite (Must Achieve)							

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6				Credit 2				1			
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2				Credit 5				2			
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3	3			Credit 18				1			
2				Credit 19				1			
Legend	Credit Complete	Credit Incomplete	Not Attempting	Prerequisite (Must Achieve)							

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26											
52	9	7	42	Sustainable Sites				Construction Activity Pollution Prevention			
17	4	2	3	Y	V	N	NP	Y	V	N	NP
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3	3	1		Credit 11				1			
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Y	Y			Credit 13				1			
Y	Y			Credit 14				1			
6	6	1	12	Credit 15				1			
2	2		2	Credit 16				1			

Conceptual Development Plan





Aerial view of Lot 2/West Lot (right) & Lot 1/East Lot (left)





Looking southwest to Lot 2/West Lot (right) & Lot 1/East Lot (left) from Carscallen Road



Looking south along No. 3 Road with the Canada Line guideway & future station (right)



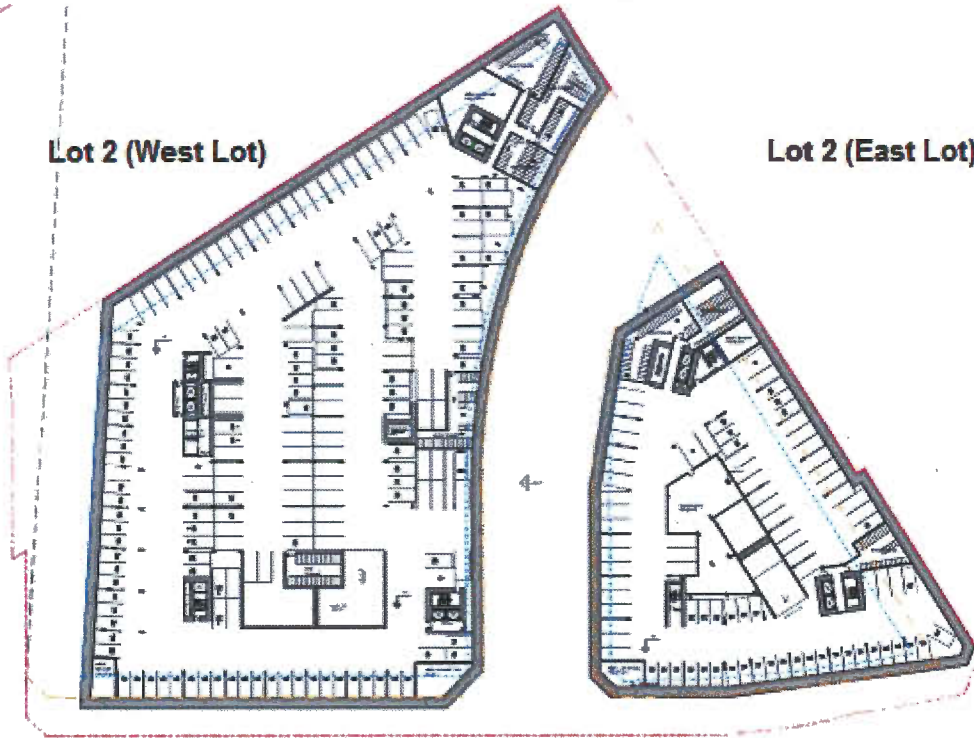
Rooftop courtyard @ Lot 2/West Lot



Rooftop courtyard @ Lot 1/East Lot

Lot 2 (West Lot)

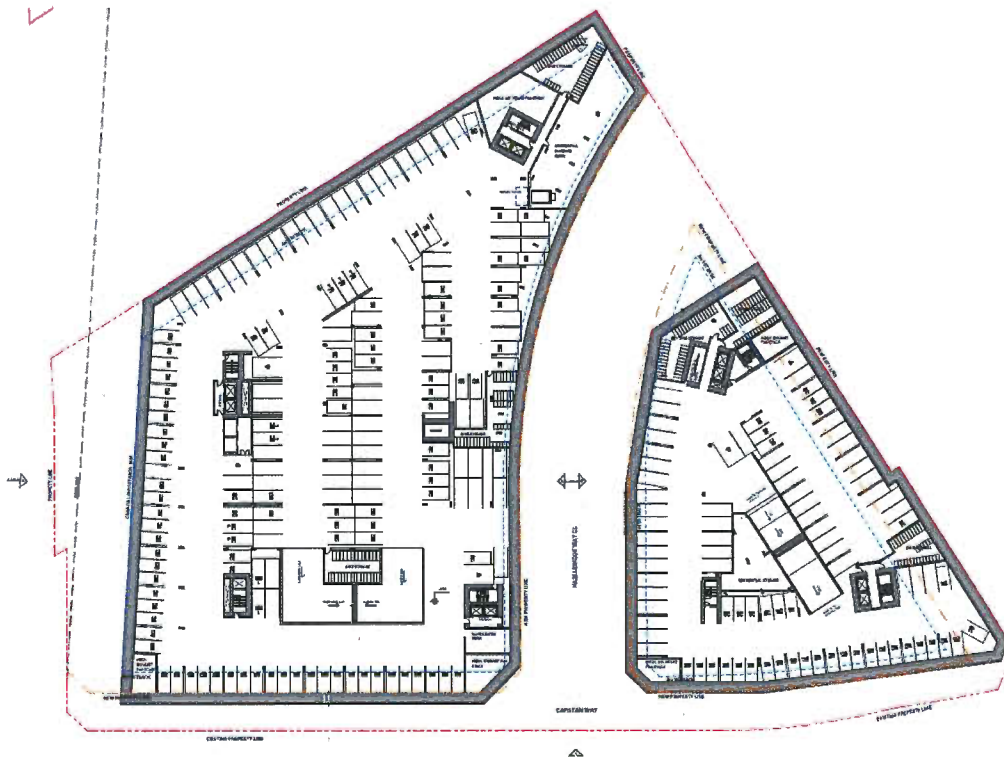
Lot 2 (East Lot)



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6.1 - PARKING LEVEL P-2

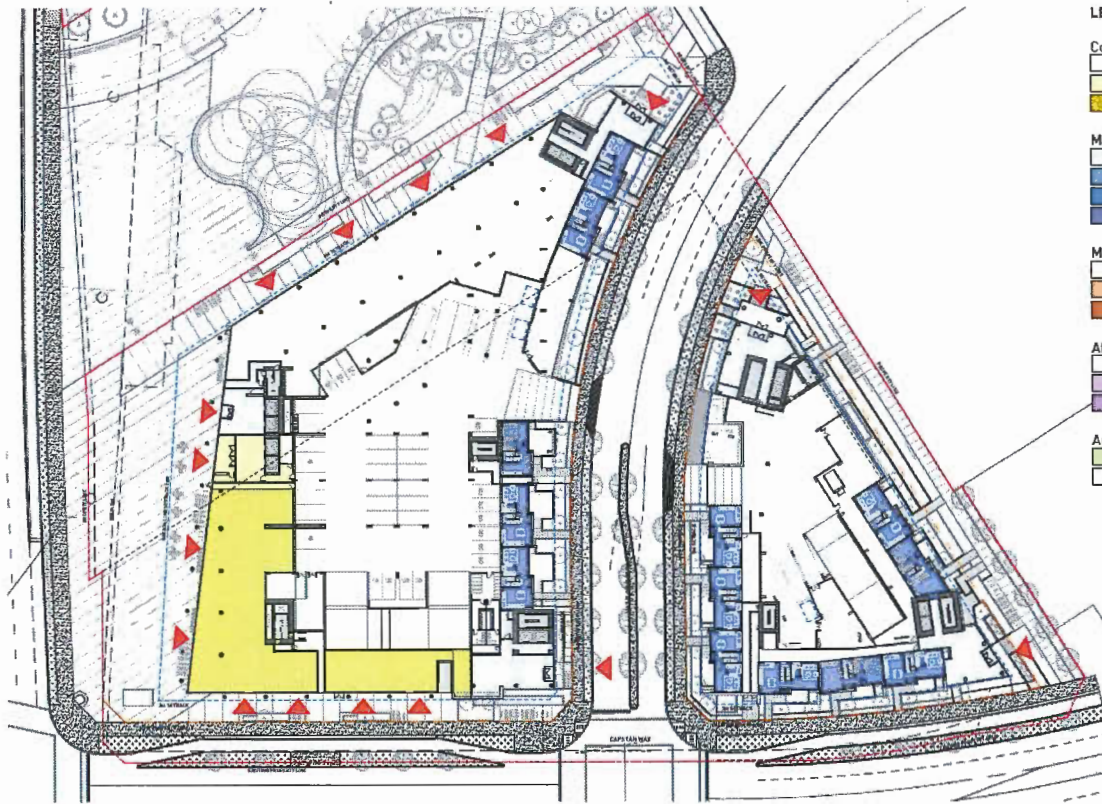
CAPSTAN WAY



gbl

6.2 - PARKING LEVEL P-1

CAPSTAN WAY

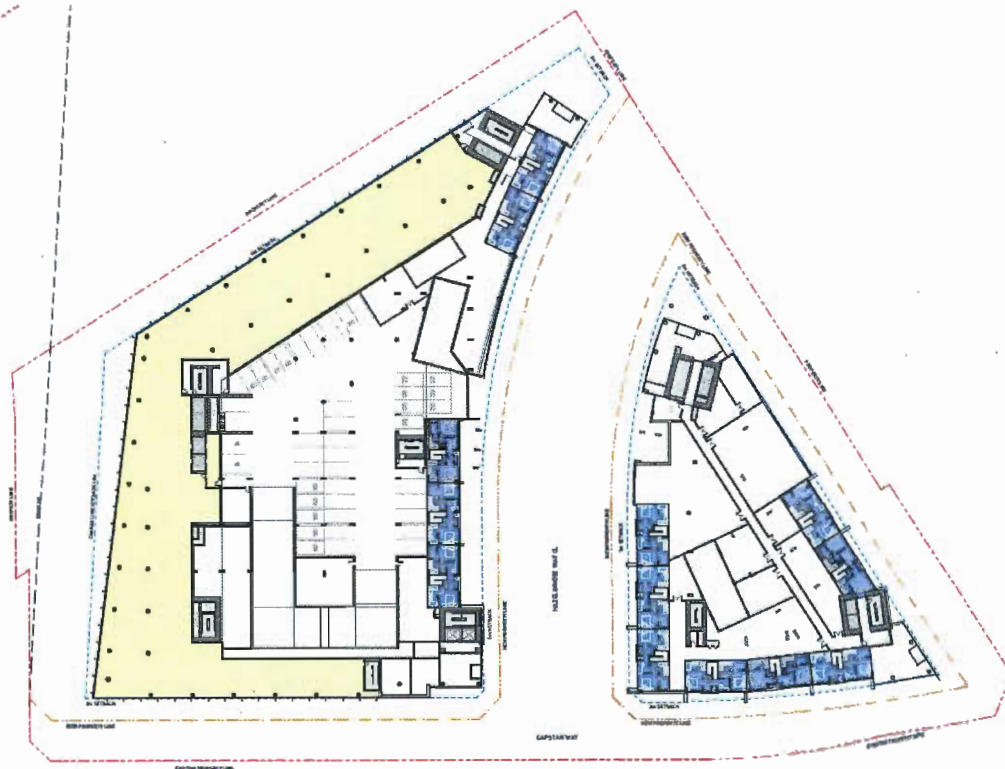


- LEGEND**
- Commercial**
- Arts Facility
 - Office
 - Retail
- Market Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
 - Townhouse
- Market BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Affordable BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Amenity**
- Indoor
 - Outdoor

gbl

6.3 - LEVEL 1

CAPSTAN WAY

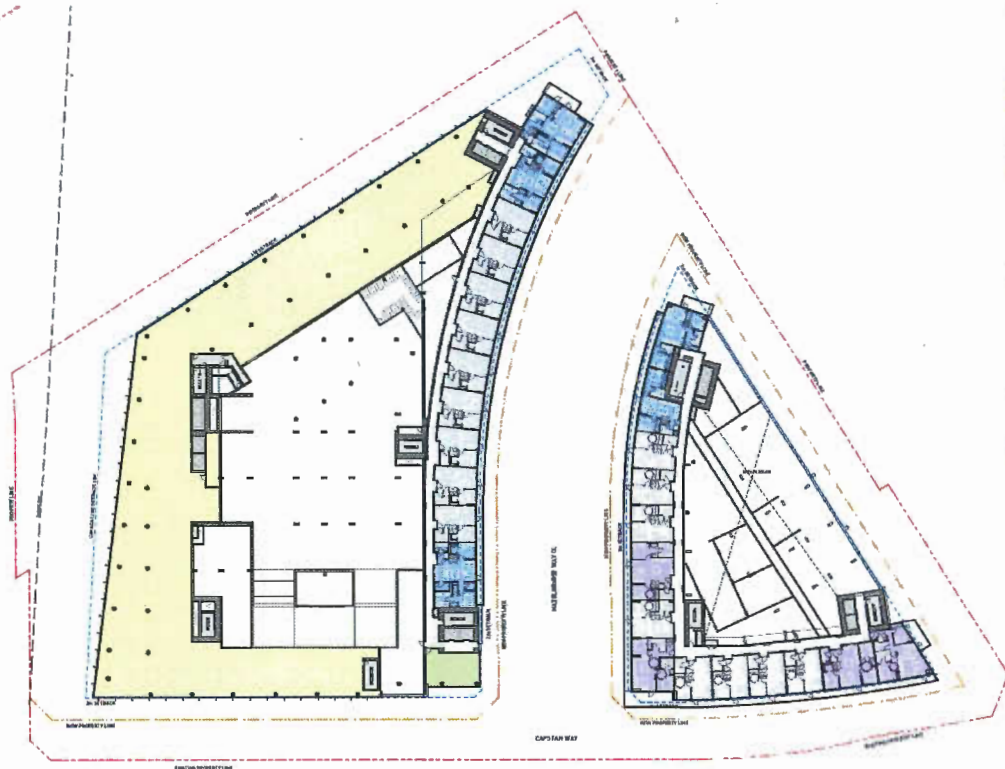


- LEGEND**
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 - 3 Bedroom
 - Townhouse
- Market BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Affordable BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Amenity**
- Indoor
 - Outdoor

gbl

6.4 - LEVEL 2

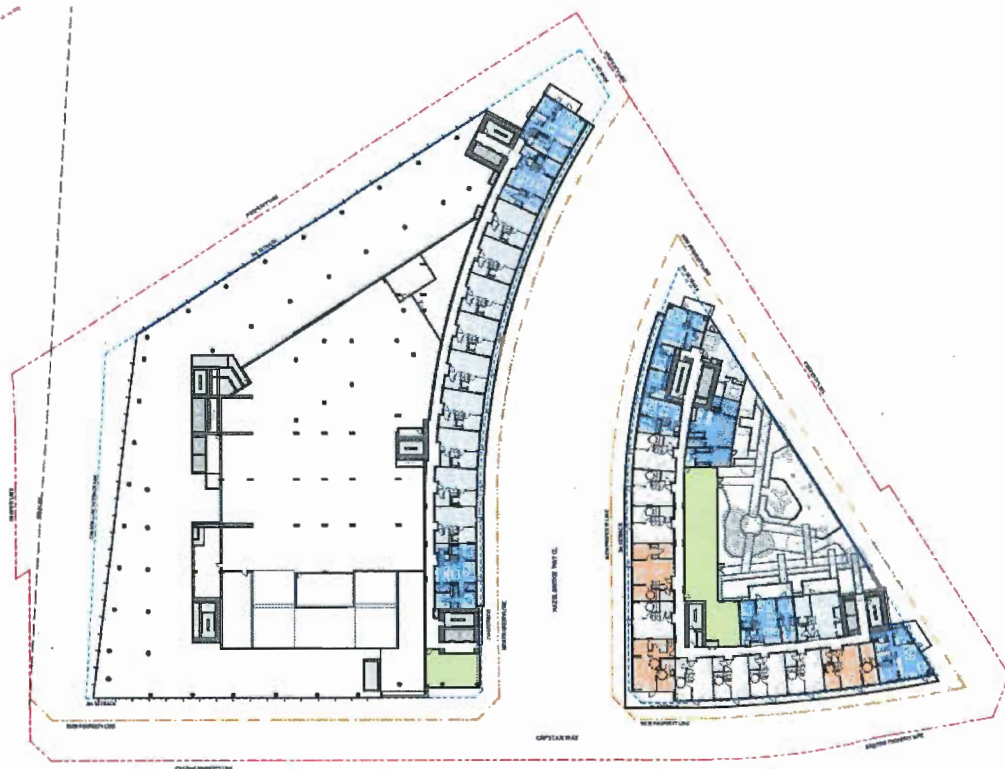
CAPSTAN WAY



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6.5 - LEVEL 3

CAPSTAN WAY



gbl

6.6 - LEVEL 4

CAPSTAN WAY

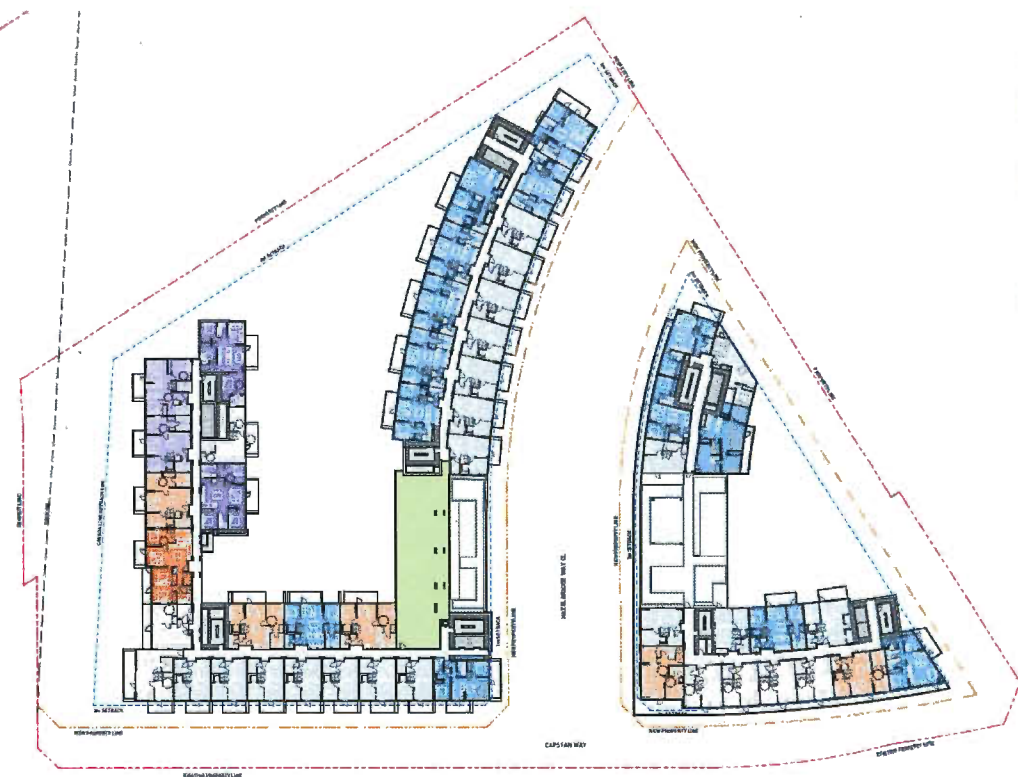


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- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Amenity**
- Indoor
 - Outdoor

gbl

6.7 - LEVEL 5

CAPSTAN WAY

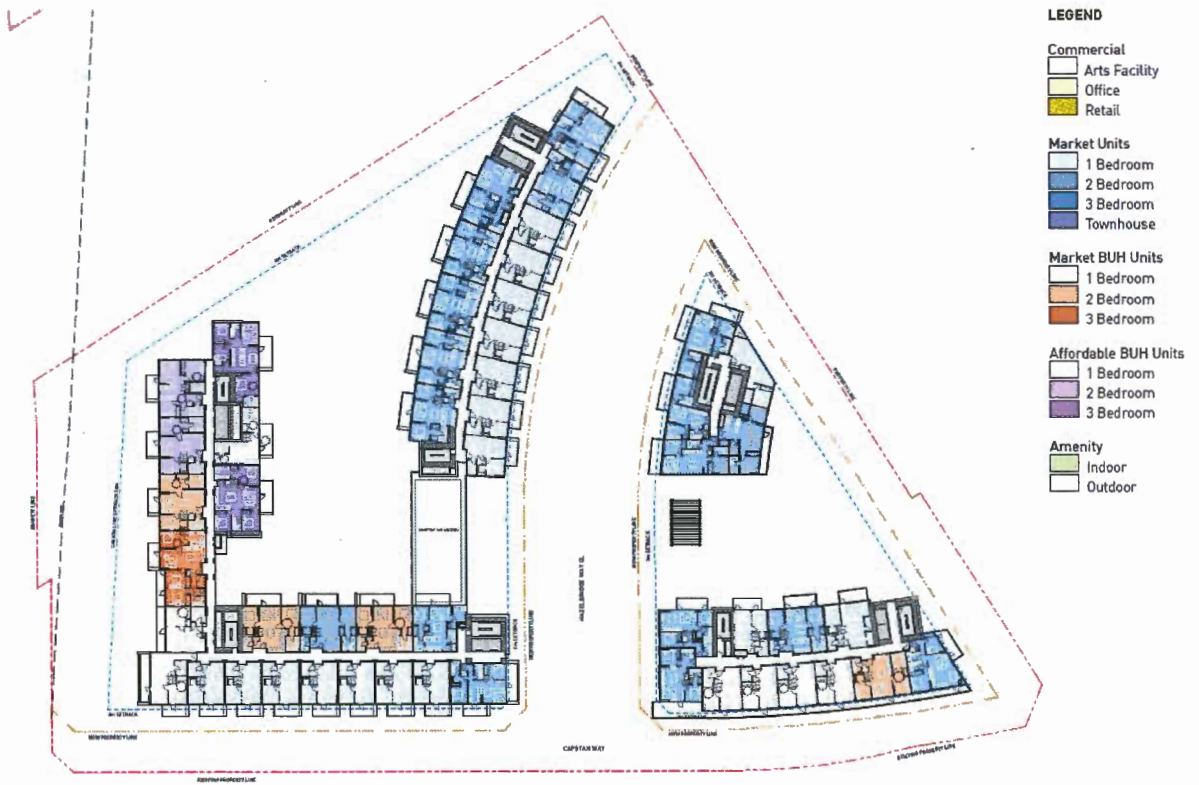


- LEGEND**
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 - 3 Bedroom
 - Townhouse
- Market BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Affordable BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Amenity**
- Indoor
 - Outdoor

gbl

6.8 - LEVEL 6

CAPSTAN WAY



gbl

6.9 - LEVEL 7

CAPSTAN WAY



gbl

6.10 - LEVEL 8

CAPSTAN WAY



gbl

6.11 - LEVEL 9

CAPSTAN WAY



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6.12 - LEVEL 10

CAPSTAN WAY



gbl

6.13 - LEVEL 11

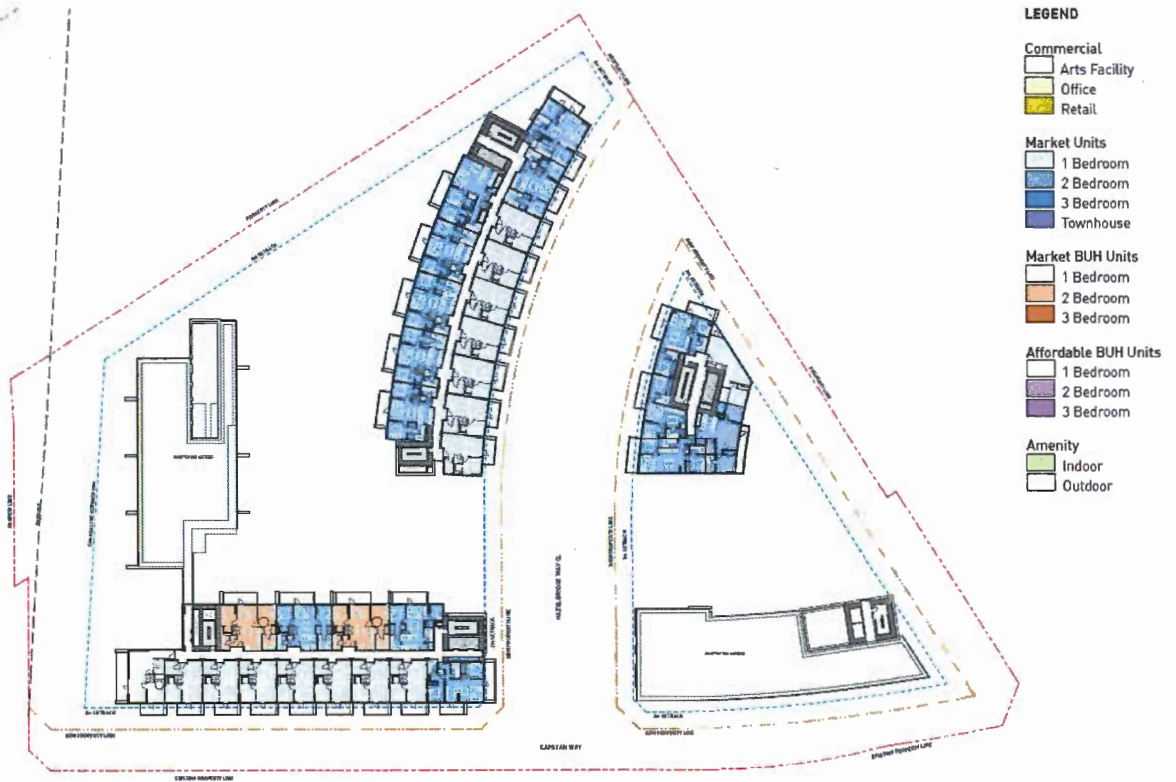
CAPSTAN WAY



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6.14 - LEVEL 12

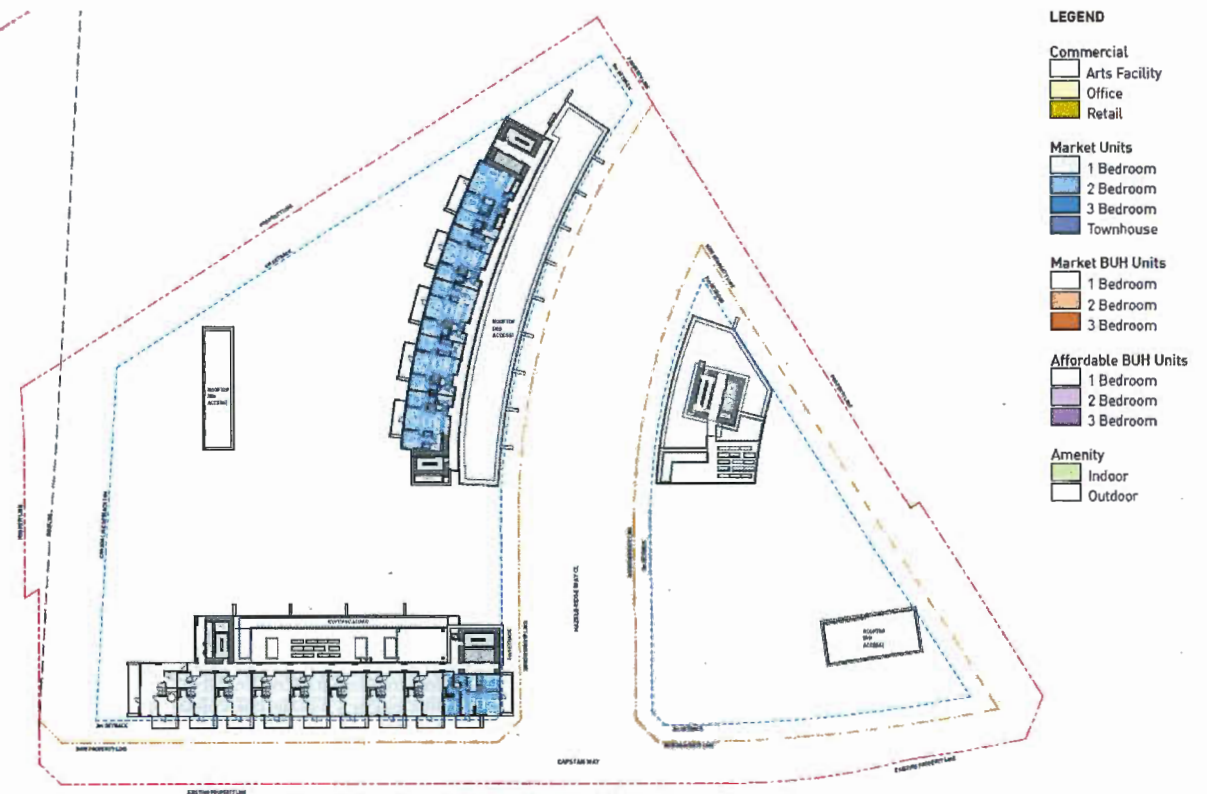
CAPSTAN WAY



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6.15 - LEVEL 13

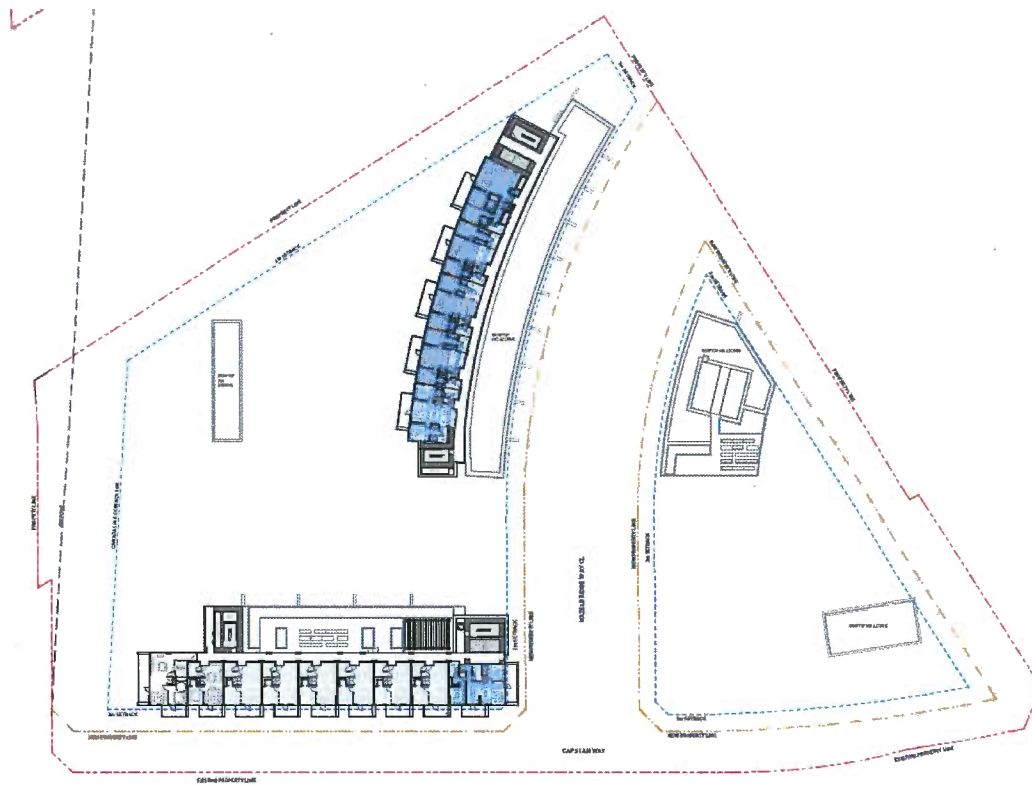
CAPSTAN WAY



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6.16 - LEVEL 14

CAPSTAN WAY

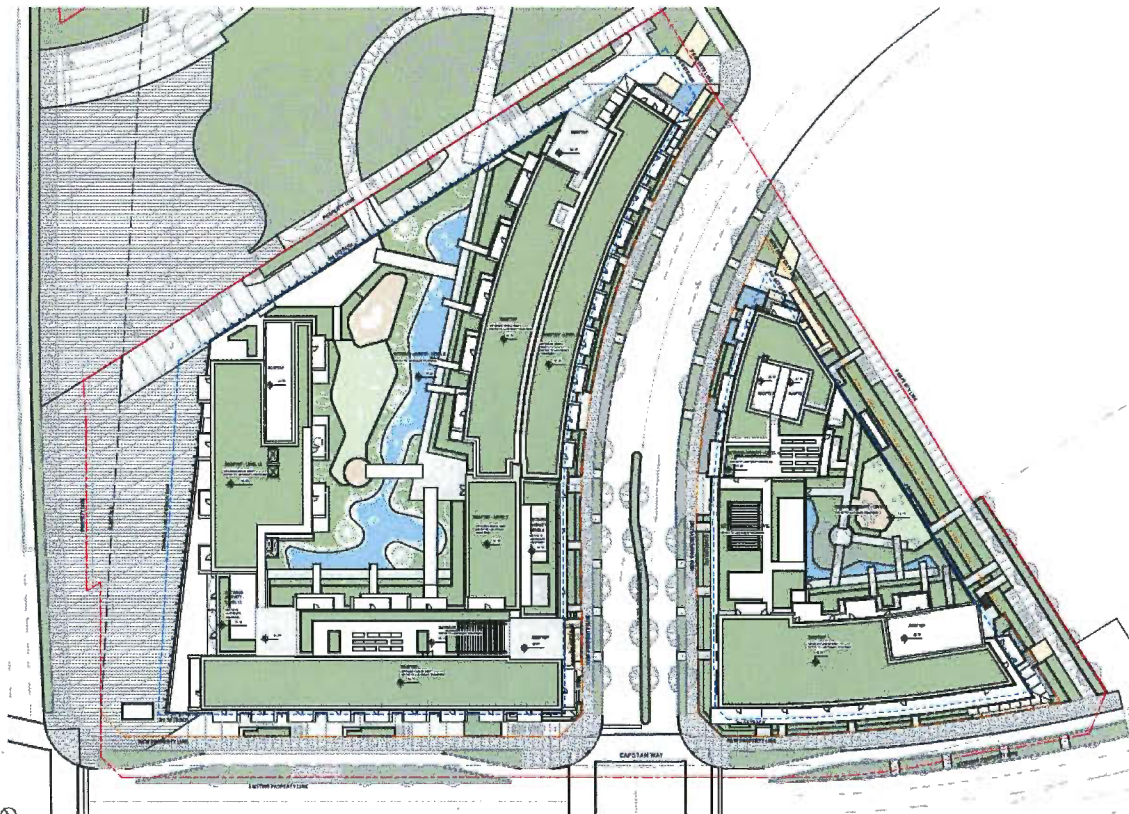


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 - 3 Bedroom
 - Townhouse
- Market BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Affordable BUH Units**
- 1 Bedroom
 - 2 Bedroom
 - 3 Bedroom
- Amenity**
- Indoor
 - Outdoor

gbl

6.17 - LEVEL 15

CAPSTAN WAY



gbl

6.18 - ROOF LEVEL

CAPSTAN WAY



SOUTH ELEVATION - VIEW FROM CAPSTAN WAY



NORTH ELEVATION - VIEW FROM PARK

gbl

7.2 - ELEVATIONS

CAPSTAN WAY



WEST ELEVATION - HAZELBRIDGE WAY



EAST ELEVATION - HAZELBRIDGE WAY

gbl

7.3 - ELEVATIONS

CAPSTAN WAY



EAST ELEVATION - VIEW FROM GREENWAY



EAST ELEVATION - PARCEL 1 COURTYARD



NORTH ELEVATION - PARCEL 1 COURTYARD

gbl

7.5 - ELEVATIONS

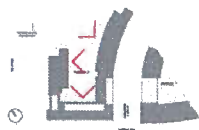
CAPSTAN WAY



EAST ELEVATION - PARCEL 2 COURTYARD



NORTH ELEVATION - PARCEL 2 COURTYARD



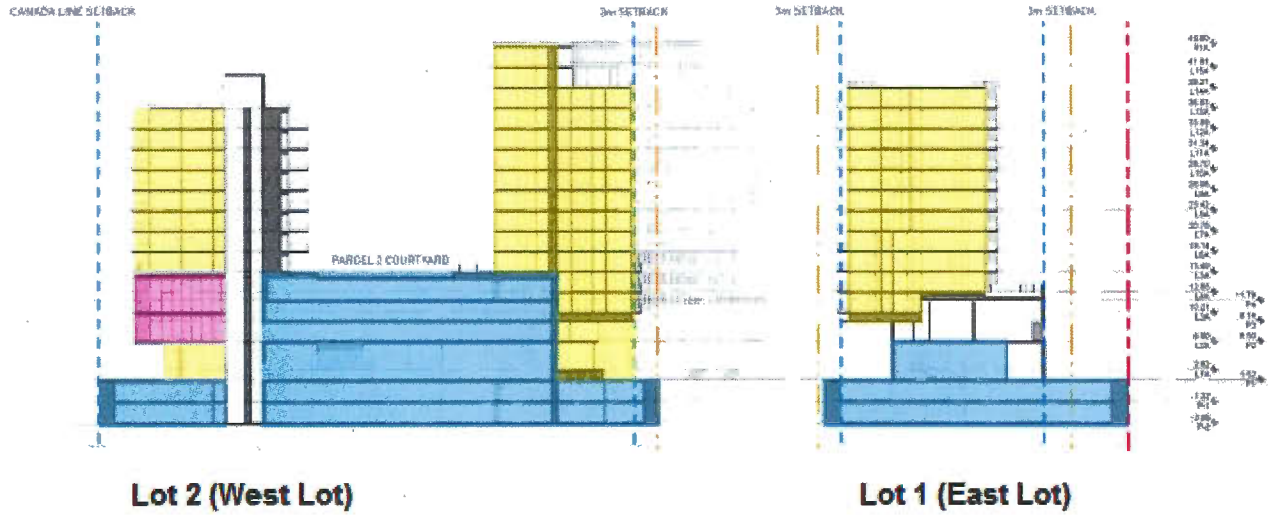
WEST ELEVATION - PARCEL 2 COURTYARD

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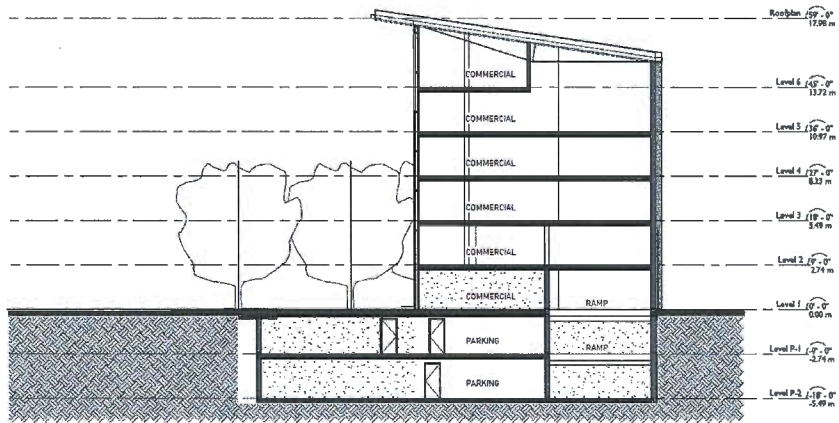
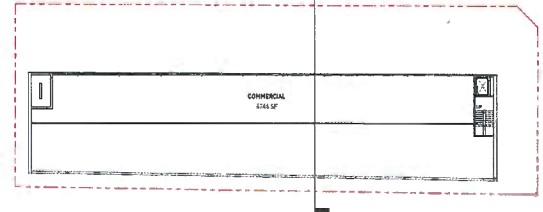
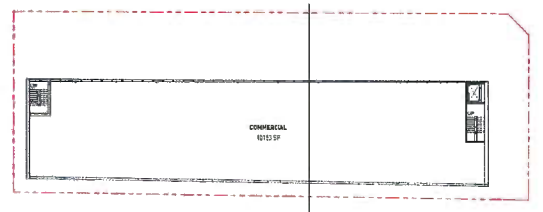
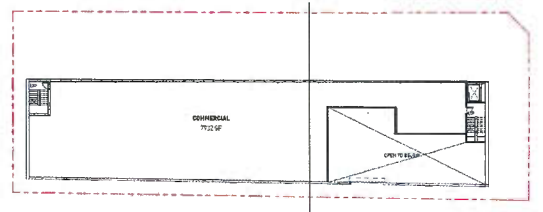
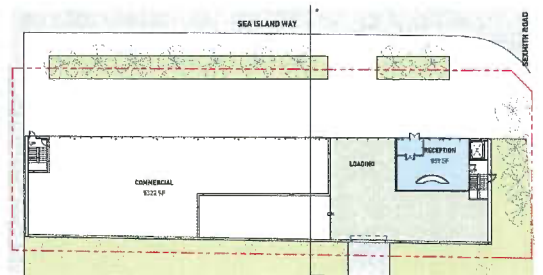
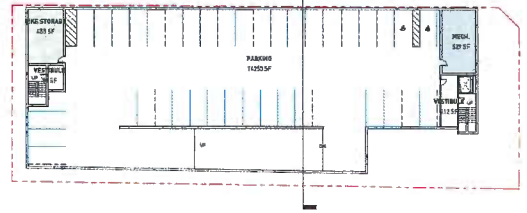
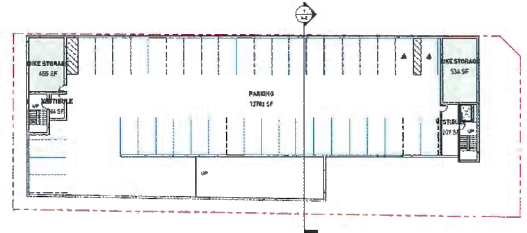
7.6 - ELEVATIONS

CAPSTAN WAY

LEGEND



3131 Sexsmith Road – Preliminary Concept





December 14, 2017

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

Address: 8511 Capstan Way, 3280 and 3360 No 3 Road, and 3131 Sexsmith Road **File No:** RZ 17-769242

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9780, the developer is required to complete the following:

1. Ministry of Transportation & Infrastructure (MOTI): Final approval must be received.

NOTE: MOTI preliminary approval is on file (REDMS #5672444) and will expire on Nov 23, 2018.

2. Ministry of Environment (MOE): Regarding potential site contamination issues, receipt of a Site Determination and/or Certificate of Compliance, as required, permitting the subject rezoning application and related development to proceed.

This MOE approval must be provided, to the City's satisfaction, prior to the developer's required transfer of lands (e.g., dedication or fee simple) to the City for road or park.

NOTE: MOE issued a release letter, dated October 31, 2017 (REDMS #5675009), permitting the City to proceed with the approval of the demolition, zoning, subdivision, and development applications in advance of receiving a Site Determination and/or Certificate of Compliance. In the event that the City, at its sole discretion, accepts the developer's required transfer of lands (e.g., dedication or fee simple) to the City for road or park and adopts the rezoning bylaw prior to receipt of a Site Determination and/or Certificate of Compliance, the developer shall enter into legal agreements and/or provide security, to the satisfaction of the City, to require the developer to fully satisfy this Rezoning Consideration prior to Building Permit* issuance for the first building on the lands (at the developer's sole cost) and indemnify the City against any and all claims or actions that may arise in connection with the transfer of lands and/or rezoning adoption in advance of receiving a Site Determination and/or Certificate of Compliance (that would not have occurred if the transfer or rezoning had not been permitted).

3. NAV Canada Building Height: Submit a letter of confirmation from a registered surveyor assuring that the proposed building heights are in compliance with Transport Canada regulations.

NOTE: This consideration has been satisfied. (REDMS #5385550)

4. TransLink Adjacent Integrated Design (AID) & Related Requirements:

- 4.1. Guideway Park: Transfer ownership of the existing "Guideway and Station Statutory Right of Way (SRW)" (CA320937) area to the City as fee simple (together with any remnant lands located between the SRW area and the City-owned No. 3 Road right-of-way), consolidate such area with the existing fee simple City park at 3311 Carscallen Road, such that the existing SRW will remain intact on the City lot and, if applicable, be released from the balance of the developer's lands, all at no cost to the City. The transferred lands, comprising a total area of at least 746.7 m² (0.19 ac) in the form of an irregular strip of land across the entirety of the No. 3 Road frontages of 3280 and 3360 No. 3 Road and 8511 Capstan Way, shall be used for park and related purposes, which may include, but may not be limited to, transit plaza, transit station, and associated features and activities.

(Refer to "Guideway Park" on the Parks and Public Open Space Key Plan /Schedule D.)

NOTE: Development Cost Charge (DCC) credits shall not apply.

- 4.2. Transit Plaza SRW: Register a new Statutory Right of Way (SRW) on title in favour of the City on the developer's proposed Lot 2 (West Lot) for public access, open space, transit uses, and related features and activities, as determined to the City's satisfaction through Lot 2's (West Lot's) Development Permit*, Building Permit*, Servicing Agreement*, and/or other development approval processes required by the City, which SRW agreement shall include, among other things:

(Refer to "Transit Plaza SRW" on the Parks and Public Open Space Key Plan /Schedule D.)

- 4.2.1. A SRW area of at least 610.0 m² (0.15 ac), comprising a strip of land measuring at least 10.0 m (32.8 ft.) wide along the lot's west property line where it abuts the Canada Line guideway (but not at the proposed station), within which SRW area building encroachments (below, at, and above finished grade) shall not be permitted; and
- 4.2.2. Requirements for the developer to enter into a replacement agreement for the purpose of modifying the SRW with respect to its size, configuration, and/or the nature of its terms to facilitate station integration with fronting development (e.g., design, construction, operation, maintenance, and repair of features and activities within the developer's Lot 2 (West Lot) and/or adjacent City park and/or road), if so determined at the sole discretion of the City through Development Permit*, Building Permit*, Servicing Agreement*, Council approval, and/or other development approval processes required by the City.

In addition to the above, the SRW agreement shall provide for the following:

- 4.2.3. The right-of-way shall provide for:
- a) 24 hour-a-day, universally accessible, public access and related landscape features for the use and enjoyment of pedestrians and cyclists, which may include, but may not be limited to, a paved walkway, off-street bike path, lighting, furnishings, street trees and planting, decorative paving, and innovative storm water management measures, to the satisfaction of the City;
 - b) Public access to fronting on-site uses and adjacent transit and City park amenities and facilities;
 - c) Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
 - d) The owner-developer's ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the right-of-way or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
 - e) Design and construction of the SRW area, at the sole cost and responsibility of the developer, via the Development Permit*, Servicing Agreement*, and/or Building Permit* review and approval processes, as determined to the City's satisfaction; and
 - f) Maintenance of the SRW area at the sole cost of the owner-developer, except for any City sidewalks, utilities, streetlights, street trees, transit-related structures or infrastructure, and/or City furnishings as determined to the City's sole satisfaction via the Development Permit*, Servicing Agreement*, and/or Building Permit* review and approval processes.
- 4.2.4. In addition, the right-of-way shall provide for:
- a) Food and retail vendors, as determined to the satisfaction of the City, which may include, but may not be limited to, food trucks, coffee kiosks, market stalls, buskers, seasonal uses, special events, and/or related features/activities;
 - b) Public art; and
 - c) City utilities, traffic control (e.g., signals), and/or related equipment.
- 4.2.5. The right-of-way shall not provide for driveway crossings, except as required to provide for bylaw enforcement, maintenance vehicles, access by vendors as described above, and similar purposes, as determined to the City's satisfaction.
- 4.2.6. "No development" shall be permitted on Lot 2 (West Lot), restricting Development Permit* issuance for any building on Lot 2 (West Lot), in whole or in part, unless the permit includes the design of the SRW area, to the City's satisfaction.
- 4.2.7. No Building Permit* shall be issued for a building on Lot 2 (West Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless the permit includes the design of the SRW area, to the City's satisfaction.

- 4.2.8. “No occupancy” shall be permitted of a building on Lot 2 (West Lot), restricting final Building Permit* inspection granting occupancy for any building on Lot 2 (West Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the SRW area is completed to the satisfaction of the City and has received, as applicable, a Certificate of Completion and/or final Building Permit* inspection granting occupancy.

NOTE: This SRW is required to satisfy the developer’s CCAP and Zoning Bylaw public open space requirements with respect to the Capstan Station Bonus.

- 4.3. Transit Integration: Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, stipulating that no Building Permit shall be issued for a building on the developer’s West Lot, in whole or in part, until:
- 4.3.1. ***Adjacent Integrated Design (AID):*** The applicant has provided the City with satisfactory written confirmation that all terms required as prior-to conditions of Building Permit issuance by the South Coast British Columbia Transportation Authority (TransLink) have been met, as determined to the sole satisfaction of the City, which terms may include, among other things, TransLink’s review and written approval of the following measures needed to ensure the protection of transit infrastructure:
- a) Preload, excavation and, shoring plans and associated mitigation plans;
 - b) A precision survey of the existing Canada Line track geometry prior to any site preloading/construction work, a settlement monitoring program (as established by a qualified geotechnical engineer), and a post-construction survey;
 - c) Final (detailed) design drawings of the proposed West Lot development; and
 - d) A suitable response to TransLink’s guideway protection requirement regarding potential trespass and debris on the guideway or station (e.g., physical barriers or a private legal agreement between the owner and TransLink to assign responsibility for intentional or unintentional damage to the guideway or station to the owner/strata corporation), which response must receive prior written City approval if it impacts the public realm and/or building form or character (i.e. approved Development Permit, Council approval, or as otherwise determined to the City’s satisfaction); and
- 4.3.2. ***Capstan Station Integration:*** The proposed design provides for the integration of Capstan Station with the fronting development to the satisfaction of the City through the provision of integration features (i.e. features provided over and above the standard of landscape and building design that would have been acceptable to the City had station integration not been required), which integration features shall:
- a) Provide transit users with a level of convenience, comfort, and security equal to or better than that of the Canada Line’s Marine Gateway Station;
 - b) Include, but may not be limited to, a contiguous, weather-protected pedestrian network connecting the station with fronting development and key linkages with surrounding uses (e.g., community centre, Early Childhood Development Hub, Capstan greenway) complemented by a safe, attractive, high amenity, and universally accessible public realm;
 - c) Require City approval, which may include, but may not be limited to, Development Permit*, Building Permit*, Council, and/or Servicing Agreement* approval for the integration features, in whole or in part, registration of legal agreements with respect to the developer’s responsibilities and/or the terms of construction, subdivision, purchase and sale, and/or occupancy, granting of easements and/or statutory right-of-ways, security, and/or other measures as determined by the City; and
 - d) Be installed, constructed, and maintained at the sole cost of the developer, except for those integration features required to be (i) installed outside the developer’s West Lot or (ii) otherwise owned by others (i.e. TransLink or Richmond) and secured by statutory right-of-way and/or legal agreement, as determined to the satisfaction of the City.

5. Subdivision: Registration of a Subdivision Plan for the subject site, to the satisfaction of the City.

Prior to the registration of a Subdivision Plan, the following conditions shall be satisfied:

- 5.1. Road: Dedication of 3,542.2 m² (0.88 ac) for road and related purposes, as per the Preliminary Subdivision Plan (**Schedule A**), including:

- 5.1.1. 530.6 m² (0.13 ac) for road widening, including:
a) Capstan Way widening: 470.0 m² (0.12 ac); and
b) Sexsmith Road widening: 60.6 m² (0.01 ac).

NOTE: Development Cost Charge (DCC) credits shall apply.

- 5.1.2. 3,011.7 m² (0.74 ac) for additional road, including:
a) Hazelbridge Way: 2,183.6 m² (0.54 ac);
b) Capstan Way “additional” widening: 757.3 m² (0.19 ac); and
c) Sexsmith Road “additional” widening: 70.8 m² (0.02 ac).

NOTE: Development Cost Charge (DCC) credits shall not apply.

NOTE: The Capstan Way “additional” widening and Sexsmith Road “additional” widening are required to satisfy the developer’s CCAP and Zoning Bylaw public open space requirements with respect to the Capstan Station Bonus.

- 5.2. Park: Transfer 2,082.2 m² (0.52 ac) to the City as fee simple for park and related purposes, which may include, but may not be limited to, transit plaza, transit station, and associated features and activities. The primary business terms of the required land transfers shall be to the satisfaction of the Manager, Real Estate Services, the City Solicitor, and the Director of Development. All costs associated with the land transfer shall be borne by the developer. The lands to be transferred, as indicated on the Preliminary Subdivision Plan (**Schedule A**), shall be consolidated with the abutting City-owned park located at 3311 Carscallen Road and shall include:

- 5.2.1. **Guideway Park**: As described in Section 4.0 TransLink Adjacent Integrated Design (AID) & Related Requirements, at least 746.7 m² (0.19 ac), which shall entail the transfer of the existing “Guideway and Station Statutory Right of Way (SRW)” (CA320937) area to the City, together with any remnant lands located between the SRW area and the City-owned No. 3 Road right-of-way.

NOTE: Development Cost Charge (DCC) credits shall not apply.

NOTE: This land transfer is required to satisfy the developer’s CCAP and Zoning Bylaw public open space requirements with respect to the Capstan Station Bonus.

- 5.2.2. **Neighbourhood Park Expansion**: At least 1,335.5 m² (0.33 ac), including:
a) 1,194.0 m² (0.30 ac) along the north side of 3311 Carscallen Road; and
b) 141.5 m² (0.03 ac) along the south side of 3311 Carscallen Road.

NOTE: Development Cost Charge (DCC) credits shall apply.

- 5.3. Lot Consolidation and Subdivision: The creation of three (3) lots for development purposes, as per the Preliminary Subdivision Plan (**Schedule A**), including:

- 5.3.1. Lot 1 (East Lot): 3,816.5 m² (0.94 ac);
5.3.2. Lot 2 (West Lot): 8,048.1 m² (1.99 ac); and
5.3.3. Lot 3 (3131 Sexsmith Road): 1,904.5 m² (0.47 ac).

- 5.4. No Separate Sale: Registration of legal agreements on the three (3) lots created for the purpose of the subject mixed use development, as per the Preliminary Subdivision Plan (**Schedule A**), requiring that the lots may not be sold or otherwise transferred separately without prior approval of the City, to ensure that legal agreement and business terms related to financial, legal, development, and other obligations assigned to each

of the lots as a result of the subject rezoning are transferred and secured to the satisfaction of the Director of Development and City Solicitor.

- 5.5. Public Rights of Passage Right-of-Ways: In addition to the Transit Plaza SRW required with respect to the “*TransLink Adjacent Integrated Design (AID) & Related Requirements*” agreement (above), as per the Preliminary Statutory Right-of-Way Plans (**Schedule B**) and Parks and Public Open Space Key Plan (**Schedule D**), registration of additional right-of-ways to facilitate public access and related landscaping and infrastructure, including:

5.5.1. **Mid-Block Trail SRW**: 676.5 m² (0.17 ac) in the form of an irregular linear area with a minimum width of 6.12 m (20.1 ft.) along the east side of Lot 1 (East Lot), south of Hazelbridge Way, for the extension of the approved landscaped trail for pedestrians and bikes established by the adjacent developer (Pinnacle International, as per RZ 10-544729, DP 12-604012, RZ 12-610011, and DP 14-667322).

- a) The right-of-way shall provide for:
 - For a well-coordinated interface between the subject SRW area and two (2) abutting public open space SRW area’s owned and maintained by others (as generally indicated in the attached Parks Reference Plan, **Schedule E**, and Parks Concept Plan, **Schedule F**) that together comprise the public trail connection between Capstan Way and Hazelbridge Way, such that the public experience, use, and enjoyment of all three (3) SRW areas is attractive, welcoming, well-lit, safe, universally accessible, well maintained, and effectively “seamless”, as determined to the satisfaction of the City;
 - 24 hour-a-day, universally accessible, public access in the form of combined walkway/off-street bike path and related landscape features, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, and innovative storm water management measures, to the satisfaction of the City;
 - Public art;
 - Public access to fronting residential, public open space, and other on-site uses;
 - Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
 - City utilities, traffic control (e.g., signals), and related equipment;
 - The owner-developer’s ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the right-of-way or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
 - Design and construction of the SRW area, via a Development Permit*, at the sole cost and responsibility of the developer, as determined to the satisfaction of the City; and
 - Maintenance of the SRW area at the sole cost of the owner-developer, except as otherwise determined via the Development Permit* approval process.
- b) In addition, the right-of-way shall provide for:
 - Building encroachments located fully below the finished grade of the right-of-way, provided that such encroachments do not conflict with the design, construction, or intended operation of the right-of-way (e.g., tree planting, accessible grades, underground utilities), as specified in a Development Permit* or Servicing Agreement* approved by the City.
- c) The right-of-way shall not provide for:
 - Driveway crossings;
 - Vehicle access, except as described above; or
 - Building encroachments above the finished grade of the right-of-way.
- d) “No development” shall be permitted on Lot 1 (East Lot), restricting Development Permit* issuance for any building on Lot 1 (East Lot), in whole or in part, unless the permit includes the design of the SRW area, to the City’s satisfaction.

- e) No Building Permit* shall be issued for a building on Lot 1 (East Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless the permit includes the design of the SRW area, to the City's satisfaction.
- f) "No occupancy" shall be permitted of a building on Lot 1 (East Lot), restricting final Building Permit* inspection granting occupancy for any building on Lot 1 (East Lot), in whole or in part (except for parking), until the SRW area is completed to the satisfaction of the City and has received, as applicable, a Certificate of Completion and/or final Building Permit* inspection granting occupancy.

NOTE: This SRW is required to satisfy the developer's CCAP and Zoning Bylaw public open space requirements with respect to the Capstan Station Bonus.

5.5.2. **Sea Island Greenway SRW:** 704.0 m² (0.17 ac) in the form of a 10.0 m (32.8 ft.) wide right-of-way along the subject site's entire Sea Island Way frontage (3131 Sexsmith Road) for the establishment of a landscaped greenway accommodating pedestrian and bike activity.

- a) The right-of-way shall provide for:
 - 24 hour-a-day, universally accessible, public access in the form of paved walkway, off-street bike path, and related landscape features, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, and innovative storm water management measures, to the satisfaction of the City;
 - Public art;
 - Public access to fronting commercial, public open space, and other on-site uses;
 - Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
 - City utilities, traffic control (e.g., signals), and related equipment;
 - The owner-developer's ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the right-of-way or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
 - Design and construction of the SRW area, via a Development Permit* or Servicing Agreement*, at the sole cost and responsibility of the developer, as determined to the satisfaction of the City; and
 - Maintenance of the SRW area at the sole cost of the owner-developer, except for paved sidewalk areas and City utilities, streetlights, street trees, and furnishings.
- b) In addition, the right-of-way shall provide for:
 - Building encroachments located fully below the finished grade of the right-of-way, provided that such encroachments do not conflict with the design, construction, or intended operation of the right-of-way (e.g., tree planting, accessible grades, underground utilities), as specified in a Development Permit* or Servicing Agreement* approved by the City.
- c) The right-of-way shall not provide for:
 - Driveway crossings;
 - Vehicle access, except as described above; or
 - Building encroachments above the finished grade of the right-of-way.
- d) "No development" shall be permitted on 3131 Sexsmith Road, restricting Development Permit* issuance for any building on 3131 Sexsmith Road, in whole or in part, unless the permit includes the design of the SRW area, to the City's satisfaction.
- e) No Building Permit* shall be issued for a building on 3131 Sexsmith Road, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless the permit includes the design of the SRW area, to the City's satisfaction.
- f) "No occupancy" shall be permitted of a building on 3131 Sexsmith Road, restricting final Building Permit* inspection granting occupancy for any building on 3131 Sexsmith Road, in whole or in part (except for parking), until the SRW area is completed to the satisfaction

of the City and has received, as applicable, a Certificate of Completion and/or final Building Permit* inspection granting occupancy.

NOTE: This SRW is required to satisfy the developer's CCAP and Zoning Bylaw public open space requirements with respect to the Capstan Station Bonus.

5.5.3. **Arts Space Walkway SRW:** 622.7 m² (0.15 ac) in the form of a 6.0 m (19.7 ft.) wide right-of-way along the entire north edge of Lot 2 (West Lot) for the establishment of a public walkway and outdoor activity and event space, the design of which shall be coordinated with that of the adjacent City-owned park and "*Village Centre Bonus Arts Space*" and related features, to the satisfaction of the City via the Development Permit*, Servicing Agreement*, and Building Permit* review and approval processes for Lot 2 (West Lot).

- a) The right-of-way shall provide for:
 - 24 hour-a-day, universally accessible, public access in the form of a pedestrian walkway and related landscape features, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, and innovative storm water management measures, to the satisfaction of the City;
 - Bike access (if this is not adequately accommodated via the City park north of the SRW area);
 - Public art;
 - Public access to the fronting "*Village Centre Bonus Arts Space*" and commercial, residential, public open space, and other uses on and around the site;
 - Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
 - The owner-developer's ability to close a portion of the right-of-way to public access to facilitate maintenance or repairs to the right-of-way or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as approved by the City in writing in advance of any such closure;
 - Design and construction of the SRW area, via a Development Permit*, at the sole cost and responsibility of the developer, as determined to the satisfaction of the City; and
 - Maintenance of the SRW area at the sole cost of the owner-developer, except as otherwise determined via the Development Permit* approval process.
- b) In addition, the right-of-way shall provide for the following, provided that public access is not impeded and the features enhance the appeal and intended public amenity and operation of the right-of-way as specified in a Development Permit* approved by the City:
 - Building encroachments, provided that any such encroachments are:
 - i. Fully below the finished grade of the right-of-way; and/or
 - ii. Located a minimum of 2.5 m (8.2 ft.) clear above the finished grade of the right-of-way area and are limited to features the Richmond Zoning Bylaw typically permits within required front yards (e.g., weather protection, balconies, bay windows, architectural appurtenances) provided that such features do not conflict with tree planting or other features within the adjacent City-owned park;
 - Movable furnishings and planters;
 - Temporary display and performance of artworks (excluding amplified music) for exhibition purposes; and
 - Complementary temporary uses, signage, and activities, including, but not limited to the hosting of art exhibitions and opening events that the general public is welcome to attend at no cost.
- c) The right-of-way shall not provide for:
 - Driveway crossings;
 - Vehicle access, except as described above; or
 - City utilities.

- d) “No development” shall be permitted on Lot 2 (West Lot), restricting Development Permit* issuance for any building on Lot 2 (West Lot), in whole or in part, unless the permit includes the design of the SRW area, to the City’s satisfaction.
- e) No Building Permit* shall be issued for a building on Lot 2 (West Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless the permit includes the design of the SRW area, to the City’s satisfaction.
- f) “No occupancy” shall be permitted of a building on Lot 2 (West Lot), restricting final Building Permit* inspection granting occupancy for any building on Lot 2 (West Lot), in whole or in part (except for parking), until the SRW area is completed to the satisfaction of the City and has received, as applicable, a Certificate of Completion and/or final Building Permit* inspection granting occupancy.

NOTE: This SRW is required to satisfy the developer’s CCAP and Zoning Bylaw public open space requirements with respect to the Capstan Station Bonus.

- 6. **Other Right-of-Ways:** As determined to the sole satisfaction of the City via the Servicing Agreement*, Development Permit*, and/or Building Permit* processes.
- 7. **Capstan Station Bonus (CSB):** Submission of voluntary developer contributions towards the Capstan Station Reserve (i.e. construction funding for the Capstan Canada Line Station and related transportation improvements) and public open space, as per City policy and Zoning Bylaw requirements applicable to developments, such as the subject development, that propose to utilize the Capstan Station Bonus.

- 7.1. **Capstan Station Reserve:** City acceptance of the developer’s voluntary contribution in the amount of \$4,564,063.01 towards the Capstan Station Reserve, based on a maximum combined total number of dwellings on Lot 1 (East Lot) and Lot 2 (West Lot) of 533 and the Council-approved contribution rate in effect for the period from October 1, 2017 to September 30, 2018 (i.e. \$8,562.97/dwelling).

In the event that the developer’s contribution is not submitted prior to October 1, 2018, the value of the developer’s contribution shall be increased in accordance with the Council-approved Capstan Station Reserve contribution rate in effect at the time payment is received by the City.

This contribution shall be understood to fully satisfy the developer’s obligations with respect to financial contribution towards the Capstan Station Reserve with respect to the Capstan Station density bonus provisions in the Richmond Zoning Bylaw and ZMU25 zone. For clarity, no further contribution towards the Capstan Station Reserve shall be required prior to Building Permit* issuance for the subject development, in part or in whole.

NOTE: The development’s maximum combined total number of dwellings shall be regulated by the density provisions in the ZMU25 zone and no increase in the number of units shall be permitted. In the event that the developer chooses to build fewer dwellings than the maximum number permitted under the ZMU25 zone, no portion of the developer’s voluntary contribution will be refunded.

- 7.2. **Public Open Space:** City acceptance of the developer’s voluntary contribution of 4,187.9 m² (1.04 ac) of public open space. This contribution shall satisfy all ZMU25 zone public open space requirements with respect to the CSB. Public open space shall be provided in a combination of fee simple (park) transferred to the City, road dedication expressly intended for public open space purposes (e.g., greenways), and Public Rights of Passage SRW areas, as indicated in the table below. No reduction in the required public open space area shall be permitted.

NOTE: Development Cost Charge (DCC) credits shall not apply.

TABLE 1

Capstan Station Bonus (CSB)		CSB Voluntary Public Open Space Contribution		
Public Open Space Features		Dedication (Road)	Fee Simple (Park)	SRW
A.	Capstan Way additional widening*	757.2 m ² (0.19 ac)	-	-
B.	Sexsmith Road additional widening	70.8 m ² (0.02 ac)	-	-
C.	Guideway Park	-	746.7 m ² (0.19 ac)	-

Capstan Station Bonus (CSB) Public Open Space Features		CSB Voluntary Public Open Space Contribution		
		Dedication (Road)	Fee Simple (Park)	SRW
D.	Transit Plaza SRW	-	-	610.0 m ² (0.15 ac)
E.	Mid-Block Trail SRW	-	-	676.5 m ² (0.17 ac)
F.	Sea Island Greenway SRW	-	-	704.0 m ² (0.17 ac)
G.	Art Space Walkway SRW	-	-	622.7 m ² (0.15 ac)
Sub-Total		828.0 m ² (0.21 ac)	746.7 m ² (0.19 ac)	2,613.2 m ² (0.64 ac)
TOTAL		4,187.9 m ² (1.04 ac)		

8. Village Centre Bonus (VCB): Submission of a voluntary developer cash contribution and the registration of legal agreement(s) as needed to secure the developer's commitment to satisfy Village Centre Bonus requirements contained in the ZMU25 zone with respect to the developer's lands in general and Lot 2 (West Lot) in particular.

- 8.1. VCB Amenity Contribution: Submission of a voluntary developer cash contribution, in the amount of \$3,928,600, to Richmond's Leisure Facilities Reserve Fund – City Centre Facility Development Sub-Fund, in lieu of constructing community amenity space on-site, as determined based on a construction-value amenity transfer rate of \$650/ft² and an amount of amenity transferred off-site based on 5% of the maximum VCB buildable floor area permitted on the subject site under the proposed ZMU25 zone, as indicated in the table below.

In the event that the contribution is not provided within one year of the application receiving third reading of Council (Public Hearing), the Construction-Value Amenity Transfer Contribution Rate (as indicated in the table below) shall be increased annually thereafter based on the Statistics Canada "Non-Residential Building Construction Price Index" yearly quarter-to-quarter change for Vancouver, where the change is positive.

TABLE 2

Use	Maximum Permitted VCB Bonus Floor Area as per the ZMU25 Zone	VCB Community Amenity Space Area (5% of Bonus Area)	Construction-Value Amenity Transfer Contribution Rate	Minimum Voluntary Developer Cash Contribution
VCB	11,230.1 m ² (120,879.8 ft ²)	561.5 m ² (6,044.0 ft ²)	\$650.00/ft ²	\$3,928,600.00
TOTAL	11,230.1 m ² (120,879.8 ft ²)	561.5 m ² (6,044.0 ft ²)	\$650.00/ft ²	\$3,928,600.00

- 8.2. VCB Arts Space: The City's acceptance of the developer's offer to voluntarily provide for the VCB Arts Space, the terms of which shall include the developer's design and construction (to a turnkey level of finish, at the developer's sole cost) of at least 1,193.8 m² (12,850.0 ft²) of storefront commercial space along the north side of Lot 2 (West Lot), together with related uses/spaces (e.g., parking), for operation by a non-profit arts organization(s), in perpetuity, to the satisfaction of the City, as provided for under the Village Centre Bonus density provisions of the ZMU25 zone.

Prior to rezoning adoption, as determined to the satisfaction of the City, the developer shall register a restrictive covenant(s) and/or alternative legal agreement(s) on title to Lot 2 (West Lot), which shall provide for, but may not be limited to, the following:

- 8.2.1. Registration of a covenant and/or an alternative legal agreement(s) on title to the satisfaction of the City restricting the Arts Space's net rent, in perpetuity, to a maximum of 50% of net market rent (i.e. based on comparable commercial spaces in Richmond's City Centre), together with a base rent and mechanism for periodic rent increases (i.e. every 5 years), all as determined to the satisfaction of the City, together with an obligation to deliver to the City annual statutory declarations as to the tenant and current net rent.
- 8.2.2. Prior to Development Permit* issuance, the developer's submission, to the City's satisfaction, of a lease or letter of intent with a non-profit art organization acceptable to the City, including the developer's commitment to pay for Tenant Improvements and related upgrades to the base building made necessary to accommodate the proposed non-profit arts tenant (i.e. beyond what would be typical of commercial retail construction in comparable high rise, high density City Centre development, which may include, but may not be limited to, enhanced mechanical,

lighting, and security, over-sized washrooms, a large entry vestibule with security/monitoring features, a specialty movable glazed exterior door system, dropped slabs to accommodate sprung floors, and large clear-span/column-free spaces to accommodate studio and performance activities), all at no cost to the tenant, which Tenant Improvements and related upgrades shall have an estimated value of at least \$4.5 million, as determined to the satisfaction of the City.

- 8.2.3. "No development" shall be permitted on Lot 2 (West Lot), restricting Development Permit* issuance for any building on Lot 2 (West Lot), in whole or in part, unless the developer designs the Arts Space to the satisfaction of the City, as generally described in the Village Centre Bonus Arts Space – Terms of Reference (**Schedule C**).
- 8.2.4. No Building Permit* shall be issued for a building on Lot 2 (West Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless the required Arts Space and related features are incorporated in the Building Permit* drawings and specifications, generally as determined through the subject rezoning and approved Development Permit*, to the satisfaction of the City.
- 8.2.5. "No occupancy" shall be permitted of a building on Lot 2 (West Lot), restricting final Building Permit* inspection granting occupancy for any building on Lot 2 (West Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless the required Arts Space and related features are completed to the satisfaction of the City and have received final Building Permit* inspection granting occupancy. Notwithstanding the afore mentioned statement, in the event that occupancy of the building on the lot proceeds in stages (e.g., tower-by-tower), "no occupancy" shall be permitted of any non-residential uses on the lot, in whole or in part, until 100% of the Arts Space and related spaces/uses have received final Building Permit* inspection granting occupancy.

- 9. Public Washrooms: The City's acceptance of the developer's offer to voluntarily contribute two (2) universally-accessible washrooms for public use on Lot 2 (West Lot), in perpetuity, as determined to the satisfaction of the City through the applicable design development and approval processes for Lot 2 (West Lot), which may include, but may not be limited to, Development Permit*, Building Permit*, and/or Servicing Agreement* approvals. More specifically:

- 9.1. The design/construction of the two (2) washrooms shall, together with related works:
 - 9.1.1. Be undertaken at the sole cost of the developer;
 - 9.1.2. Have a combined installed value of approximately \$600,000 or as otherwise determined to the satisfaction of the City;
 - 9.1.3. Be coordinated, to the City's satisfaction, with works required with respect to the "*Transit Plaza SRW*", "*Station Integration*", "*Art Space Walkway SRW*", and City park, road, and utilities;
 - 9.1.4. Be available for unrestricted public use during the hours that transit services are operational within 400 m of the washrooms, except for emergencies and as permitted by the City on a temporary basis with prior written approval;
 - 9.1.5. Be in a form that:
 - a) Is attractive and complements the appearance, character, and amenity of the public realm;
 - b) Allows for easy surveillance and provides for safe, convenient use by transit riders, park users, and the general public;
 - c) Accommodates people with mobility challenges (e.g., wheelchairs users; strollers);
 - d) Is durable and easy to maintain (e.g., heavy-duty, vandal resistant materials; heat tracing);
 - e) Is well-lit, day and night (e.g., interior lights, together with louvers or skylights to daylight the interior); and
 - f) Passively and/or actively discourages undesirable uses (e.g., sensors);

- 9.2. The owner of Lot 2 (West Lot) shall, in perpetuity, maintain, repair, and replace the washrooms and related works, at the owner's sole cost, to the City's satisfaction;
 - 9.3. "No development" shall be permitted on Lot 2 (West Lot), restricting Development Permit* issuance for any building on Lot 2 (West Lot), in whole or in part, unless, as determined to the City's satisfaction:
 - 9.3.1. The permit and/or related Servicing Agreement* include the washrooms and related works;
 - 9.3.2. The developer enters into a construction agreement with the City setting out requirements with the respect to the design and construction of the washroom and related works;
 - 9.3.3. A Statutory Right of Way (SRW) registered on title in favour of the City on Lot 2 (West Lot) and/or other legal agreements, as applicable, to secure public access and related features and activities necessary for the public use and enjoyment of the washrooms (e.g., bylaw enforcement), including, but not limited to the developer/owner being responsible, at the sole cost of the developer/owner, for all maintenance, repair, and replacement of the washrooms, in perpetuity, to the City's satisfaction; and
 - 9.3.4. The developer submits a Letter of Credit (LOC) to secure the developer's commitment to construct the washrooms and related works to the City's satisfaction, which LOC may, if applicable, comprise part of the developer's required Servicing Agreement* LOC or Development Permit* landscape LOC;
 - 9.4. No Building Permit* shall be issued for a building on Lot 2 (West Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless, if applicable, the permit includes the design of the SRW area, to the City's satisfaction; and
 - 9.5. "No occupancy" shall be permitted of a building on Lot 2 (West Lot), restricting final Building Permit* inspection granting occupancy for any building on Lot 2 (West Lot), in whole or in part (except for parking), until the washrooms and related works are completed to the satisfaction of the City and have received, as applicable, a Certificate of Completion and/or final Building Permit* inspection granting occupancy. Notwithstanding the afore mentioned statement, in the event that the City determines, in its sole discretion, that completion of the washrooms shall be delayed to better coordinate with the construction of the Capstan Canada Line Station and related public open spaces and amenities, the developer shall provide security in the form of a Letter of Credit, legal agreements registered on title, and/or other measures, as determined to the City's satisfaction, to ensure that the developer's obligations with respect to the construction of the washrooms are completed.
10. Driveway Crossings: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title requiring that vehicle access to the subject site shall be limited to the following:
- 10.1. For Lot 1 (East Lot): One driveway along the lot's Hazelbridge Way frontage. No driveways along the lot's Capstan Way frontage.
 - 10.2. For Lot 2 (West Lot): One driveway along the lot's Hazelbridge Way frontage. No driveways along the lot's Capstan Way and No. 3 Road frontages.
 - 10.3. For 3131 Sexsmith Road: No driveways along the lot's Sea Island Way and Sexsmith Road frontages. HOWEVER, if so determined at the sole discretion of the City and approved by the Ministry of Transportation and Infrastructure (MOTI), one (1) temporary driveway crossing may be permitted to facilitate the independent development of 3131 Sexsmith Road, provided that any such temporary driveway is closed at the developer's sole cost (secured by a Letter of Credit prior to Development Permit* issuance) upon the satisfactory completion of alternative vehicle access to the lot, as determined to the City's sole satisfaction.

NOTE: No such temporary driveway shall be permitted in the event that 3131 Sexsmith Road is consolidated with 3208 Carscallen Road and/or 3200 No. 3 Road. For clarity, if 3131 Sexsmith Road is not consolidated with 3208 Carscallen Road and/or 3200 No. 3 Road, this provision does not obligate MOTI or the City to permit any such temporary driveway along the public road frontages of 3131 Sexsmith Road.

11. Parking Strategy: City acceptance of the developer's offer to voluntarily contribute towards various transportation-related improvements and secure parking for various uses in compliance with Zoning Bylaw requirements with respect to Parking Zone 1A (Capstan Village) and transportation demand management (TDM) parking reductions.

NOTE: It is the understanding of the City that the subject development will be constructed concurrently with the Capstan Canada Line Station. In light of this, the developer is not required to implement a transitional parking strategy. Zoning Bylaw "Parking Zone 1" rates shall apply, except where other requirements are stated in the ZMU25 zone and/or these Rezoning Considerations.

- 11.1. Commercial Parking @ Lot 2 (West Lot): Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title to Lot 2 (West Lot) restricting the use of parking provided on-site in respect to non-residential uses. More specifically, Commercial Parking requirements for the lot shall include the following.

- 11.1.1. Commercial Parking shall mean any parking spaces needed to satisfy Zoning Bylaw or other transportation requirements, as determined to the satisfaction of the City through the rezoning and/or an approved Development Permit*, including spaces required for the use of:
- a) The general public;
 - b) Businesses and tenants on the lots including, but not limited to, the 1,193.8 m² (12,850.0 ft²) commercial unit required with respect to the "VCB Arts Space" agreement and the ZMU25 zone, together with their employees, visitors, customers, and guests; and
 - c) Residential visitors.
- 11.1.2. Commercial Parking shall include:
- a) No less than 65% Public Parking spaces, which spaces shall be designated by the owner/operator exclusively for short-term parking (e.g., drop-off/pick-up or hourly) by the general public; and
 - b) No more than 35% Assignable Parking spaces, which spaces may be designated, sold, leased, reserved, signed, or otherwise assigned by the owner/operator for the exclusive use of employees or specific persons or businesses.
- 11.1.3. Public Parking spaces shall:
- a) Include, but may not be limited to, 85% of the commercial parking spaces located at the entry level of the lot's parking structure or as otherwise determined to the satisfaction of the Director of Transportation;
 - b) Include residential visitor parking (in the form of shared parking), which residential visitors shall be permitted to use the Public Parking on the same terms as members of the general public; and
 - c) Be available for use 365 days per year for a daily duration equal to or greater than the greater of the operating hours of transit services within 400 m (5 minute walk) of the lot, businesses located on the lot, or as otherwise determined by the City.
- 11.1.4. Commercial Parking shall not include tandem parking.
- 11.1.5. Commercial Parking must, with respect to both Public Parking and Assignable Parking, include a proportional number of handicapped parking spaces, small car parking spaces, and spaces equipped with electric vehicle charging equipment, as per the Zoning Bylaw and legal agreements registered on title with respect to the subject rezoning.
- 11.1.6. "No development" shall be permitted on the lot, restricting Development Permit* issuance for a building on the lot, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the developer provides for the required Commercial (Public and Assignable) Parking and related features to the satisfaction of the City.
- 11.1.7. No Building Permit* shall be issued for a building on the lot, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the developer provides for the required Commercial (Public and Assignable) Parking and a letter of confirmation is submitted by the architect assuring that the facilities satisfy the City's objectives.

- 11.1.8. “No occupancy” shall be permitted on the lot, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part (except for parking), until the required Commercial (Public and Assignable) Parking and related features are completed to the satisfaction of the City and have received final Building Permit* inspection granting occupancy. Notwithstanding the afore mentioned statement, in the event that occupancy of the building on the lot is permitted to proceed in stages (e.g., tower by tower), “no occupancy” shall be permitted of the first stage of the building (excluding parking intended as an ancillary use to non-parking uses), in whole or in part, until 100% of the Public Parking spaces required with respect to the lot receive final Building Permit* inspection granting occupancy.
- 11.2. End-of-Trip Cycling Facilities & “Class 1” Bike Storage for Non-Residential Uses @ Lot 2 (West Lot): Registration of a restrictive covenant on Lot 1 (West Lot) for the purpose of requiring that the developer/owner provides, installs, and maintains end-of-trip cycling facilities and “Class 1” bike storage on site for the use of the non-residential tenants of the building on the lot, to the satisfaction of the City as determined via the Development Permit* review and approval processes. More specifically:
- 11.2.1. The developer/owner shall, at its sole cost, design, install, and maintain on the lot:
- a) End-of-trip cycling facilities for the shared use of the development’s non-residential tenants; and
 - b) “Class 1” bike storage spaces for non-residential tenants of the building, as per the Zoning Bylaw, which storage must include 120V electric vehicle (EV) charging stations (i.e. duplex outlets) for the shared use of cyclists at a rate of 1 charging station for each 10 bike storage spaces or portion thereof in a bike storage room or as per Zoning Bylaw or Official Community Plan rates in effect at the time of Development Permit* approval, whichever is greater;
- 11.2.2. End-of-trip cycling facilities shall mean a handicapped-accessible suite of rooms designed to accommodate use by four or more people (of the same or different genders) at one time, as determined to the City’s satisfaction through the Development Permit* review and approval process, including at least two (2) shower/change cubicles with doors, two (2) change cubicles with doors, two (2) toilet cubicles with doors, two (2) wash basins, and a common change room with a bench(s), grooming station (i.e. mirror, counter, and electrical outlets), and lockers;
- 11.2.3. For ease of use and security, the required end-of-trip cycling facilities shall be co-located with the building’s non-residential “Class 1” bike storage, which uses shall be situated at the building’s ground floor or, if the City determines in its sole discretion that these uses may be on another floor, immediately adjacent to and the building’s elevator/stair core;
- 11.2.4. “No development” shall be permitted on the lot, restricting Development Permit* issuance for any building on the lot, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the developer provides for the required end-of-trip cycling facilities and “Class 1” bike storage for non-residential uses to the satisfaction of the City;
- 11.2.5. No Building Permit* shall be issued for a building on the lot, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the developer provides for end-of-trip cycling facilities and “Class 1” bike storage for non-residential uses and a letter of confirmation is submitted by the architect assuring that the design of the facilities satisfies all applicable City’s requirements; and
- 11.2.6. “No occupancy” shall be permitted on the lot, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part (except for parking), until the required end-of-trip cycling facilities and “Class 1” bike storage for non-residential uses are completed to the satisfaction of the City and have received final Building Permit* inspection granting occupancy. Notwithstanding the afore mentioned statement, in the event that occupancy of the building on the lot is permitted to proceed in stages (e.g., tower by tower), “no occupancy” shall be permitted of any non-residential uses on the lot, in whole or in part, until 100% of the end-of-trip cycling facilities and “Class 1” bike storage for non-residential uses receives final Building Permit* inspection granting occupancy.

- 11.3. Car-Share Parking & Vehicles @ Lot 2 (West Lot): Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title requiring that no development shall be permitted on Lot 2 (West Lot), restricting Development Permit* issuance for Lot 2 (West Lot), until the developer provides for parking for three (3) car-share vehicles on Lot 2 (West Lot), together with electric vehicle (EV) charging stations, car-share vehicles, and contractual arrangements with a car-share operator, all to the satisfaction of the City. More specifically, the car-share parking and vehicle requirements for Lot 2 (West Lot) shall include the following.
- 11.3.1. The three (3) car-share parking spaces shall be located together on the ground floor of Lot 2 (West Lot) where they will be with safe, convenient, universally-accessible, and provide for 24/7 public pedestrian and vehicle access, as determined to the City's satisfaction;
 - 11.3.2. The car-share spaces shall be provided in addition to parking spaces required to satisfy residential and non-residential parking requirements with respect to the building on Lot 2 (West Lot).
 - 11.3.3. The car-share spaces shall be equipped with electric vehicle (EV) quick-charge (240 V) charging stations for the exclusive use of car-share vehicles parked in the required car-share spaces.
 - 11.3.4. Users of the car-share spaces shall not be subject to parking fees, except as otherwise determined at the sole discretion of the City.
 - 11.3.5. "No development" shall be permitted on Lot 2 (West Lot), restricting Development Permit* issuance for a building on Lot 2 (West Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the developer, to the City's satisfaction:
 - a) Designs Lot 2 (West Lot) to provide for the required car-share facility, including the three (3) required car-share parking spaces, 24/7 public access for vehicles and pedestrians, and related features (e.g., EV 240V chargers, signage) to the City's satisfaction;
 - b) Secures the car-share facility via a statutory right-of-way(s) and easement(s) registered on title and/or other legal agreements, as determined to the City's satisfaction;
 - c) Provides a Letter of Credit (LOC) to the City to secure the developer's commitment to the provision of the three (3) car-share vehicles, the value of which shall be the estimated retail value of the three (3) car-share cars at the time of purchase or as otherwise determined to the satisfaction of the Director of Transportation and Director of Development; and
 - d) Registers legal agreement(s) on title requiring that, unless otherwise agreed to in advance by the City, in the event that the car-share facility is not operated for car-share purposes as intended via the subject rezoning application (e.g., operator's contract is terminated or expires), control of the car-share facility shall be transferred to the City, at no cost to the City, and the City at its sole discretion, without penalty or cost, shall determine how the facility shall be used going forward.
 - 11.3.6. No Building Permit* shall be issued for a building on Lot 2 (West Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the developer provides for the required car-share facility to the City's satisfaction.
 - 11.3.7. "No occupancy" shall be permitted of Lot 2 (West Lot), restricting final Building Permit* inspection granting occupancy for any building on Lot 2 (West Lot), in whole or in part (except for parking), until the developer, to the City's satisfaction:
 - a) Completes the required car-share facility to the satisfaction of the City and it has received final Building Permit* inspection granting occupancy; and
 - b) Enters into a contract with a car-share operator for the operation of the car-share spaces for a minimum term of three (3) years, which contract shall require, among other things, that:
 - The developer provides three (3) car-share cars at no cost to the operator;
 - Electric vehicles shall comprise at least two (2) of the car-share vehicles provided by the developer, unless otherwise determined to the satisfaction of the car-share operator and the City; and
 - The required car-share facility and vehicles will be 100% available for use upon Building Permit* inspection granting occupancy of the first building on Lot 2 (West

Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless otherwise determined to the satisfaction of the car-share operator and the City.

- 11.4. No. 3 Road Bike Lane Improvements: Enter into a Servicing Agreement* to widen the existing raised, on-street bike lane along the east side of No. 3 Road, from 1.35 m to 1.8 m (4.43 ft. to 5.91 ft.), together with related improvements (e.g., barrier curb, buffer strips, and decorative pavement treatments), beyond the frontage of the subject site, such that the developer's bike lane improvements shall include the entire length of the east side of No. 3 Road between Capstan Way and Sea Island Way.

NOTE: Only bike lane improvement located outside the subject site's frontage shall be considered to be TDM measures. Development Cost Charge (DCC) credits shall not apply to TDM measures.

- 11.5. No. 3 Road Temporary Sidewalk: Enter into a Servicing Agreement* to design and construct a temporary 3.0 m (9.8 ft.) wide asphalt sidewalk and grass boulevard along the east of No. 3 Road beyond the frontage of the subject site, such that a public walkway, at least 3.0 m (9.8 ft.) wide, and grass boulevard run the entire length of the east side of No. 3 Road between Capstan Way and Sea Island Way.

NOTE: Only temporary sidewalk improvement located outside the subject site's frontage shall be considered to be TDM measures. Development Cost Charge (DCC) credits shall not apply to TDM measures.

12. Tandem Parking: Registration of a legal agreement(s) on title on Lot 1 (East Lot), Lot 2 (West Lot), and 3131 Sexsmith Road ensuring that:

- 12.1. Resident Parking: Where two parking spaces are provided in a tandem arrangement for the use of resident parking, as per the Zoning Bylaw, both parking spaces must be assigned to the same dwelling unit; and
- 12.2. Elsewhere: Tandem parking shall be prohibited for all other purposes including, but not limited to, parking for residential visitors, commercial uses, child care, and community amenity uses.

13. Electric Vehicle (EV) Charging Infrastructure for Vehicles & "Class 1" Bicycle Storage: Registration of legal agreement(s) on the subject site requiring that the developer/owner provides, installs, and maintains electrical vehicle (EV) charging infrastructure within the building on Lot 1 (East Lot), Lot 2 (West Lot), and 3131 Sexsmith Road for the use of the building's residents, commercial tenants, and others as determined to the satisfaction of the City through a approved Development Permits*. More specifically, the minimum permitted rates for EV charging infrastructure shall be as indicated in the following table or as per the Official Community Plan or Zoning Bylaw rates in effect at the time of Development Permit* approval, whichever is greatest.

TABLE 3

User/Use	Energized Outlet – Minimum Permitted Rates	
	Vehicle Parking (1)	"Class 1" (Secured) Bike Storage (2)
Market Residential (i.e. resident parking & bike storage)	1 per parking space (for exclusive use)	1 per each 10 bikes or portion thereof in a bike storage room or locker (which Energized Outlet shall be located to facilitate shared use with bikes in the room/locker)
Affordable Housing (i.e. resident parking & bike storage)	1 per parking space (for exclusive use)	
Non-Residential (i.e. tenant/employee bike storage)	N/A	1 per each 10 bikes or portion thereof in a bike storage room or locker (which Energized Outlet shall be located to facilitate shared use with bikes in the room/locker)

- (1) "Vehicle Parking" "Energized Outlet" shall mean all the wiring, electrical equipment, and related infrastructure necessary to provide Level 2 charging (as per SAE International's J1772 standard) or higher to an electric vehicle.
- (2) "Class 1 (Secured) Bike Storage" "Energized Outlet" shall mean an operational 120V duplex outlet for the charging of an electric bicycle and all the wiring, electrical equipment, and related infrastructure necessary to provide the required electricity for the operation of such an outlet.

14. District Energy Utility (DEU): Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement(s) will include, at minimum, the following terms and conditions:

- 14.1. 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;
- 14.2. If a DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until:
 - 14.2.1. The building is connected to the DEU, which may include the owner's supplied and installed central energy plant to provide heating and cooling to the building, at no cost to the City, or the City's DEU service provider, Lulu Island Energy Company, on the subject site satisfactory to the City;
 - 14.2.2. If the City so elects, the owner transfers ownership of the central energy plant on the site, if any, at no cost to the City, or City's DEU service provider, Lulu Island Energy Company, to the City and/or the City's DEU service provider, Lulu Island Energy Company, on terms and conditions satisfactory to the City;
 - 14.2.3. The owner enters into a Service Provider Agreement with the City and/or the City's DEU service provider, Lulu Island Energy Company, on terms and conditions satisfactory to the City; and
 - 14.2.4. The owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building and the operation of the central energy plant, if any, by the City and/or the City's DEU service provider, Lulu Island Energy Company.
- 14.3. If a DEU is not available for connection, no final building inspection permitting occupancy of a building will be granted until:
 - 14.3.1. The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - 14.3.2. The owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation, which may include the owner's supplied and installed central energy plant to provide heating and cooling to the building, at no cost to the City, or the City's DEU service provider, Lulu Island Energy Company;
 - 14.3.3. The owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building; and
 - 14.3.4. 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.
15. Affordable Housing: The City's acceptance of the developer's offer to voluntarily contribute affordable housing, in the form of low-end market rental (LEMR) units, constructed to a turnkey level of finish on Lot 1 (East Lot) and Lot 2 (West Lot) at the sole cost of the developer, the terms of which voluntary contribution shall include, but will not be limited to, the registration of the City's standard Housing Agreement and Covenant on title to each lot to secure the affordable housing units. The form of the Housing Agreements and Covenants shall be agreed to by the developer and the City prior to final adoption of the subject rezoning; after which time, only the Housing Covenants may be amended or replaced and any such changes will only be permitted for the purpose of accurately reflecting the specifics of the Development Permit* for Lot 1 (East Lot) and Lot 2 (West Lot) and other non-materials changes resulting thereof and made necessary by the Lot 1 (East Lot) and Lot 2 (West Lot) Development Permit* approval requirements, as determined to the satisfaction of the Director of Development and Manager, Community Social Development. The terms of the Housing Agreements and Covenants shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements.

NOTE: Effective July 24, 2017, Richmond City Council adopted changes to the Affordable Housing Strategy such that any development containing more than 60 dwellings must include at least 10% of its total residential building area in the form of LEMR units; EXCEPT that applications received prior to July 24, 2017 (including the subject

rezoning application) will be grandfathered under the previous built unit requirement of 5% of total residential building area, provided that any such application is presented to Council for bylaw adoption prior to July 24, 2018.

15.1. The required minimum floor area of the affordable (low-end market rental) housing shall be:

- 15.1.1. Equal to a combined habitable floor area of at least 2,190.9 m² (23,583.0 ft²), excluding standard Floor Area Ratio (FAR) exemptions, as determined based on 5% of the total maximum residential floor area of 43,818.5 m² (471,658.4 ft²) permitted on Lot 1 (East Lot) and Lot 2 (West Lot) under proposed amendments to the ZMU25 zone; and

NOTE: No residential floor area will be permitted on 3131 Sexsmith Road under the proposed ZMU25 zone amendments.

- 15.1.2. Distributed such that at proportional share of the required habitable space for affordable housing units will be located on each of Lot 1 (East Lot) and Lot 2 (West Lot) based on 5% of the maximum permitted residential floor area on each lot, as set out in the proposed amendments to the ZMU25 zone:

- a) Lot 1 (East Lot): At least 1,491.5 m² (16,054.4 ft²); and
b) Lot 2 (West Lot): At least 699.4 m² (7,528.6 ft²).

15.2. The developer shall, as generally indicated in the table below:

- 15.2.1. Ensure that the types, sizes, rental rates, and occupant income restrictions for the affordable housing units are in accordance with the City's Affordable Housing Strategy and guidelines for Low End Market Rental (LEMR) housing, unless otherwise agreed to by the Director of Development and Manager, Community Social Development; and
15.2.2. Achieve the Project Targets for unit mix and Basic Universal Housing (BUH) standard compliance or as otherwise determined to the satisfaction of the Manager, Community Social Development through an approved Development Permit*.

TABLE 4

Unit Type	Affordable Housing Strategy Requirements (1)			Project Targets (2)	
	Minimum Unit Area	Max. LEMR Rent	Total Maximum Household Income	Unit Mix	BUH
Studio	37 m ² (400 ft ²)	\$811/month	\$34,650 or less	0	N/A
1-Bedroom	50 m ² (535 ft ²)	\$975/month	\$38,250 or less	38% (11 units)	100%
2-Bedroom	69 m ² (741 ft ²)	\$1,218/month	\$46,800 or less	38% (11 units)	100%
3-Bedroom	91 m ² (980 ft ²)	\$1,480/month	\$58,050 or less	24% (7 units)	100%
TOTAL	2,190.9 m² (23,583.0 ft²)	N/A	N/A	100% (29 units)	100%

(1) Values adopted by Council on July 24, 2017. May be adjusted periodically, as provided for under City policy.

(2) Project Targets may be revised, to the satisfaction of the Manager, Community Social Development, through an approved Development Permit*.

15.3. The affordable housing units shall be distributed /located on Lot 1 (East Lot) and Lot 2 (West Lot) as determined to the satisfaction of the Director of Development and Manager, Community Social Development through an approved Development Permit*. Dispersed or clustered unit configurations may be considered; however, dispersed units are generally encouraged unless a non-profit operator (that requires a clustered unit arrangement) is involved with a development.

NOTE: The applicant has indicated to the City that it plans to pursue an agreement with a non-profit organization to manage the development's required LEMR units on Lot 1 (East Lot) and Lot 2 (West Lot). To support this partnership, the City is willing to accept lot-by-lot clustering of the required units and, in light of this, recommends clustering of other building features intended for the exclusive use of the affordable housing tenants (e.g., parking and Class 1 bike storage). Prior to Development Permit* approval, the applicant is requested to submit, for consideration by the City, a memorandum of understanding with a non-profit operator(s)

demonstrating, among other things, support for the developer's proposed clustered affordable housing unit arrangement on Lot 1 (East Lot) and/or Lot 2 (West Lot).

- 15.4. Occupants of the affordable housing units shall, on a lot-by-lot basis, to the satisfaction of the City (as determined prior to Development Permit* approval), enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces provided on the lot as per OCP, City Centre Area Plan, and Development Permit* requirements (e.g., Lot 1 occupants will have unlimited to Lot 1 amenities), at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of any amenities).
- 15.5. On-site parking, "Class 1" bike storage, and related electric vehicle (EV) charging stations shall be provided for the use of affordable housing occupants as per the OCP, Zoning Bylaw, and approved Development Permit* at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of the parking spaces, bike storage, EV charging stations, or related facilities by affordable housing tenants), which features may be secured via legal agreement(s) on title prior to Development Permit* issuance on a lot-by-lot basis or as otherwise determined to the satisfaction of the City.
- 15.6. The affordable housing units, related uses (e.g., parking, garbage/recycling, hallways, amenities, lobbies), and associated landscaped areas shall be completed to a turnkey level of finish, at the sole cost of the developer, to the satisfaction of the Manager, Community Social Development.
- 15.7. "No development" shall be permitted on Lot 1 (East Lot) and/or Lot 2 (West Lot), restricting Development Permit* issuance for a building on Lot 1 (East Lot) and Lot 2 (West Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the developer, to the City's satisfaction:
 - 15.7.1. Designs the lot to provide for the affordable housing units and ancillary spaces and uses;
 - 15.7.2. If applicable, amends or replaces the Housing Covenant to accurately reflect the specifics of the affordable housing units and ancillary spaces and uses as per the approved Development Permit*; and
 - 15.7.3. As required, registers additional legal agreements on title to the lots to facilitate the detailed design, construction, operation, and/or management of the affordable housing units and/or ancillary spaces and uses (e.g., parking) as determined by the City via the Development Permit* review and approval processes.
- 15.8. No Building Permit* shall be issued for a building on Lot 1 (East Lot) and/or Lot 2 (West Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until, on a lot-by-lot basis, the developer provides for the required affordable housing units and ancillary spaces and uses to the satisfaction of the City.
- 15.9. "No occupancy" shall be permitted on Lot 1 (East Lot) and/or Lot 2 (West Lot), restricting final Building Permit* inspection granting occupancy for any building on Lot 1 (East Lot) and /or Lot 2 (West Lot), in whole or in part (except for parking), until, on a lot-by-lot basis, the required affordable housing units and ancillary spaces and uses are completed to the satisfaction of the City and have received final Building Permit* inspection granting occupancy.
16. Public Art: City acceptance of the developer's offer to voluntarily contribute towards Public Art, the terms of which voluntary developer contribution shall include:
 - 16.1. Prior to rezoning adoption, the developer shall provide for the following:
 - 16.1.1. Submission of a Public Art Plan that:
 - a) Includes the entirety of the subject site comprising Lot 1 (East Lot), Lot 2 (West Lot), and 3131 Sexsmith Road, together with related City park, public open space, and public road, as determined to the City's satisfaction;
 - b) Is prepared by an appropriate professional and based on the Richmond Public Art Program, City Centre Public Art Plan, and any relevant supplementary public art and heritage

planning undertaken by the City for Capstan Village, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services (including review(s) by the Public Art Advisory Committee and presentation for endorsement by Council, as required by the Director, Arts, Culture, and Heritage Services); and

- c) Is based on the full value of the developer's voluntary public art contribution (at least \$425,090), based on a minimum rate of \$0.81/ft² for residential uses and \$0.43/ft² for non-residential uses and the maximum buildable floor area permitted under the subject site's proposed ZMU25 zone, excluding affordable housing, as indicated in the table below.

16.1.2. Registration of legal agreement(s) on title to facilitate the implementation of the Public Art Plan.

TABLE 5

	Maximum Permitted Floor Area as per ZMU25 Zone	Applicable Floor Area After Affordable Housing Exemption (1)	Minimum Contribution Rates (1)	Minimum Voluntary Contribution
Residential	43,818.5 m ² (471,658.4 ft ²)	41,627.6 m ² (448,075.4 ft ²)	\$0.83/ft ²	\$371,903
Non-Residential	11,230.1 m ² (120,879.8 ft ²)	11,230.1 m ² (120,879.8 ft ²)	\$0.44/ft ²	\$53,187
TOTAL	55,048.6 m² (592,538.2 ft²)	52,857.7 m² (568,955.2 ft²)	Varies	\$425,090

(1) As per City policy, floor area excludes the development's 2,190.9 m² (23,583.0 ft²) of affordable housing.

(2) The Council-approved contribution rates in effect at the time of writing these Rezoning Considerations.

- 16.2. "No development" shall be permitted on Lot 1 (East Lot) and/or Lot 2 (West Lot), restricting Development Permit* with respect to Lot 1 (East Lot) and Lot 2 (West Lot), until the developer:

16.2.1. Enters into any additional legal agreement(s) required to facilitate the implementation of the City-approved Public Art Plan, which may require that, prior to entering into any such additional agreement, a Detailed Public Art Plan is submitted by the developer and/or an artist(s) is engaged (as generally set out in the legal agreement entered into and the Public Art Plan submitted prior to rezoning adoption), to the City's satisfaction; and

16.2.2. Submits a Letter of Credit or cash (as determined at the sole discretion of the City) to secure the developer's implementation of the Public Art Plan, the value of which shall be at least \$425,090.

NOTE: The above contribution shall be understood to fully satisfy all voluntary public art developer contributions with respect to 3131 Sexsmith Road.

- 16.3. "No occupancy" shall be permitted on Lot 1 (East Lot) or Lot 2 (West Lot), restricting final Building Permit* inspection granting occupancy of a building on Lot 1 (East Lot) or Lot 2 (West Lot) (excluding parking intended as an ancillary use to non-parking uses), in whole or in part, for which the City-approved Public Art Plan requires the developer's implementation of a public artwork(s) until:

16.3.1. The developer, at the developer's sole expense, commissions an artist(s) to conceive, create, manufacture, design, and oversee or provide input about the manufacturing of the public artwork, and causes the public artwork to be installed on City property, if expressly permitted by the City, or within a statutory right-of-way on the developer's lands (which right-of-way shall be to the satisfaction of the City for rights of public passage, public art, and related purposes, in accordance with the City-approved Public Art Plan);

16.3.2. The developer, at the developer's sole expense and within thirty (30) days of the date on which the public art is installed, executes and delivers to the City a transfer of all of the developer's rights, title, and interest in the public artwork to the City if on City property or to the subsequent Strata or property owner if on private property (including transfer of joint world-wide copyright) or as otherwise determined to be satisfactory by the City Solicitor and Director, Arts, Culture, and Heritage Services; and

NOTE: It is the understanding of the City that the artist's rights, title, and interest in the public artwork will be transferred to the developer upon acceptance of the artwork based on an agreement solely between the developer and the artist. These rights will in turn be transferred to the City if on City property, subject to approval by Council to accept the transfer of ownership of the artwork.

- 16.3.3. The developer, at the developer's sole expense, submits a final report to the City promptly after completion of the installation of the public art in respect to the City-approved Public Art Plan, which report shall, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services, include:
- a) Information regarding the siting of the public art, a brief biography of the artist(s), a statement from the artist(s) on the public art, and other such details as the Director of Development and Director, Arts, Culture, and Heritage Services may require;
 - b) A statutory declaration, satisfactory to the City Solicitor, confirming that the developer's financial obligation(s) to the artist(s) have been fully satisfied;
 - c) The maintenance plan for the public art prepared by the artist(s); and
 - d) Digital records (e.g., photographic images) of the public art, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services.
17. Flood Construction: Registration of a flood indemnity covenant(s) on title, as per Flood Plain Designation and Protection Bylaw, Area "A" (i.e. minimum flood construction level of 2.9 m GSC).
18. Aircraft Noise: Registration of the City's standard aircraft noise sensitive use covenants on title to Lot 1 (East Lot), Lot 2 (West Lot), and 3131 Sexsmith Road, as applicable to sites with aircraft noise sensitive uses. The owner-developer shall notify all initial purchasers of the potential aircraft noise impacts. Furthermore, on a phase-by-phase basis, prior to each Development Permit* and Building Permit* issuance, the owner-developer shall submit a report(s) and/or letter(s) of assurance prepared by an appropriate registered professional, which demonstrates that the interior noise levels and thermal conditions comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within dwelling units must achieve CMHC standards follows:

TABLE 6

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

Applicable ANSD covenants shall include:

- 18.1. Lot 1 (East Lot): Residential covenant;
 - 18.2. Lot 2 (West Lot): Mixed use covenant; and
 - 18.3. 3131 Sexsmith Road: Mixed use covenant.
19. Canada Line: Registration of a legal agreement(s) on title to Lot 1 (East Lot) and Lot 2 (West Lot) only requiring that the proposed development on the lots must be designed and constructed in a manner that mitigates potential Canada Line impacts (e.g., noise from trains and public areas, vibration, overlook, light spillage) on proposed adjacent dwelling units and other potential sensitive uses. The owner-developer shall notify all initial purchasers of the potential Canada Line impacts. Furthermore, on a phase-by-phase basis, prior to each Development Permit* and Building Permit* issuance, the owner-developer shall submit a report(s) and/or letter(s) of assurance prepared by an appropriate registered professional, which demonstrate that, among other things, for residential uses the interior noise levels and thermal conditions comply with City objectives including, for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting), compliance with the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur and, for maximum interior noise levels (decibels) within dwelling units, CMHC standards as per the above table with respect to the "Aircraft Noise" agreement.

20. View and Other Development Impacts: Registration of a restrictive covenant(s) on title to Lot 1 (East Lot), Lot 2 (West Lot), and 3131 Sexsmith Road, to the satisfaction of the City, requiring that the proposed development on the lots must be designed and constructed in a manner that mitigates potential development impacts including without limitation view obstruction, increased shading, increased overlook, reduced privacy, increased ambient noise, increased ambient night-time light potentially, and increased public use of fronting streets, sidewalks, and open spaces caused by or experienced as a result of, in whole or in part, development on the lands and future development on or the use of surrounding properties. In particular, the covenant shall notify residential tenants in mixed use buildings of potential noise and/or nuisance that may arise due to proximity to retail, restaurant, other commercial, and community uses and activities. The owner-developer shall notify all initial purchasers of the potential development impacts. Furthermore, on a phase-by-phase basis, prior to each Development Permit* and Building Permit* issuance, the owner-developer shall submit a report(s) and/or letter(s) of assurance prepared by an appropriate registered professional, which demonstrates that adequate development impact mitigation measures are incorporated into the building design.

21. Tree Removal, Replacement & Relocation:

21.1. On-Site Trees: Submission of Landscape Security (Letter of Credit) in the amount of \$37,000, to secure the developer's planting and maintenance of 74 replacement trees on the subject site (based on a 2:1 rate for the removal of 37 existing bylaw-size trees) and a value of \$500 per replacement tree. This security will be applied towards future tree replacement on Lot 1 (East Lot) and/or Lot 2 (West Lot) as part of the landscape plan for the developer's first Development Permit* application (DP 17-787403), which plan will be secured with the City's standard Development Permit* landscape Letter of Credit.

NOTE: Minimum tree replacement sizes shall be as per Tree Protection Bylaw No. 8057 Schedule A-3.0.

21.2. Off-Site (City) Trees:

21.2.1. Relocation of four (4) existing street trees located along the north side of Capstan Way. Relocation shall be undertaken, at the developer's sole cost, through the development's required Servicing Agreement (SA)* review/approval processes (secured with the SA* Letter of Credit), as determined to the sole satisfaction of the Senior Manager, Parks.

21.2.2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any work conducted within the tree protection zone of the City street trees to be retained and relocated. 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.

21.2.3. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

NOTE: In the event that the City determines that the four (4) City street trees cannot be relocated, the developer shall be required to make a cash-in-lieu contribution for the planting of replacement trees elsewhere in Richmond (based on a rate of at least 2:1 for each tree removed and a cost per replacement tree determined to the sole satisfaction of the City).

22. Community Planning: The City's acceptance of the developer's voluntary contribution in the amount of \$142,238.82, towards future City community planning studies, as set out in the City Centre Area Plan, based on \$0.25/ft² and the maximum permitted buildable floor area under the proposed ZMU25 zone (excluding affordable housing), as indicated in the table below.

TABLE 7

Use	Max. Permitted Floor Area Under ZMU25 Zone	Affordable Housing Exemption	Min. Developer Contribution Rate	Min. Voluntary Developer Contribution
Residential	43,818.5 m ² (471,658.4 ft ²)	2,190.9 m ² (23,582.9 ft ²)	\$0.25/ft ²	\$112,018.87
Non-Residential	11,230.1 m ² (120,879.8 ft ²)	Nil	\$0.25/ft ²	\$30,219.95
TOTAL	55,048.6 m² (592,538.2 ft²)	2,190.9 m² (23,582.9 ft²)	\$0.25/ft²	\$142,238.82

23. Phasing Agreement: Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title, to the satisfaction of the City, securing that “no development” will be permitted on Lot 1 (East Lot), Lot 2 (West Lot), or 3131 Sexsmith Road and restricting Development Permit* issuance (together with various Building Permit* and occupancy restrictions, as determined to the satisfaction of the City), unless the developer satisfies the following requirements:

23.1. Servicing Agreement (SA)* - Transportation, Engineering, and Park Requirements: The required works shall be undertaken via a maximum of four (4) Servicing Agreements*. The City, at its discretion, may permit one or more of the SAs* to be broken into “parts” (i.e. smaller, topic-specific SAs*) such that, for example, Park works are administered independently of transportation works, provided that the content and completion of all such “parts” complies to the requirements set out below, as determined to the satisfaction of the City.

23.1.1. **“Rezoning SA”**: The rezoning bylaw with respect to RZ 17-769242 shall not be adopted until the developer enters into the “Rezoning SA” (secured with a Letter of Credit), to the City’s satisfaction.

- a) All required works must be completed prior to final Building Permit* inspection granting occupancy of the first building on Lot 1 (East Lot), Lot 2 (West Lot), or 3131 Sexsmith Road, in whole or in part (excluding parking intended as an ancillary use to non-parking uses).
- b) Works shall include:
 - Ultimate (i.e. permanent works):
 - i) All curb-to-curb works (i.e. Hazelbridge, No. 3 Road, Capstan Way, Sexsmith Road, Carscallen Road, and Sea Island Way);
 - ii) All streetlights and traffic signal modifications, upgrades, and new installations;
 - iii) All underground City and private utilities;
 - iv) Above-grade City and private utilities where feasible;
 - v) All City park and public open space subject to “Parks SA Requirements” that are NOT encumbered by Capstan Station, its construction, or related features and/or activities, as determined to the City’s satisfaction; and
 - vi) Other off-site improvements, as determined at the sole discretion of the City.

NOTE: The developer shall be responsible for the design and construction, at the developer’s sole cost, of the network of park and public open space improvements for which design/construction shall be subject to “Parks SA Requirements” (generally indicated in the attached Parks Concept Plan/ **Schedule F** and the Parks and Public Open Space Key Plan /**Schedule D**), as determined to the City’s satisfaction, including the:

- “Neighbourhood Park Expansion”;
- “Guideway Park”;
- “Transit Plaza SRW” (including, but not limited to, areas and/or features required with respect to City-approved modifications to the SRW agreement to accommodate station integration, as determined to the City’s satisfaction); and
- Upgrades to existing City-owned park lands (i.e. lands comprising part of the existing City-owned park at 3311 Carscallen Road and/or existing City-owned park lands generally beneath the guideway, north of 3311 Carscallen Road, that are unimproved or have not been improved to ultimate park standards by others).

The scope of park works required to be subject to “Parks SA Requirements” cannot be confirmed until more information is available regarding TransLink’s intended station design and potential station integration strategy. Likewise, at the time of writing these Rezoning Considerations, the extent of City-owned park and related improvements that are NOT encumbered by Capstan Station, its construction, or related features and/or activities cannot be confirmed. The scope of required works, together with necessary City approvals, shall be addressed through the “Rezoning SA”, Development Permit* application for Lot 1 (East Lot) and Lot 2 (West Lot), and related City processes and Council approvals, as determined to the satisfaction of the City.

- Interim (i.e. temporary works):
 - i) Temporary asphalt walkways and, where applicable, related fencing/hoarding/landscape strips, behind all curbs where no City sidewalk or other public walkway exists (e.g., where existing sidewalk is removed due to road widening); and
 - ii) As applicable, temporary above-grade City and/or private utilities.
- 23.1.2. ***“East Lot SA”***: No Building Permit* shall be issued for a building on Lot 1 (East Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the developer enters into the “East Lot SA” (secured with a Letter of Credit), to the City’s satisfaction.
 - a) All required works must be completed prior to final Building Permit* inspection granting occupancy of the first building on Lot 1 (East Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses).
 - b) Works shall include:
 - Frontage works behind the curb around Lot 1 (East Lot); and
 - As applicable, the relocation of above-grade City/private utilities.
 - c) Works shall exclude features required with respect to the *Mid-Block Trail SRW* along the east side of Lot 1 (East Lot), which features shall be subject to the Development Permit (DP)* and DP landscape Letter of Credit with respect to Lot 1 (East Lot).
- 23.1.3. ***“West Lot SA”***: No Building Permit* shall be issued for a building on Lot 2 (West Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the developer enters into the “West Lot SA” (secured with a Letter of Credit), to the City’s satisfaction.
 - a) All required works must be completed prior to final Building Permit* inspection granting occupancy of the first building on Lot 2 (West Lot), in whole or in part (excluding parking intended as an ancillary use to non-parking uses).
 - b) Works shall include:
 - Frontage works behind the curb around the perimeter of Lot 2 (West Lot);
 - As applicable, the relocation of above-grade City/private utilities;
 - All City park and public open space subject to “*Parks SA Requirements*” that are NOT subject to the “Rezoning SA” (i.e. due to Capstan Station construction conflicts and/or other issues, as determined to the City’s satisfaction).
 - c) Works shall exclude features required with respect to the *Art Space Walkway SRW* along the north side of Lot 2 (West Lot), which features shall be subject to the Development Permit (DP)* and DP landscape Letter of Credit with respect to Lot 2 (West Lot).
- 23.1.4. ***“3131 Sexsmith Road SA”***: “No development” shall be permitted on 3131 Sexsmith Road, restricting Development Permit* issuance for a building on 3131 Sexsmith Road, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), until the developer enters into the “3131 Sexsmith Road SA” (secured with a Letter of Credit), to the City’s satisfaction.
 - a) All required works must be completed prior to final Building Permit* inspection granting occupancy of the first building on 3131 Sexsmith Road, in whole or in part (excluding parking intended as an ancillary use to non-parking uses).
 - b) The “3131 Sexsmith Road SA” may be combined with the required Servicing Agreement* with respect to 3208 Carscallen Road (Pinnacle Lot 3).
 - c) Works shall include:
 - Frontage works behind the curb around 3131 Sexsmith Road; and
 - As applicable, the relocation of above-grade City/private utilities.

- d) Works shall exclude features required with respect to the *Sea Island Greenway SRW* along the north side of 3131 Sexsmith Road, which features shall be subject to the Development Permit (DP)* and DP landscape Letter of Credit with respect to 3131 Sexsmith Road.

23.1.5. ***SA* Sequencing:***

- a) The “East Lot SA”, “West Lot SA”, and “3131 Sexsmith Road SA” may proceed together or independently, in any order, but may not proceed ahead of the “Rezoning SA”.
- b) The developer must enter into the “Rezoning SA” in advance of entering into any of the other three (3) Servicing Agreements* and complete the “Rezoning SA” in advance of completing any of the other three (3) Servicing Agreements*; however, the developer may proceed with one or more of the other three (3) Servicing Agreements*, in whole or in part, concurrently with the “Rezoning SA”.

23.2. **Development Requirements:** Development must proceed on the following basis:

- 23.2.1. ***General:*** The development shall include a maximum of three (3) phases (i.e. Lot 1(East Lot), Lot 2 (West Lot), and for 3131 Sexsmith Road), the comprehensive design and development of which shall be approved through two (2) Development Permits (i.e. one for the combined development of Lot 1(East Lot) and Lot 2 (West Lot) and another for 3131 Sexsmith Road), unless otherwise determined to the satisfaction of the Director of Development.
- 23.2.2. ***Development Permit:*** The order in which development of the phases proceeds shall be at the discretion of the developer; however, prior to adoption of the subject rezoning, a Development Permit application for Lot 1 (East Lot) and Lot 2 (West Lot) (DP 17-787403) must be submitted by the developer and completed to a level deemed acceptable by the Director of Development.
- 23.2.3. ***3131 Sexsmith Road:*** Development of the lot shall be designed and constructed in a manner that satisfies City objectives for the comprehensive development of 3131 Sexsmith Road and 3208 Carscallen Road and/or 3200 No. 3 Road, as determined to the satisfaction of the Director of Transportation, Director of Development, and Director of Engineering. This requirement is generally consistent with the intent of the “no development” covenant registered on title to 3208 Carscallen Road with respect to RZ 12-610011 (Pinnacle International) requiring that the owner of 3208 Carscallen Road provides for the comprehensive development 3208 Carscallen Road and 3131 Sexsmith Road by way of (i) property consolidation or (ii) the registration of legal agreements, SRWs, and/or other measures to facilitate the independent development of 3131 Sexsmith Road, as determined to the satisfaction of the City (CA4136062).
 - a) “No development” shall be permitted on 3131 Sexsmith Road, restricting Development Permit* issuance for any building on 3131 Sexsmith Road, in whole or in part, unless the developer has:
 - Provided for the comprehensive development of 3131 Sexsmith Road with 3208 Carscallen Road and/or 3200 No. 3 Road, as determined to the satisfaction of the Director of Transportation, Director of Development, and Director of Engineering;
 - Entered into the “Rezoning SA” (required with respect to RZ 17-769242), at the developer’s sole cost, to the City’s satisfaction; and
 - Entered into the “3131 Sexsmith Road SA” for the design and construction of frontage works not included in the “Rezoning SA”, at the developer’s sole cost, to the City’s satisfaction.
 - b) No Building Permit* shall be issued for a building on 3131 Sexsmith Road, in whole or in part (including portions of the building used for parking), unless the permit provides for the comprehensive development of 3131 Sexsmith Road with 3208 Carscallen Road and/or 3200 No. 3 Road, as approved by the City through a Development Permit*.

- c) "No occupancy" shall be permitted of a building on 3131 Sexsmith Road, restricting final Building Permit* inspection granting occupancy for any building on 3131 Sexsmith Road, in whole or in part (including portions of the building used for parking), unless:
- The building provides for the comprehensive development of 3131 Sexsmith Road with 3208 Carscallen Road and/or 3200 No. 3 Road, as approved by the City through the Development Permit*; and
 - Works required with respect to the "Rezoning SA" and "3131 Sexsmith Road SA" are completed to the satisfaction of the City.

24. Servicing Agreement* (SA): Enter into a Servicing Agreement(s)* for the design and construction, at the developer's sole cost, of full upgrades across the subject site's street frontages, together with various engineering, transportation, and parks works, to the satisfaction of the City.

Except as expressly provided for and in compliance with the subject development's "*Phasing Agreement*", related legal agreement(s), and security, to the satisfaction of the Director of Development, Director of Engineering, Director of Transportation, Senior Manager, Parks, and Manager, Environmental Sustainability:

- Prior to rezoning adoption, all Servicing Agreement (SA)* works must be secured via a Letter(s) of Credit;
- All works shall be completed prior to final Building Permit* inspection granting occupancy of the first building on the subject site (excluding parking intended as an ancillary use to non-parking uses), in whole or in part; and
- Development Cost Charge (DCC) credits may apply.

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

24.1. Engineering Servicing Agreement* Requirements:

24.1.1. ***Water Works:***

- a) Using the OCP Model, there is 566 L/s of water available at a 20 psi residual at the hydrant located along Sexsmith Road, just south of Sea Island Way, 571 L/s available at 20 psi residual fronting 3280 No. 3 Rd, and 556 L/s available at 20 psi residual fronting 3360 No. 3 Rd. Along Capstan Way, there is 484 L/s and 360 L/s available at 20 psi residual for the south and south west property line respectively. Based on your proposed development, your site requires a minimum fire flow of 220 L/s
- b) At the Developer's cost, the Developer is required to:
- 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 at the Building Permit stage. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs.
 - Capstan Way frontage: Install a new fire hydrant at the south west corner of 8511 Capstan Way, and connect to the existing 300mm diameter water main along Capstan Way
 - No. 3 Road frontage: No works are required
 - Sexsmith Road frontage:
 - i) Remove approximately 50m of the existing 150mm diameter AC watermain along Sexsmith Road from Sea Island Way to the frontage of 3208 Carscallen Rd.
 - ii) Install approximately 28 meters of new 300mm watermain as replacement, complete with a blow-off at the dead end, and connect the new watermain to the existing system along Sexsmith Rd.
 - iii) The existing fire hydrant at the frontage of 3160 Sexsmith Rd. shall be relocated towards the north end of the new watermain.
 - iv) Install a water service connection off of the north end of the new water main along 3131 Sexsmith Road, complete with water meters, which shall be part of the on-site Mechanical Works design.

- Proposed Road Dedication (Hazelbridge Way) frontage:
 - i) Install approximately 150 meters of 300mm diameter watermain along the proposed road dedication (Hazelbridge Way). The new watermain shall be tied-in to the existing watermain at the intersection of Carscallen Road and Hazelbridge Way on the north end, and along Capstan Way on the south end.
 - ii) Install fire hydrants, spaced as per city standard, along the proposed development's frontage along the new Hazelbridge Way.
 - iii) Install water service connections off of the water main along the new Hazelbridge Way, complete with water meters. Two water service connections will be required to service the development on the east and west side of the 8511 Capstan Way property. The meters shall be part of the on-site Mechanical works design.
- c) At the Developer's cost, the Developer is required to:
 - Cut and cap at main all existing water service connections.
 - Complete all tie-ins of proposed water works to the existing city water mains.

24.1.2. **Storm Sewer Works:**

- a) At the Developer's cost, the Developer is required to:
 - Capstan Way frontage:
 - i) Remove the following existing storm sewer segments along the Capstan Way frontage:
 - 375mm storm sewer from STMH5892 to STMH5893
 - 450mm storm sewer from STMH5893 to STMH5902
 - 375 storm sewer from STMH5902 to STMH131063
 - 600mm storm sewer from STMH131063 to STMH131065
 - ii) Install as replacement approximately 200 meters of new 600mm or OCP size storm sewers (complete with new manholes as per City standards) along the Capstan Way frontage. Tie-ins shall be to the new storm sewer at No 3 Road and to a new manhole to replace STMH131065 located in front of the existing pump station.
 - iii) To address downstream capacity issues indicated on the City's model results, upgrade the existing 525mm storm sewer between STMH5893 to STMH5903 (located along Hazelbridge Way, just south of Capstan Way). Approximately 92 meters shall be upgraded to a minimum of 750mm diameter pipe or OCP size from STMH5893 TO STMH5903. Appropriate sized manholes are required, spaced as per City standard.
 - No. 3 Road frontage: Upgrade the existing storm sewer from STMH9440 to STMH9445 (approximately 137m) to min. 600 mm diameter or OCP size at the No. 3 Rd frontage. New manholes shall be required as per City standards.
 - Sexsmith Road frontage:
 - i) Remove approximately 38 meters of the existing storm sewer from STMH133737 to STMH100479 along the east side of Sexsmith Road.
 - ii) Remove the existing storm sewer from STMH100479 to STMH10033 along the west side of Sexsmith Road (approximately 35 meters).
 - iii) Install as replacement approximately 35 meters of 900mm storm sewer in the middle of Sexsmith Road from STMH133737 to the North (toward Sea Island Way). Tie-ins shall be to the existing manholes STMH10033 on the northwest end, STMH100479 on the northeast end, and STMH133737 on the south end for the new storm sewer.
 - iv) Appropriate sized manholes are required for the new storm sewer, spaced as per City standard.

- Proposed Road Dedications (Hazelbridge) frontage:
 - i) Construct approximately 150 meters of storm sewers to the greater of a) 600mm and b) OCP size, complete with new manholes spaced as per City standard, along the new Hazelbridge Way. Tie-ins shall be to the existing storm sewer along Carscallen Road on the north end and the new storm sewer along Capstan Way on the south end.
 - ii) Install new storm service connections for the east and west end of the 8511 Capstan way property, complete with Inspection Chambers off of the new storm sewer along Hazelbridge Way to service the proposed developments.
 - Sea Island Way frontage:
 - i) The required frontage improvements along Sea Island Way will impact the existing drainage in the area. It is the developer's responsibility to determine the alterations and construct the drainage upgrades required to accommodate the road improvements and to coordinate with MOTI.
- b) At the Developer's cost, the City will:
- Cut and cap at main all existing storm service connections.
 - Remove all existing inspection chambers and storm service leads and dispose offsite.
 - Complete all tie-ins, cutting, and capping of all proposed works to the existing city infrastructure.

24.1.3. ***Sanitary Sewer Works:***

- a) At the Developer's cost, the Developer is required to:
- Capstan Way frontage:
 - i) Install approximately 30m of new sanitary sewer along the proposed Hazelbridge Way complete with a manhole at the north end. Pipe sizing shall be determined via the servicing agreement process.
 - ii) Install two new sanitary service connections and ICs off of the manhole at the north end of the proposed sanitary main along Hazelbridge Way.
 - Sexsmith Road frontage:
 - i) Install approximately 40 meters of 375mm sanitary sewer from the existing manhole SMH56963 toward the north property line of 3131 Sexsmith Road, complete with manholes spaced as per City standard. The new sanitary sewer shall be tied-in to the existing sanitary sewer at the intersection of Patterson Road and Sexsmith Road.
 - ii) Install a sanitary service connection for the 3131 Sexsmith Road property, complete with an Inspection Chamber, off of the manhole of the new 375 mm diameter sanitary line placed along Sexsmith Road.
- b) At the Developer's cost, the City will:
- Cut and cap at main all existing sanitary service connections to the proposed site.
 - Remove all existing inspection chambers and sanitary leads connected to the proposed site and dispose offsite.
 - Complete all proposed sanitary sewer service connections and tie-ins.

24.1.4. ***Frontage Improvements:***

- a) At the Developer's cost, the Developer is required to:
- Provide other frontage improvements as per the city's Transportation Department requirements. Improvements shall be built to the ultimate condition wherever possible.
 - Extend the existing walkway as per the City's Planning Department requirements along the east property line of 8511 Capstan Way towards the west and provide a right of way. Dimensions of the right of way will be finalized later on during the servicing agreement process.
 - Provide a statutory right of way (SRW) as per the City's Planning Department requirements along the north property line of 3131 Sexsmith Road for the Sea Island

Greenway and Neighborhood Park Trail. Dimensions of the right of way will be finalized later on during the servicing agreement process.

- Coordinate with BC Hydro regarding the existing junction box along Capstan Way (located south west of the east lot) that is currently at an elevation higher than the sidewalk and curb and gutter. The Developer is required to lower the junction box, at developer's cost, to match the elevations of the new sidewalk, boulevard, curb and gutter and roadway that will be built via the Servicing Agreement. The lowering of the junction box shall be included in the "Rezoning SA" (i.e., the SA described in section 23.1.1.1 above).
- b) Provide street lighting along:
- No. 3 Road: East Side of the street –
 - i) Pole colour: Grey
 - ii) Roadway lighting at the back of curb: N/A
 - iii) Pedestrian Lighting: Type 8 (LED), including 2 pedestrian luminaires, duplex receptacles, banner arms, flower basket holders and irrigation.
 - Sea Island Way: South Side of the street –
 - i) Pole colour: Grey
 - ii) Roadway lighting at the back of curb: As determined to the satisfaction of MOTI
 - iii) Pedestrian Lighting (to be installed between the sidewalk and bike path): Type 8 (LED), including 2 pedestrian luminaires (perpendicular to the direction of travel), BUT excluding duplex receptacles, banner arms, flower basket holders and irrigation.
 - Sexsmith Road: West Side of the street –
 - i) Pole colour: Grey
 - ii) Roadway lighting at the back of curb: Type 7 (LED), including 1 street luminaire and duplex receptacles BUT excluding pedestrian luminaires, banner arms, flower basket holders and irrigation.
 - iii) Pedestrian Lighting (to be installed between the sidewalk and bike path): Type 8 (LED), including 2 pedestrian luminaires (perpendicular to the direction of travel), BUT excluding duplex receptacles, banner arms, flower basket holders and irrigation.
 - Hazelbridge Way: Both side of the street –
 - i) Pole colour: Grey
 - ii) Roadway lighting at the back of curb: Type 7 (LED), including 1 street luminaire and duplex receptacles BUT excluding pedestrian luminaires, banner arms, flower basket holders and irrigation.
 - iii) Pedestrian lighting: N/A
- c) Provide additional lighting along:
- Mid-Block Walkway SRW (east side of the East Lot): Lighting specifications shall be as per adjacent landscaped trail built under SA12-607280.
- d) Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered on title prior to SA design approval:
- BC Hydro Vista - Confirm SRW dimensions with BC Hydro
 - BC Hydro PMT – Approximately 4mW X 5m (deep) – Confirm SRW dimensions with BC Hydro

- BC Hydro LPT – Approximately 3.5mW X 3.5m (deep) – Confirm SRW dimensions with BC Hydro
 - Street light kiosk – Approximately 2mW X 1.5m (deep)
 - Traffic signal controller cabinet – Approximately 3.2mW X 1.8m (deep)
 - Traffic signal UPS cabinet – Approximately 1.8mW X 2.2m (deep)
 - Shaw cable kiosk – Approximately 1mW X 1m (deep) – show possible location in functional plan. Confirm SRW dimensions with Shaw
 - Telus FDH cabinet - Approximately 1.1mW X 1m (deep) – show possible location in functional plan. Confirm SRW dimensions with Telus
- e) Coordinate with Pro Trans BC, prior to start of site densification and pre-load works (if required) to address any impact on the existing Canada Line guiderail and columns along the No. 3 Rd frontage. A geotechnical assessment on the impact of the site densification and pre-load to the existing Canada line guiderail and columns may be required.

24.1.5. **General Items:** The Developer is required to:

- a) 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.
- b) Pre and post construction elevation surveys of adjacent roads and pump station, underground utilities (e.g. manhole rims, manhole inverts, service boxes, etc.) and property lines to determine settlement amounts.
- c) Provide, prior to start of site preparation works, a geotechnical assessment of pre-load, soil densification, foundation excavation and dewatering impacts on the existing sanitary sewer, storm sewer, and pump station along Capstan Way, and provide mitigation recommendations. The mitigation recommendations if necessary shall be constructed and operational, at developer's costs, prior to start of soil densification, pre-load and/or foundation excavation.
- d) Video inspections of adjacent sewer mains along Capstan Way and Sexsmith Road to confirm its condition are required prior to start of soil densification and pre-load and after pre-load removal to check for damages. At their cost, the developer is responsible for rectifying construction damage.
- e) Provide Private utility companies rights-of-ways to accommodate their equipment (i.e. above ground private utility kiosks, vista, transformers, etc. shall be designed to minimize the impacts on public space); the developer is required contact the private utility companies to learn of their requirements.
- f) Pre-duct for future hydro, telephone and cable utilities along all property frontages (Hazelbridge Way, Capstan Way, No. 3 Road, and Sexsmith Road).
- g) Coordinate the servicing agreement design and offsite construction works with MOTI, Pro Trans BC and Metro Vancouver due to the proximity of works to the Canada Line overhead railway/columns on No 3 Rd and the Metro Vancouver trunk sewers at No 3 Rd and Sea Island Way.

- 24.2. Transportation Servicing Agreement* Requirements: The developer shall be responsible for the design and construction of the frontage improvements, to the satisfaction of the City, subject to the review and approval of the detailed SA* designs, which shall include, but may not be limited to, the following. Final MOTI approval is required prior to rezoning adoption.

The following cross-sections are intended to be “typical”. The approved design may be required to vary from the “typical” conditions to address site-specific conditions and/or requirements, as determined to the sole satisfaction of the City through the SA design/approval processes.

NOTE: In addition to the following, landscape features are required to the satisfaction of the City, as determined via the SA* and Development Permit* review and approval processes. Landscape improvements may include, but shall not be limited to, street trees, landscaped boulevards, hard- and soft-scape features, street furnishings, decorative paving (e.g., split face stone sets in buffer strips), and innovative storm management features. Measures that enhance the viability of City street trees are encouraged (e.g., continuous soil trenches, silva cell system, etc.), taking into account necessary coordination with City/private utilities and other infrastructure, as determined to the City’s satisfaction.

- 24.2.1. **Hazelbridge Way**: The developer is responsible for the design and construction of the following cross-section between Carscallen Road and Capstan Way, to the satisfaction of the City (described from east to west):

- a) Min. 2.0 m wide concrete sidewalk;
- b) 1.5 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre streetlights, benches and furnishings, pedestrian crossings and decorative paving, and innovative storm water management measures aimed at improving the quality of run-off and reducing the volume of run-off entering the storm sewer system;
- c) 0.15 m wide curb;
- d) 13.0 m wide vehicular driving/parking roadway, including a raised centre median with a 1.2 m wide planting bed accommodating street trees @ 6.0 m on centre or as otherwise directed by the City, and some combination of groundcover and decorative planting;
- e) 0.15 m wide curb;
- f) 1.5 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre streetlights, benches and furnishings, pedestrian crossings and decorative paving, and innovative storm water management measures aimed at improving the quality of run-off and reducing the volume of run-off entering the storm sewer system; and
- g) Min. 2.0 m wide concrete sidewalk.

NOTE: Traffic calming measures shall be implemented at the Hazelbridge Way / Carscallen Road intersection including, but not limited to, raising of the intersection, provision of curb extensions on all corners, decorative surface treatment, etc.

- 24.2.2. **Capstan Way**: The developer is responsible for the design and construction of the following Interim Cross-Section, to the satisfaction of the City, taking into consideration the following Ultimate Cross-Section in the design and construction of those road works. The developer is required to design and construct improvements across the subject site’s entire Capstan frontage and a transition between those improvements and the existing condition west of the subject site (at a minimum 20:1 taper rate), to the satisfaction of the City.

- a) Interim Cross-Section: The developer is responsible for the design and construction of the following (described from south to north):
 - Existing curb on the south side of the street to be maintained;
 - 2.5 m wide eastbound parking lane;

- 3.3 m wide eastbound vehicle travel lane;
- 3.3 m wide left-turn lane / landscaped median;
- 3.3 m wide westbound vehicle travel lane;
- 2.5 m wide westbound parking lane;
- 0.15 m wide curb;
- 2.5 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre street lights, benches and furnishings, pedestrian crossings, and innovative storm water management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system;
- 2.5 m wide bike path (asphalt with +/-0.2 m wide concrete bands along each edge);
- 0.5 m wide buffer strip, incorporating decorative paving (e.g., split face stone sets), pedestrian lighting, decorative planting, and furnishings; and
- 2.5 m wide saw-cut concrete sidewalk.

b) Ultimate Cross-Section: The developer is required to take into consideration the following ultimate cross-section in the design and construction of required road works (described from north to south):

- The curb on the north side (established as noted above);
- 6.6 m (2 lanes @ 3.3 m) wide westbound vehicle travel lanes;
- 3.3 m wide left-turn lane / landscaped median;
- 6.6 m (2 lanes @ 3.3 m) wide eastbound vehicle travel lanes;
- 0.15 m wide curb;
- 2.5 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre street lights, benches and furnishings, pedestrian crossings, and innovative storm water management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system;
- 2.5 m wide bike path (asphalt with +/-0.15 m wide concrete bands along each edge);
- 0.5 m wide buffer strip, incorporating decorative paving (e.g., split-face stone sets), pedestrian lighting, decorative planting, and furnishings; and
- 2.5 m wide saw-cut concrete sidewalk.

24.2.3. ***Sexsmith Road:*** The developer is responsible for the design and construction of the following Interim Cross-Section, to the satisfaction of the City, taking into consideration the following Ultimate Cross-Section in the design and construction of those road works. The developer is required to design and construct improvements across the subject site's entire Sexsmith Road frontage and a transition between those improvements and the existing condition north of the subject site (at a minimum 20:1 taper rate), to the satisfaction of the City.

a) Interim Cross-Section: From west to east:

- 2.0 m wide concrete sidewalk;
- 0.6 m wide buffer strip, incorporating decorative paving (e.g., split-face stone sets), pedestrian lighting, decorative planting, and furnishings;
- 2.0 m wide bike path (asphalt with +/-0.15 m wide concrete bands along each edge);
- 1.5 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre street lights, benches and furnishings, pedestrian crossings, and innovative storm water management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system;
- 0.15 m wide curb;
- 2.5 m wide southbound parking lane;
- 3.3 m wide southbound vehicle travel lane;
- 3.3 m wide left-turn lane / landscaped median;
- 3.3 m wide northbound vehicle travel lane; and

- minimum 1.0 m wide shoulder.
- b) Ultimate Cross-Section: From the 3.3 m wide northbound vehicle travel lane to the east:
 - 2.5 m wide northbound parking lane;
 - 0.15 m wide curb;
 - 1.5 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre street lights, benches and furnishings, pedestrian crossings, and innovative storm water management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system;
 - 2.0 m wide bike path (asphalt with +/-0.15 m wide concrete bands along each edge);
 - 0.6 m wide buffer strip, incorporating decorative paving (e.g., split-face stone sets), pedestrian lighting, decorative planting, and furnishings; and
 - 2.0 m wide concrete sidewalk.

24.2.4. **No 3 Road:** The developer is responsible for the design and construction of the following cross-section along the entire development frontage to Sea Island Way, to the satisfaction of the City (from west to east):

- a) Maintain existing northbound traffic lanes (and any other road widening required by MOTI and/or deemed necessary per TIA);
- b) 0.15m wide barrier curb;
- c) 0.25m wide buffer strip, incorporating decorative paving (e.g., split face stone sets);
- d) 2.0 m wide bike path (asphalt with +/-0.15 m wide concrete bands along each edge);
- e) 1.5m wide landscaped boulevard*, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, City Centre streetlights, benches and furnishings;
- f) Min. 3.0 m wide sidewalk, which shall be:
 - @ subject development and entire Neighbourhood Park frontage: Some combination of concrete and decorative paving, as determined to the City's satisfaction; and
 - @ north of the Neighbourhood Park: Temporary asphalt (unless permanent frontage improvements are installed by others in advance of the City requiring completion of the proposed temporary sidewalk by the subject developer); and
- g) Additional landscaping, as determined to the City's satisfaction, to tie the required frontage works into adjacent park and related improvements.

24.2.5. **Sea Island Way:** The developer is responsible for accommodating MOTI requirements and designing/constructing frontage works with greenway improvements within the road right-of-way. Behind the curb (from north to south), improvements shall include:

- a) 3.0 m wide landscaped boulevard, incorporating street trees @ 6.0 m on centre or as otherwise directed by the City, some combination of groundcover and decorative planting, streetlights, and innovative storm water management measures aimed at improving the quality of run-off and reduce the volume of run-off entering the storm sewer system;
- b) 2.0 m wide bike path (i.e. asphalt with a 0.15 m wide concrete band along both sides);
- c) 0.6 m wide buffer strip, incorporating decorative paving (i.e. split-face stone sets), pedestrian lighting, decorative planting, and furnishings;
- d) 2.0 m wide concrete sidewalk; and
- e) Some combination of groundcover, decorative planting, trees, and landscape features, to the satisfaction of the City, as determined via an approved Development Permit*.

24.2.6. **Traffic Signals:** The design and construction of the following improvements, together with any additional improvements that may be necessary, subject to the outcome of the final approved Traffic Impact Analysis (TIA), as determined at the sole discretion of the City. As a minimum, provide a new traffic signal at Hazelbridge/Capstan Way Intersection and upgrade of the existing traffic signal at No 3 Road/Capstan Way Intersection to accommodate the identified road widening. Works to include, but not limited to, the following:

- a) Signal poles, controller, bases, and hardware;
- b) Pole bases, street light luminaires, and fittings (to match City Centre/Capstan Village standards);
- c) Detection conduits (i.e. electrical and communication) and signal indications, and communications cable, electrical wiring, and service conductors; and
- d) Accessible Pedestrian Signals (APS) and illuminated street name sign(s).

24.3. **Parks Servicing Agreement* Requirements:** The developer shall be responsible for the design and construction, at the developer's sole cost, of the network of park and public open space improvements for which design/construction shall be subject to "*Parks SA Requirements*" (generally indicated in the attached Parks Concept Plan/ **Schedule F** and Parks and Public Open Space Key Plan /**Schedule D**), as determined to the City's satisfaction.

For clarity, the "*Parks SA Requirements*" shall NOT include the "Mid-Block Walkway SRW", "Arts Space Walkway SRW", or "Sea Island Greenway SRW", the design/construction of which public open spaces shall be subject to the Development Permit (DP)* approvals and DP landscape Letters of Credit required with respect to the development of the applicable lots.

24.3.1. Park and public open space improvements subject to "*Parks SA Requirements*", as determined to the City's satisfaction, shall include the:

- a) "*Neighbourhood Park Expansion*" improvements, which shall be limited to City-approved park improvements to the 1,335.5 m² (0.33 ac) area to be transferred to the City as fee simple, at the developer's sole cost, to satisfy CCAP park requirements, including:
 - 1,194.0 m² (0.30 ac) along the north side of 3311 Carscallen Road; and
 - 141.5 m² (0.03 ac) along the south side of 3311 Carscallen Road;
- b) "*Guideway Park*", which shall be limited to City-approved park improvements to an irregular strip of land across the entirety of the No. 3 Road frontages of 3280 and 3360 No. 3 Road and 8511 Capstan Way Lands to be transferred to the City, at the developer's sole cost, as fee simple and having a combined total area of at least 746.7 m² (0.19 ac);
- c) "*Transit Plaza SRW*", which shall be limited to City-approved park improvements to a 10 m (3.28 ft.) wide strip of land, measuring at least 610.0 m² (0.15 ac) in size, along the lot's west property line where it abuts the Canada Line guideway (but not at the proposed station), together with areas and/or features required with respect to City-approved modifications to the "*Transit Plaza SRW*" agreement to accommodate station integration, as determined to the City's satisfaction; and
- d) Existing park upgrades, which shall be limited to City-approved park improvements to existing City-owned park lands (i.e. NOT park land transferred to the City through the subject rezoning) that are unimproved or have not been improved to ultimate park standards (by others), as determined at the sole discretion of the City.

24.3.2. At the time of writing these Rezoning Considerations, the scope of park works required to be subject to "*Parks SA Requirements*" cannot be confirmed, as insufficient information is available regarding TransLink's intended station design and potential station integration strategy.

The scope of required works, together with necessary City approvals, shall be addressed through the developer's first Servicing Agreement * (i.e. "Rezoning SA"), the Development Permit*

application for Lot 1 (East Lot) and Lot 2 (West Lot), and related City processes and Council approvals, as determined to the satisfaction of the City.

- 24.3.3. Street frontages are outside the scope of the park improvements and, therefore, are described under this document's Transportation SA* Requirements.

NOTE: Street frontages must be designed and constructed in coordination with the park and public open space improvements and, as determined to the satisfaction of the City, elements identified along those frontages under the Transportation SA* Requirements may be varied via the SA* detailed design processes to better achieve the inter-related objectives of the City's parks, transportation, engineering, and related interests.

- 24.3.4. Prior to rezoning adoption, the developer is required to enter into a Servicing Agreement for the design and construction of the first phase of park and public open space improvements, as provided for under the "Phasing Agreement".

- 24.3.5. "Parks SA Requirements" (design/construction) for which Development Cost Charge (DCC) credits may apply shall be limited to permanent/ultimate park improvements as follows, as determined to the City's satisfaction:

- a) "Neighbourhood Park Expansion" improvements, which shall be limited to City-approved park improvements to the 1,335.5 m² (0.33 ac) area to be transferred to the City as fee simple, at the developer's sole cost, to satisfy CCAP park requirements, including:
 - 1,194.0 m² (0.30 ac) along the north side of 3311 Carscallen Road; and
 - 141.5 m² (0.03 ac) along the south side of 3311 Carscallen Road; and
- b) Existing park upgrades, which shall be limited to City-approved park improvements to existing City-owned park lands (i.e. NOT park land transferred to the City through the subject rezoning) that are unimproved or have not been improved to ultimate park standards (by others), as determined at the sole discretion of the City.

For clarity, design/construction of park improvements undertaken by the developer on lands secured for park/public open space (as fee simple or SRW) with respect to the Capstan Station Bonus and/or on land for which the developer is otherwise permitted to calculate density shall NOT be eligible for Development Cost Charge (DCC) credits. Likewise, temporary improvements (regardless of their location) and improvements on lands not owned by the City shall NOT be eligible for Development Cost Charge (DCC) credits.

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

1. Legal Agreements: Satisfy the terms of legal agreements registered on title prior to rezoning adoption (RZ 17-769242) with respect to the subject Development Permit* for Lot 1 (East Lot) and Lot 2 (West Lot).
2. Additional Requirements: Discharge and registration of additional right-of-way(s) and/or legal agreements, as determined to the satisfaction of the Director of Development, Director of Transportation, Director of Engineering, Manager of Real Estate Services, Manager of Community Social Services, and Senior Manager of Parks.

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

1. Legal Agreements: Satisfy the terms of legal agreements registered on title prior to rezoning adoption (RZ 17-769242) and Development Permit* issuance with respect to Lot 1 (East Lot) and Lot 2 (West Lot).

NOTE: The developer is NOT required to pay funds towards the Capstan Station Reserve prior to Building Permit* issuance for any part of the subject development. The developer's contribution towards the Capstan Station Reserve with respect to the Capstan Station density bonus provisions in the Richmond Zoning Bylaw and ZMU25 zone shall be fully satisfied prior to rezoning adoption (RZ 17-769242).

2. Construction Traffic Management Plan: Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. Accessibility: Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. Construction Hoarding: Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

NOTE:

- Items marked with an asterisk (*) require a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

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

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

SIGNED COPY ON FILE

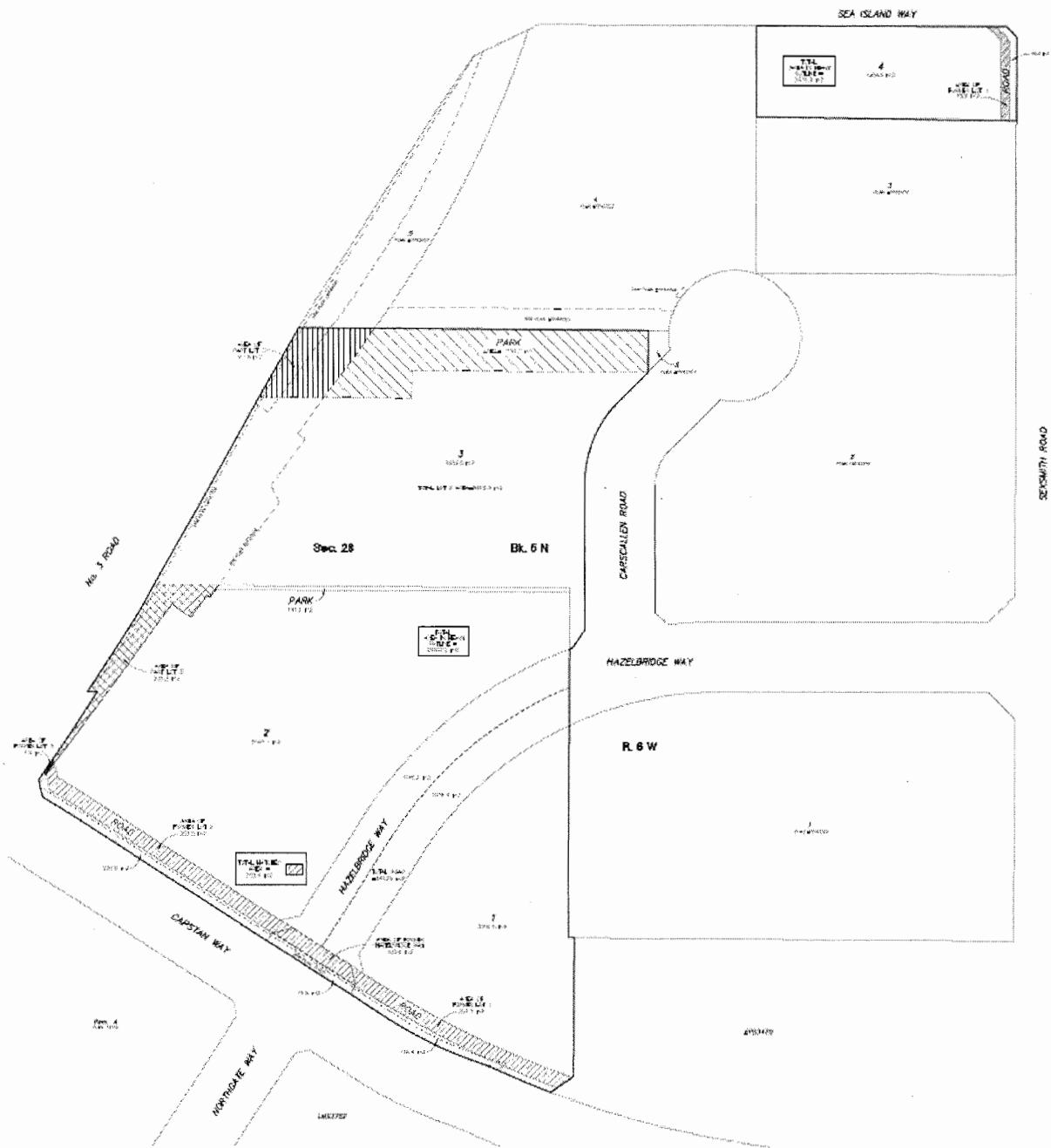
Signed _____

Date _____

SCHEDULE A Preliminary Subdivision Plan

SKETCH PLAN OF DEDICATIONS ON LOTS 1, 2, 3, 4
SECTION 28 BLOCK 5 NORTH RANGE 8 WEST
NEW WESTMINSTER DISTRICT

ROAD KEY
SCALE 1" = 400' (VERTICAL 2" = 40')
THE DISTRICT ENGINEER HAS REVIEWED THIS PLAN AND
FINDS IT TO BE IN ACCORDANCE WITH THE
REQUIREMENTS OF THE ROAD ACT AND THE
LAND ACT AND HAS THEREFORE ISSUED THIS
CERTIFICATE OF REVIEW.



DECEMBER 15, 2017

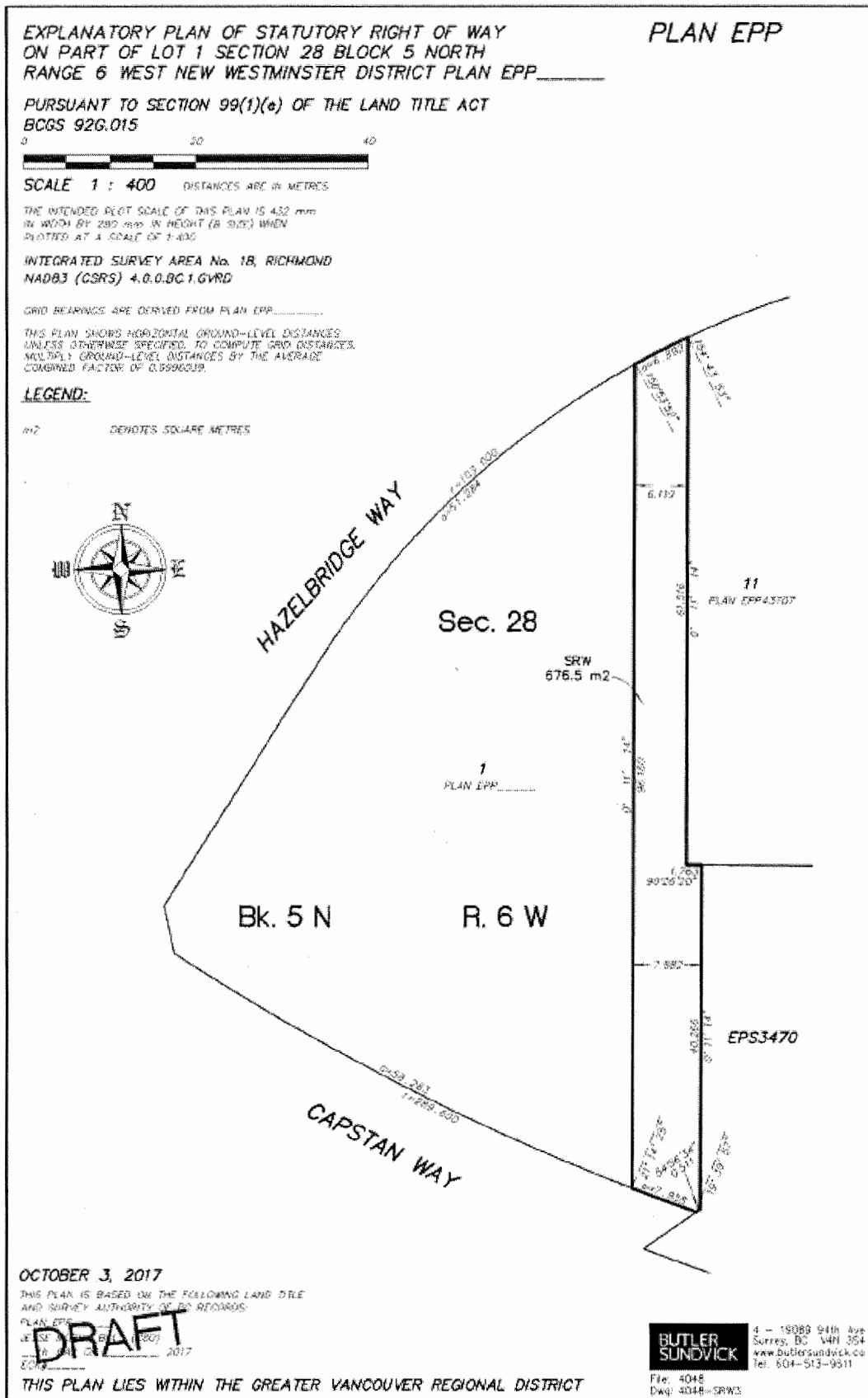
DRAFT

THIS PLAN IS NOT VALID UNLESS THE DISTRICT ENGINEER HAS REVIEWED IT.

THE DISTRICT ENGINEER HAS REVIEWED THIS PLAN AND
FINDS IT TO BE IN ACCORDANCE WITH THE
REQUIREMENTS OF THE ROAD ACT AND THE
LAND ACT AND HAS THEREFORE ISSUED THIS
CERTIFICATE OF REVIEW.

SCHEDULE B
Preliminary Statutory Right-of-Way Plans

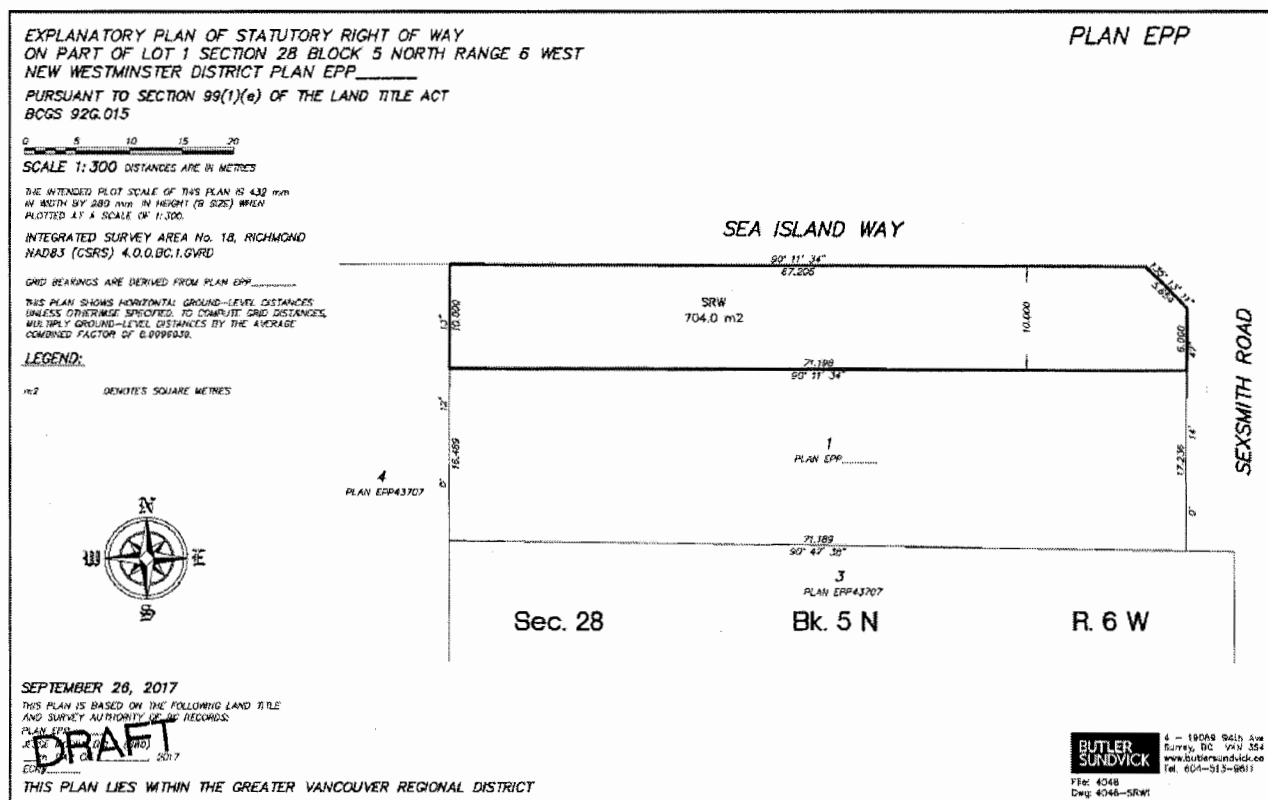
Mid-Block Trail @ Lot 1 (East Lot) (676.5 m²)



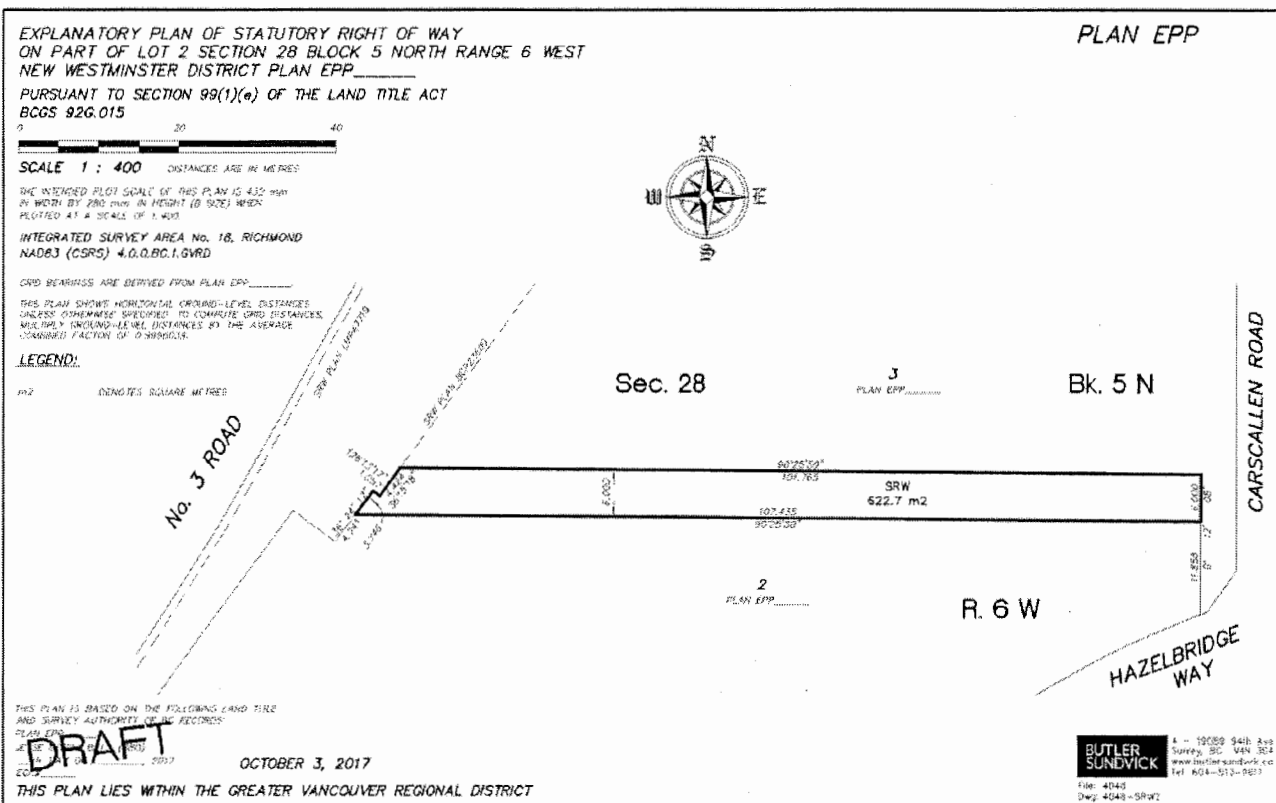
PLN - 194

Initial: _____

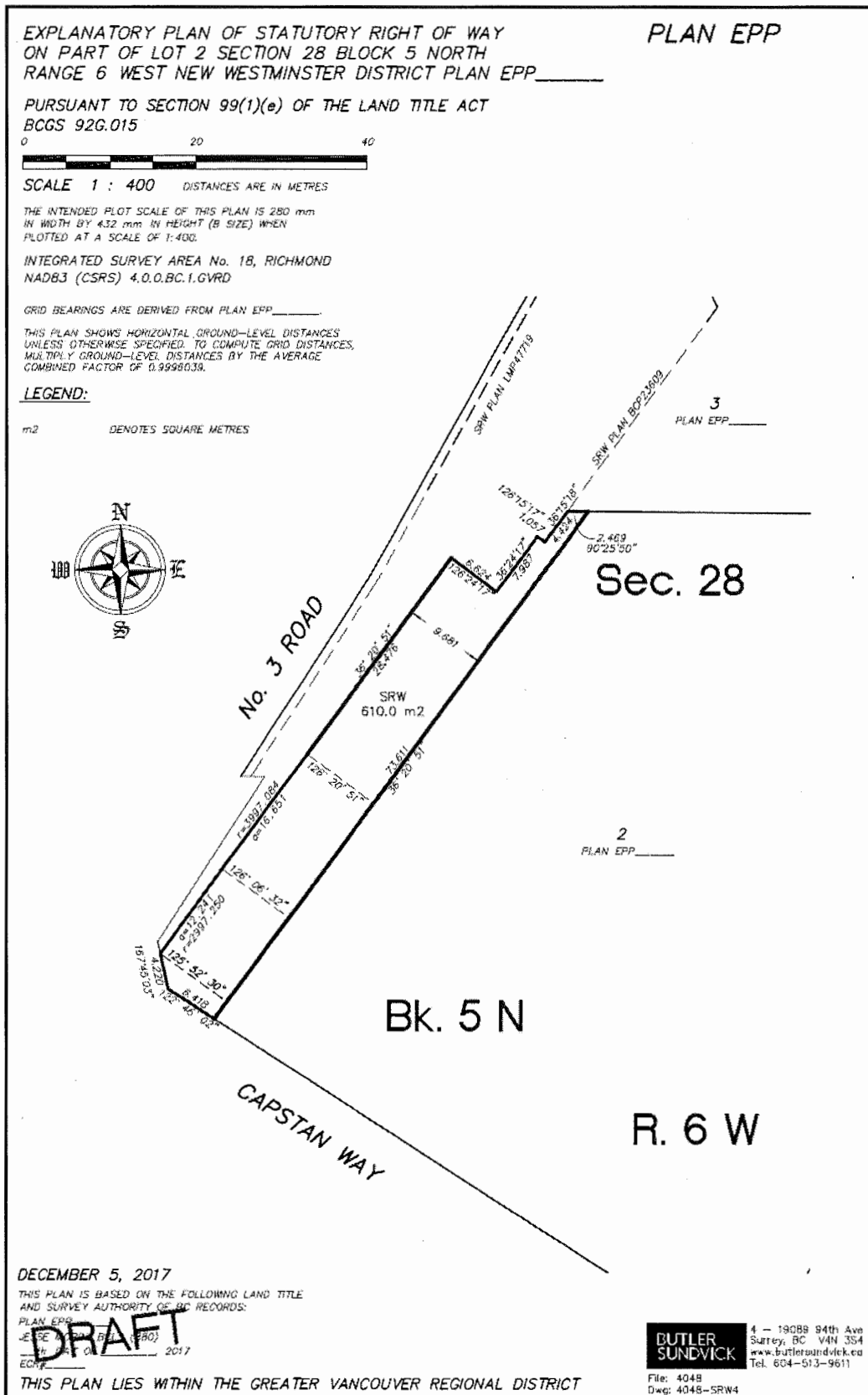
Sea Island Greenway SRW @ 3131 Sexsmith Road (704.0 m²)



Art Space Walkway SRW @ Lot 2 (West Lot) (622.7 m²)



Transit Plaza SRW @ Lot 2 (West Lot) (610.0 m²)



PLN - 196

RZ 17-769242

Village Centre Bonus Arts Space

Terms of Reference

Prepared November 27, 2017

A. Intent

The developer shall provide, in perpetuity, an affordable, Arts Space for operation by eligible non-profit art organizations (as defined herein), constructed to a turnkey level of finish at the sole cost of the developer, to the satisfaction of the City.

The design and operation of the Arts Space shall help to enrich the vitality and animation of Capstan Village and adjacent City park space, foster growth of the CCAP's designated Richmond Arts District, and enhance the amenity of the local area and the City Centre through synergy with the nearby (approved) community centre, Early Childhood Development (ECD) Hub, and Capstan Canada Line Station development.

The Arts Space shall include:

- a single, contiguous commercial unit comprising at least 1,193.8 m² (12,850.0 ft²) of gross leasable indoor space on the north side of the Lot 2 (West Lot) building in the form of ground floor, store-front, universally accessible space with direct public pedestrian access to/from the Art Space Walkway SRW (along the north side of the lot), the adjacent City-owned park, and proposed Capstan Canada Line Station and transit plaza;
- shared use of the publicly-accessible Art Space Walkway SRW area for art display, informal / formal gatherings, and related activities;
- at least 41 vehicle parking spaces, as specified in the ZMU25 zone, which shall include some combination of public drop-off/pick-up spaces, public short-term spaces (i.e. hourly), and/or assigned spaces (for the exclusive use of the Arts Space tenant), as determined to the satisfaction of the City through an approved Development Permit*; and
- Class 1 (secured) and Class 2 (unsecured) bicycle storage, electric vehicle (EV) charging equipment, loading, and waste management facilities (i.e. in compliance with the Rezoning Considerations, the OCP, the Zoning Bylaw, and related City policies, as applicable) for the shared and/or exclusive use of the Arts Space tenant, together with required pedestrian and vehicular access/circulation, as determined to the satisfaction of the City through an approved Development Permit*.

B. Arts Space Uses:

- a) Permitted uses, on a 24/7 basis, by or on behalf of the tenant, shall include for indoor recreation, library and exhibit, spectator entertainment, studio, cultural and educational uses, and/or related uses, which may include, among other things:
 - i. dance, theatre, music, visual, applied, and/or media arts;
 - ii. art production (except as specifically indicated below);
 - iii. art education;
 - iv. indoor display and wholesale / retail sale of arts produced on the premises;
 - v. temporary outdoor display within the Art Space Walkway SRW (i.e. the outdoor space designated for the shared use of the Arts Space tenant and the public) of arts produced on the premises; and
 - vi. related uses and activities (e.g., art openings and special events, shipping/receiving, indoor storage, public art).
- b) Prohibited uses, on a 24/7 basis, shall include:
 - i. residential activities;
 - ii. welding, glassblowing, and activities involving noxious or toxic fumes or vapors;
 - iii. noises that are not in reasonable compliance with the City's noise bylaw; and
 - iv. outdoor storage of materials or equipment.

C. Arts Space Tenant Eligibility: All eligible tenants must satisfy the following criteria:

- a) intend to utilize the Arts Space in compliance with the Village Centre Bonus Art Space Terms of Reference and related requirements; and
- b) satisfy the definition of a "non-profit organization", as determined to the satisfaction of the City.

D. Arts Space Rental Terms:

- a) The Arts Space shall be rented solely for dance, theatre, music, visual, applied, and/or media arts and related purposes, as generally described under "Arts Space Uses";
- b) Rental rates and terms shall be approved by the City with the aim of:
 - i. ensuring the Arts Space provides "affordable" space for eligible tenants, pre-qualified by the owner and approved by the Director, Arts, Culture and Heritage Services or his/her alternate; and
 - ii. supporting City objectives for:
 - enriching the vitality and animation of Capstan Village and adjacent City park space;
 - fostering growth of a dynamic "arts district"; and
 - enhancing the amenity of the local area and City Centre through synergy with the nearby (approved) community centre, Early Childhood Development (ECD) Hub, and Capstan Canada Line Station.
- c) The terms of the Rental Agreement(s) shall indicate that they apply in perpetuity and provide for the following, as determined to the City's satisfaction:
 - i. annual lease with open-ended term;
 - ii. maximum of one tenant may occupy the Arts Space at any one time;
 - iii. a reduction of 50% or greater in the Arts Space's net rent as compared to the net rental rate for comparable City Centre commercial space;
 - iv. mechanisms for determining the base rental rate at the time of occupancy and periodic updates (e.g., once every five years).

E. City Responsibility: The Director, Arts, Culture and Heritage Services or his/her alternate will be responsible for:

- a) defining and updating the Arts Space tenant eligibility criteria (e.g., financial requirements) on a periodic basis;
- b) setting Council-approved rental rates for the Arts Space and reviewing and updating the rates on a periodic basis (e.g., once every five years) as required to the City's satisfaction; and
- c) approving tenants from a list of applicants that are pre-qualified by the Developer/Owner based on City-approved Arts Space Tenant Eligibility criteria. Selection will be done via a selection panel or as otherwise determined to the sole satisfaction of the City, and will be based on, among other things, artistic merit, community-mindedness, potential synergy with the designated Richmond Arts District, nearby community uses and public open space, and the Canada Line, and the ability to contribute towards a lively, appealing public realm.

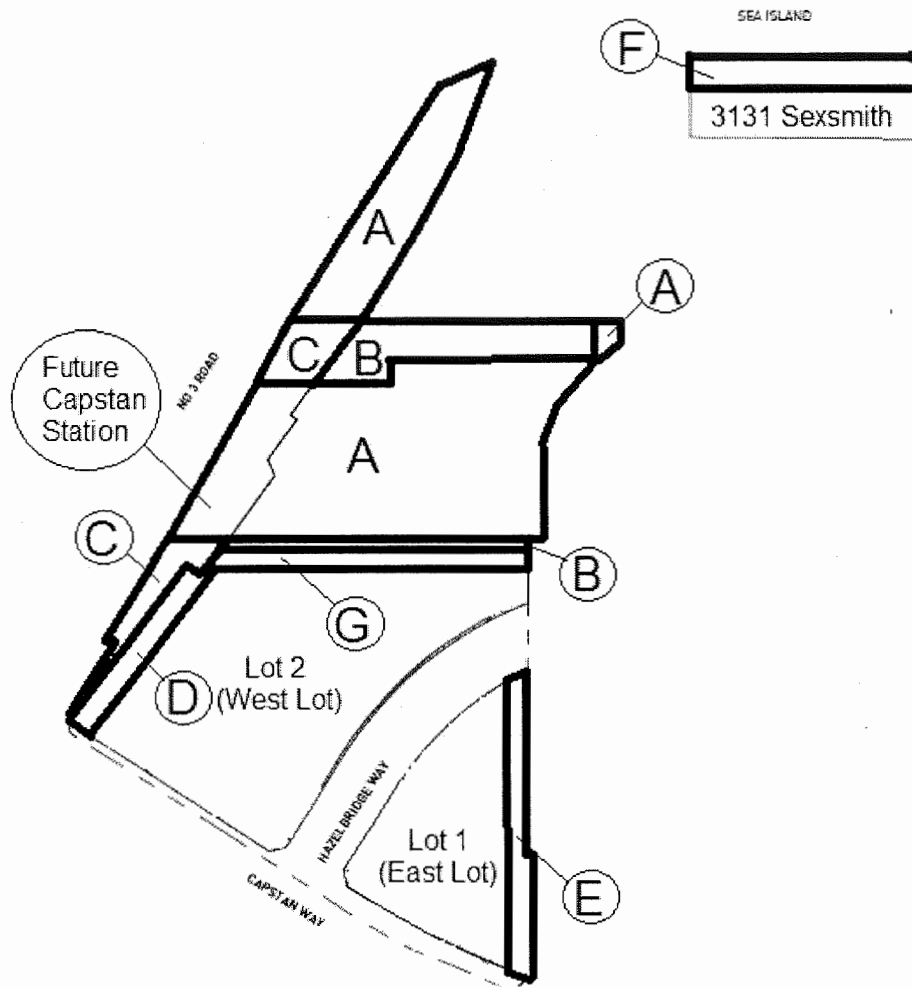
F. Developer/Owner Responsibility: The developer/owner will be responsible, at the sole cost of the developer/owner, for the following:

- a) designing and constructing the Arts Space and related uses / spaces to a turnkey level of finish, including tenant improvement for the initial tenant of the Arts Space, as determined to the satisfaction of the City;
- b) pre-qualifying potential tenants for review and selection by the City;
- c) renting the Arts Space to eligible, City-approved tenant(s); and
- d) building maintenance and repair, exclusive of tenant improvements.

G. Arts Space Tenure:

- a) Ownership: Developer (Concord Pacific); however, the Arts Space may be sold to an alternate owner, provided that the Arts Space is sold as a single unit and all rights (e.g., parking, waste facilities, access, rental terms) are transferred with the Arts Space, to the satisfaction of the City.
- b) Legal: Prior to adoption of the pending Rezoning Bylaw, legal agreements must be registered on title to secure the Arts Space (i.e. detailing the form, use, and location of the Arts Space and easement(s) and/or alternate agreements as required with respect to parking, shared use of loading and access, rents, tenant eligibility criteria, maintenance, and other considerations), together with "no development", "no build", and "no occupancy" covenants, an option to purchase (at a nominal charge), and other measures, all as determined to the satisfaction of the City.
- c) Parcel: Air Space Parcel (ASP)

Park & Public Open Space Key Plan



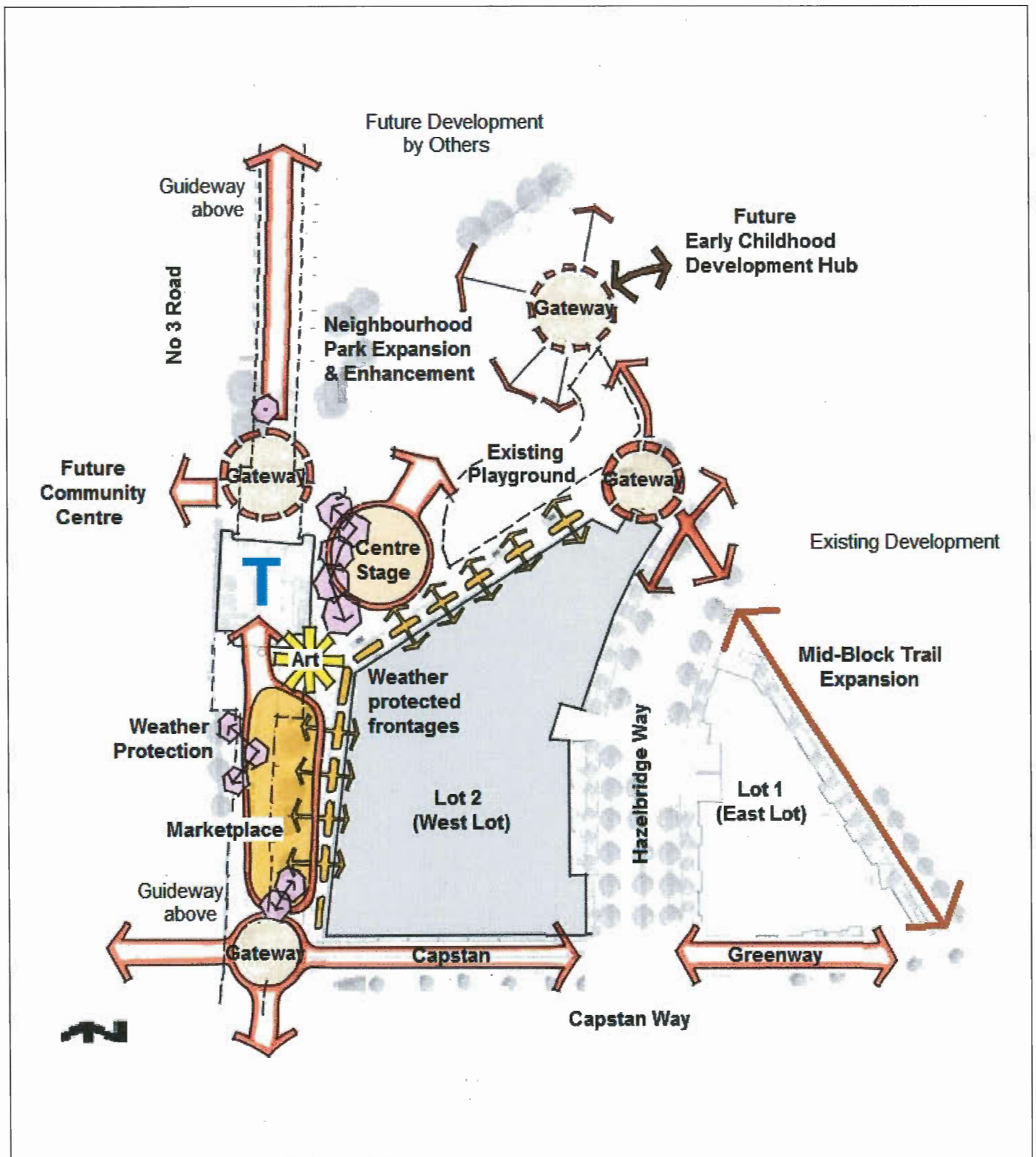
FEATURE		TENURE	DCC ELIGIBLE
A	Existing City-Owned Park (including 3311 Carscallen Rd)	Fee simple (3)	Enhancements only
B	Neighbourhood Park Expansion	Fee simple (2)	Land & construction
C	Guideway Park	Fee simple (2)	N/A
D	Transit Plaza SRW <i>NOTE: May be expanded for station integration.</i>	SRW (1)	N/A
E	Mid-Block Trail	SRW (1)	N/A
F	Sea Island Greenway SRW	SRW (1)	N/A
G	Art Space Walkway SRW	SRW (1)	N/A

NOTE: The "Parks SA Requirements" shall NOT include the "Mid-Block Walkway SRW", "Arts Space Walkway SRW", or "Sea Island Greenway SRW", the design/construction of which public open spaces shall be subject to Development Permit (DP)* approvals and DP landscape Letters of Credit OR one or more separate DP*-related SAs* and SA Letters of Credit, as determined to the City's satisfaction through the DP* review and approval processes.

Pinnacle Parks Plan (RZ 12-610011)



Preliminary Park & Public Open Space Concept Diagram (excluding 3131 Sexsmith Road)



Preliminary Park & Public Open Space Concept Highlights

- A. Marketplace:** A busy transit plaza at the station entrance, framed by pedestrian-oriented shop fronts and the Canada Line guideway, will be animated with vendors, buskers, food trucks, and seasonal events and activities.



- B. Centre Stage:** An informal amphitheatre-type performance space, at the crossroads between the station and neighbourhood park, will provide a place to stop for lunch or a coffee while enjoying a variety of formal/informal entertainment opportunities.



- C. Neighbourhood Park Expansion & Enhancement:** Expansion of the existing neighbourhood along its north and south sides, together with improvements within the existing park, will provide for increased green space, an east-west bike route linked to the station, seating, tree planting, and related features that will enhance its appeal to local residents, families with children, employees, and visitors.



- D. Gateways:** Landscape features will mark key arrivals points & add visual interest.



PLN - 202

Preliminary Park & Public Open Space Concept Highlights

- E. **Greenways:** A network of pathways and off-street bike paths along Capstan Way, Sexsmith Road, Sea Island Way, and No.3 Road will connect the neighbourhood to the station, future community centre, riverfront, and nearby elementary school.



- F. **Mid-Block Trail:** Expansion of the existing landscaped trail (currently under construction by others) along the east side of Lot 1 (East Lot) will provide for an enhanced public realm, together with a fenced dog park or alternate amenity, to the City's satisfaction.

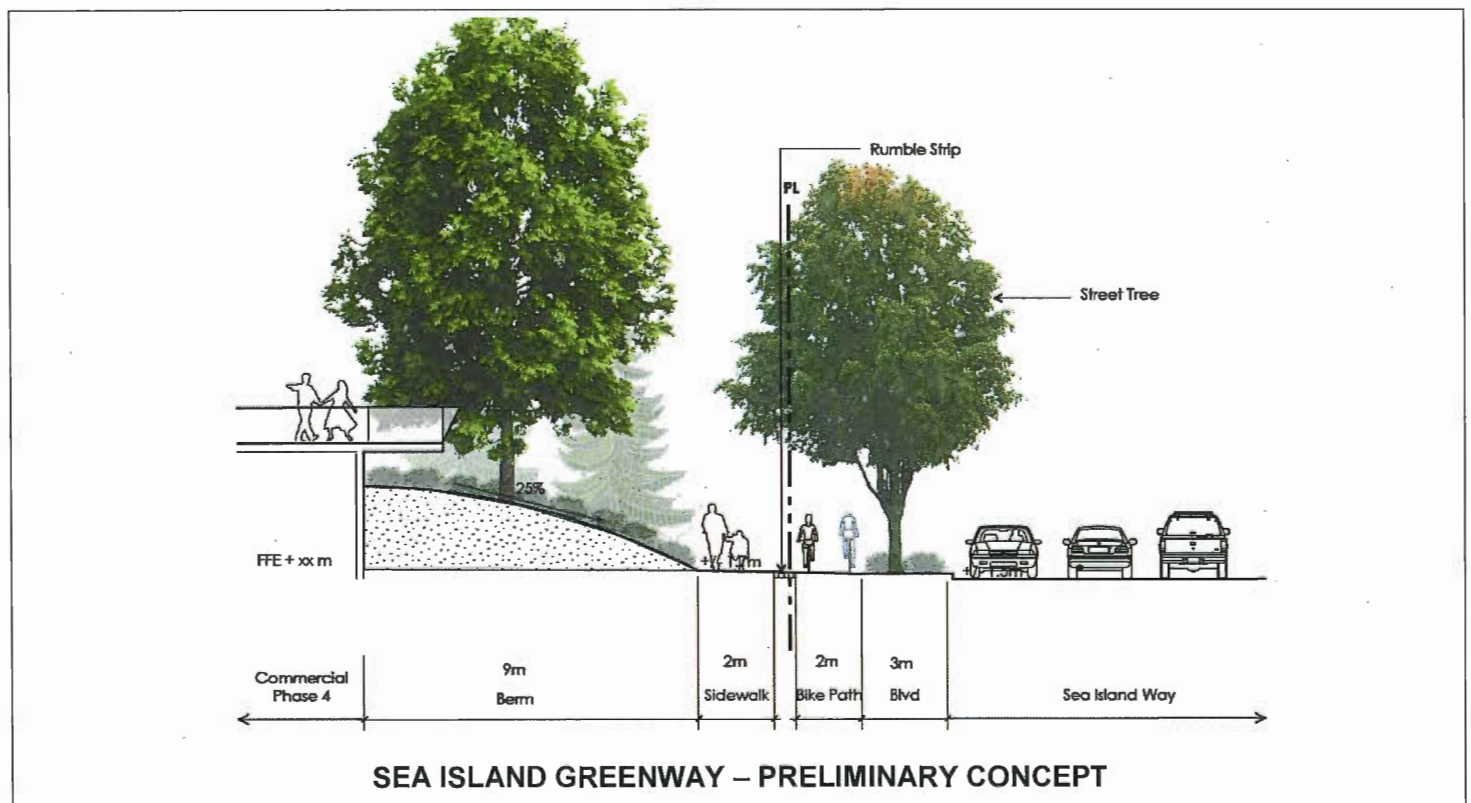
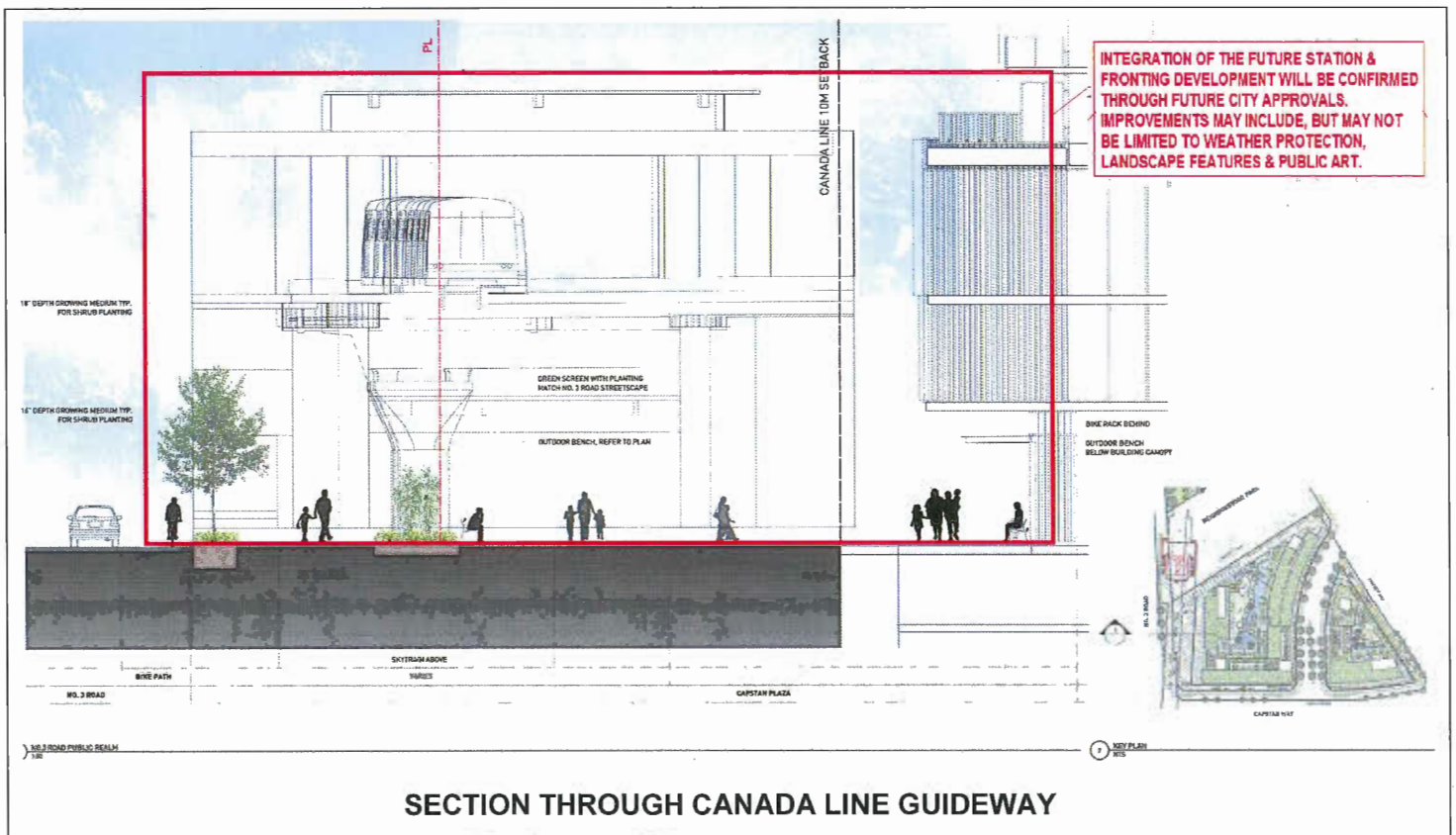


- G. **Public Art:** Artworks will be commissioned and placed to enliven the park and contribute towards a sense of place, ownership and identity for local residents, businesses, and visitors.



- H. **Weather Protection:** Continuous weather protected routes (including, but not limited to canopies and related features along all commercial frontages) will connect the station to the surrounding neighbourhood and key destinations (i.e. community centre and ECD Hub).







**Richmond Zoning Bylaw 8500
Amendment Bylaw 9780 (RZ 17-769242)
8511 Capstan Way, 3280 and 3360 No. 3 Road,
and 3131 Sexsmith Road**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:
 - 1.1. In Section 20.25.3 Secondary Uses, inserting “cultural and educational **uses**” and “**entertainment, spectator**”;
 - 1.2. In Section 20.25.4 Permitted Density:
 - 1.2.1. Repealing Sub-Section 20.25.4.2(c) and replacing it with the following:

“c) the **owner** grants to the **City**, via a statutory **right-of-way, air space parcel**, or fee simple, as determined at the sole discretion of the **City**, rights of public use over a suitably landscaped area of the **site** for **park** and related purposes at a rate of:

 - i) 5.74 m² per **dwelling unit** based on the combined total number of **dwelling units** within the area shown cross-hatched and indicated as “A”, “B”, “C”, and “D” in Section 20.25.4, Diagram 2, or 6,810.4 m², whichever is greater; and
 - ii) 5.0 m² per **dwelling unit** based on the combined total number of **dwelling units** within the area shown cross-hatched and indicated as “E”, “F”, and “G” in Section 20.25.4, Diagram 2, or 4,187.9 m², whichever is greater;”;
 - 1.2.2. Repealing Sub-Section 20.25.4.3(b) and replacing it with the following:

“b) the **owner** uses the additional 1.0 **density bonus floor area ratio** only for non-residential purposes, which non-residential purposes shall provide, in whole or in part, for **convenience retail uses** (e.g. large format grocery store; drug store), **minor health services**, pedestrian-oriented **general retail**, or other **uses** important to the viability of the Village Centre as determined to the satisfaction of the **City**, which shall include:

 - i) for the area shown cross-hatched and indicated as “E” in Section 20.25.4, Diagram 2, one contiguous interior **building** space, situated at **grade** and fronting a **park**, and comprising at least

1,193.8 m² of the additional 1.0 **density bonus floor area ratio** (i.e. the **gross floor area** of the additional **building area**), for **indoor recreation, library and exhibit, spectator entertainment, studio, cultural and educational uses**, and/or related **uses**, as determined to the satisfaction of the **City**”;

1.2.3. Repealing Sub-Section 20.25.4.3(d) and 20.25.4.3(e) and replacing them with the following:

- “d) for the areas shown cross-hatched and indicated as “B”, “C”, and “D” in Section 20.25.4, Diagram 2:
 - i) the **owner** grants to the **City**, via **air space parcel**, at least 5% of the additional 1.0 **density bonus floor area ratio** (i.e. the **gross floor area** of the additional **building area**) or 1,428.4 m², whichever is greater, for **child care, community amenity space**, and **minor health service**, to the satisfaction of the **City**, and locates the entirety of the area granted to the **City** within the area shown cross-hatched and indicated as “B” in Section 20.25.4, Diagram 2; and
 - ii) the **owner** provides 250 **parking spaces** for shared **commercial/residential use** and grants rights of public use over 50% of the **parking spaces**, secured via a statutory **right-of-way, air space parcel**, or alternative means, as determined at the sole discretion of the **City**, within the area shown cross-hatched and indicated as “A” in Section 20.25.4, Diagram 2; and
- e) for the areas shown cross-hatched and indicated as “E” and “G” in Section 20.25.4, Diagram 2, the **owner** pays a sum to the **City** in lieu of granting 5% of the additional 1.0 **density bonus floor area ratio** (i.e. the **gross floor area** of the additional **building area**) to the **City** as **community amenity space** based on 5% of the **density bonus floor area** (i) multiplied by the “equivalent to construction value” rate of \$6997 per sq. m, if the payment is made within one year of third reading of the zoning amendment bylaw or (ii) thereafter, multiplied by the “equivalent to construction value” rate of \$6,997 per sq. m. adjusted by the cumulative applicable annual changes to the Statistics Canada “Non-Residential Building Construction Price Index” for Vancouver, where such change is positive.”;

1.2.4. Repealing Sub-Section 20.25.4.4(a) and replacing it with the following:

- “a) **owner** complies with the conditions set out in Sections 20.25.4.2(a), (b), (c), (d), and (e) and Sections 20.25.4.3(a), (b), (c), and (d);”;

1.2.5. Repealing Sub-Section 20.25.4.4(c) and replacing it with the following:

- “c) **owner** transfers not less than 5,000.4 m² of land to the **City** as fee simple for **park** purposes, which shall include a suitably landscaped area of the **site** transferred by the **owner** to the **City** in compliance

with Section 20.25.4.2(c)(i), provided that such area is transferred to the **City** as fee simple;”;

1.2.6. Repealing Diagram 2 and replacing it with the following:

Diagram 2

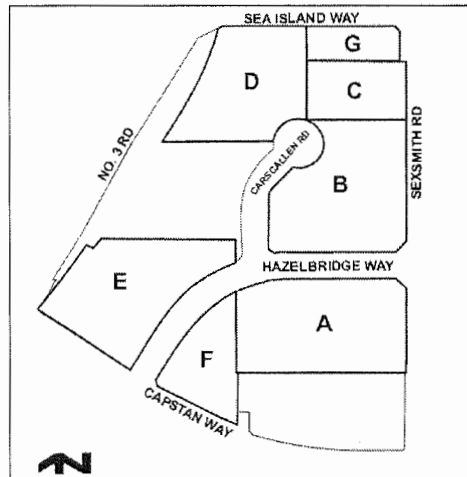
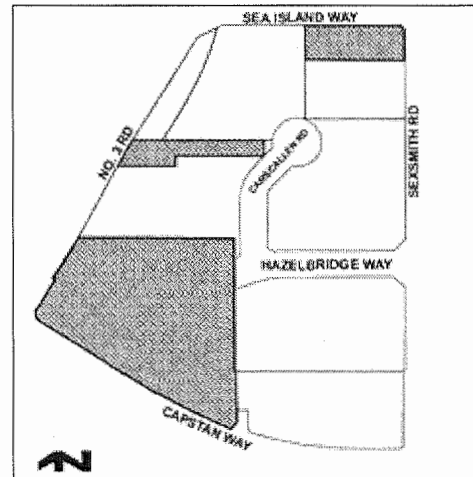


Diagram 3



; and

1.2.7. Repealing Sub-Section 20.25.4.5 and replacing it with the following:

“5. For the area within the **City Centre** shown cross-hatched in Section 20.25.4, Diagram 3, notwithstanding Section 20.25.4.2, the reference to “2.5” is increased to a higher floor **area ratio** of “3.182” and, notwithstanding Section 20.25.4.3, the reference to “1.0” is increased to a higher **floor area ratio** of “1.128”, provided that the:

- a) **owner** complies with the conditions set out in Sections 20.25.4.2(a), (b), (c), and (d) and Sections 20.25.4.3(a), (b), (c), and (e);
- b) **owner** dedicates not less than 3,011.7 m² of land to the **City** as **road**;
- c) **owner** transfers not less than 746.7 m² of land to the **City** as fee simple for **park** purposes, which shall include a suitably landscaped area of the **site** transferred by the **owner** to the **City** in compliance with Section 20.25.4.2(c)(ii), provided that such area is transferred to the **City** as fee simple;
- d) maximum total combined **floor area** for the **site** shall not exceed 55,048.6 m², of which the **floor area** of residential **uses** shall not exceed 43,818.5 m² and the floor area of other **uses** shall not exceed 11,230.1 m²;
- e) maximum total combined number of **dwelling units** for the areas shown cross-hatched and indicated as “E” and “F” in Section 20.25.4, Diagram 2, shall not exceed 533; and

- f) maximum **floor area** for the areas shown cross-hatched and indicated as “E”, “F”, and “G” in Section 20.25.4, Diagram 2, shall not exceed:
 - i) for “E”: 29,830.0 m² for residential **uses**, including at least 1,491.5 m² of **habitable space** for **affordable housing units**, and 6,648.7 m² for other **uses**, including at least 1,193.8 m² for **commercial education, indoor recreation, library and exhibit, studio**, and/or related **uses**;
 - ii) for “F”: 13,988.5 m² for residential **uses**, including at least 699.4 m² of **habitable space** for **affordable housing units**, and nil for other **uses**; and
 - iii) for “G”: Nil for residential **uses** and 4,581.4 m² for other **uses**.
- 6. There is no maximum **floor area ratio** for **non-accessory parking** as a **principal use**.”;
- 1.3. In Section 20.25.5 Permitted Lot Coverage, repealing Sub-Section 20.25.5.1 and replacing it with the following:
 - “1. The maximum **lot coverage** for the areas shown cross-hatched and indicated as “A”, “B”, “C”, “D”, “E”, “F”, and “G” in Section 20.25.4, Diagram 2, is 90% for **buildings** and **landscaped roofs over parking spaces**.”;
- 1.4. In Section 20.25.6 Yards & Setbacks, inserting a new Sub-Section 20.25.6.2 as follows:
 - “2. Notwithstanding Section 20.25.6.1, for **dwelling units** the minimum **setback** to a **lot line** that **abuts** Sea Island Way shall be 20.0 m.”;
- 1.5. In Section 20.25.8 Subdivision Provisions, repealing Sub-Section 20.25.8.1 and replacing it with the following:
 - “1. The minimum **lot area** for the areas shown cross-hatched and indicated as “A”, “B”, “C”, “D”, “E”, “F”, and “G” in Section 20.25.4, Diagram 2, shall be:
 - a) for “A”: 9,000 m²;
 - b) for “B”: 8,800 m²;
 - c) for “C”: 3,200 m²;
 - d) for “D”: 7,000 m²;
 - e) for “E”: 8,000 m²;
 - f) for “F”: 3,700 m²; and
 - g) for “G”: 1,800 m².”; and

1.6. In Section 20.25.10 On-Site Parking and Loading:

1.6.1. Inserting a new Sub-Section 20.25.10.1(d) as follows:

- “d) the minimum on-site parking requirement for **office** located above the first two floors of a **building** shall be 1.5 spaces per 100.0 m² of **gross leasable floor area**.”

1.6.2. Repealing the opening phrase in Sub-Section 20.25.10.2 and replacing it with the following:

- “2. Notwithstanding Section 20.25.10.1, for the areas shown cross-hatched and indicated as “A”, “B”, “C”, and “D” in Section 20.25.4, Diagram 2, if the **owner** has provided:”;

1.6.3. Repealing the opening phrase in Sub-Section 20.25.10.2(b) and replacing it with the following:

- “b) 250 **parking spaces** for shared **commercial/residential use** within the area shown cross-hatched and indicated as “A” in Section 20.25.4, Diagram 2, and granted rights of public use over 50% of the **parking spaces** under Section 20.25.4.3(d):”;

1.6.4. Inserting a new Sub-Section 20.25.10.3 as follows:

- “3. Notwithstanding Section 20.25.10.1, for the areas shown cross-hatched and indicated as “E” and “F” in Section 20.25.4, Diagram 2:

- a) if the **owner** has provided 1,193.8 m² of the **building** area for **indoor recreation, library and exhibit, spectator entertainment, studio, cultural uses, educational uses, and/or related uses** under Section 20.25.4.3(b)(i), the minimum combined total number of **parking spaces** for the **uses** shall be 41, all of which shall be located within area “E”;
- b) 100% of residential visitor **parking spaces** required for the **building** within the area shown cross-hatched and indicated as “E” in Section 20.25.4, Diagram 2, may be shared with non-residential **parking spaces** located on the **lot**; and
- c) the minimum number of residential visitor **parking spaces** within the area shown cross-hatched and indicated as “F” in Section 20.25.4, Diagram 2, may be reduced by 50%.”

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:

2.1. **“RESIDENTIAL / LIMITED COMMERCIAL AND ARTIST RESIDENTIAL TENANCY STUDIO UNITS (ZMU25) – CAPSTAN VILLAGE (CITY CENTRE)”**

That area shown cross-hatched and indicated as “A” on “Schedule A attached to and forming part of Bylaw 9780”.

2.2. **“SCHOOL & INSTITUTION USE (SI)”**

That area shown cross-hatched and indicated as “B” on “Schedule A attached to and forming part of Bylaw 9780”.

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9780”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

LEGAL REQUIREMENTS SATISFIED

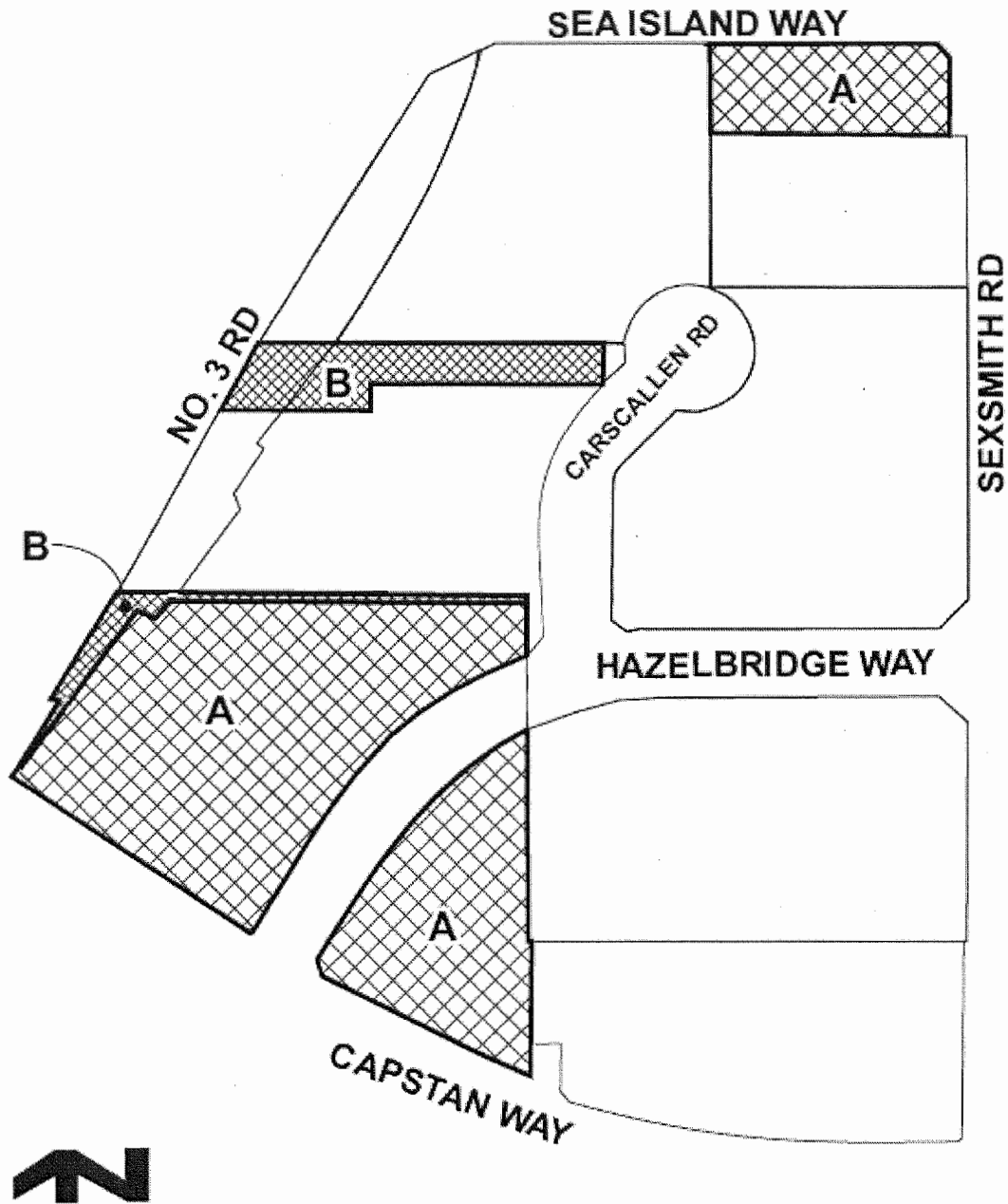
ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER

Schedule "A" attached to and forming part of Bylaw No. 9780"





City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director, Development

Date: December 12, 2017

File: RZ 16-741722

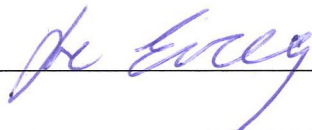
Re: Application by Bene No 4 Development Ltd. for Rezoning at 9980 Westminster Highway from the "Gas & Service Stations (CG2)" Zone to a New "Town Housing (ZT83) - North McLennan (City Centre)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9812, for the creation of a new "Town Housing (ZT83) – North McLennan (City Centre)" zone and for the rezoning of 9980 Westminster Highway from the "Gas & Service Stations (CG2)" zone to the "Town Housing (ZT83) - North McLennan (City Centre)" zone, be introduced and given first reading.


Wayne Craig
Director, Development

WC:dn
Att. 7

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

Staff Report

Origin

Bene No 4 Development Ltd. has applied to the City of Richmond to rezone 9980 Westminster Highway (Attachment 1) from the “Gas & Service Stations (CG2)” zone to a new “Town Housing (ZT83) – North McLennan (City Centre)” zone to permit development of 17, 3 storey townhouse units with a driveway access from No. 4 Road.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 2). Conceptual design drawings are provided in Attachment 3.

Surrounding Development

The subject site is in the McLennan North Sub Area Plan in an area that is designated Residential Area 4 (Attachment 4). The site is currently vacant and was formerly a gas and service station (cardlock).

Development surrounding the subject site is as follows:

To the North: Westminster Highway and the City owned Garden City Lands park site, which is zoned “Agriculture and Golf Zones (AG1)”, designated “Conservation (CON)” in the Official Community Plan (OCP) and within the Agriculture Land Reserve (ALR).

To the South and West: An existing townhouse development, which is zoned “Town Housing (ZT59) – North McLennan (City Centre)” and designated “Residential Area 4” in the McLennan North Sub-Area Plan.

To the East: No. 4 Road, an existing veterinary hospital and an undeveloped property, which are zoned “Agriculture and Golf Zones (AG1)”, designated “Agriculture” in the East Richmond McLennan Sub Area Plan and within the ALR, the undeveloped property is also designated Environmentally Sensitive Area (ESA).

Related Policies & Studies

Official Community Plan

The site is designated “Neighbourhood Residential” in the Official Community Plan (OCP), which supports the proposed residential use.

McLennan North Sub Area Plan

The subject property is located within the McLennan North Sub Area Plan (Schedule 2.10C of OCP Bylaw 7100) and is designated “Residential Area 4” (Attachment 4). The subject townhouse proposal is generally consistent with the plan.

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.

OCP Aircraft Noise Sensitive Development (ANSO) Policy

The subject site is located within an area that permits all aircraft noise sensitive land uses. However, as the site is affected by OCP Airport Noise Contours, the development is required to register a covenant on Title prior to rezoning bylaw adoption that requires the building to be designated and constructed to mitigate potential noise.

Prior to a Development Permit application being considered by the Development Permit Panel, the applicant is required to submit an acoustical and thermal report and recommendations, prepared by a registered professional, to demonstrate that the interior noise levels and noise mitigation standards comply with the City's OCP for both aircraft and traffic noise.

Agricultural Land Reserve (ALR) Landscape Buffer

Land north and east of the subject property is within the Agricultural Land Reserve (ALR). Where there is an intervening road between the ALR and non-ALR lands, an appropriate landscaping buffer is required to mitigate land use conflicts between residential uses on the subject site and agricultural land uses.

In accordance with the OCP, the applicant proposes to introduce a landscape buffer within the development's Westminster Highway and No. 4 Road setbacks comprised of trees, including conifers (pine and spruce), and low landscaping elements, such as shrubs and ornamental grasses. To further enhance this buffer area, Parks Services staff have advised that they will consider the feasibility of including conifers within the City boulevard. The boulevard landscaping details would be undertaken through the Servicing Agreement.

The proposed minimum landscape buffer would include:

Westminster Highway frontage – landscape buffer width		No. 4 Road frontage– landscape buffer width	
On-site	Boulevard	On-site	Boulevard
3.35 m (9 ft.)	3 m (9 ft.)	4.05 m (13 ft.)	1.5 m (5 ft.)
Total proposed on-site soft landscaped buffer area (interrupted by sidewalk): 271 m ² (2,919 ft ²)		Total proposed on-site soft landscaping buffer area (interrupted by sidewalk): 99 m ² (1,065 m ²)	

The proposed landscape buffer was considered by the Agricultural Advisory Committee (AAC) on November 22, 2017. The proposed buffer is supported conditional to the following amendments to the planting plan:

- Replacement of the proposed blueberry plants (i.e. oval-leaf blueberry and lingonberry); and

- Ensuring Aspen, Birch, and Poplar trees are not planted on the subject site and consideration of replacing Maple trees with a different species.

An excerpt from the meeting notes is attached to this report (Attachment 5). The planting plan details will be developed as part of the Development Permit review process.

In addition, registration of an agreement on Title is required prior to final adoption of the rezoning bylaw to:

- Identify the property's proximity to the ALR where active farming is permitted; and
- Provide notification that farming activities may include impacts (e.g. noise, dust and odour) generated from typical farm activities.

Public Art

In accordance with the City's Public Art Program (Policy 8703), the applicant will make a voluntary contribution to the City's Public Art Reserve fund (approximately \$20,276.00 as referenced in the Rezoning Considerations). The contribution would be allocated to the Public Art Reserve Fund.

External Agency

Ministry of Environment

The property was previously developed as a gas and service station (cardlock). Therefore, the applicant was required to obtain a Certificate of Compliance from the Ministry of Environment, which is on file (dated May 12, 2016).

Public Consultation

A rezoning sign has been installed on the subject property. Staff have received one call about the rezoning application in response to the placement of the signage on the property to confirm whether the applicant has secured a Certificate of Compliance from the Ministry of Environment. No additional calls or letters were received from the public.

The applicant has consulted with the adjacent strata (at 6188 Birch Street) regarding the development proposal generally and to discuss opportunities to maximize landscaping along the southern property line. The applicant's suggestion to remove a portion of the fence that exists on the southern property line to accommodate additional landscaping was considered at the Strata's annual general meeting. The owners voted in favour of removing a portion of the fence. A copy of the correspondence from 6188 Birch Street's strata is on file (dated August 30, 2017).

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.

Analysis

Project Description

The applicant proposes to construct 17, 3 storey townhouse units at 9980 Westminster Highway. The development includes one secondary suite, which is proposed to be located above the garbage/collection room and attached to the adjacent townhouse unit. Registration of a covenant to prevent future stratification of the secondary suite is required prior to final adoption of the rezoning bylaw. As part of the Development Permit review, the applicant will confirm the provision of two convertible housing units.

Proposed Site Specific Zone

While the base density supported on the subject site by its “Residential Area 4” designation in the McLennan North Sub Area Plan is 0.55 Floor Area Ratio (FAR), the area plan includes provisions for additional density in order to achieve community amenities. The applicant proposes to create a new “Town Housing (ZT83) – North McLennan (City Centre)” zone, which permits a maximum density of 0.75 FAR. The applicant proposes to achieve the full 0.75 FAR density. Staff support the proposed density and building height and setbacks based on the following:

- **Land dedication for local road improvements.**
Land dedications are required along both the Westminster Highway and No. 4 Road frontages and will reduce the size of the site by approximately 8%. This includes a 2.5 m wide dedication along Westminster Highway and a 2 m wide dedication along No. 4 Road, as well as a 4 m x 4 m corner cut at the intersection of Westminster Highway and No. 4 Road.
- **Frontage improvements**
In addition to frontage improvements along Westminster Highway and No. 4 Road, through the required Servicing Agreement, the applicant would undertake upgrades to the existing signal at Westminster Highway and No. 4 Road to introduce audible pedestrian signals and illuminated street name signs, which may include relocating/replacing traffic signal poles, bases, conduits, junction boxes, vehicle detection devices, etc. In addition, through the Servicing Agreement, the applicant may be required to move an existing bus stop that is currently located west of the subject property. As well, the applicant would be required to confirm resolution of a conflict between the driveway access and a hydro pole. Relocation of the hydro pole would be at the developer’s cost and must be undertaken to the satisfaction of staff.
- **Secondary suite & affordable housing**
In addition to providing a cash contribution to the affordable housing reserve fund in accordance with the Affordable Housing Strategy, the applicant proposes to provide an on-site secondary suite. To maximize its flexible use, the proposed suite includes a separate entrance from the street and a second locked entrance from within the adjacent townhouse unit.
- **Compatible building densities, heights & setbacks**
The size of the development site and the proposed density is consistent with other existing townhouse developments in the immediate neighbourhood (e.g. 6100 and 6180 Alder Street, 9651 Alberta Road). As well, the proposal to construct three storey

townhouse units is consistent with existing development in the immediate area. The surrounding development is characterized by 3 storey townhouse buildings, with some building ends stepping down to 2 ½ storeys. The proposed setbacks are crafted to facilitate variation in building setbacks, which is consistent with OCP and sub area guidelines. In addition, the applicant has strategically designed the side yard building elevation to minimize alignment between widows on the neighbouring and subject property to address potential privacy and overlook impacts.

- **Voluntary contribution to the McLennan North Road Development Fund.**

The subject site is within the McLennan North Road Development Fund catchment area, which is an area that has been identified by the Transportation Department as benefitting from the incremental introduction of a finer grain road network. The catchment area was established in 2005 to facilitate the acquisition of land and construction of Katsura Street, Alder Street, and Birch Street. The costs are proportionally shared between properties within the catchment area based on total parcel size and contribution rates that were established in 2005. As a condition of rezoning bylaw adoption, the applicant would voluntarily contribute \$223,142.00 to the McLennan North Road development fund during the 2018 calendar year. The contribution value would be adjusted by 6% per annum for holding and carrying costs if the full amount is not received during the 2018 or any subsequent calendar year.

Site Planning, Vehicle Access & Parking

The townhouse units are organized around either the east-west or short north-south internal drive aisle with access to No. 4 Road. Common outdoor amenity space is proposed on the southern side of the property between three unit townhouse clusters and visually linked to Westminster Highway by a proposed walkway. Units located along the property's Westminster Highway and No. 4 Road frontages have varied building setbacks and include direct paths that connect the individual private front doors to the public sidewalk. The proposal includes a private pathway along the south property line to provide pedestrian access to the six townhouse units that are proposed on the southern portion of the site.

Staff support direct access to the subject property from No. 4 Road to improve overall connectivity to the street system, and to support way-finding for future residents, collection/delivery services and visitors to the subject site. To restrict turning movements to/from the subject property, registration of a right in/right out only covenant on Title is required prior to final adoption of the rezoning bylaw. An existing easement with Section 219 covenant that provides access to the subject property through the southern adjacent development at 6188 Birch Street was considered by staff; however, given the site conditions and location, driveway access to No. 4 Road is recommended. Discharge of the covenant is a condition of rezoning bylaw adoption.

All units would include a double car garage. A surface parking space would be provided for the proposed secondary suite and would be labeled on the Development Permit drawings and identified on-site with paint/signage. Although the subject site is located within an area where City Centre Zone 3 parking requirements apply, the provision of a double car garage for each unit would result in a surplus of 10 residential parking spaces. Consistent with the visitor

parking requirements in Richmond Zoning Bylaw 8500, four visitor parking spaces would be provided on-site. On-site loading and collection would occur from the drive aisle.

Built Form and Architectural Character

The applicant's proposal to develop three storey craftsman style townhouses is generally consistent with the property's designation in the sub area plan, and is consistent with existing townhouse development in the neighbourhood. The inclusion of on-site pedestrian pathways complies with a fundamental McLennan North Sub Area objective to support pedestrian connections and a "pedestrian-friendly" neighbourhood character. As part of the associated Development Permit review process, the proposed form and character will be reviewed in detail.

Common Amenity Space & Private Outdoor Space

Consistent with the OCP and Council Policy 5041, the applicant proposes to contribute \$14,000.00 to the City prior to rezoning bylaw adoption in lieu of providing on-site indoor amenity space.

Private outdoor space for the proposed units would be provided in front yards for road fronting units and in the rear yard for the units proposed on the south side of the site. The proposed soft landscaping treatment in these areas includes trees, shrubs and grasses. Only the No. 4 Road fronting units propose to include a small area planted with lawn. With the exception of the secondary suite, all units would have private balconies and porch spaces.

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 6 bylaw-sized trees on the subject property and 19 trees on the neighbouring property. There are no existing street trees abutting the subject site.

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

- Five (5) Birch trees (tag #20-25) located on the development site are in poor health (Bronze Birch Borer damage) and should be removed and replaced.
- One (1) multi-branching Black Cottonwood tree (tag #25) is located in the middle of the development site and is not a good candidate for retention due to poor form and conflict with new development and should be removed and replaced.
- Nineteen (19) trees (tag #1-19) are located on the neighbouring property, are in good condition, and should be protected in accordance with City of Richmond Tree Protection Information Bulletin Tree-03.
- Replacement trees should be specified at a 2:1 ratio as per the OCP.

Tree Replacement

The applicant wishes to remove six on-site trees (Trees # 20-25). Consistent with the 2:1 tree replacement ratio specified in the OCP, a total of 12 replacement trees are required.

The preliminary landscape plan, included in Attachment 3, indicates that 50 replacement trees are proposed to be planted on-site. A detailed review of the proposed plan will be undertaken as part of the Development Permit review process.

Tree Protection

Nineteen trees on the neighbouring property are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during the development stage (Attachment 6). To ensure that the trees identified for retention are protected at the development stage, prior to final adoption of the rezoning bylaw, the applicant is required to submit to the City 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.

Affordable Housing Strategy

In accordance with provisions in the Affordable Housing Strategy, the applicant will make a cash contribution to the affordable housing reserve fund in accordance with the Affordable Housing Strategy (approximately \$102,664.20 based on a voluntary contribution of \$4.00 per buildable square foot).

Townhouse Energy Efficiency and Renewable Energy

The applicant has committed to achieving an EnerGuide Rating System (ERS) score of 82 and providing pre-ducting for solar hot water for the proposed development. A restrictive covenant, specifying that all units are to be built and maintained to the ERS 82 or higher, and that all units are to be solar-hot-water-ready, is required prior to rezoning bylaw adoption. As part of the Development Permit Application review process, the developer is also required to retain a certified energy advisor (CEA) to complete an Evaluation Report to confirm details of construction requirements needed to achieve the rating.

Site Servicing and Frontage Improvements

The applicant is required to dedicate land and to enter into a Servicing Agreement for road and boulevard improvements, and site servicing prior to rezoning bylaw adoption. Supplementary details are listed in Attachment 8.

Design Review and Future Development Permit Application Considerations

A Development Permit processed to a satisfactory level is required to demonstrate consistency with the McLennan North Sub Area and OCP design guidelines for townhouses. Further refinements to site planning, architectural character and landscaping will be made as part of the Development Permit application review process, including:

- Design development to the north elevation of townhouse Block A, which is located at the visually prominent corner of Westminster Highway and No. 4 Road, to strengthen the unit's connection with both adjacent streets.
- Amendment of the proposed planting plan to omit oval leaf blueberry and lingonberry. As well, the applicant's landscape architect will review the planting plan to avoid trees and shrub species with potential to spread to the Garden City Lands bog.
- Design development of the proposed recycling/collection room and secondary suite and confirmation whether the proposal to locate a secondary suite above a garbage/recycling room conflicts with the BC Building Code and/or whether special building conditions would apply.
- Finalize a functional plan to the satisfaction of Transportation staff, which will include site access design details, including a median that restricts turning movements to right in/right out only. A copy of the draft functional plan is attached to this report (Attachment 7).
- Consideration of opportunities to introduce additional landscaping at the collection holding area.
- Confirmation that an accessible visitor parking space will be provided on-site, as well as labelling Class 2 bike parking spaces and a surface parking space for the proposed secondary suite on the plans.
- Further study of the proposed width of on-site pedestrian connections with consideration of adjacent building setbacks and height, and landscaping details.
- Design review of the proposed width of the landscaping edge separating the entry drive aisle from the adjacent southern development. As well, the applicant is required to provide supplementary information related to the removal of the existing fence that is located along the southern property line including confirmation regarding the length of fence that would be removed, what if any landscaping/grading improvements would be undertaken on the adjacent property, and a strategy to notify 6188 Birch Street residents regarding the construction schedule.
- Confirmation that private outdoor space, excluding pathway areas, is provided in accordance with OCP guidelines.
- Demonstration that aging in place provisions and the Convertible Unit Guideline requirements have been included in the detailed design.
- Site grading details for the perimeter of the property.
- Review of proposed building materials and colors, as well as landscaping details including illumination details.
- Review of sustainability and Crime Prevention Through Environmental Design (CPTED) features for the development proposal.
- Confirmation that proposed on-site utility locations are supported by the respective utility and comply with City design objectives.
- Confirmation of compliance with OCP and Zoning Bylaw 8500 electric vehicle charging provisions.

Additional items may be identified as part of the Development Permit application review process. The Development Permit application must be processed to a satisfactory level prior to rezoning bylaw approval.

Financial Impact or Economic Impact

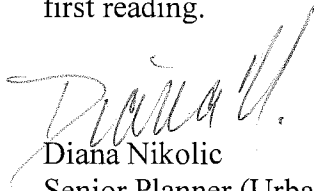
The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site city infrastructure such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals.

Conclusion

The applicant has applied to the City of Richmond to rezone 9980 Westminster Highway from the "Gas & Service Stations (CG2)" zone to a new "Town Housing (ZT83) – North McLennan (City Centre)" zone to permit development of 17, 3 storey townhouse units.

This proposal is generally consistent with the property's land use designation in the OCP and McLennan North Sub Area Plan. Further design review and development will be undertaken as part of the associated Development Permit application review process.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9812 be introduced and given first reading.



Diana Nikolic
Senior Planner (Urban Design)

DN:cas

Attachment 1: Location Map

Attachment 2: Development Application Data Sheet

Attachment 3: Conceptual Development Plans

Attachment 4: McLennan North Sub-Area Plan

Attachment 5: Agricultural Advisory Committee Meeting Notes (November 22, 2017)

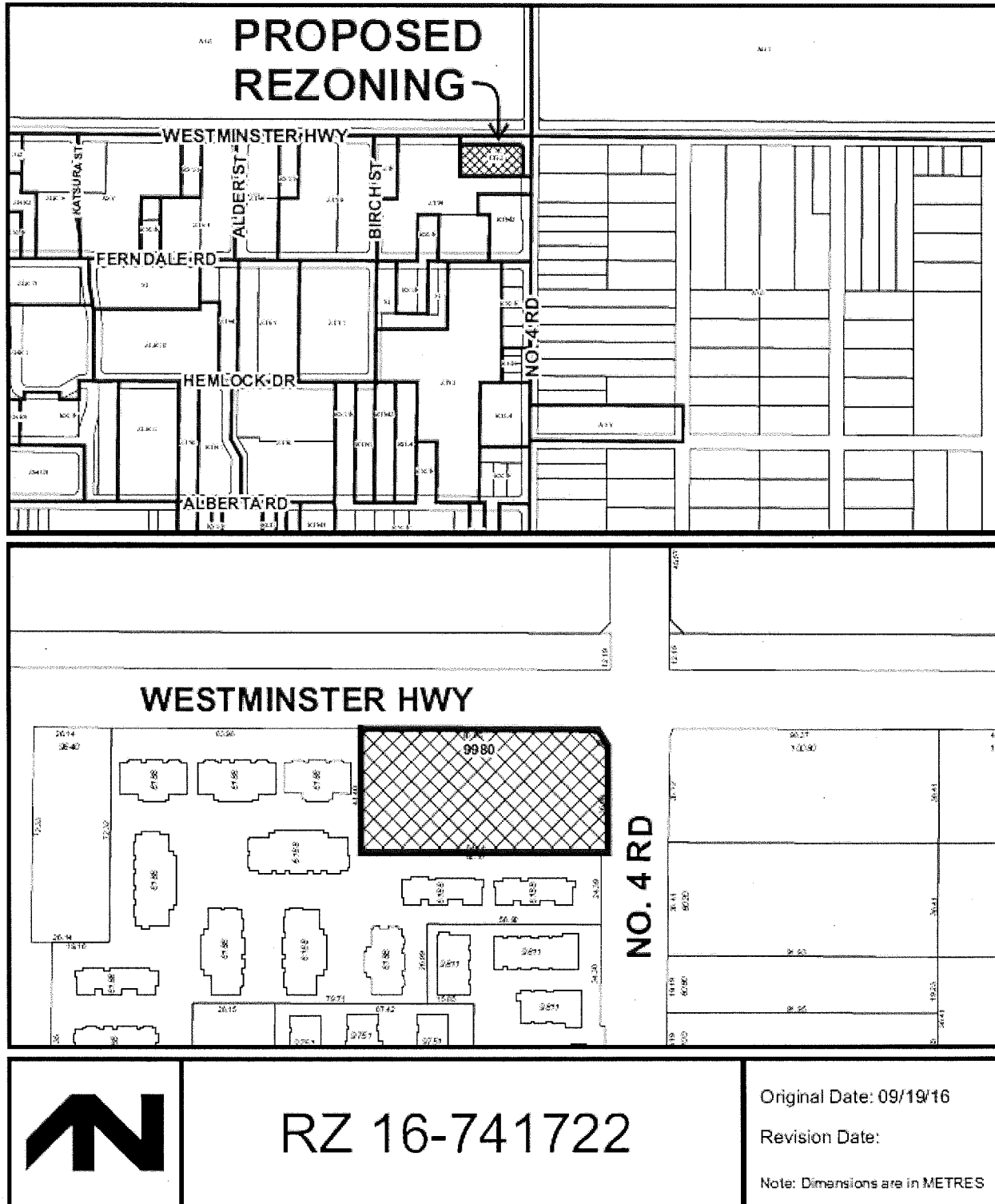
Attachment 6: Tree Plan

Attachment 7: Draft Functional Plan

Attachment 8: Rezoning Considerations



City of
Richmond





RZ 16-741722

Attachment 2

Address: 9980 Westminster Highway

Applicant: Bene No 4 Development Ltd.

Planning Area(s): McLennan North

	Existing	Proposed
Owner:	Bene No 4 Development Ltd.	No change
Site Size (m ²):	3,469 m ² (37,326 ft ²)	3,180.4 m ² (34,221.4 ft ²)
Land Uses:	Vacant	17 townhouses and 1 secondary suite
OCP Designation:	Neighbourhood Residential	Neighbourhood Residential
Area Plan Designation:	Neighbourhood Residential 4	Neighbourhood Residential 4
Zoning:	Gas & Service Stations (CG2)	Town Housing (ZT83) – North McLennan (City Centre)
Number of Units:	0	17 and 1 secondary suite

On Future Subdivided Lots	Proposed ZT83 Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.75	0.75	none permitted
Lot Coverage (% of lot area):	Building: Max. 38%	Building: Max. 38%	none
Lot Size (m):	3,180.0 m ² (34,233 ft ²)	3,180.4 m ² (34,233.5 ft ²)	none
Minimum Setbacks (m):	Westminster Highway: 5.1 m No. 4 Road: 5.7 m All other roads: 6.0 m Side: 3.4 m Rear: 5.2 m (permitted encroachments include: porches, bay windows, cantilevered roofs: 1.1 m into road and rear yard setback, 0.4 m into rear yard setback)	Westminster Highway: 5.1 m No. 4 Road: 5.78 m Side: 3.44 m Rear: 5.23 m	none
Height (m):	12 m	11.1 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	City Centre Zone 3: 1.4/unit: 24 (Resident) 0.2/unit: 4 (Visitor)	Resident: 34 + 1 surface parking stall for the secondary suite Visitor: 4	none
Off-street Parking Spaces – Total:	28	39	none

On Future Subdivided Lots	Proposed ZT83 Bylaw Requirement	Proposed	Variance
Bicycle Parking	Class 1: 1.25/unit: 2 Class 2: 0.2/unit: 1	Class 1: 14 Class 2: plans to be updated to show 4	none
HC parking	1	To be provided at DP stage	
OCP Electric Vehicle Charging Provisions	Level 2/energized outlet (208 or 240 volt) receptacle in 100% of units if BP is issued after April 1, 2018 OR 20% of parking stalls provided a 120 volt receptacle and an additional 25% of parking stalls to be constructed to accommodate future installation of EV charging equipment if BP issued before April 1, 2018.	Details to be provided at the Development Permit review stage	none
Loading	Medium stall (SU9):	Demonstrated on-site access and maneuvering for a medium (SU9) truck	none
Indoor Amenity		Cash in lieu:	
Outdoor Amenity Space	6m ² /unit: 102 m ²	135 m ²	

WESTMINSTER HIGHWAY (EAST BOUND)

WESTMINSTER HWY

WHITE PAINT LINE

LANE

EDGE (07 ROAD)

ORIGINAL PL

NEW PL AFTER ROAD DEDICATION

CONC SIDEWALK

CURB

OUTTER

CURB

NEW PL AFTER ROAD DEDICATION

ORIGINAL PL

CONC SIDEWALK

CURB

OUTTER

CURB

BLOCK C

BLOCK B

BLOCK A

BLOCK D

BLOCK E

16.5% X 500% CAC WATER

STRATA PLAN BCS2071

PLN 227

NO. 4 ROAD

NO. 4 ROAD

FIRE LANE (NO ACCESS)

CONCRETE SIDEWALK

GATE

MINSTER

EA

CONCRETE SIDEWALK

GATE

MINSTER

EA

CONCRETE SIDEWALK

GATE

EX. PLAN BCP24023

PARKING

NOTE

REFER TO SURVEY

8.3% OF ORIGINAL GROSS SITE AREA

SMF

SMF

SMF

SMF

SMF

SMF

SMF

SMF

SMF

SMF

SMF

ROSS SITE AREA

ROAD DEDICATION

NET SITE AREA

TOTAL MFA

FSR

FSR

FSR

FSR

FSR

FSR

FSR

FSR

FSR

FSR

SETBACK

NORTH

EAST

SOUTH

WEST

WESTMINSTER HWY

(20.4 ROAD)

(AFTER 2.5M ROAD DEDICATION)

(AFTER 2.5M ROAD DEDICATION)

(AFTER 2.5M ROAD DEDICATION)

4.53M ~ 6.64M

5.78M ~ 6.53M

5.23M ~ 5.95M

3.41M ~ 3.64M

4.53M ~ 6.64M

5.78M ~ 6.53M

5.23M ~ 5.95M

3.41M ~ 3.64M

4.53M ~ 6.64M

5.78M ~ 6.53M

5.23M ~ 5.95M

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3.41M ~ 3.64M

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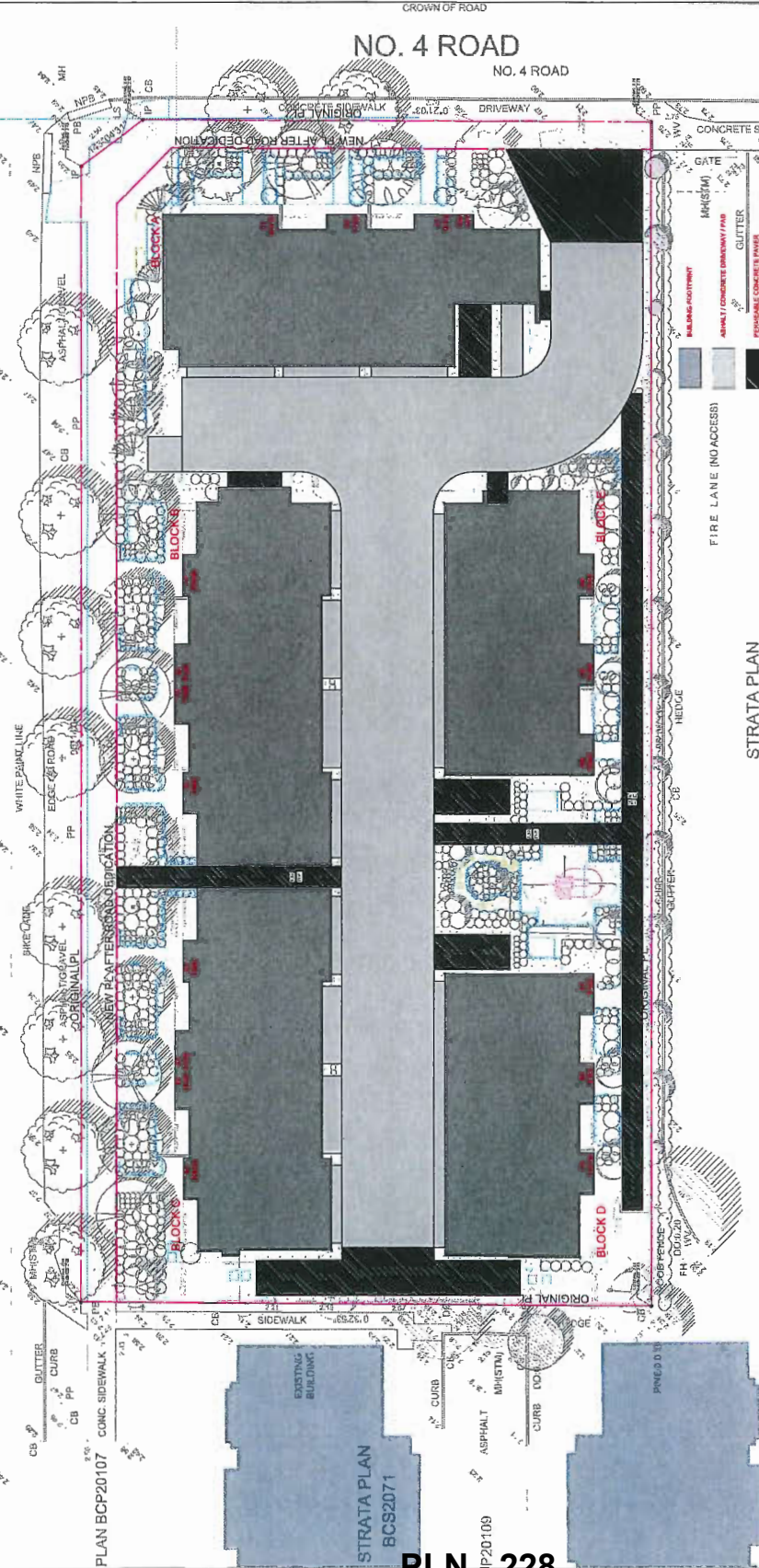
BIKE STORAGE

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WESTMINSTER HIGHWAY (EAST BOUND)

WESTMINSTER HWY



BLDG COVERAGE	38% (BASE ON NET SITE AREA)
SITE PERMEABILITY	61% (BASE ON NET SITE AREA)
BLDG FOOTPRINT	12,878 SF
DRIVEWAY	8,045 SF
TOTAL	20,923 SF (NON-POROUS)

STRATA PLAN
BCS2071

EX. PLAN BCP24023

NO. 4 ROAD

NO. 4 ROAD

CROWN OF ROAD

PLAN BCP20107

STRATA PLAN
BCS2071

PLAN BCP20109

PLN 228

STANDARD TYPE

CONCRETE SIDEWALK
ASPHALT DRIVEWAY / FIRE
PERMEABLE CONCRETE PAVEMENT

1. NOVEMBER 8, 2017 - ISSUED FOR RECORDING-UP REGISTRATION
 2. NOVEMBER 8, 2017 - ISSUED FOR RECORDING-UP REGISTRATION
 3. JANUARY 18, 2018 - ISSUED FOR RECORDING-UP REGISTRATION
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SEA

9980 WESTMINSTER HWY

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HARD SURFACE
BUILDING COVERAGE

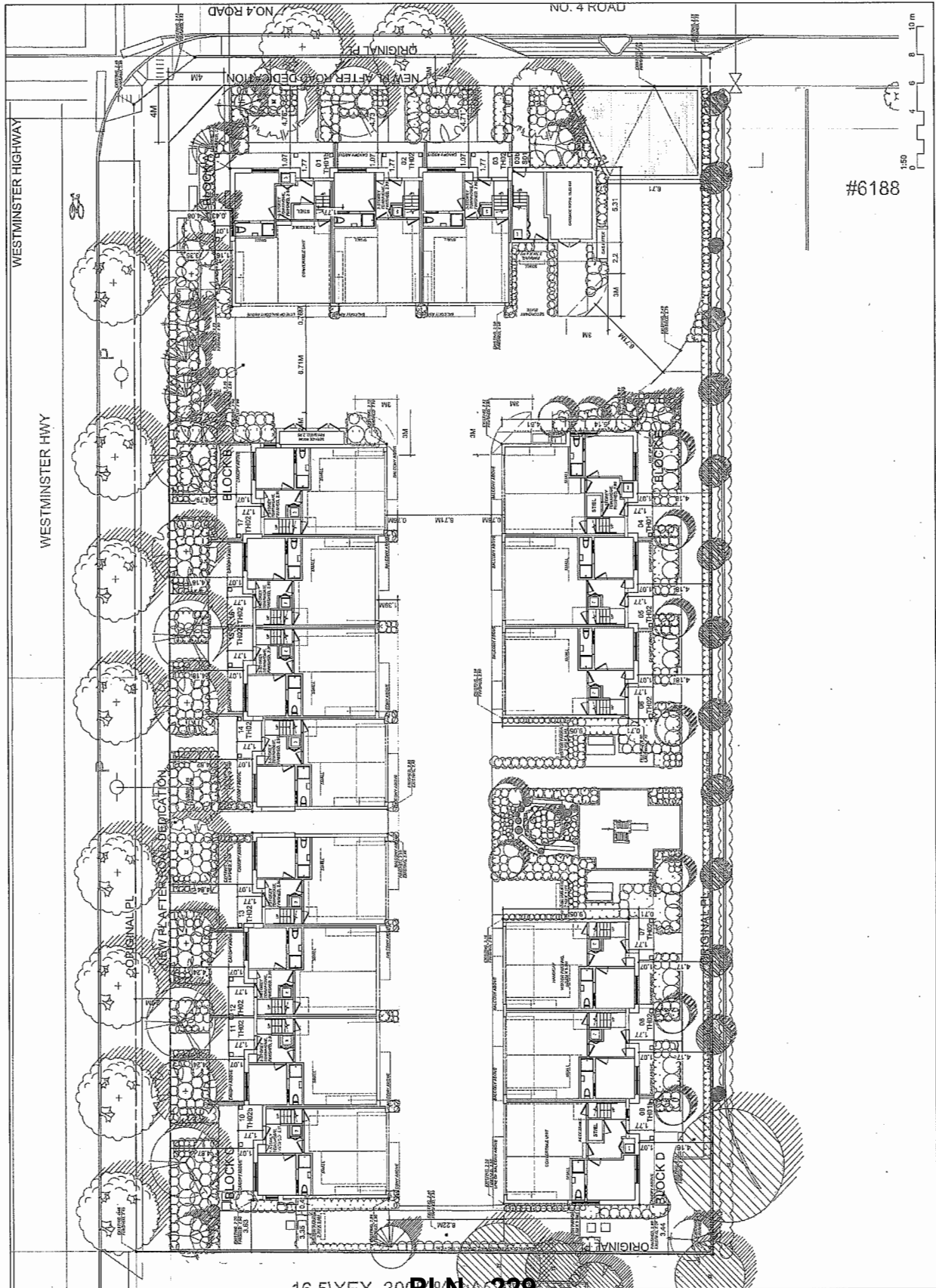
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NO. 4 ROAD

9980 WESTMINSTER HWY

GROUND FLOOR PLAN

DESIGN

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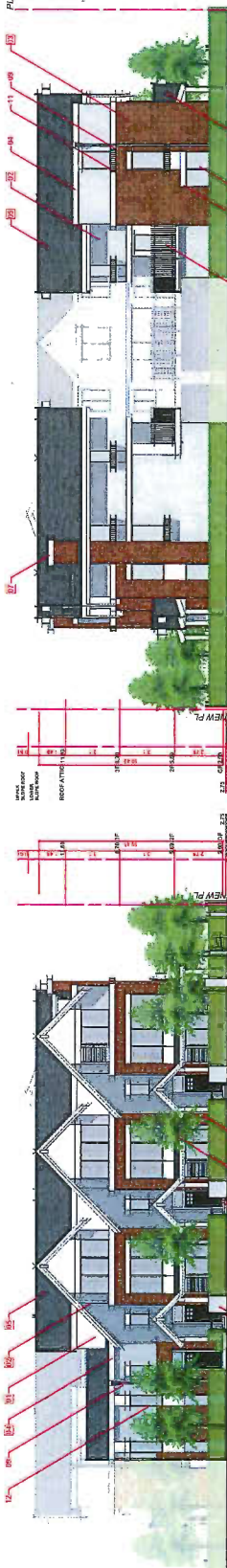
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MATERIAL LEGEND

- 01. DEMIGRITIOUS PANEL
- 02. BRICK VENEER
- 03. BRICK VENEER
- 04. PAINTED WOOD TRIM
- 05. CONCRETE
- 06. CONCRETE
- 07. CONCRETE
- 08. CONCRETE
- 09. CONCRETE
- 10. CONCRETE
- 11. CONCRETE
- 12. CONCRETE



NORTH ELEVATION
1:50



WEST ELEVATION
1:50



SOUTH ELEVATION
1:50

DESIGNED FOR:

WESTMINSTER LIBRARY
9980 WESTMINSTER HWY
WESTMINSTER, CO 80031

3. NOVEMBER 2017 ISSUED FOR RECORDS OF RECORDS
1. JANUARY 2017 ISSUED FOR RECORDS
1. JULY 15 2018

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REAL

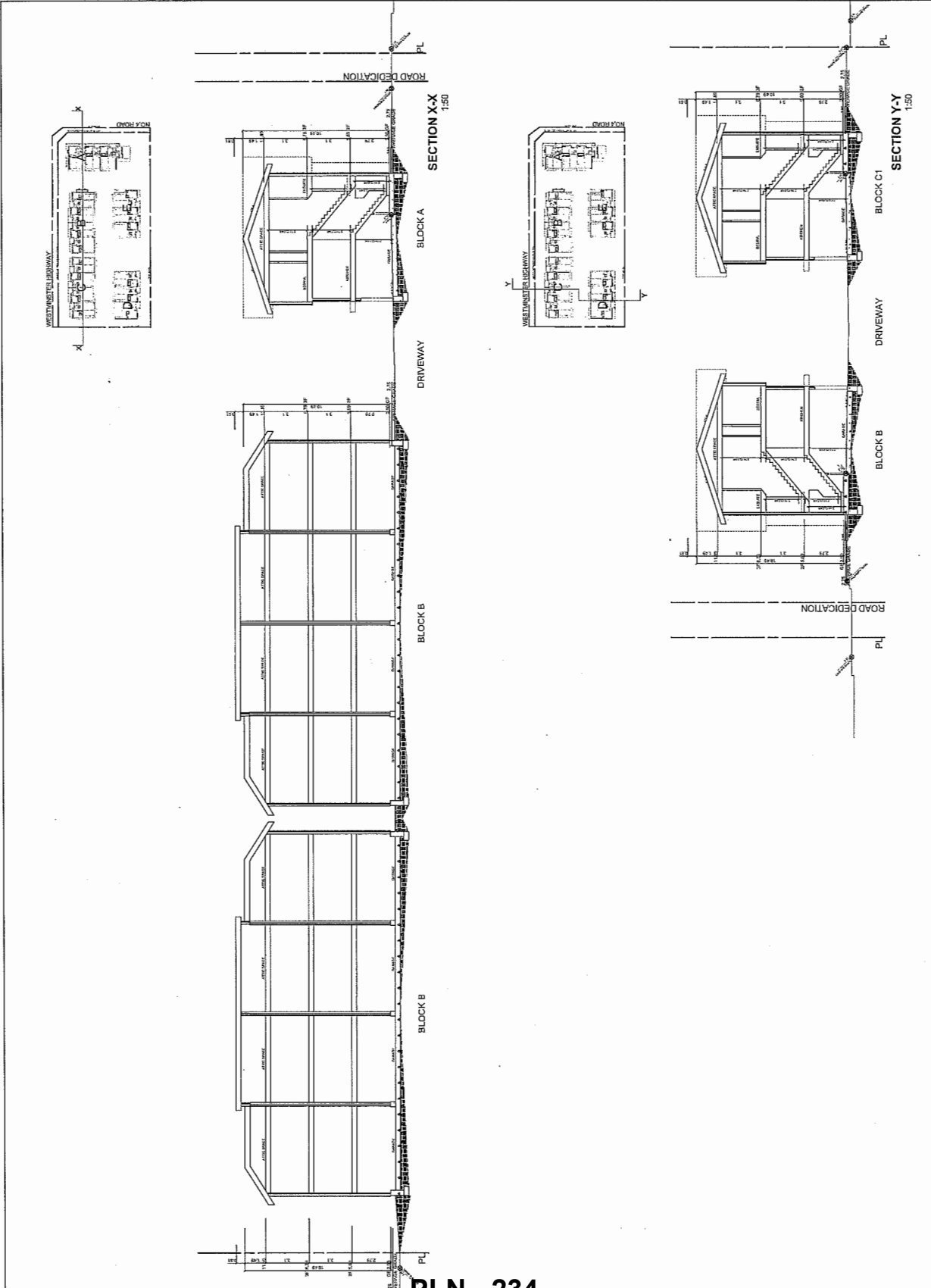
9980 WESTMINSTER HWY

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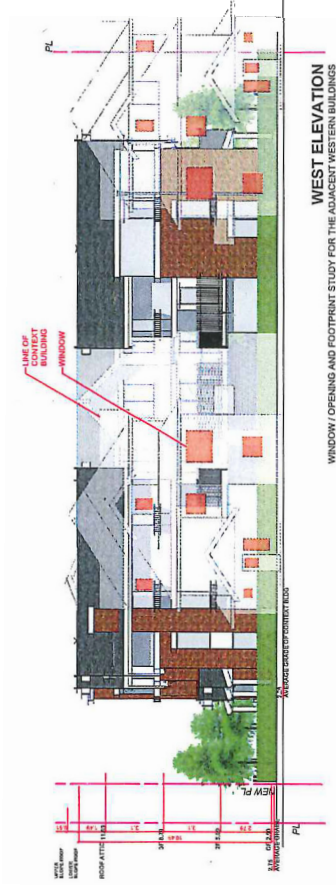
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STREET ELEVATION ALONG NO.4 ROAD

1:50



WEST ELEVATION

1:50

9980 WESTMINSTER HWY

STREET ELEVATION
CONTEXT BLDG STUDY

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1/21/2016

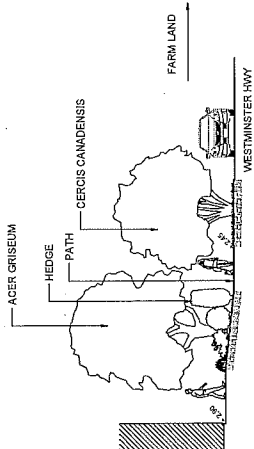
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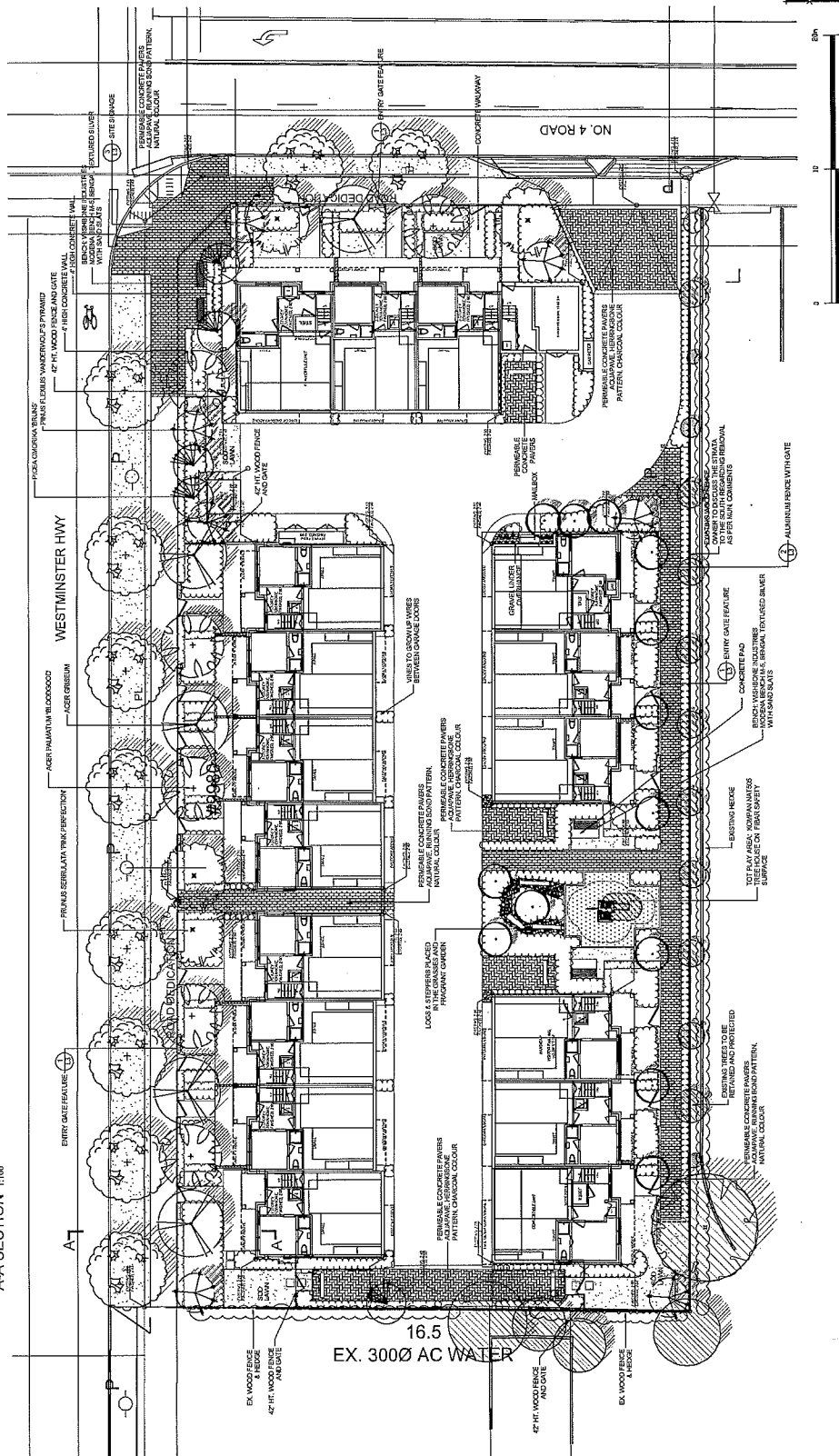
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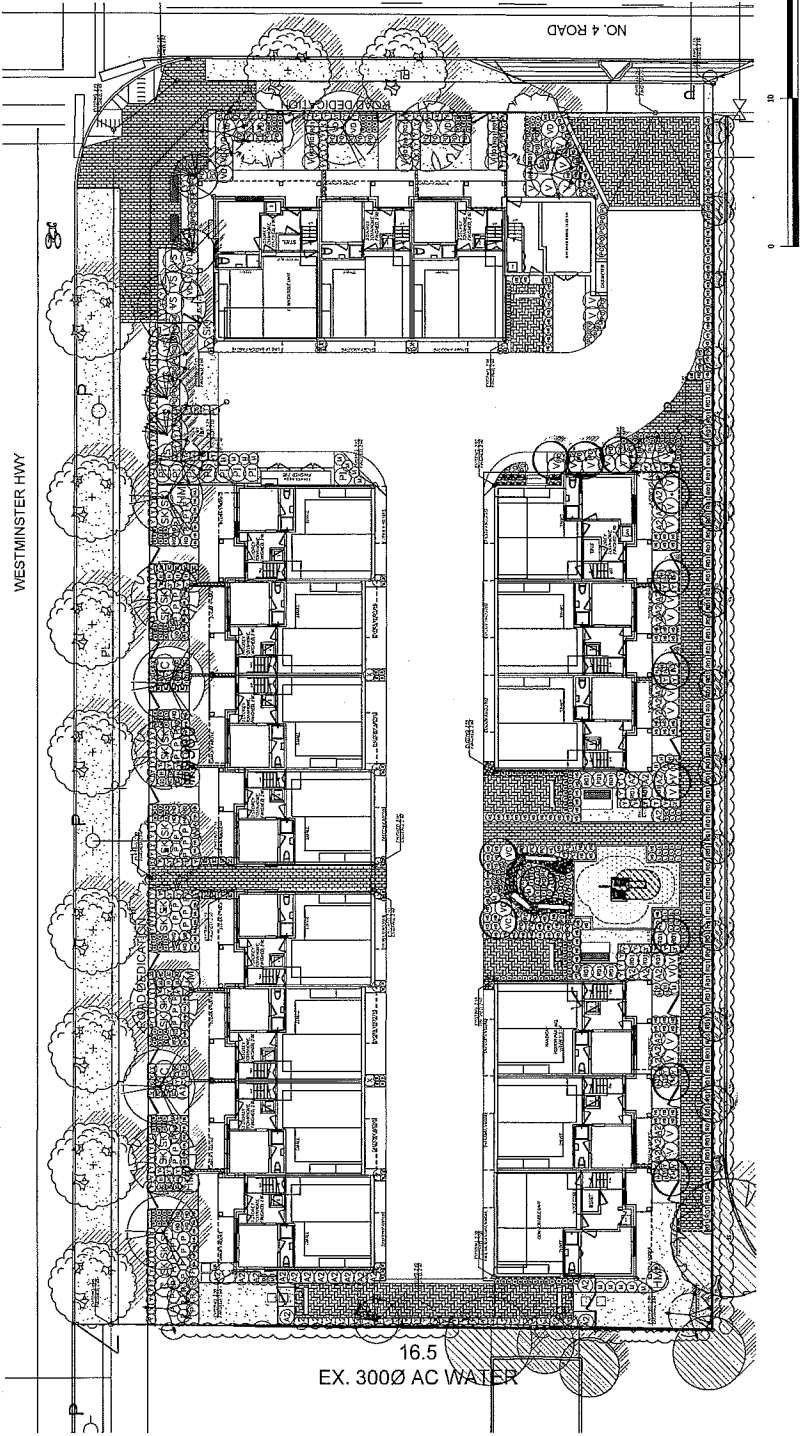
NOTES: 1. PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE MINIMAL LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CALIFORNIA STANDARDS. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMAL ACCEPTABLE SIZES. REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. 2. SEARCH AND REVIEW MAKER MAY MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT. 3. THE LANDSCAPE ARCHITECT HAS THE RIGHT TO MAKE ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO LANDSCAPE ARCHITECT'S REVIEW AND APPROVAL. 4. ALL PLANT MATERIALS MUST BE AVAILABLE AT ALL MEETINGS AND DEMONSTRATIONS. 5. ALL PLANT MATERIALS MUST MEET OR EXCEED CALIFORNIA LANDSCAPE STANDARD. 6. DEFINITION CONDITIONS OF AVAILABILITY: ALL MEASURED MATERIALS AND NON-MEASURED MATERIALS MUST MEET OR EXCEED



A-A SECTION 1:100



PLANT SCHEDULE			PMS PROJECT NUMBER: 17-007	
KEY	QTY	SYMBOL NAME	COMMON NAME	PLANT SIZE / REMARKS
1	50	AZALEA JAPONICA 'NIPPON KORYU'	AZALEA DINKLEDORF	42 POT, 30CM
2	50	AZALEA JAPONICA 'NIPPON KORYU'	AZALEA RED VIOLET	42 POT, 30CM
3	50	AZALEA JAPONICA 'NIPPON KORYU'	AZALEA JAPONICA 'NIPPON KORYU'	42 POT, 30CM
4	50	HYDRANGEA 'NIPPON KORYU'	HYDRANGEA 'NIPPON KORYU'	42 POT, 30CM
5	50	HYDRANGEA 'NIPPON KORYU'	HYDRANGEA 'NIPPON KORYU'	42 POT, 30CM
6	50	HYDRANGEA 'NIPPON KORYU'	HYDRANGEA 'NIPPON KORYU'	42 POT, 30CM
7	50	HYDRANGEA 'NIPPON KORYU'	HYDRANGEA 'NIPPON KORYU'	42 POT, 30CM
8	50	HYDRANGEA 'NIPPON KORYU'	HYDRANGEA 'NIPPON KORYU'	42 POT, 30CM
9	50	HYDRANGEA 'NIPPON KORYU'	HYDRANGEA 'NIPPON KORYU'	42 POT, 30CM
10	50	HYDRANGEA 'NIPPON KORYU'	HYDRANGEA 'NIPPON KORYU'	42 POT, 30CM
11	50	HYDRANGEA 'NIPPON KORYU'	HYDRANGEA 'NIPPON KORYU'	42 POT, 30CM
12	50	HYDRANGEA 'NIPPON KORYU'	HYDRANGEA 'NIPPON KORYU'	42 POT, 30CM
13	50	HYDRANGEA 'NIPPON KORYU'	HYDRANGEA 'NIPPON KORYU'	42 POT, 30CM
14	50	HYDRANGEA 'NIPPON KORYU'	HYDRANGEA 'NIPPON KORYU'	42 POT, 30CM
15	50	HYDRANGEA 'NIPPON KORYU'	HYDRANGEA 'NIPPON KORYU'	42 POT, 30CM
16	50	HYDRANGEA 'NIPPON KORYU'	HYDRANGEA 'NIPPON KORYU'	42 POT, 30CM
17	50	HYDRANGEA 'NIPPON KORYU'	HYDRANGEA 'NIPPON KORYU'	42 POT, 30CM
18	50	HYDRANGEA 'NIPPON KORYU'	HYDRANGEA 'NIPPON KORYU'	42 POT, 30CM
19	50	HYDRANGEA 'NIPPON KORYU'	HYDRANGEA 'NIPPON KORYU'	42 POT, 30CM
20	50	HYDRANGEA 'NIPPON KORYU'	HYDRANGEA 'NIPPON KORYU'	42 POT, 30CM
21	50	HYDRANGEA 'NIPPON KORYU'	HYDRANGEA 'NIPPON KORYU'	42 POT, 30CM
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41	50	HYDRANGEA 'NIPPON KORYU'	HYDRANGEA 'NIPPON KORYU'	42 POT, 30CM
42	50	HYDRANGEA 'NIPPON KORYU'	HYDRANGEA 'NIPPON KORYU'	42 POT, 30CM
43	50	HYDRANGEA 'NIPPON KORYU'	HYDRANGEA 'NIPPON KORYU'	42 POT, 30CM
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45	50	HYDRANGEA 'NIPPON KORYU'	HYDRANGEA 'NIPPON KORYU'	42 POT, 30CM
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48	50	HYDRANGEA 'NIPPON KORYU'	HYDRANGEA 'NIPPON KORYU'	42 POT, 30CM
49	50	HYDRANGEA 'NIPPON KORYU'	HYDRANGEA 'NIPPON KORYU'	42 POT, 30CM
50	50	HYDRANGEA 'NIPPON KORYU'	HYDRANGEA 'NIPPON KORYU'	42 POT, 30CM



PROJECT:
TOWNHOUSE DEVELOPMENT
5980 WESTMINSTER HWY.
RICHMOND, B.C.

DRAWING TITLE:
LANDSCAPE
SHRUB PLAN

DATE: 17/04/11
SCALE: 1:150
DRAWN: NM
DESIGN: NM
CHECKED: NM
PMS PROJECT NUMBER: 17-007

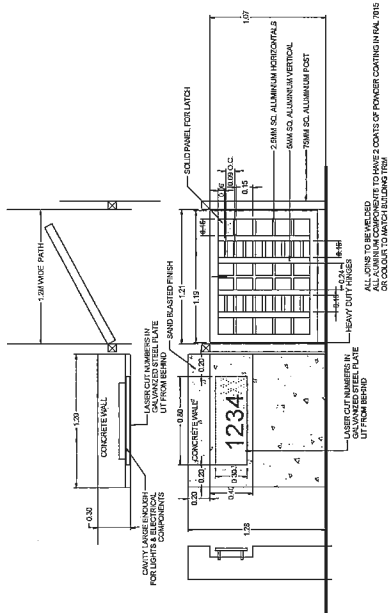
3B

OF 3

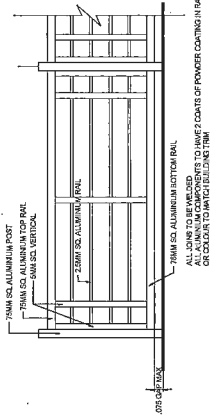
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pmg
LANDSCAPE
ARCHITECTS
Suite C100 - 4185 8th Creek Drive
Richmond, B.C. V6X 2E5
P: 604.274.4011 F: 604.264.0022

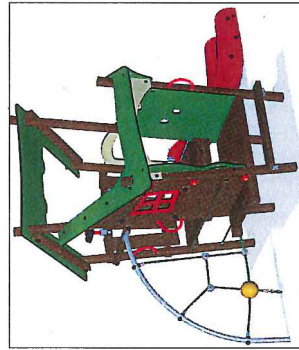
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1 ENTRY GATE FEATURE



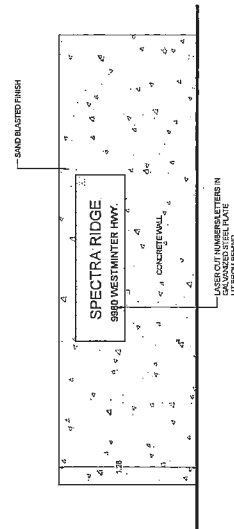
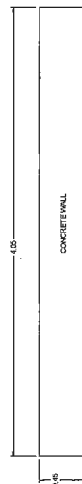
2 ALUMINUM FENCE



KOMPAN NAT505 TREE HOUSE



WISHBONE INDUSTRIES - MODENA BENCH M-5



3 SIGNAGE

PROJECT:

TOWNHOUSE DEVELOPMENT
9880 WESTMINSTER HWY.
RICHMOND, B.C.

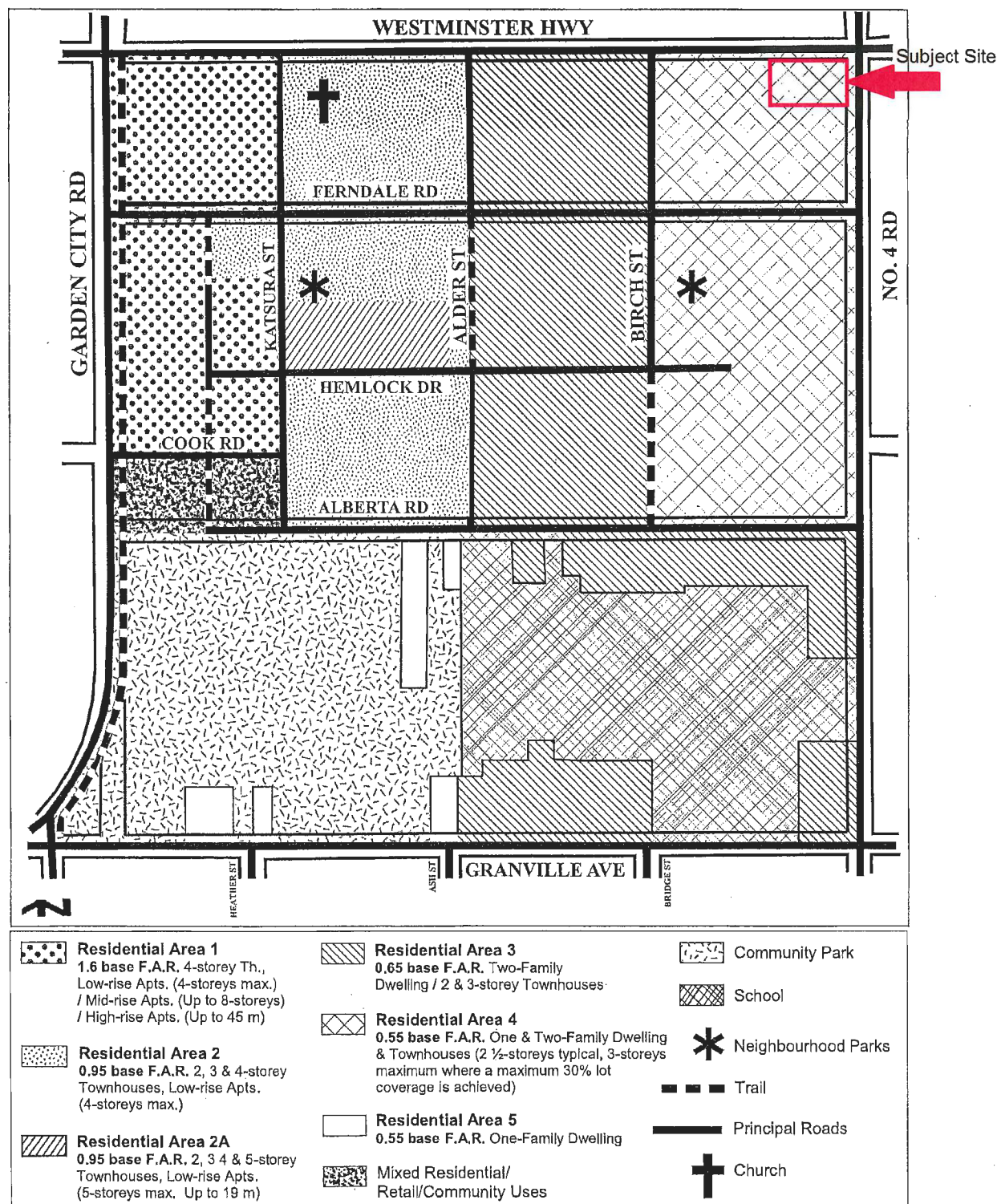
DRAWING TITLE:
LANDSCAPE
DETAILS

DATE: 17 JAN 11
SCALE: AS NOTED
DRAWN: MM
DESIGN: MM
CHECK: MCY
DRAWING NUMBER:
3C
OF 3

PNG PROJECT NUMBER: 17-007

City of Richmond

Land Use Map

 Bylaw 8630
2010/07/19


**Excerpt from the Meeting Notes of
The Agricultural Advisory Committee Meeting**

Thursday, November 23, 2017 – 7:00 p.m.

M.2.002

Richmond City Hall

2. 9980 Westminster Highway - Rezoning (ALR Adjacency)

Policy Planning Staff (Diana Nikolic) provided an overview of the rezoning application to develop 17 townhouse units at 9980 Westminster Highway. The subject site was formerly developed as a gas and service station. To the north and to the east are properties within the Agricultural Land Reserve. To the north are Westminster Highway and the Garden City Lands, and to the east are No.4 Road and two smaller parcels: the northern parcel developed with a veterinary hospital and the southern parcel currently undeveloped and designated as an Environmentally Sensitive Area. The project landscape architect provided an overview of the proposed landscape plan and the planting materials.

The Committee provided the following comments:

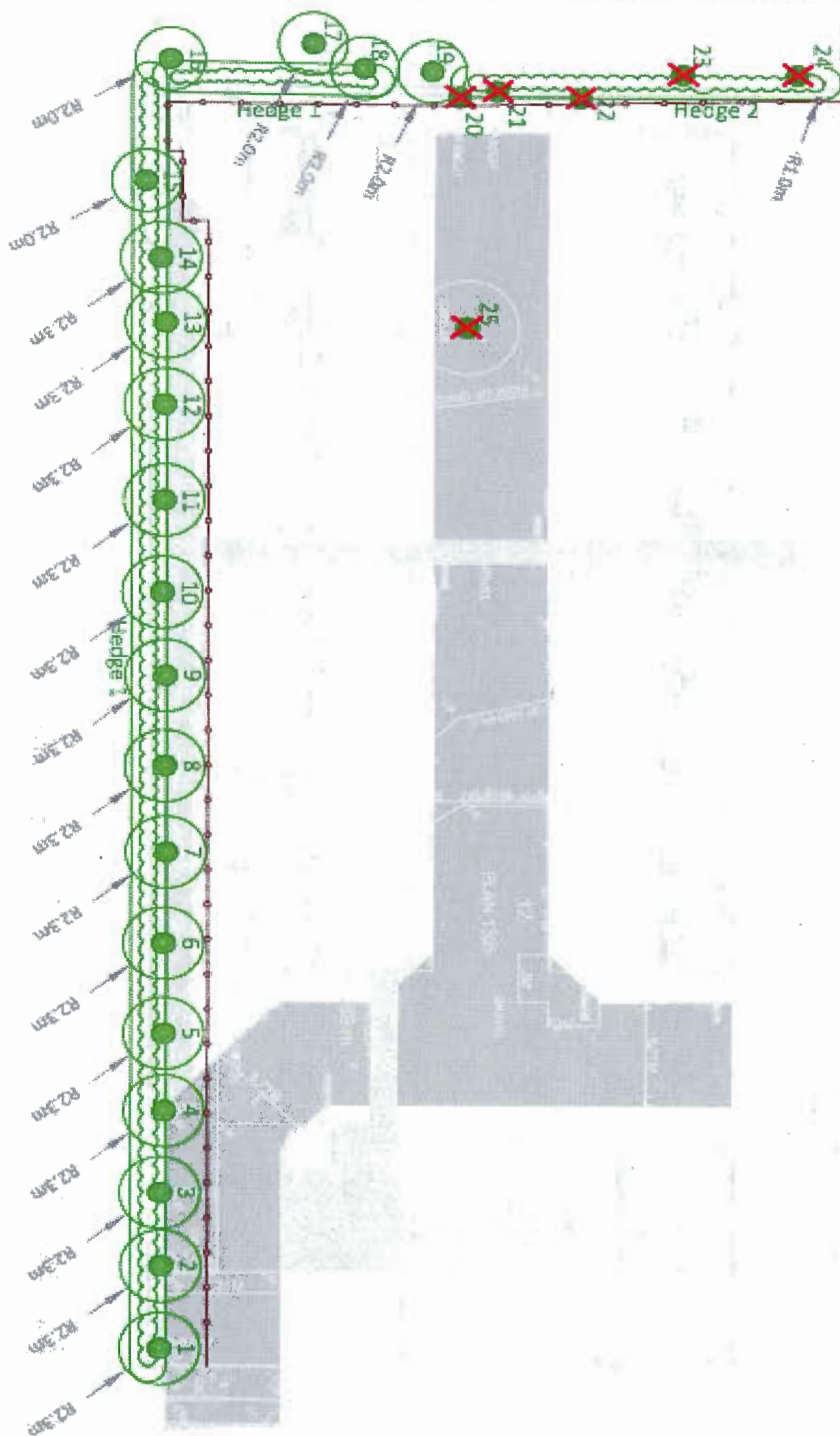
- The Committee noted that it was a well thought-out project.
- Concerns were raised regarding the types of blueberry plants proposed on the subject site. It was noted that non-native blueberry varieties (i.e., oval-leaf blueberry and lingoberry) should be replaced with other planting materials as they can take over native blueberry species on the Garden City Lands.
- The Committee wanted to ensure that Aspen, Birch and Poplar are avoided on the subject site as these non-native species are more competitive and may take over the natural ones. The Committee also noted that maples trees tend to germinate easily.

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

That the rezoning application for 9980 Westminster Highway (RZ16-741722) be supported subject to the following conditions:

- 1. Replace the proposed non-native blueberry plants (i.e., oval-leaf blueberry and lingonberry) with other planting materials; and*
- 2. Ensure Aspen, Birch, Poplar are avoided on the subject site and consider replacing maple trees with other types of trees.*

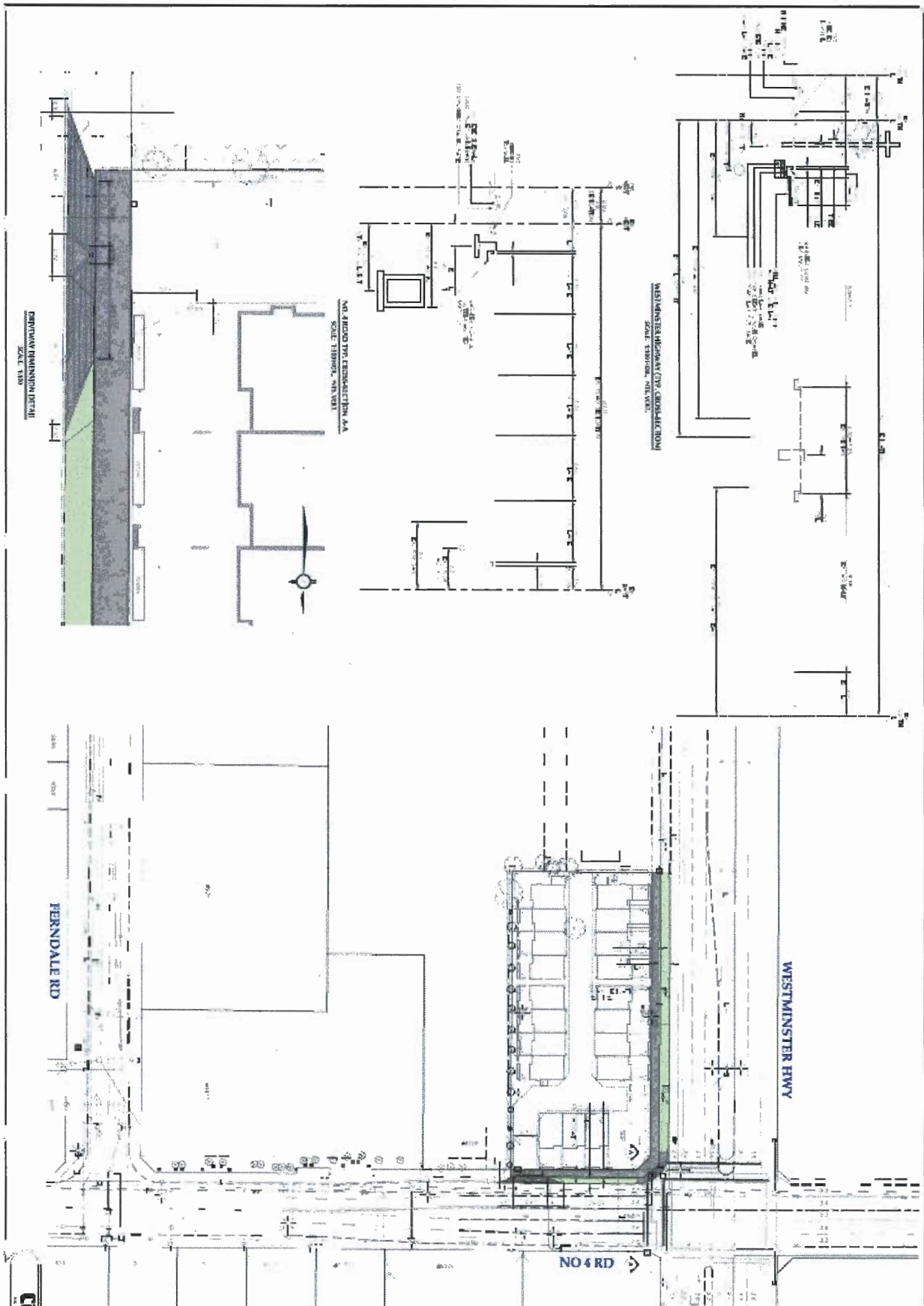
Due to the absence of quorum, the motion could not be considered.



- | Color | Text |
|--------|------------------------|
| Green | THIS PROBLEM IS EASY |
| Blue | PROBLEM IS EASY |
| Orange | THIS PROBLEM IS EASY |
| Red | THIS IS A HARD PROBLEM |
| Yellow | THIS IS A HARD PROBLEM |

534794

1. The location of an air-transport point on a map is determined by the coordinates of the point. The location of a point on a map is determined by the coordinates of the point. The location of a point on a map is determined by the coordinates of the point.
2. A map is a representation of the Earth's surface. It shows the location of various features, such as cities, rivers, and mountains. A map is a representation of the Earth's surface. It shows the location of various features, such as cities, rivers, and mountains.
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Address: 9980 Westminster Highway

File No.: RZ 16-741722

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9812, the developer is required to complete the following:

1. Ministry of Environment (MOE) Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues. This approval is required prior to dedication of land or road to the City if applicable.
2. Dedication of a 4 m x 4 m corner cut at the northeast corner of the site.
3. Approximately a minimum 2.5 m wide dedication along the entire length of Westminster Highway and minimum 2 m wide dedication along the entire length of No. 4 Road to facilitate road and frontage upgrades. A functional plan, to the satisfaction of the Director of Transportation, is required to confirm the ultimate required dedication and specifications related to driveway access design (i.e. "pork chop" design).
4. Discharge of covenant BX490990.
5. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
6. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
7. Registration of a legal agreement on title to ensure that a landscaping buffer is planted on-site along the property's Westminster Highway and No. 4 Road frontage and that the buffer is maintained and will not be abandoned or removed. The agreement is to identify the property's proximity to the Agriculture Land Reserve, where active farming is permitted. The agreement is also to provide notification that farming activities may include impacts (e.g. noise, dust and odour) generated from typical farm activities.
8. Registration of an aircraft noise sensitive use covenant on title.
9. Registration of a flood indemnity covenant on title.
10. Registration of a legal agreement on title to restrict access to the property to right in/right out movements only.
11. Registration of a legal agreement on title to ensure that the secondary suite cannot be stratified.
12. City acceptance of the developer's offer to voluntarily contribute \$233,142.00 toward the McLennan North Road Implementation Strategy Fund (account: 2264-10-000-90584-0000). This non-refundable contribution applies during the 2018 calendar year and will be adjusted upward by 6% per annum to account for holding carrying costs if the full amount is not received during the 2018 or any subsequent year.
13. City acceptance of the developer's offer to voluntarily contribute \$0.79 per buildable square foot (e.g. \$20,275.00) to the City's public art fund.
14. Contribution of \$1,000.00 per dwelling unit for the 4th to 17th unit (e.g. \$14,000) in-lieu of on-site indoor amenity space to be deposited in a Leisure Facilities Reserve Fund to be used for indoor public amenity space as identified by the Community Services Division and in alignment with Council priorities for facility and amenity needs for the local community and City-wide.
15. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot (e.g. \$102,664.20) to the City's affordable housing fund.
16. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

17. Enter into a Servicing Agreement (SA)* for the design and construction of the following works, which include but may not be limited to:

Water Works:

- a) Using the OCP Model, there is 895 L/s of water available at a 20 psi residual at the No. 4 Road frontage. Based on the proposed development, the site requires a minimum fire flow of 220.0 L/s.
- b) The Developer is required to:
 - i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit stage building designs.
 - ii. Install fire hydrants along the site's Westminster Highway and No.4 Road frontage to achieve minimum spacing as per City Specifications.
 - iii. Install a new water service connection off of the existing 300mm AC watermain along No.4 Road. The meter is to be located on-site in mechanical room.
- c) At Developers cost, the City is to:
 - i. Cut and cap at main, the existing water service connection at the No.4 Road frontage.
 - ii. Perform all tie-ins of proposed works to existing City infrastructure.

Storm Sewer Works:

- a) The Developer is required to:
 - i. Install a new storm service connection complete with inspection chamber and tie-in to the existing box culvert on No.4 Road.
- b) At Developers cost, the City is to:
 - i. Cut, cap and remove the existing storm service connection and inspection chamber STIC57881 at the southeast corner of the subject site.

Sanitary Sewer Works:

- a) The Developer is required to:
 - i. Install approximately 125 m of sanitary sewer along Ferndale Road and No.4 Road to service the subject site, complete with manholes, service connection and inspection chamber.
- b) At Developers cost, the City is to:
 - i. Perform all tie-ins of proposed works to existing City infrastructure.

Frontage Improvements:

Final required frontage improvements are subject to the Director of Transportation's approval of an acceptable functional plan:

- a. Along Westminster Highway:
 - i. Pavement widening with a bike lane along the curb. A functional road plan is required to show the cross section and lane alignment of Westminster Highway to introduce the right turn lane.
 - ii. Turning movement channelization with concrete islands will be required at the intersection.
 - iii. From the new north curb, introduction of a 0.15 m curb, 3 m wide landscaped and treed boulevard and 2 m wide sidewalk.
 - iv. Works to facilitate moving an existing bus stop that is currently located west of the subject site may be required and will be confirmed through the Servicing Agreement.
- b. Along No. 4 Road:
 - i. Pavement widening.
 - ii. From the new curb, introduction of a 0.15 m wide curb and gutter, 1.5 m wide landscaped boulevard, and 2 m wide sidewalk.

- iii. Confirmation of resolution of a conflict between the driveway access and a hydro pole. Relocation of the hydro pole would be at the developer's cost and must comply with Engineering Design Specifications and be to the satisfaction of the Director of Transportation.
 - iv. A functional plan, to the satisfaction of the Director of Transportation, is required to confirm the ultimate required dedication and specifications related to driveway access design, including the off-site "pork chop" design.
- c. Signal Enhancement: No. 4 Rd//Westminster hwy.
- Upgrade the existing signal to introduce audible pedestrian signals and illuminated street name signs. In addition, modifications to relocate/replace traffic signal poles/bases, conduits, junction boxes, vehicle detection devices, etc. may be required and will be determined through the Servicing Agreement.
- d. The Developer is required to:
- i. Coordinate with BC Hydro, Telus and other private communication service providers:
 - To underground Hydro service lines.
 - To pre-duct for future Hydro, Tel, and cable services along the development's Westminster Highway frontage when relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - ii. Locate all above ground utility cabinets and kiosks required to service the proposed development within the development site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Coordination is required 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 aboveground structure, that company shall confirm this via a letter to be submitted to the city. The following are examples of right of ways that shall be shown in the functional plan and registered prior to SA design approval:
 - 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)
 - Traffic signal UPS – 2mW X 1.5m (deep)
 - 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
 - iii. Complete other frontage improvements as per Transportation's requirements.

General Items:

- a. 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.

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

PLN - 245

Initial: _____

2. Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (EnerGuide 82 or better), in compliance with the City's Official Community Plan.

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. 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 original in the file

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9812 (RZ 16-741722)
9980 Westminster Highway**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following into Section 17 Site Specific Residential (Town Houses) Zones, in numerical order:

“17.83 ZT83 Town Housing – North McLennan (City Centre)

17.83.1 Purpose

The **zone** provides for **town housing** and other compatible **uses**.

17.83.2 Permitted Uses

- child care
- housing, town

17.83.3 Secondary Uses

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

17.83.4 Permitted Density

1. The maximum **floor area ratio** (FAR) is 0.75, together with an additional 0.10 **floor area ratio** provided that it is entirely **used** to accommodate **amenity space**.

17.83.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 38% for **buildings**.

17.58.6 Yards & Setbacks

1. The minimum **road setback** is:
 - a) 5.7 m from No. 4 Road;
 - b) 5.1 m from Westminster Highway; and
 - c) 6.0 m on all other public **roads**.

2. The minimum **side yard** is 3.4 m.
3. The minimum **rear yard** is 5.2 m.
4. **Porches, bay windows and cantilevered roofs** forming part of the **principal building** may project into the **road setbacks** for a distance not more than 1.1 m.
5. **Porches, bay windows, electrical closets and cantilevered roofs** forming part of the **principal building** may project into the **side yard** for a distance not more than 0.4 m and into the **rear yard** for a distance not more than 1.1 m

17.58.7 Permitted Heights

1. The maximum **height** for **buildings** is 12.0 m.
2. The maximum **height** for **accessory buildings** is 5.0 m.
3. The maximum **height** for **accessory structures** is 9.0 m.

17.58.8 Subdivision Provisions/Minimum Lot Size

1. There are no minimum **lot width** or **lot depth** requirements.
2. The minimum **lot area** is 3,180.0 m².

17.58.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.

17.58.10 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.

17.58.11 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.

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 **"TOWN HOUSING (ZT83) – NORTH MCLENNAN (CITY CENTRE)"**.

P.I.D. 004-248-023

East Half Lot 12 Except: Firstly: The Northerly 33 Feet Shown On Plan With Bylaw Filed 16918; Secondly: Part Shown On Bylaw Plan 55607; Thirdly: Parcel "B" (Bylaw Plan 64702). Block A Section 10 Block 4 North Range 6 West New Westminster District Plan 1305

3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9812"**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER




City of Richmond

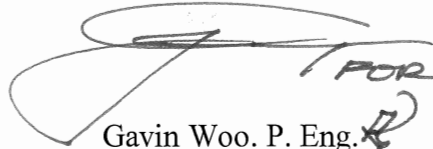
Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development
Gavin Woo, P.Eng.
Senior Manager, Building Approvals
Date: December 13, 2017
File: 08-4057-10/2017-Vol
01
Re: **Response to Referral: Options to Limit House Size, Farm Home Plate and House Footprint**

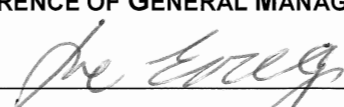

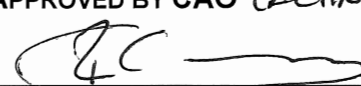
Staff Recommendation

1. That the staff report titled "Response to Referral: Options to Limit House Size, Farm Home Plate and House Footprint" dated December 13, 2017 from the Director, Development and Senior Manager, Building Approvals be received for information; and
2. That staff be directed to conduct public consultation regarding the options presented in this report ("Response to Referral: Options to Limit House Size, Farm Home Plate and House Footprint") regarding house size, farm home plate and house footprint.


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


Gavin Woo, P. Eng.
Senior Manager, Building Approvals
(604-276-4113)

Att. 4

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 
APPROVED BY CAO (ACTING) 	

Staff Report

Origin

A series of bylaws amending the Official Community Plan (OCP) and Zoning Bylaw were adopted on May 17, 2017 which limited residential development in the Agriculture (AG1) zone. Council also requested staff to review and report back in six months on the impact of those bylaws. At the November 7, 2017 Planning Committee meeting, staff presented a six-month review and included details on building permit applications received and observations on compliance. At the same meeting, Planning Committee resolved:

- “(1) That staff consider and examine the following for agricultural lots of 0.5 acres or larger:*
- a. options to limit house size to a maximum of 6,500 ft², 7,500 ft², or 8,500 ft²;*
 - b. options to limit the farm home plate size to a maximum of 10,780 ft² and/or potential regulations regarding the septic field; and*
 - c. options to limit the maximum house footprint to 5,200 ft²;*
- (2) That staff consider a communication and consultation strategy; and*
- (3) That staff consider what to ask the Province to encourage farming, such as ownership restrictions and other viable options.”*

This report responds to Planning Committee’s referral.

This report supports Council’s 2014-2018 Term Goal #3 A Well-Planned Community:

- 3.1. Growth and development that reflects the OCP, and related policies and bylaws.*

This report supports Council’s 2014-2018 Term Goal #8 Supportive Economic Development Environment:

- 8.3. The City's agricultural and fisheries sectors are supported, remain viable and continue to be an important part of the City's character, livability, and economic development vision.*

This report supports Council’s 2014-2018 Term Goal #9 A Well-Informed Citizenry:

- 9.1. Understandable, timely, easily accessible public communication.*

Findings of Fact

A summary of the regulations adopted by Council on May 17, 2017 that limit residential development on farmland can be found in Attachment 1.

Analysis

To address Planning Committee's referral, and to determine if a septic system can be included within the farm home plate, a review of septic systems in Richmond is provided below.

1. Septic Systems in Richmond

When a building permit application is submitted to the City of Richmond for any property not serviced by sanitary sewer, an authorized person must file with Vancouver Coastal Health, plans and specifications of an onsite wastewater system, also known as a septic system. The City will not approve a building permit if an approved septic system is not filed with Vancouver Coastal Health (Attachment 2).

Design, installation and the maintenance plan of the septic system is the responsibility of an authorized person (e.g., onsite wastewater practitioner, or professional engineer). Final approval is through a letter of certification provided by the authorized person or engineer. Once installation is complete, the property owner is provided with a maintenance plan which outlines the ongoing maintenance requirements of the system. The property owner is then responsible for following the maintenance plan on an ongoing basis.

In Richmond, due to the seasonal high water table and general soil drainage characteristics, septic systems are predominantly designed as raised mound systems. The mounds which are up to 4 ft. high are constructed above the native grounds surface utilizing specified granular fill to achieve the design grade elevations. The drainage piping mechanisms are constructed within the raised mounds.

With the exception of turf or lawn, cultivating crops of any kind on the top or side of the mound is not an acceptable practice as the roots would compromise the pipes and septic system. Any activity on the top of the mound would also compress the soil and would reduce percolation thereby compromising the septic system. This would limit any opportunities to use the septic field for recreational purposes.

Based on the BC Provincial Sewerage Disposal Regulation, the septic field must be a minimum of 7.5 m (25ft.) from the property line provided there is a perimeter drain around the property. The septic field can be as close as 3 m (10 ft.) to the house. Heavy polyliners can be used to reduce the setbacks.

There are three types of septic systems used in Richmond that are described in Table 1. Table 1 indicates the approximate septic field area in relation to the house floor area, the estimated costs, and the number of septic systems that have been installed in Richmond since 2011.

Table 1: Septic System Summary

Type	Description	Septic Field Area	Estimated Cost	No. of Septic Systems Installed since 2011
1	Traditional septic tank system that uses gravity fed tank into a septic field. Not commonly used in Richmond due to soil conditions and high water table.	Approximately 50% of the house floor area.	\$10,000 to \$15,000	6 (11% of total)
2	Utilizes a wastewater treatment plant system which then distributes treated effluent into the disposal field. Design and approval is done by an onsite waste water practitioner. Most commonly used system in Richmond.	Approximately 30% of the house floor area as there is a linear correlation between house size and septic field area	\$15,000 to \$25,000	32 (56% of total)
3	Utilizes an enhanced treatment plant and disposal system that is custom designed by a Professional Engineer.	Approximately 25% of the house floor area. No defined linear correlation between house size and septic field area.	\$25,000 to \$50,000+	19 (33% of total)

As indicated in Table 1, most septic systems in Richmond are either a Type 2 or Type 3 system. In reviewing septic systems used since 2011, staff were able to verify a relationship between a Type 2 septic field area and house size. In most cases, the septic field area was approximately 30% of the total house floor area. Such a relationship was not identified for Type 3 septic systems as field size is determined by a Professional Engineer and the type of technology being used. Based on meeting with staff from Vancouver Coastal Health, the septic field size may be closer to 25% of the overall house floor area, but this can vary depending on the technology used.

As the design, installation and maintenance of septic systems fall under Provincial regulations, the City cannot mandate the type of septic systems used. However, property owners would likely consider a Type 2 or Type 3 system due to Richmond's soil characteristics and in particular if the septic field is required to be within the farm home plate.

2. Analysis to Limit House Size, Farm Home Plate and House Footprint on Agricultural Lots 0.5 acres or Larger (Responding to Part 1 of Referral)

Vancouver Coastal Health staff have indicated that there is no constraint in including the septic field within the farm home plate area. However, the size of the farm home plate area, along with the maximum house size and maximum house footprint may create some spacing constraints.

To determine if a septic field can be included within a farm home plate, staff have concluded that a minimum of 50% of the farm home plate should be clear of the house footprint and septic field to allow for setbacks of buildings, driveways, and other recreational areas. This is based on a comparative analysis of the City's urban single family (RS) zone which has a maximum of 45% of the site area for building footprint and the remaining 55% of the lot area set aside for building setbacks, driveways, and recreational areas.

Based on this information regarding septic fields, staff have been able to prepare three options for consideration.

Option 1 (Based on Part 1 of Referral): Based on Planning Committee's referral, the maximum house size of 6,500 ft², 7,500 ft² and 8,500 ft² house size was assessed on a farm home plate of 10,780 ft² utilizing a maximum house footprint of 5,200 ft², and a Type 2 septic system technology. A Type 2 septic system is used in this analysis as it's the most commonly used system in Richmond and there is generally an identified relationship between house size and the septic field area. Table 2 provides a farm home plate area breakdown and indicates that the maximum house footprint and the septic field would occupy between 66%, 69% and 72% of the farm home plate. This would result in the remaining farm home plate area being less than 50% which would likely pose a hardship for many property owners in providing adequate recreational space, setbacks, and driveways.

Table 2: Farm Home Plate Breakdown with a Type 2 Septic System

Maximum House Size	Maximum Farm Home Plate Area	Maximum House Footprint (% of farm home plate)	Septic Field Size (Type 2) assuming 30% of house size (% of farm home plate)	Combined Septic Field Size and Maximum House Footprint (% of farm home plate)	Remaining Farm Home Plate Area (% of farm home plate)
6,500 ft ² house	10,780 ft ²	5,200 ft ² (48%)	1,950 ft ² (18%)	7,150 ft ² (66%)	3,610 ft ² (34%)
7,500 ft ² house	10,780 ft ²	5,200 ft ² (48%)	2,250 ft ² (21%)	7,450 ft ² (69%)	3,310 ft ² (31%)
8,500 ft ² house	10,780 ft ²	5,200 ft ² (48%)	2,550 ft ² (24%)	7,750 ft ² (72%)	3,010 ft ² (28%)

If a Type 3 septic system were used in this scenario the septic field area may be reduced. However, as demonstrated in Table 3 below, this reduction would still result in 63%, 65%, and 68% of the farm home plate being utilized by the maximum house footprint and septic field, resulting in not enough area for the remaining farm home plate.

Table 3: Farm Home Plate Breakdown with a Type 3 Septic System

Maximum House Size Options	Maximum Farm Home Plate Area	Maximum House Footprint (% of farm home plate)	Septic Field Size (Type 3) assuming 25% of house size (% of farm home plate)	Combined Septic Field Size and Maximum House Footprint (% of farm home plate)	Remaining Farm Home Plate Area (% of the farm home plate)
6,500 ft ² house	10,780 ft ²	5,200 ft ² (48%)	1,625 ft ² (15%)	6,825 ft ² (63%)	3,955 ft ² (37%)
7,500 ft ² house	10,780 ft ²	5,200 ft ² (48%)	1,875 ft ² (17%)	7,075 ft ² (65%)	3,705 ft ² (35%)
8,500 ft ² house	10,780 ft ²	5,200 ft ² (48%)	2,125 ft ² (20%)	7,325 ft ² (68%)	3,455 ft ² (32%)

STAFF ASSESSMENT OF OPTION 1: Staff conclude that to have a farm home plate of 10,780 ft² and allow for a 5,200 ft² maximum house footprint, the septic field would have to be outside the farm home plate.

In order to have the septic field within the farm home plate, either the maximum house footprint would have to be reduced or the maximum farm home plate would have to be increased. These options are outlined next.

Option 2 (Reducing the Maximum House Footprint): To ensure that no more than 50% of the farm home plate is being occupied by the house footprint and septic field area, Option 2 examines reducing the maximum house footprint from 5,200 ft². For this option, the maximum farm home plate would remain at 10,780 ft² and would assume a Type 2 septic system.

Table 4 indicates the maximum house footprint for each maximum house size as follows:

- For a 6,500 ft² house, the footprint would be reduced to 3,440 ft² meaning that the total floor area could be accommodated in a two-storey building.
- For a 7,500 ft² house, the footprint would be reduced to 3,140 ft² due to the larger septic field area. A 7,500 ft² house could be accommodated within a 2 ½ storey building.
- For an 8,500 ft² house, the maximum house footprint would be 2,840 ft² due to the larger septic field size. An 8,500 ft² house could not be accommodated within the current maximum house height of 2 ½ storeys. An additional zoning amendment would be required to the AG1 zone to increase the maximum number of storeys from 2 ½ to 3, and potentially the maximum building height beyond 10.5 m (34 ft.).

Table 4: Farm Home Plate Breakdown with a Reduced Maximum House Footprint

Maximum House Size	Maximum Farm Home Plate Area	Maximum House Footprint (% of farm home plate)	Septic Field Size (Type 2) assuming 30% of house size (% of farm home plate)	Combined Septic Field Size and Maximum House Footprint (% of farm home plate)	Remaining Farm Home Plate Area
6,500 ft ² house	10,780 ft ²	3,440 ft ² (32%)	1,950 ft ² (18%)	5,390 ft ² (50%)	5,390 ft ² (50%)
7,500 ft ² house	10,780 ft ²	3,140 ft ² (29%)	2,250 ft ² (21%)	5,390 ft ² (50%)	5,390 ft ² (50%)
8,500 ft ² house*	10,780 ft ²	2,840 ft ² (26%)	2,550 ft ² (24%)	5,390 ft ² (50%)	5,390 ft ² (50%)

* an additional zoning amendment would be required to the AG1 zone to increase the maximum number of storeys from 2 ½ to 3, and potentially the maximum building height beyond 10.5 m (34 ft.).

STAFF ASSESSMENT OF OPTION 2: Staff conclude that in order to accommodate the septic field area within a maximum farm home plate of 10,780 ft², the maximum house footprint would have to be reduced as follows:

- For a 6,500 ft² house, the footprint would have to be reduced to 3,440 ft² meaning that the total floor area could be accommodated in a two-storey building.
- For a 7,500 ft² house, the footprint would have to be reduced to 3,140 ft² due to the larger septic field area meaning that the total floor area could be accommodated within a 2 ½ storey building.
- For an 8,500 ft² house, the maximum house footprint would have to be reduced to 2,840 ft² due to the larger septic field size; however, an additional zoning amendment to the AG1 zone would be required to increase the maximum number of storeys for a house from 2 ½ to 3, and potentially the maximum building height beyond 10.5 m (34ft.).

Option 3 (Increasing the Maximum Farm Home Plate): To ensure that that no more than 50% of the farm home plate is occupied by the house footprint and septic field area, Option 3 examines increasing the maximum farm home plate from 10,780 ft². For this option, the maximum house footprint would remain at 5,200 ft², and would assume a Type 2 septic system.

If the maximum farm home plate were increased from 10,780 ft², Table 5 indicates what the maximum farm home plate would be for a 6,500 ft², 7,500 ft², and 8,500 ft² maximum house size, assuming a maximum house footprint of 5,200 ft².

Table 5: Farm Home Plate Breakdown with an Increased Maximum Farm Home Area

Maximum House Size Options	Maximum Farm Home Plate Area	Maximum House Footprint (% of farm home plate)	Septic Field Size (Type 2) assuming 30% of house size (% of farm home plate)	Combined Septic Field Size and Maximum House Footprint (% of farm home plate)	Remaining Farm Home Plate Area
6,500 ft ² house	14,300 ft ²	5,200 ft ² (36%)	1,950 ft ² (14%)	7,150 ft ² (50%)	7,150 ft ² (50%)
7,500 ft ² house	14,900 ft ²	5,200 ft ² (35%)	2,250 ft ² (15%)	7,450 ft ² (50%)	7,450 ft ² (50%)
8,500 ft ² house	15,500 ft ²	5,200 ft ² (34%)	2,550 ft ² (16%)	7,750 ft ² (50%)	7,750 ft ² (50%)

STAFF ASSESSMENT OF OPTION 3: Staff conclude that in order to accommodate the septic field area with a maximum house footprint of 5,200 ft², the maximum farm home plate area would have to be increased as follows:

- 14,300 ft² for a 6,500 ft² maximum house size;
- 14,900 ft² for a 7,500 ft² maximum house size; and
- 15,500 ft² for an 8,500 ft² maximum house size.

3. Options Summary

Based on the previous analysis, the following options can be summarized:

- ***Option 1 (Based on Part 1 of Referral):*** For each maximum house size on a maximum farm home plate of 10,780 ft² with a maximum house footprint of 5,200 ft², the septic field must be located outside of the farm home plate.
- ***Option 2 (Reducing the Maximum House Footprint):*** In order to accommodate the septic field area within a maximum farm home plate of 10,780 ft², the maximum house footprint would have to be reduced as follows:
 - For a 6,500 ft² house, the footprint would be reduced to 3,440 ft² meaning that the total floor area could be accommodated in a two-storey building.
 - For a 7,500 ft² house, the footprint would be reduced to 3,140 ft² due to the larger septic field area meaning that the total floor area could be accommodated within a 2 ½ storey building.
 - For an 8,500 ft² house, the maximum house footprint would be 2,840 ft² due to the larger septic field size; however, an additional zoning amendment to the AG1

zone would be required to increase the maximum number of storeys for a house from 2 ½ to 3, and potentially the maximum building height beyond 10.5 m (34ft.).

- ***Option 3 (Increasing the Maximum Farm Home Plate):*** In order to accommodate the septic field area with a maximum house footprint of 5,200 ft², the maximum farm home plate area would have to be increased as follows:
 - 14,300 ft² for a 6,500 ft² maximum house size;
 - 14,900 ft² for a 7,500 ft² maximum house size; and
 - 15,500 ft² for an 8,500 ft² maximum house size.

4. Communication and Consultation Strategy (Responding to Part 2 of Referral)

Communicating the Existing AG1 Regulations: The revised housing regulations in the AG1 zone adopted by Council are highly technical and can be difficult to explain. As part of a communication strategy, staff have prepared a 5 ½ minute animated video which helps to explain and illustrate the concept of a farm home plate and how both house size and farm home plate can vary based on the lot size. This video also helps explain the context of why Council considered adopting these bylaw amendments. Subject to feedback from Planning Committee and Council, staff would update the City's website to include links to the video.

Consulting on Options to the AG1 Zone: Staff recommend consulting with residents, property owners and farmers in the AG1 zone, along with members of the Agricultural Advisory Committee (AAC) to review the options on house size, house footprint and farm home plate to help determine the appropriate regulations for residential uses on farmland.

Consultation would include the following:

- A survey posted on Let's Talk Richmond for a two-week period from late January to early February 2018;
- One public open house at City Hall in late January or early February 2018; and
- One meeting with the City's AAC for further feedback during the consultation period.

Staff would report back on the survey and consultation results in March with potential bylaw amendments.

5. Provincial Involvement to Encourage Farming (Responding to Part 3 of Referral)

As part of the staff referral, staff were asked to consider what to ask the Province to encourage farming, such as ownership restrictions and other viable options. Staff suggest including this question in the public survey to receive further input and to bring forward recommendations following the public consultation period. Some of the potential issues to be explored include the following:

- **Regulating Foreign Ownership:** In BC, ownership of farmland by foreigners or corporations is not strictly prohibited or limited. On October 5, 2017, Bill M202, Property Law Amendment Act, 2017 was introduced to restrict foreign nationals and

foreign corporations from holding land within the ALR over 5 acres. Second reading of Bill M202 is scheduled for the next sitting of the House in February 2018. Despite this action, this would only apply to less than ¼ of Richmond's agricultural land as 76% of Richmond's farmland is less than 5 acres in area. Any regulations on foreign ownership of farmland should apply to all farmland regardless of size.

- **Foreign Buyers Tax:** As this tax does not currently apply to farmland, the Foreign Buyers Tax should be applied to all farmland and work in conjunction with any additional restrictions and regulations on foreign ownership by the Province.
- **Tax Regime:** Farm classifications are given to properties that are farmed and meet BC Assessment's farming requirements. A different tax regime could be considered based on the size of the lot, soil classification, location of the property, and if the property is owned by a foreign investor. Further, the minimum amount of farming receipts could be changed to ensure that farmland is being used for farming purposes and not used as a loophole to pay lower property taxes.
- **Land Matching Programs:** Discuss with Provincial officials about setting up a Provincial land matching registry system for farmers who wish to lease land for farming purposes from ALR property owners. In Richmond, the following groups have begun their own localized land matching program:
 - the Young Agrarians have been working with staff to start a localized land matching program. A workshop is tentatively scheduled for February 2018 and further information about the Young Agrarians can be found at <http://youngagrarians.org/>; and
 - the Richmond Farmland Owners Association have setup a website at <http://www.richmondfarmersconnect.com/> which aims to promote connections between farmers and farmland owners.

6. Building Permit Statistics

In reference to the minutes from the November 7, 2017 Planning Committee (Attachment 3) which were endorsed by Council on November 14, 2017, staff were asked several questions about building permit applications that have been received since April 4, 2017. Attachment 4 addresses these questions by providing a summary for each building permit application received between April 4, 2017 and November 1, 2017, and including the following information:

- maximum and proposed farm home plate area;
- maximum and proposed house size, including the remaining house size that was not proposed;
- proposed house footprint;
- whether the house is designed for single family or extended family by determining the total number of bedrooms and if a secondary suite is included in the building design;
- whether the property is utilized by a farmer by reviewing 2017 tax records to determine if the property received farm classification as per BC Assessment;

- the proposed septic field area, septic system type (Type 1, 2 or 3) and whether it is inside or outside of the farm home plate (if known);
- the maximum house setback from a public road; and
- the maximum depth of the farm home plate.

All building permit applications received since April 4, 2017 have had to conform to the revised residential limitations in the AG1 zone. There have been 11 building permit applications received between April 4, 2017 and November 1, 2017 with an average house size of 713 m² (7,678 ft²) and an average farm home plate of 1,266 m² (13,631 ft²).

Financial Impact

None.

Conclusion

The report responds to the referral made by Planning Committee to examine options to limit house size, farm home plate size, and house footprint, to consider a communication and consultation strategy, and to ask the Province to encourage farming, such as ownership restrictions and other viable options.

Staff recommend receiving this report for information and be directed to conduct public consultation regarding the options presented in this report.



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JH:rg

- Att. 1: Summary of Existing Regulations that Limit Residential Development on Farmland
2: Onsite Sewerage System Information from Vancouver Coastal Health dated May 9, 2017
3: Copy of Minutes from November 7, 2017 Planning Committee
4: Summary of Building Permits received from April 4, 2017 to November 1, 2017

Summary of Existing City of Richmond Regulations that Limit Residential Development on Farmland

1. Maximum House Size

For AG1 zoned properties, the maximum house size is regulated by a floor area ratio (FAR) similar to what is used in the City's single-family (RS) zones. However, for the AG1 zone, the maximum house size is eventually capped at:

- 500 m² (5,382 ft²) if the property is less than 0.2 ha (0.5 acres), and
- 1,000 m² (10,763 ft²) if the property is greater than 0.2 ha (0.5 acres).

In calculating the house size under the AG1 zone, the house, garage floor area, and all residential accessory buildings such as sheds, detached garages or workshops are all included.

The only exemptions from floor area calculations under the AG1 zone, which is consistent with the City's RS zones in the urban areas, include the following:

1. one accessory building if it is less than 10m² (108 ft²);
2. 10% of the overall floor area calculated for the lot which can be used for covered areas of the house which must be open on two or more sides and never enclosed. This is intended to allow for covered entry ways and porches and would include a covered area over a driveway. Any covered area beyond the 10% allowance would be included in the maximum allowable floor area calculations for the house; and
3. A maximum of 10m² (108 ft²) of floor area for areas exclusively used for interior entry and staircase purposes that have a ceiling height greater than 5.0 m (16.4 ft.).

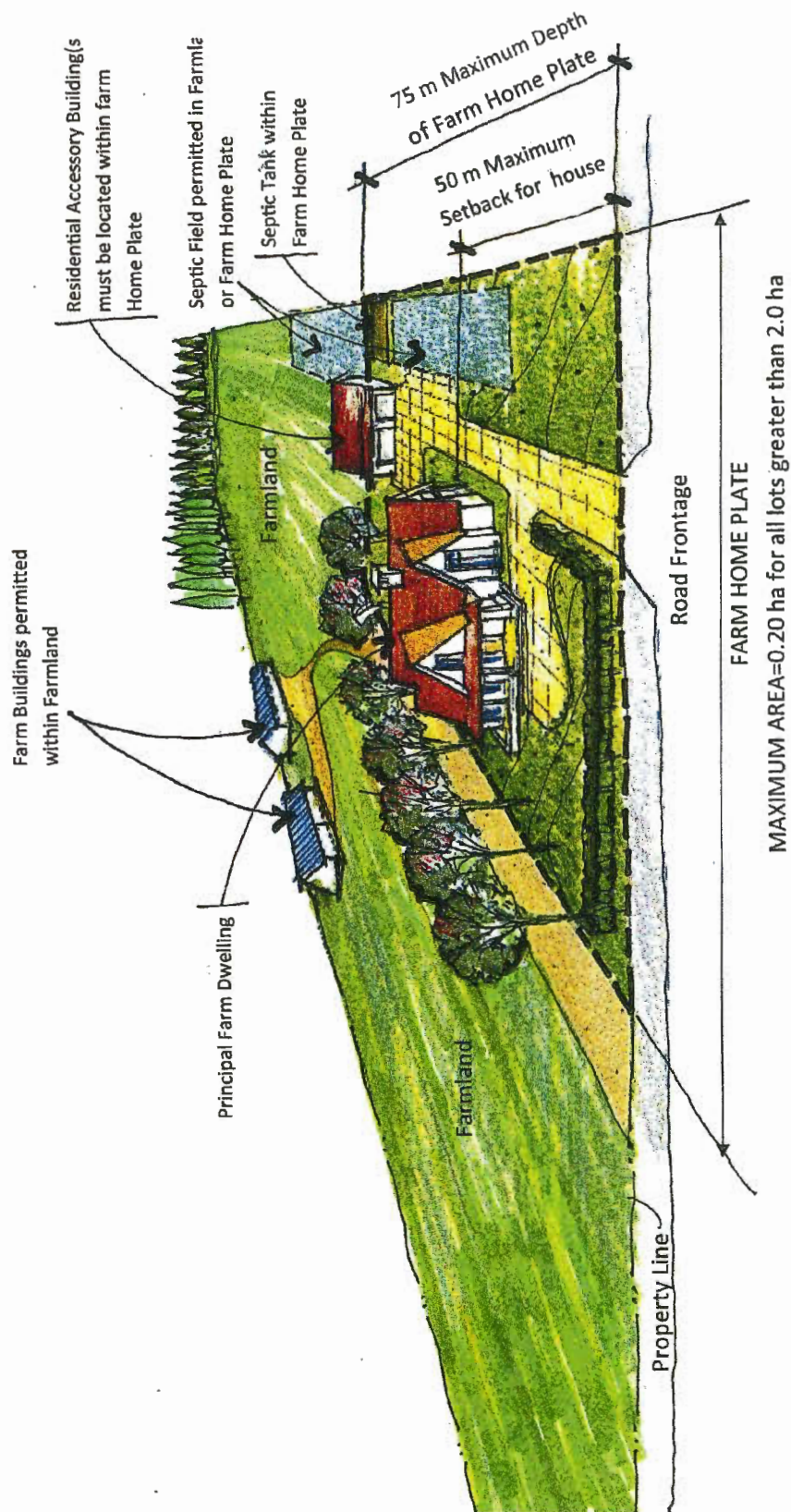
The only difference in floor area exemptions between the AG1 zone and the RS zones is that the RS zones provide for a floor area exemption of up to 50m² (538 ft²) for the garage floor area.

2. Farm Home Plate

Farm Home Plate Definition: The term 'farm home plate' means the portion of the lot including the principal dwelling unit, any residential accessory buildings or residential accessory structures, including the driveway, decorative lawns and landscaping, artificial ponds and sewerage septic tanks, in one contiguous area. Under the current regulations, the septic field is not included in the farm home plate area. See Figure 1 for an illustration of a typical farm home plate.

Maximum Farm Home Plate Area: The farm home plate regulations are a made-in-Richmond approach that reflects the high number of small agricultural lots, and ensures that every agricultural lot has an area that can be farmed for years to come. For properties that are less than 2.0 ha (4.9 acres), the City's farm home plate regulations are more stringent than the Ministry of Agriculture's Guidelines.

Figure 1: Illustration of a Farm Home Plate

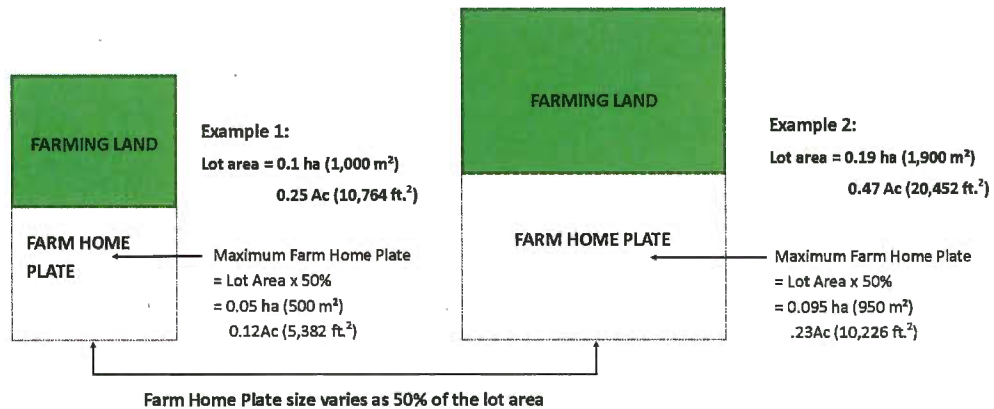


The City's regulations for farm home plate can be broken down into four lot area categories as follows:

1. On lots less than 0.2 ha (0.5 ac.) the farm home plate must not exceed 50% of the lot area as indicated in Figure 2. In this category, a minimum of 50% of the lot would be preserved for farming.

Figure 2: Lots less than 0.2 ha

Maximum Farm Home Plate is 50% of the lot area for the Lots less than 0.2 ha (2,000 m²) or 0.5 Ac (21,528 ft.²).

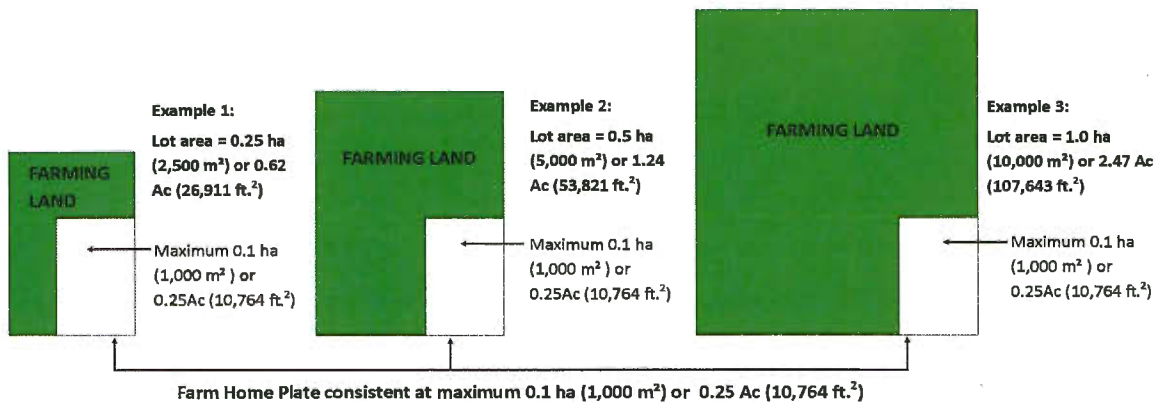


2. On lots that are 0.2 ha (0.5 ac.) to 1.0 ha (2.5 ac.), the maximum farm home plate area is 1,000 m² (10,763 ft²) as indicated in Figure 3. In this category, the amount of land preserved for farming would range from 50% to 90% of the lot.

Figure 3: Lots between 0.2 (0.5 ac.) to 1.0 ha (2.5 ac.)

Maximum Farm Home Plate is 0.1 ha (1,000 m²) or 0.25 Ac (10,764 ft.²)

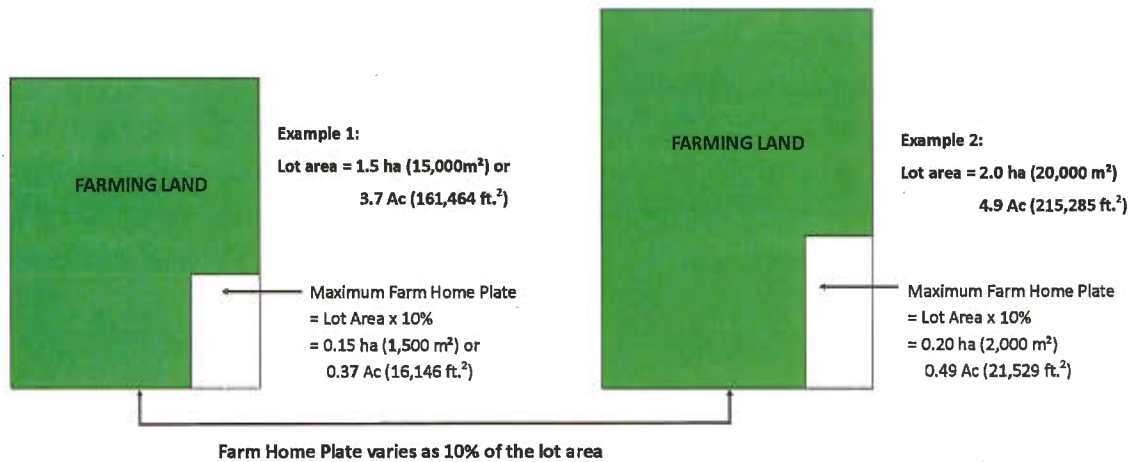
For the Lots between 0.2 ha (2,000 m²) or 0.5 Ac (21,528 ft.²) to 1.0 ha (10,000 m²) or 2.5 Ac (107,643 ft.²)



3. On lots that are 1.0 ha (2.5 ac.) to 2.0 ha (4.9 ac.), the maximum farm home plate must not exceed 10% of the lot area as indicated in Figure 4. In this category, a minimum of 90% of the lot would be preserved for farming.

Figure 4: Lots between 1.0 ha (2.5 ac.) to 2.0 ha (4.9 ac.)

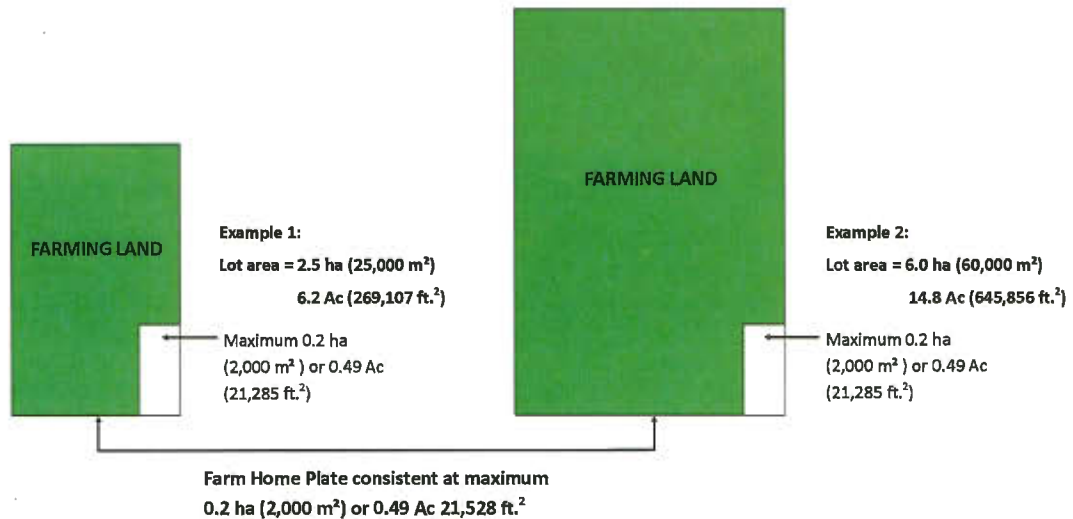
Maximum Farm Home Plate is 10% of the Lot area for the Lots between 1.0 ha (10,000 m²) or 2.5 Ac (107,643 ft.²) to 2.0 ha (20,000 m²) or 4.9Ac (215,285 ft.²)



4. On lots that are 2.0 ha (4.9 ac.) or greater, the maximum farm home plate area is 2,000 m² (21,527 ft.²) as indicated in Figure 5. In this category, the amount of land preserved for farming would be greater than 90% of the lot.

Figure 5: Lots 2.0 ha (4.9 ac.) or Greater

Maximum Farm Home Plate is 0.2 ha (2,000m²) or 0.49 Ac (21,285 ft.²) for all Lots greater than 2.0 ha (20,000 m²) or 4.9 Ac (215,285 ft.²)



A summary table of the maximum farm home plate and house size regulations can be found below. The number of lots affected include AG1 zoned lots that have road access which is required to support residential development.

Table 1: Summary of Richmond's AG1 Farm Home Plate and House Size Regulations

Lot Size	No. of Lots Affected	Maximum Farm Home Plate (area of land used for residential improvements)	Maximum House Size (total floor area including garage and residential accessory buildings)
Less than 0.2ha (0.5 ac.)	263	50% of lot area (farm home plate would be less than 1,000m ² [10,763 ft ²] of the lot)	<p>*For lots less than 0.128ha (0.32 ac.):</p> <ul style="list-style-type: none"> less than 500m² (5,382 ft²) <p>For lots 0.128ha (0.32 ac.) to 0.2ha (0.5 ac.):</p> <ul style="list-style-type: none"> 500m² (5,382 ft²)
0.2ha (0.5 ac.) to 1.0ha (2.5 ac.)	490	1,000m ² (10,763 ft ²) of the lot	<p>*For lots 0.2ha (0.5 ac.) to 0.29ha (0.73 ac.):</p> <ul style="list-style-type: none"> 716m² (7,708 ft²) to 1,000m² (10,763 ft²) <p>For lots 0.29ha (0.73 ac.) to 1.0ha (2.5 ac.):</p> <ul style="list-style-type: none"> 1,000m² (10,763 ft²)
1.0ha (2.5 ac.) to 2.0ha (4.9 ac.)	189	10% of lot size (farm home plate would be between 1,000m ² [10,763 ft ²] to 2,000m ² [21,527 ft ²])	1,000m ² (10,763 ft ²)
2.0ha (4.9 ac.) or greater	332	2,000m ² (21,527 ft ²)	1,000m ² (10,763 ft ²)

* Derived from the City's floor area ratio of 0.55 for first 464.5 m² (5,000ft²) of lot size, and 0.30 for the remainder of the lot.

3. Other AG1 Regulations Adopted

The bylaws adopted on May 17, 2017 also established the following:

1. To limit the size of residential accessory buildings, the maximum floor area is 70 m² (753ft²). This floor area would apply to each residential accessory building and would be included in the overall maximum floor area for residential buildings.
2. To ensure that residential improvements are located close to the fronting road providing access to the lot, the farm home plate must not exceed a maximum depth of 75 m from the front property line.
3. To ensure that the house is located close to the fronting road, the back wall of the principal dwelling must not exceed 50 m (164 ft.) as measured from a constructed public road abutting the property.
4. To ensure farm access, the minimum residential side yard setback was increased to 4 m (13ft.) for lots that are less than 0.8 ha (2 ac.). For lots that are greater than 0.8 ha (2 ac.), the minimum side yard setback of 6 m (19.7 ft.) would remain.
5. To limit the number of dwellings on a property, no more than 1 principal dwelling per lot.



Health Protection Environmental Health

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May 9, 2017

Onsite Sewerage System Information

I have met with City of Richmond Staff for discussions regarding specifics related to onsite wastewater systems on Richmond properties within the Agricultural Land Reserve not serviced by sanitary sewer. I provide the following information in 6 key points back to City Staff as a follow-up to that meeting

- 1) Regulatory regime
- 2) Design installation and maintenance
- 3) Role of Health Authority
- 4) Role of City of Richmond
- 5) Richmond Sewerage System design considerations; and
- 6) Farmability on sewerage systems

1) Regulatory regime

In British Columbia the installation and use of onsite wastewater systems is regulated under the British Columbia Sewerage System Regulation (SSR). The SSR references a provincial Standard Practices Manual (SPM) which specifies in detail the design, installation, and ongoing maintenance criteria for onsite wastewater systems.

2) Design installation and maintenance

The design, installation and maintenance of onsite wastewater systems is the responsibility of Authorized Persons as defined in the SSR. Authorized Persons are either Registered Practitioners, or Professional Engineers competent in the area of hydrology. Any property owner who needs to construct a new onsite wastewater system, or alter or repair an existing one, must retain the services of an authorized person to design and oversee construction of the system. Final approval of the installed system is in the form of a letter of certification authored by the Authorized Person and filed with the Health Authority. Once installation is complete a property owner is provided with a maintenance plan which outlines the ongoing maintenance requirements of the system. The property owner is responsible for following the maintenance plan on an ongoing basis.

3) Role of Health Authority

Before construction or repair of an onsite sewerage system, an authorized person must file with the local health authority (Vancouver Coastal Health), plans and specifications of the sewerage system, in the form of a Record of Sewerage System Filing. The Health Authority retains on file, all submitted records within their jurisdiction. As well, the Health Authority is responsible for the administration and enforcement of the SSR and the Public Health Act. This involves investigation and compliance action for the prevention or correction of health hazards caused by onsite wastewater systems.

4) Role of City of Richmond

When a building permit application for any property not serviced by sanitary sewer is submitted to the City of Richmond's Building Approvals Department, a copy of the Record of Sewerage System filed with the Health Authority is also required. This record is provided to the City by the Health Authority as an administrative practice. The City will not approve a building permit if not in possession of a record of sewerage system pertaining to the property.

5) Richmond Sewerage System Design Considerations

In Richmond, due to the seasonal high water table and general soil drainage characteristics onsite sewerage systems are predominantly designed as raised mound systems. The mounds are constructed above the native grounds surface utilizing specified granular fill to achieve the design grade elevation. The mounds may be side sloped to the native grounds surface, or the area surrounding the mound may be filled to achieve a uniform surface grade in keeping with the elevation of other improvements on the property. The drainage piping mechanics of the sewerage system are constructed within the raised mound. The sizing of the sewerage system components and mound for a residential structure are determined by the number of bedrooms and maximum floor area of the residence. The required mound area can be sizable for larger proposed homes, for example the required mound area for an 8 bedroom home could be 3600 square feet.

6) Farmability on Sewerage Systems

Cultivating crops on top of, or on the side slopes of a sewerage system mound is not an acceptable practice. Depending on a systems design even cultivating crops within the vicinity of the toe (bottom) of the mound should be restricted. The provincial SPM states that during and after installation, it is a requirement protect the soils in the dispersal area and in the receiving area from damage to soil structure and consistence. There shall also be the provision of physical barriers that will protect the dispersal and receiving areas from vehicle traffic. As well the SPM states that vehicles or heavy animal traffic should not be permitted on the finished system. Heavy traffic can compact the soil. This limits oxygen transfer, increases the risk of frost damage, and risks direct physical damage to system components. As well there is the potential for uptake of contaminants contained in domestic sewage into the crops through their root systems. Required setbacks for cultivating in the vicinity of a sewerage system mound would be the responsibility of the authorized person who designed the system.

Dalton Cross
Senior Environmental Health Officer
Vancouver Coastal Health – Richmond



City of
Richmond

Minutes

Planning Committee

Date: Tuesday, November 7, 2017

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda McPhail, Chair
Councillor Bill McNulty
Councillor Chak Au
Councillor Alexa Loo
Councillor Harold Steves
Mayor Malcolm Brodie

Also Present: Councillor Derek Dang
Councillor Carol Day

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

It was moved and seconded

That the order of the agenda would be varied to consider Item No. 2 first.

CARRIED

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on October 17, 2017, be adopted as circulated.

CARRIED

Planning Committee
Tuesday, November 7, 2017

PLANNING AND DEVELOPMENT DIVISION

2. PROPOSED DRAFT MARKET RENTAL HOUSING POLICY

(File Ref. No. 08-4057-08) (REDMS No. 5322200 v. 15)

With the aid of a PowerPoint presentation (copy on-file, City Clerk's Office) Terry Crowe, Manager, Policy Planning, and Tina Atva, Development Coordinator, reviewed the proposed Draft Market Rental Housing Policy, highlighting that proposed policy objectives include protecting existing market rental housing stock and tenants, as well as increasing the supply of market rental housing. Also, it was noted that staff will engage in community consultation through workshops and Let's Talk Richmond.

In reply to queries from Committee, Ms. Atva noted that updated market rental housing statistics in Richmond can be provided to Council.

Discussion ensued with regard to (i) the supply of market rental housing in Richmond, (ii) advocating senior levels government to support housing options, (iii) potential incentives for the development of market rental housing units, (iv) the proposed changes to strengthen the existing strata conversion policy, (v) potential implications of federal tax policies on market rental supply, (vi) proposed tenant relocation plan requirements for redeveloping sites, (vii) working with the Province to increase the maximum allowable size of secondary suites, and (viii) the number of vacant units or units utilized for short-term rentals.

In reply to queries from Committee, staff noted that (i) the consultation strategy will include workshops for the community and developers, (ii) staff will update Council on the forthcoming Federal National Housing Policy, (iii) the estimated number of rental units was derived from the 2016 Census, (iv) staff can examine options to increase the supply of family rental units, (v) the City advises Richmond School District No. 38 on developments that may affect student enrolment, (vi) secondary suites are permitted in all residential zones in the city, (vii) through the Affordable Housing Strategy Update, the City has considered feedback received regarding ancillary fees in low-end market rental units, and (viii) Metro Vancouver provides rental demand estimates.

It was moved and seconded

- (1) *That the report entitled, "Proposed Draft Market Rental Housing Policy", dated November 2, 2017 be received for information; and*
- (2) *That staff be directed to seek comments and feedback from key stakeholders and the public regarding the proposed Draft Market Rental Housing Policy and report back to Planning Committee.*

CARRIED

Planning Committee
Tuesday, November 7, 2017

1. **SIX MONTH REVIEW: AMENDMENT BYLAWS LIMITING RESIDENTIAL DEVELOPMENT IN THE AGRICULTURE (AG1) ZONE**

(File Ref. No. 12-8375-01) (REDMS No. 5601285 v. 13)

Correspondence received regarding residential development in agricultural land was distributed (copy on-file, City Clerk's Office).

With the aid of a PowerPoint presentation (copy on-file, City Clerk's Office), Gavin Woo, Senior Manager, Building Approvals, James Cooper, Manager, Plan Review, and John Hopkins, Planner 3, provided a review of the recent zoning amendments regulating single-family residential development in the Agriculture (AG1) Zone, highlighting that (i) there was a spike in submissions of building permit applications for residential construction on farmland prior to the introduction of the amendment bylaws but applications have since stabilized, (ii) 11 building permit applications have been submitted since the introduction of the amendment bylaws, (iii) the average size of the proposed houses on agricultural land has decreased to approximately 8,200 ft², and (iv) the City's bylaws limiting residential home plate are more stringent than Provincial guidelines.

Discussion ensued with regard to (i) including the septic field within the farm home plate, (ii) Provincial regulations relating to septic fields, (iii) preserving farmland and encouraging farming, (iv) the potential for runoff to neighbouring properties as a result of the fill on the farm home plate, (v) options to reduce the land speculation of farmland in the city, and (vi) issues arising from growing crops on top of a septic field.

In reply to queries from Committee, staff noted that (i) septic tanks are required to be within the farm home plate and the septic field may be located outside the farm home plate, (ii) the size of the septic field may vary according to the size of the house, (iii) the 11 proposed homes are two-storey buildings and approximately 60% of the floor area is on the first floor, or the footprint of the house, (iv) the garage floor area is included in the house floor area, and (v) other amenities such as swimming pools and tennis courts are not included in the house floor area but are included in the farm home plate.

Michelle Li, Richmond resident, distributed an excerpt of the staff report on agricultural land regarding land values and related notes (attached to and forming part of these minutes as Schedule 1) and expressed concern with regard to (i) house sizes on agricultural land, (ii) land speculation of farmland, and (iii) the protection of farmland for food production.

Planning Committee

Tuesday, November 7, 2017

Kush Panatch, spoke on behalf of the Richmond Farmland Homeowners Association, and expressed that the amendment bylaws limiting residential development on farmland have been effective in reducing the overall size of proposed homes and more time should be allowed for a review. He added that a website to connect farmers and landowners established by the Richmond Farmland Homeowners Association have indicated that interest to lease farmland is low.

Cllr. Dang left the meeting (5:38 p.m.) and did not return.

Todd May, representing the Richmond Farmers Institute and the Agricultural Advisory Committee, spoke on the amendment bylaws limiting residential development on farmland, and was of the opinion that issues related to the development of excessively large houses have been addressed.

Discussion ensued with regard to (i) houses that are suitable for farmers, (ii) reducing the impact of the land speculation of farmland, (iii) the types of fill that would minimize runoff, and (iv) the potential impact of including the septic field within the farm home plate.

Cllr. Steves left the meeting (5:48 p.m.) and returned (5:52 p.m.).

John Roston, 12262 Ewen Avenue, expressed concern with regard to the size of homes on agricultural land and spoke on the viability of small farms. He encouraged that the floor area of homes on farmland be limited to no more than 500 m², pending direction from the Provincial government.

Korena Hawbolt, 9860 Dyke Road, spoke on the viability of small farms, noting that there is large demand for locally grown food and there is significant interest to lease farmland.

Mayor Brodie and Cllr. Au left the meeting (6:11 p.m.) and returned (6:12 p.m.).

Kimi Hendess, 9860 Dyke Road, commented on the processes and the challenges to lease farmland, noting that there is significant interest to lease farmland.

In reply to queries from Committee, Joe Erceg, General Manager, Planning and Development, noted that staff can investigate options to extend farm leases beyond one year.

Cllr. Day left the meeting (6:24 p.m.) and returned (6:26 p.m.).

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Bhupinder Dhiman, 9360 Sidaway Road, commented on the costs of farming and leasing farmland and expressed that the amendment bylaws limiting residential development on farmland have been effective in reducing the overall size of proposed houses on farmland.

Dale Badh, 2831 Westminster Highway, spoke on (i) the efficacy of the amendment bylaws in reducing the size of proposed houses on farmland, (ii) building homes that are suitable for accommodating extended family members, and (iii) the costs of leasing farm land.

Laura Gillanders, 9611 Desmond Road, spoke on the potential loss of farmland to residential development and distributed her notes (attached to and forming part of these minutes as Schedule 2). She expressed that (i) the amendment bylaws limiting residential development on farmland have been ineffective in reducing the overall size of new houses, (ii) land speculation on farmland has increased, and (iii) agricultural land is being purchased for non-farm uses.

Gary Brar, 9071 No. 6 Road, commented on the efficacy of the amendment bylaws in reducing the overall size of proposed houses on farmland, expressing that the rise in value of agricultural lots is related to the general rise in land values.

A list of the building permit application submissions, along with suggestions to address issues related to limiting residential development on farmland was distributed (attached to and forming part of these minutes as Schedule 3).

Discussion ensued with regard to (i) options to further reduce the size of new houses on farmland, (ii) reviewing the placement of the septic field within agricultural lots, (iii) reviewing the setback for houses on agricultural lots, (iv) farming definitions, (v) homes that accommodate extended families on agricultural land, (vi) preparing a communication strategy and consulting with the farming community, (vii) restricting non-farm uses on agricultural land, (viii) the evolution of farming and the preservation of farmland, (ix) the Province introducing policies that allow brewery activities on farmland, and (x) allocating additional time to review the amendment bylaws.

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

It was moved and seconded

- (1) *That staff consider and examine the following for agricultural lots of 0.5 acres or larger:*
- (a) *options to limit house size to a maximum of 6,500 ft², 7,500 ft², or 8,500 ft²;*
 - (b) *options to limit the farm home plate size to a maximum of 10,780 ft² and/or potential regulations regarding the septic field; and*
 - (c) *options to limit the maximum house footprint to 5,200 ft²;*

Planning Committee
Tuesday, November 7, 2017

- (2) *That staff consider a communication and consultation strategy; and*
 - (3) *That staff consider what to ask the Province to encourage farming, such as ownership restrictions and other viable options.*
- and report back.*

The question on the motion was not called as discussion ensued with regard to the communication strategy and the time frame required for public consultation.

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

3. **PROPOSED CHANGES: STEVESTON AREA PLAN, VILLAGE HERITAGE CONSERVATION POLICIES, DESIGN GUIDELINES AND LONG-TERM BAYVIEW, MONCTON AND CHATHAM STREET VISIONS**

(File Ref. No. 08-4045-20-04) (REDMS No. 5561802 v. 6)

It was moved and seconded

That consideration of the report titled "Proposed Changes: Steveston Area Plan, Village Heritage Conservation Policies, Design Guidelines and Long-Term Bayview, Moncton and Chatham Street Visions", dated October 10, 2017 from the Director, Transportation and Manager, Policy Planning be deferred to the Planning Committee meeting on November 21, 2017.

CARRIED

4. **MANAGER'S REPORT**

None.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (7:30 p.m.).

CARRIED

Planning Committee
Tuesday, November 7, 2017

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, November 7, 2017.

Councillor Linda McPhail
Chair

Evangel Biason
Legislative Services Coordinator

November 7

Planning Committee RE: ALR bylaw

Thank you for reviewing the bylaw performance for the last 6 months.

Hopefully you received a number of responses from many stakeholders today and if you haven't I will pass around copies of some of them now.

To sum up the concerns, the bylaws are not working for the following reasons:

1.) The 75 metre setback will remove existing active farming fields on small farms especially which are usually long and narrow not short and wide as depicted in the staff report.

Actively farmed vegetable farms in West Richmond for example have their farming fields beginning at 35 metres.

2.) Speculation has not decreased. The price of ALR real estate has increased to \$3.73 Million per acre on small farms. 5 acre blueberry farms in East Richmond have increased in price by %158 since the council decision.

Almost each and every real estate listing for ALR currently states wording along the lines of "opportunity to build 11000 sq ft dream mansion" and there is no mention of farming.

Section 18 of the ALC act states that a local government may not (i) permit non-farm use of agricultural land or permit a building to be erected on the land except for farm use.

I ask you. Do you believe, that an application for a 10,740 sq ft home on a 31,797 ft ALR property on No. 2 Road, as seen in the City Staff chart of permit applications, has a primary purpose of agriculture in mind? Even if you believe that on some farms with large scale operations that require many farm workers, a farmer may need a large house for family farm workers; even if you believe that, how can this be justified on a 3/4 acre farm? How can it be justified on a 1.5 acre farm or even a 2.5 acre farm? You know there can be no primary farm use house of this size on a farm this small. If the primary purpose of this farm was to be agriculture, the home would be small and the fields maximized for running an operation such as a market garden.

I spoke first hand to the builder at 11300 No. 2 road who was pleased to have the permit issued for a 16000 sq ft home issued in August. They covered the maximum area allowable in fill over previously farmed lands. The owner of the property is a realtor, not a farmer. The builder is also a realtor who sold 11240 no. 2 road two doors down. He told me in his own words that the owner is building his dream mansion and he will enjoy having a veggie garden. The builder told me he would also like a dream mansion and that the homes in Vancouver are too small. He says all of the properties along this road will be built into dream mansions because speculators from asia are driving up and down the road taking pictures and "sending it home where the money is".

This is not farming. This is not agriculture. This development is speculation. As long as the houses can be three times larger than those across the road, we will see rampant residential development and ALR with loss of farmland.

OLD

5 Acres with blues

\$656,000 per acre

May 1 - before council decision

R2150648

Board: V

House with Acreage



6651 NO. 6 ROAD

Richmond
East Richmond
V6V 1C7

Sold Date: 5/1/2017
Meas. Type: Feet
Depth / Size: 1311.92
Lot Area (sq.ft.): 216,928.98
Flood Plain:
Rear Yard Exp: West
Council Apprv?:
If new, GST/HST Inc?:

Frontage (feet): 164.99
Bedrooms: 4
Bathrooms: 3
Full Baths: 3
Half Baths: 0

Residential Detached

\$3,500,000 (LP)

\$3,280,000 (SP)

Original Price: \$3,500,000
Approx. Year Built: 1984
Age: 33
Zoning: AG1
Gross Taxes: \$2,036.89
For Tax Year: 2016
Tax Inc. Utilities?:
P.I.D.: 003-646-149
Tour:

View:
Complex / Subdiv: EAST RICHMOND
Services Connected: Electricity, Natural Gas, Water

Style of Home: 2 Storey
Construction: Frame - Wood
Exterior: Mixed
Foundation: Concrete Perimeter
Ran Screen:
Renovations:
of Fireplaces: 1
Fireplace Fuel: Wood
Water Supply: City/Municipal
Fuel/Heating: Forced Air
Outdoor Area: Patio(s)
Type of Roof: Other
Legal: PL 11106 LT 4 BLK 4N LD 36 SEC 8 RNG 5W

Reno. Year:
R.I. Plumbing:
R.I. Fireplaces:

Total Parking: 8 Covered Parking: 4 Parking Access: Front
Parking: DetachedGrge/Carport, Garage; Double

Dist. to Public Trans:
Title to Land: Freehold NonStrata
Dist. to School Bus:

Property Desc.: No
PAD Rental:
Pictures Leased: No
Pictures Rmvd:
Floor Finish:

Amenities:

Site Influences: Central Location, Recreation Nearby, Shopping Nearby
Features:

Floor	Type	Dimensions	Floor	Type	Dimensions	Floor	Type	Dimensions
Main	Living Room	17'6" x 17'4"	Above	Walk-In Closet	7' x 6'6"			x
Main	Dining Room	16'4" x 11'10"	Above	Bedroom	13'8" x 13'3"			x
Main	Kitchen	14'10" x 8'10"	Above	Bedroom	14'6" x 13'3"			x
Main	Eating Area	12'4" x 10'1"	Above	Bedroom	11' x 11'			x
Main	Family Room	17'5" x 13'10"	Above	Recreation Ro...	26'7" x 17'1"			x
Main	Den	11'3" x 7'11"			x			x
Main	Foyer	16'1" x 15'8"			x			x
Main	Laundry	11'3" x 6'6"			x			x
Above	Master Bedroom	18'9" x 17'6"			x			
Above	Dressing Room	6'6" x 6'			x			

Finished Floor (Main): 1,738 # of Rooms: 15
Finished Floor (Above): 2,040 # of Kitchens: 1
Finished Floor (Below): 0 # of Levels: 2
Finished Floor (Basement): 0 Suite:
Finished Floor (Total): 3,778 sq. ft. Craw/Bsmt. Height:

Unfinished Floor: 0 Beds in Basement: 0
Grand Total: 3,778 sq. ft. Basement: None

Beds not in Basement: 4

Bath	Floor	# of Pieces	Ensuite?	Outbuildings
1	Main	3	No	Bam:
2	Above	4	Yes	Workshop/Shed:
3	Above	5	No	Pool
4				Garage Sz: 27'3" x 21'3"
5				Door Height:
6				
7				
8				

Listing Broker(s): RE/MAX Westcoast

Quiet country setting on an almost 5 ACRE, 216928.80 SF / 4.98 acres (165 x 1,311) AG1 lot with a Western exposure, beautiful and comfortable surroundings with mature blueberry bushes. Custom built home, 3500SF with a wonderful floor plan. Very spacious. 5 bedrooms, 3 bathrooms. Detached double garage and plenty of room for storage. Within 5 minutes is the entertainment district containing Silver City theaters, swimming and other commercial activities to support the recent condo developments. Within 10 minutes is the highway, the popular Ironwood and CopperSmith shopping plazas. Kingswood Elementary & McHarr Secondary nearby.

RED Full Public

The enclosed information, while deemed to be correct, is not guaranteed.
PREC* indicates 'Personal Real Estate Corporation'.

11/07/2017 02:35 PM

OLD

5 acres with blues \$ 620,000 per acre
Feb 2017 before council decision

Sold
R2100377
Board: V
House/Single Family



9231 NO 6 ROAD
Richmond
East Richmond
V6W 1E5

Residential Detached
\$3,500,000 (LP)
\$3,100,000 (SP)
Original Price: \$3,500,000
Approx. Year Built: 9999
Age: 999
Zoning: AG1
Gross Taxes: \$469.10
For Tax Year: 2016
Tax Inc. Utilities?:
P.I.D.: 002-463-261
Tour:

Sold Date: 2/26/2017 Frontage (feet): 163.22
Meas. Type: Feet Bedrooms: 3
Depth / Size: 1337 Bathrooms: 2
Lot Area (sq.ft.): 217,800.00 Full Baths: 2
Flood Plain: 0 Half Baths: 0
Rear Yard Exp: West
Council Apprv?:
If new, GST/HST Inc?:

View: Yes: FARMLAND
Complex / Subdiv: EAST RICHMOND
Services Connected: Electricity, Natural Gas, Septic, Water

Style of Home: 2 Storey
Construction: Frame - Wood
Exterior: Mixed
Foundation: Concrete Perimeter
Ran Screen:
Renovations:
of Fireplaces: 0
Fireplace Fuel:
Water Supply: City/Municipal
Fuel/Heating: Forced Air
Outdoor Area: Patio(s) & Deck(s)
Type of Roof: Other
Legal: PL 60289 LT 11 BLK 4N LD 36 SEC 29 RNG 5W

Reno. Year:
R.I. Plumbing:
R.I. Fireplaces:

Total Parking: 10 Covered Parking: 1 Parking Access: Front
Parking: Garage, Single

Dist. to Public Transit:
Title to Land: Freehold NonStrata

Dist. to School Bus:

Property Disc.: No
PAD Rental:
Fixtures Leased: Yes: BATHFITTER TUB ON MAIN FLOOR
Fixtures Rmvd: :
Floor Finish:

Amenities:

Site Influences: Recreation Nearby, Rural Setting, Shopping Nearby
Features:

Floor	Type	Dimensions	Floor	Type	Dimensions	Floor	Type	Dimensions
Main	Living Room	10' x 10'						
Main	Dining Room	0' x 0'						
Main	Kitchen	0' x 0'						
Main	Bedroom	0' x 0'						
Main	Bedroom	0' x 0'						
Below	Living Room	0' x 0'						
Below	Bedroom	0' x 0'						

Finished Floor (Main):	750	# of Rooms: 7	Bath	Floor	# of Pieces	Ensuite?	Outbuildings
Finished Floor (Above):	750	# of Kitchens: 1	1	Main	4	No	Barn:
Finished Floor (Below):	0	# of Levels: 2	2	Below	3	No	Workshop/Shed:
Finished Floor (Basement):	0	Suite:	3				Pool:
Finished Floor (Total):	1,500 sq. ft.	Crawl/Bsmt. Height:	4				Garage Sz:
		Beds in Basement: 0	5				Door Height:
Unfinished Floor:	0	Basement: None	6				
Grand Total:	1,500 sq. ft.	Beds not in Basement: 3	7				
			8				

Listing Broker(s): RE/MAX Westcoast

Quiet country setting on an almost 5 ACRE (163 x 407) AG1 lot with a Western exposure, beautiful and comfortable surroundings with mature blueberry bushes. Within 5 minutes is the entertainment district containing Silver City theaters, swimming and other commercial activities to support the recent condo developments. Within 10 minutes is the highway, the popular Ironwood and CopperSmith shopping plazas. Kingwood Elementary & McNair Secondary nearby.

RED Full Public


The enclosed information, while deemed to be correct, is not guaranteed.
PREC* indicates 'Personal Real Estate Corporation'.

11/07/2017 02:35 PM

5 Acres with blues \$ 1,599,760 Per Acre
 SINCE Council decision
 CURRENT LISTING 158% increase

ACRES
R2160780
 Board: V
 House with Acreage

7251 NO. 6 ROAD
 Richmond
 East Richmond
 V6W 1C9

Residential Detached
\$7,998,800 (LP)
 (SP) 



Sold Date:
 Meas. Type: **Feet**
 Depth / Size: **1379.89**
 Lot Area (sq.ft.): **222,113.00**
 Flood Plain:
 Rear Yard Exp:
 Council Apprv?:
 If new, GST/HST Inc?:

Frontage (feet): **160.01** Original Price: **\$7,998,800**
 Bedrooms: **6** Approx. Year Built: **1960**
 Bathrooms: **2** Age: **57**
 Full Baths: **2** Zoning: **AG1**
 Half Baths: **0** Gross Taxes: **\$2,118.77**
 For Tax Year: **2016**
 Tax Inc. Utilities?: **No**
 P.I.D.: **000-606-405**
 Tour:

View:
 Complex / Subdiv:
 Services Connected: **Electricity, Septic, Water**

Style of Home: **2 Storey**
 Construction: **Frame - Wood**
 Exterior: **Mixed**
 Foundation: **Concrete Perimeter**
 Ran Screen:
 Renovations:
 # of Fireplaces: **2**
 Fireplace Fuel: **Other**
 Water Supply: **City/Municipal**
 Fuel/Heating: **Forced Air**
 Outdoor Area: **Sundeck(s)**
 Type of Roof: **Other**
 Legal: **PL 13981 LT G BLK 4N LD 36 SEC 17 RNG 5W**

Reno. Year:
 R.I. Plumbing:
 R.I. Fireplaces:

Total Parking: **Covered Parking: 2** Parking Access: **Front**
 Parking: **Carport Multiple**
 Dist. to Public Transk:
 Title to Land: **Freehold NonStrata** Dist. to School Bus:
 Property Desc.: **Yes**
 PAD Rental:
 Features Leased: **No**
 Features Rmvd: **No**
 Floor Finish: **Mixed**

Amenities:

Site Influences: **Golf Course Nearby, Recreation Nearby, Shopping Nearby**
 Features: **Clt/Wsh/Dryr/Frdg/Stve/DW, Refrigerator, Stove**

Floor	Type	Dimensions	Floor	Type	Dimensions	Floor	Type	Dimensions
Main	Living Room	19' x 12'3"	Below	Bedroom	13'5' x 13'			x
Main	Kitchen	9'2' x 9'	Below	Bedroom	9' x 7'9"			x
Main	Nook	9'1' x 6'11"	Below	Storage	10'10' x 8'			x
Main	Dining Room	10'6' x 9'	Below	Utility	10'11' x 9'2"			x
Main	Master Bedroom	12'6' x 11'	Below	Workshop	10'9' x 6'10"			x
Main	Bedroom	11'6' x 9'						x
Main	Bedroom	11'6' x 8'						x
Below	Family Room	19'4' x 12'6"						x
Below	Foyer	11'4' x 5'						x
Below	Bedroom	11'7' x 10'5"						x
Finished Floor (Main):		1,233	# of Rooms:		15	Bath		
Finished Floor (Above):		597	# of Kitchens:		1	1	Main	4
Finished Floor (Below):		0	# of Levels:		2	2	Below	3
Finished Floor (Basement):		0	Sute: None			3		No
Finished Floor (Total):		1,830 sq. ft.	Craw/Bsmt. Height:			4		No
Unfinished Floor:		0	Beds in Basement: 0			5		Barn:
Grand Total:		1,830 sq. ft.	Basement: None			6		Workshop/Shed:
			Beds not in Basement: 6			7		Pool:
						8		Garage Sz:
								Door Height:

Listing Broker(s): **RE/MAX Progroup Realty**

Excellent opportunity here!! 5.09 acre parcel with mature blueberry farm in highly sought after Richmond location. Build your dream mansion on this palatial estate property. Plans for 11,000+ custom residence available upon request. Exceptional location just minutes from Vancouver and countless amenities. Existing house is currently rented, do not disturb tenants or enter premises without permission.

RED Full Public

The enclosed information, while deemed to be correct, is not guaranteed.
 PREC* indicates 'Personal Real Estate Corporation'.

11/07/2017 02:28 PM

1.2 Acres - 3.73 Million per acre
\$4,480,000

Active
R2190499
Board: V
House with Acreage



10520 BLUNDELL ROAD

Richmond
McLennan
V6Y 1L1

Residential Detached

\$4,480,000 (LP)

(SP)

Sold Date:
Meas. Type: Feet
Depth / Size: 288
Lot Area (sq.ft.): 52,128.00
Flood Plain:
Rear Yard Exp: South
Council Apprv?:
If new, GST/HST Inc?:

Frontage (feet): 181.50
Bedrooms: 3
Bathrooms: 2
Full Baths: 1
Half Baths: 1
Original Price: \$4,480,000
Approx. Year Built: 9999
Age: 999
Zoning: AG1
Gross Taxes: \$3,351.28
For Tax Year: 2016
Tax Inc. Utilities?: No
P.I.D.: 006-949-461
Tour:

View: No :

Complex / Subdiv:

Services Connected: Electricity, Natural Gas, Septic, Water

Style of Home: 1 Storey, Rancher/Bungalow
Construction: Frame - Wood
Exterior: Wood
Foundation: Concrete Perimeter
Ran Screen:
Renovations:
of Fireplaces: 0
Fireplace Fuel: None
Water Supply: City/Municipal
Fuel/Heating: Forced Air, Natural Gas
Outdoor Area: Fenced Yard, Patio(s) & Deck(s)
Type of Roof: Asphalt
Legal: PL 33703 LT 25 BLK 4N LD 36 SEC 23 RNG 6W

Reno. Year:
R.I. Plumbing:
R.I. Fireplaces:

Total Parking: 10 Covered Parking: 2 Parking Access: Front
Parking: Garage, Double, Open, RV Parking Avail.

Dist. to Public Transit:
Title to Land: Freehold NonStrata

Dist. to School Bus:

Property Disc.: Yes
PAD Rental:
Fixtures Leased: No :
Fixtures Rmvd: No :
Floor Finish: Wall/Wall/Mixed

Amenities: None

Site Influences: Paved Road, Shopping Nearby, Treed
Features:

Floor	Type	Dimensions	Floor	Type	Dimensions	Floor	Type	Dimensions
Main	Living Room	25' x 12'			x			x
Main	Dining Room	13' x 7'			x			x
Main	Kitchen	11' x 9'			x			x
Main	Family Room	15' x 17'			x			x
Main	Nook	9' x 8'			x			x
Main	Master Bedroom	12' x 13'			x			x
Main	Bedroom	9' x 9'			x			x
Main	Bedroom	12' x 8'			x			x
		x			x			
		x			x			

Finished Floor (Main):	1,600	# of Rooms:	Bath	Floor	# of Pieces	Ensuite?	Outbuildings
Finished Floor (Above):	0	# of Kitchens: 1	1	Main	4	Yes	Barn:
Finished Floor (Below):	0	# of Levels: 1	2	Main	2	No	Workshop/Shed:
Finished Floor (Basement):	0	Suite: None	3				Pool:
Finished Floor (Total):	1,600 sq. ft.	Crane/Lift: Height:	4				Garage Sz:
		beds in Basement: 0	5				Door Height:
Unfinished Floor:	0	Basement: None	6				
Grand Total:	1,600 sq. ft.		7				
			8				

Listing Broker(s): New Coast Realty

1.2 acre lot on Blundell road with wide frontage 181 feet and 288 feet depth. Close to transportation, shopping center, daycare and schools. South facing back yard with hundreds of Blueberry trees. Very solid house with 3 bedrooms and 2 bathrooms. Close to No. 4 Rd great potential for future development. Home is leased but selling for land value only. Home showing possible after buyer satisfied with first showing of the lot. To build your dream mansion or to hold. No walking around inside the property, call listing agent for showing the property or more info, by appointment only.

RED Full Public


The enclosed information, while deemed to be correct, is not guaranteed.
PREC* indicates 'Personal Real Estate Corporation'.

11/07/2017 02:36 PM

1.5 Acres - 2.33 Million Per Acre
\$ 3,498,000

Terminated
R2170087
Board: V
House with Acreage

11240 NO 2 ROAD
Richmond
Cliffmore
V7E 2E7

Residential Detached
\$3,498,000 (LP)
(SP) 



Sold Date: Frontage (feet): **131.98** Original Price: **\$3,598,000**
Meas. Type: **Feet** Bedrooms: **1** Approx. Year Built: **1965**
Depth / Size: **481.98** Bathrooms: **1** Age: **52**
Lot Area (sq.ft.): **63,597.60** Full Baths: **1** Zoning: **AG-1**
Flood Plain: **No** Half Baths: **0** Gross Taxes: **\$899.41**
Rear Yard Exp: For Tax Year: **2016**
Council Apprv7: Tax Inc. Utilities?: **No**
If new, GST/HST Inc?: P.I.D.: **011-345-080**
Tour: [Virtual Tour 1821](#)

View: :
Complex / Subdiv:
Services Connected: **Electricity, Natural Gas, Septic, Storm Sewer, Water**

Style of Home: **1 Storey**
Construction: **Frame - Wood**
Exterior: **Stucco, Wood**
Foundation: **Concrete Perimeter**
Rain Screen: **No**
Renovations:
of Fireplaces: **0**
Fireplace Fuel: **Wood**
Water Supply: **City/Municipal**
Fuel/Heating: **Forced Air**
Outdoor Area: **None**
Type of Roof: **Asphalt**
Legal:

Reno. Year:
R.I. Plumbing:
R.I. Fireplaces:

Total Parking: Covered Parking: Parking Access:
Parking: **Carport, Single**
Dist. to Public Transit: Dist. to School Bus:
Title to Land: **Freehold NonStrata**
Property Disc.: **Yes**
PAD Rental:
Fixtures Leased: **No**
Fixtures Rmvd: **No**
Floor Finish: **Laminate**

Legal: **LOT 12 SECTION 6 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 8811 **SOLD ON C8013869****

Amenities:

Site Influences: **Private Yard**
Features:

Floor	Type	Dimensions	Floor	Type	Dimensions	Floor	Type	Dimensions	
Main	Bedroom	10' x 10'			x			x	
	Bedroom	10' x 10'			x			x	
	Bedroom	10' x 10'			x			x	
		x			x			x	
		x			x			x	
		x			x			x	
		x			x			x	
		x			x			x	
		x			x			x	
		x			x			x	
Finished Floor (Main):	1,281	# of Rooms:1		Bath		Floor	# of Pieces	Ensuite?	Outbuildings
Finished Floor (Above):	0	# of Kitchens: 0		1		Main	3	No	Barn:
Finished Floor (Below):	0	# of Levels: 1		2					Workshop/Shed:
Finished Floor (Basement):	0	Suite: None		3					Pool:
Finished Floor (Total):	1,281 sq. ft.	Crawl/Bsmt. Height:		4					Garage Sz:
		Beds in Basement: 0		5					Door Height:
Unfinished Floor:	0	Basement: Crawl		6					
Grand Total:	1,281 sq. ft.			7					
				8					

Listing Broker(s): **Sutton Group-West Coast Realty (Surrey/24)**

Sutton Group-West Coast Realty (Surrey/24)

Amazing 1.46-acre parcel has a desirable location in Richmond with grand estates all around it. Enjoy country living in the city. The original 1261 Sq. Ft. home house and run your very own hobby farm or buy as an investment property until you are ready to build 10,000 plus sq ft dream home. Farm near Steveston is a rarely available with fantastic mountain views is situated in the prestigious neighbourhood, between all that big city can offer just steps from Steveston Village and the Fraser River.

RED Full Public

The enclosed information, while deemed to be correct, is not guaranteed.
PREC* indicates 'Personal Real Estate Corporation'.

11/07/2017 02:36 PM

ATTACHMENT 4

SITE ECONOMICS LTD.
1500 - 701 West Georgia Street
Vancouver, BC V7Y 1C6 Canada
604.250.2992
rwozny@siteeconomics.com
www.siteeconomics.com

April 13, 2017

From: Richard Wozny

To: The City of Richmond

Re: Memo on ALR Residential Development in the City Richmond Land Economics Assessment

1. Questions

This report addresses the following questions:

- (1) What is the impact on demand and price when setting the maximum house size in the ALR at, below, or above, the average house size possible in the City's most common large lot single family residential zoning district RS1E. The average lot size within the RS1E zone is approximately 8,000 ft² which would permit a house size of 4,200 ft² (including garage).
- (2) If the maximum house size permitted in the ALR is restricted to 4,200 ft² (including garage), what is the anticipated impact on:
 - (a) ALR urban residential development trends, activity, real estate speculation?
 - (b) ALR farm trends, viability, development; the cost to farmers to buy land and lease land?

2. Consultant's Response

(1) General

Based on recent market data, it is clear that some smaller ALR lands are being bought, sold, speculated on and developed as urban residential sites. In economic terms, the ALR properties are being substituted for normal serviced urban residential sites within the City. The focus on ALR lands is a logical and expected outcome of the excessively high priced residential real estate market. Currently, ALR lands offer a greater potential for flexibility than urban sites, particularly when the owner desires a very large house size.

It is the current ability to build a very large house in the ALR which is the primary factor driving small ALR lot prices to levels in the order of \$750,000 to \$1.5 million per acre. While urban to ALR house market substitution is expected, the current trend in very large house sizes on ALR land is an inappropriate non-market trend.

Tables 1 and 2 below show recent ALR residential house sales in the City which are extremely high and inappropriately reflect urban land values.

(2) If house size on ALR land parcels was restricted to a size of 4,200 ft²:

If house sizes on ALR land parcels were restricted to a size of 4,200 ft², their additional, unique, non-market premium value would no longer apply. The normal background market ALR land values would then apply to the balance of the site land area, after removing the residential potential. The surplus non-residential part of the ALR site, would have a normal ALR land market value.

It is expected that ALR buying activity and speculation would decrease significantly, as the unique appeal of the ALR lands would be gone with the reduced house size. The reduced ALR house size would reduce ALR land prices, to market standards and past trends, allowing buyers with the intention of actual farming, to acquire or lease these types of properties.

The decrease in ALR land prices resulting from a house size restriction would reduce land costs for farmers particularly for lots under 10 acres in size.

(3) If the City allowed only house sizes which were significantly smaller than 4,200 ft²:

The choice of setting the permitted house size, at a large urban average size is appropriate, as it reflects standards across the City. If the City allowed only house sizes which were significantly smaller than 4,200

- 2 -

ft², it would reduce the value of ALR lands, below market, by a small margin because they would become less attractive, even for farmers.

- (4) If the City permitted house sizes significantly larger than 4,200 ft²:
If the City permitted house sizes significantly larger than 4,200 ft², it would increase the land value above market rates. If, for example, the maximum was set at twice (2X) the standard size (8,400 ft²), the value would likely be close to the current excessive ALR land value. Allowing an ALR house size significantly larger than average would not normalize the currently high ALR land prices.

For clarification, please contact me at 604 250 2992.

Yours truly,



Richard Wozny, Principal
Site Economics Ltd.

Att.1

November 7, 2017

Dear Richmond City Staff, Mayor and Councillors,

Our goals are to Preserve Farmland, Eliminate Speculation, and Enhance Farming Viability.

The current bylaw is not working for the following reasons:

Preserving Farmland

While staff has done a good job to limit the residential home plate, the 75 metre setback will be devastating to farmland on most small farms such as along No. 2 road. Traditionally farmers on these small farms have made the most of their farming land with small homes setback at approx 25 metres, the furthest outbuilding setback at 50 metres, and farming fields starting at 35 metres. (Figure 1). Using the Kaz farm area as an example, 5 farms in a row were actively farmed until recently when the two southernmost farms were sold and torn down.

The smaller farms are typically long and narrow not short and wide as depicted in the staff report. The staff report shows a usable area beside the farm home plate when in fact most of the farms would have a very narrow strip of land beside the home plate which would be farm access and not practical for farming. (Figure 2)

The third southernmost Kaz 1.5 acre farm has recently been sold. The two beside it being built have houses at 50 metres and the fill extends at least 75 metres back. Kaz farm next door has confirmed that the fill on the new homes has caused drainage problems in their field and they have lost crops. When the recently sold Kaz farm and eventually the rest of them are developed, the new houses at 50m and fill to 75m will extend far into the active farming fields and we will see significant loss of farmland. (Figure 3)

Eliminate Speculation

During the public consultation process we collectively referred to farm real estate values were noted as being between \$650,000 per acre to \$1.5 million per acre at the time. Since the council decision in May, ALR properties have soared to heights of 3.73 Million per acre.

Examples:

1. 11240 No. 2 road OLD HOME (3rd Kaz farm plot) 1.5 acres for 2.33 Million per acre = \$3,498,000
2. 10520 Blundell OLD HOME 1.2 acres for 3.73 Million per acre = \$4,480,000
3. The listing for the 4 acre property at 6571 No. 7 Road (boasting plans for 12000sq ft English Country mansion and private driving range and no tax) was shown during public consultation and was initially listed for 2.72 Million. Since the council decision they increased the price to 4.5 Million. 65% Increase for same property .
4. 9231 No 6 road OLD HOME with BLUEBERRIES Feb 2017 5 acres = \$3,100,000-Before council decision
6551 No 6 road OLD HOME with BLUEBERRIES May 1 2017 5 acres = \$3,280,000-Before council decision
7251 No 6 road OLD HOME with BLUEBERRIES CURRENT 5 acres = \$7,998,800 - 158% Increase for same type of property in same farming area since May council decision

The bylaws did not dampen the market; ALR properties have increased anywhere from 65 - 158% since the council decision in May. Most all real estate ads list "opportunity for 11000sq ft dream home" and no mention of farming.

Enhance Farming Viability

The experts such as Wozny were hired to calculate the optimal house size to reduce speculation while not harming farmers' equity. This number was around 300m². Some council members were worried that if a house size limit such as this were put into effect that the farmers would lose equity and it would "bankrupt" them. Wozny is an expert and showed this would not be the case; the fear was unfounded. A prime example would be 9711 Finn Road which has a 3000sqft heritage house on a 5.4 acre property. This house cannot be developed as it is heritage, and the price is \$3.78 million which is around the \$700,000 per acre mark - much closer to what was sustainable in Richmond before the heavy pressure from the hot real estate market and no foreign buyer tax on farmland. (figure 4)

As long as a house can be built on a property it will retain property values consistent with the real estate market. A beautiful new 3000 - 4000sqft home can be built on farmland to increase its value for developers as on any city lot, but it won't be as heavily speculated as an 11000sqft mansion. A 3000-4000sqft home could be justified as a farming home. It could even be rented to a family who wishes to farm in the future. The options for an 11000 sqft home are very limited as we see daily with more and more being converted into hotels. (figure 5). Section 18 of the ALC act states that a local government may not: (i) permit non-farm use of agricultural land or permit a building to be erected on the land except for farm use, http://www.bclaws.ca/Recon/document/ID/freeside/00_02036_01#section18

Again using No. 2 road as an example, the new 16000sqft home being built at 11300 is owned by Manpreet Gill who is a Realtor. The builder is Harmeet Singh Grewal who is also a realtor, and recently sold the 11240 Kaz farm two doors down. I spoke to them; they are not farmers. They have a dream to build dream mansions (their words) and they filled over most of the farmland. Again, this type of development- filling over once farmed land for dream mansions cannot be justified as a farm house which would be in violation of Section 18 of the ALC act.

Even if council believed whole heartedly that large farming operations need extended family to live with them to make picking affordable, how can this practice be justified on a small vegetable farm? How can an 11000sq ft home be justified on a 3/4 acre or 2.5 acre farm when you need as much land as possible to be viable?

As long as a developer has the ability to build homes 2-3 times larger than those across the street, we will continue to see rapid development of ALR and loss of farmland. We must close this loophole.

One recommendation I would make, if nothing else, is to extend the 500m² current limit on 1/2 acre parcels to homes on farms up to 2.5 acres which would be fitting with the smaller home plates.

Lastly, ALC policy on soil disturbance maximum of 2000m² includes the entire septic system. The current bylaw of allowing the septic field outside of the home plate would be legal on the 1000m² home plates however it is in violation of ALC to allow the field outside of the 2000m² home plate. (see attached ALC policy). When this is reviewed, if the septic field remains outside of the 1000m² home plate, as per current bylaw, imposing a septic field setback of 60 metres would help steer the septic toward the side yard setback and not in the farming field.

Vegetable farming on small farms is viable. Vegetable farms in West Richmond yield up to \$40,000 per acre and it is inappropriate development to place fill over class 1 clay soil to build an 11000sqft mansion. There are future jobs on this soil, as well as future food for our children.

Respectfully yours,

Laura Gillanders of Richmond FarmWatch

Figure (1)
June 2015

- Shows farm houses at approx 25-30m
- Shows farming fields starting at approx 35m
- Shows how much farmland we lose w 75m setback



Figure (Z)
June 2015

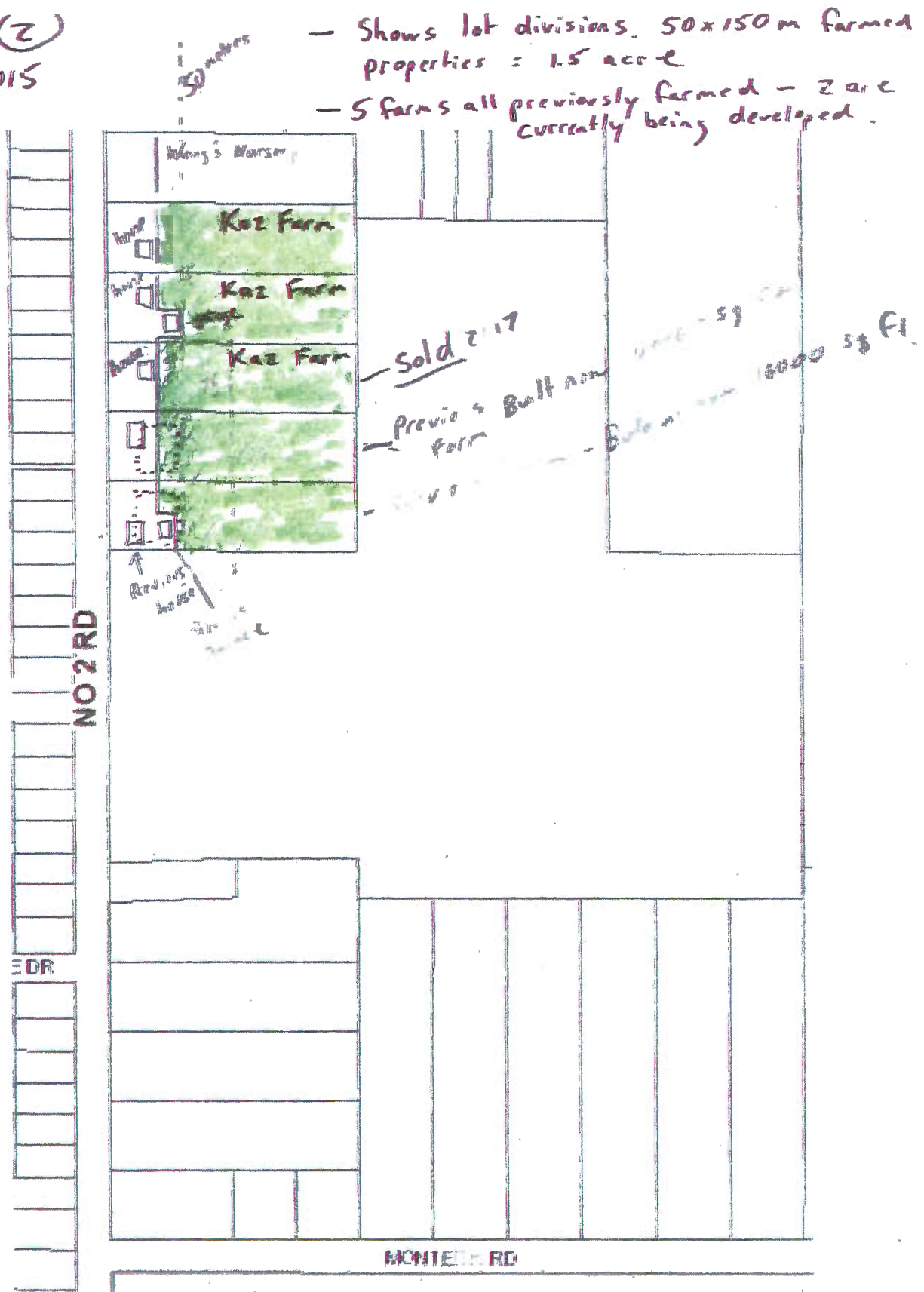


Figure (3) - The Future of No. 2 rd farms with new bylaw
 - loss of farmland from 2 years ago

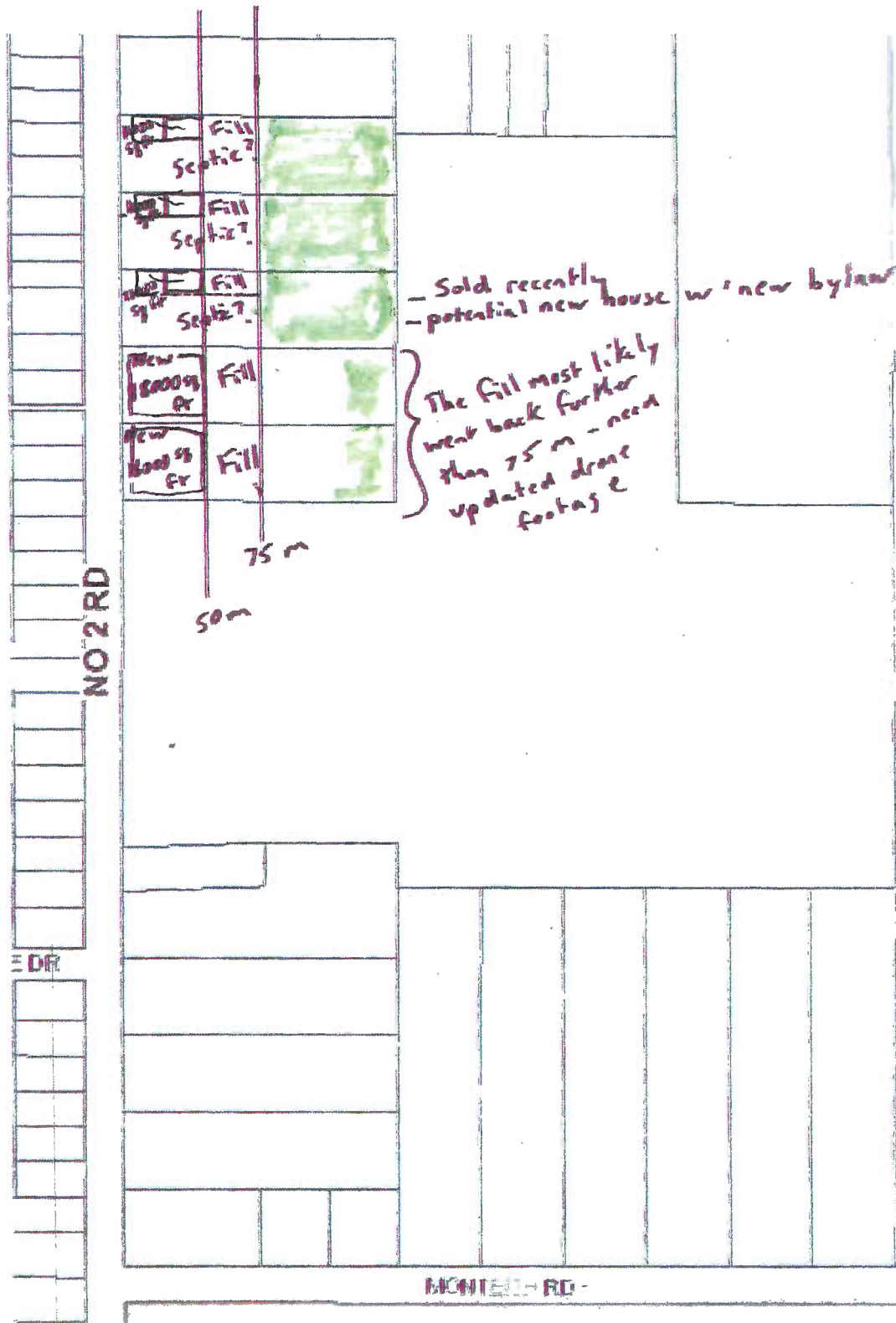


Figure 4

11240 No. 2 road with potential for 11000 sq ft house = \$2.35 Million per acre

9711 Finn Road not developable with 3000 sq ft heritage house on 5.4 acres = \$700,000 per acre

My Recently Viewed Listings



11240 NO 2 ROAD
Richmond, British Columbia V7E2E7

\$3,598,000

1 1

Single Family House



9711 FINN ROAD
Richmond, British Columbia V7A2L3

\$3,788,888

4 3

Single Family House

Figure 5

Large 4100 sq ft home including garage. This is the type and size of home that could be built on nearby lots to all of the small farms on No. 2 road and Blundell for example. This would be in alignment with Wozny's number as well as the Ministry of Agriculture guidelines.





**Agricultural Land
Commission Act**

Policy L-15

January 2016

**PLACEMENT OF FILL OR REMOVAL OF SOIL:
CONSTRUCTION OF A SINGLE FAMILY RESIDENCE**

This policy is intended to assist in the interpretation of the [Agricultural Land Commission Act](#), 2002, including amendments as of September 2014, (the "ALCA") and BC Regulation 171/2002 ([Agricultural Land Reserve Use, Subdivision and Procedure Regulation](#)), including amendments as of August 2016, (the "Regulation"). In case of ambiguity or inconsistency, the ALCA and Regulation will govern.

REFERENCE:

Agricultural Land Commission Act, 2002, S.B.C. 2002, c. 36, Section 18

18 Unless permitted under this Act,

(a) a local government, a first nation government or an authority, or a board or other agency established by a local government, a first nation government or an authority, or a person or agency that enters into an agreement under the [Local Services Act](#) may not

(ii) approve more than one residence on a parcel of land unless the additional residences are necessary for farm use

INTERPRETATION:

It is Agricultural Land Commission ("the Commission") policy that construction of a residence includes the construction of accessory buildings, structures, services, utilities and landscaping requirements directly related to the single family residential use. The Commission recognizes garages, carports, workshops, sheds, water lines, wells, sewer lines, sanitary disposal systems, power conduits, reasonable landscaping and driveways as buildings and services normally associated with the construction of a residence. Please note that unless allowed by policy, the Regulation, the ALCA, or an order of the Commission, workshops must be related to the residential use and must not be a non-farm business. Residential spaces connected by breezeways (for example) do not constitute a single residence for the purposes of this section of the ALCA.

Where it has been determined by the local government through the building approval process that placement of fill or removal of soil is both necessary and reasonable for the construction of a residence, the acceptable volume of fill or soil removal is that needed to undertake the construction of the residence, accessory facilities and services. For example, if 1.0 metre of fill is required to satisfy flood protection requirements but a land owner wishes to deposit 3 metres of fill to enhance a view or for another non-farm related purpose, only 1 metre of fill would be allowed without approval of a non-farm use application to the Commission. The placement of fill or removal of soil should not exceed 0.2 ha of the parcel in total for all the above residential related uses. It is the policy of the Commission that a driveway should not exceed 6 metres in width and may

be constructed with an all-weather surface. The area of the driveway is included as part of the 0.2 ha area as described above.

Unless defined in this policy, terms used herein will have the meanings given to them in the *ALCA* or the Regulation.

Additional Information needed.
H. Steves.

SINGLE FAMILY DWELLINGS on AGRICULTURAL LANDS
April 4, 2017 to November 1, 2017

Table 1: Lot size less than 0.2 ha (0.5 ac)

ADDRESS	LOT SIZE Acre	HOME PLATE PERMITTED	HOME PLATE PROPOSED %	HOUSE SIZE PERMITTED	HOUSE SIZE PROPOSED	HOUSE SIZE PROPOSED ^{Near max.}	REMAINING DEVELOPMENT SIZE	HOUSE SIZE FOOTPRINT
12080 Westminster Hwy.	795 m ² (8,557 ft ²)	397.5 m ² (4,278.6 ft ²)	53 (4,278.6 ft ²)	355 m ² (3,823.65 ft ²)	355 m ² (3,823 ft ²)	X	0 m ² (0 ft ²)	218 m ² (2,349 ft ²)
7760 No 4 road	1866 m ² (20,085 ft ²)	933 m ² (10,042.7 ft ²)	50 (10,042.7 ft ²)	500 m ² (5,392 ft ²)	418 m ² (4,498.3 ft ²)	X	82 m ² (884 ft ²)	261 m ² (2,810 ft ²)
AVERAGE					386.5 m ² (4160 ft ²)			

Table 2: Lot size 0.2 ha (0.5 ac) and greater

ADDRESS	LOT SIZE Acre	HOME PLATE PERMITTED	HOME PLATE PROPOSED %	HOUSE SIZE PERMITTED	HOUSE SIZE PROPOSED	HOUSE SIZE PROPOSED ^{Near max.}	REMAINING DEVELOPMENT SIZE	HOUSE SIZE FOOTPRINT
10960 Granville Avenue	2,470 m ² (26,587 ft ²)	1000 m ² (10,763 ft ²)	40 (10,763 ft ²)	857 m ² (9,226 ft ²)	857 m ² (9,226 ft ²)	X	0 m ² (0 ft ²)	458 m ² (4,930 ft ²)
11731 Granville Avenue	2,795 m ² (30,085 ft ²)	1000 m ² (10,763 ft ²)	36 (10,763 ft ²)	996.7 m ² (10,728.8 ft ²)	896.3 m ² (9,647.44 ft ²)	X	100 m ² (1,081 ft ²)	554 m ² (5,963 ft ²)
11860 No. 2 Road	2,954 m ² (31,797 ft ²)	1000 m ² (10,763 ft ²)	34 (10,763 ft ²)	999.1 m ² (10,754 ft ²)	997.8 m ² (10,740 ft ²)	X	1 m ² (14 ft ²)	494 m ² (5,322 ft ²)
7251 No. 6 Road	20,635 m ² (222,113 ft ²)	2,000 m ² (21,530 ft ²)	10 (21,530 ft ²)	1,000 m ² (10,764 ft ²)	980 m ² (10,552.08 ft ²)	X	20 m ² (212 ft ²)	485 m ² (5,218 ft ²)
10451 Palmberg Road	9,797 m ² (105,454 ft ²)	1000 m ² (10,763 ft ²)	10 (10,763 ft ²)	1,000 m ² (10,764 ft ²)	687 m ² (7,390.4 ft ²)	X	313 m ² (3,373.64 ft ²)	337 m ² (3,627 ft ²)
12791 Blundell	19893 m ² (211,974 ft ²)	2,000 m ² (21,530 ft ²)	10 (21,530 ft ²)	1,000 m ² (10,764 ft ²)	883 m ² (9,504 ft ²)	X	117 m ² (1,260 ft ²)	486 m ² (5,228 ft ²)
12060 No. 2 Road	25,064 m ² (269,787 ft ²)	2,000 m ² (21,530 ft ²)	8 (21,530 ft ²)	1,000 m ² (10,764 ft ²)	956 m ² (10,294.62 ft ²)	X	44 m ² (469 ft ²)	511 m ² (5,497 ft ²)
22160 River Road	16,904 m ² (181,953 ft ²)	1600 m ² (17,220 ft ²)	3.55 (6,460 ft ²)	1,000 m ² (10,764 ft ²)	267.7 m ² (2,881.96 ft ²)	X	732 m ² (7,882 ft ²)	149 m ² (1,605 ft ²)
2620 No. 6 Road	154,926 m ² (1,666,533 ft ²)	2,000 m ² (21,530 ft ²)	1 (21,530 ft ²)	1,000 m ² (10,764 ft ²)	548.9 m ² (5,906 ft ²)	A/R	451 m ² (4,858 ft ²)	258 m ² (2,776 ft ²)
AVERAGE					785.96 m ² (8,460 ft ²)	A/R		

- 5548825
- Small lots .5 ac do 1 ac home plate too big 8
 - Single family or extended family? 1
 - Bona fide farmers? 2
 - Location and size of septic field? 8 out of 11 are too big
 - Setback for each house? 50 m to 75 M
- House size at or near Maximum Size
House size 3/4 x Maximum
- 2 ALR Guidelines

Schedule 3 to the Minutes of the Planning Committee meeting of Richmond City Council held on Tuesday, November 7, 2017.

SINGLE FAMILY DWELLINGS on AGRICULTURAL LANDS
April 4, 2017 to November 1, 2017

Table 1: Lot size less than 0.2 ha (0.5 ac)

ADDRESS	LOT SIZE	MAXIMUM PERMITTED FARM HOME PLATE	PROPOSED FARM HOME PLATE	MAXIMUM PERMITTED HOUSE SIZE	PROPOSED HOUSE SIZE	REMAINING HOUSE SIZE	PROPOSED HOUSE FOOTPRINT
12080 Westminster Hwy.	795 m ² (8,557 ft ²)	397.5 m ² (4,278.6 ft ²)	397.5 m ² (4,278.6 ft ²)	355 m ² (3,823.65 ft ²)	355 m ² (3,823 ft ²)	0 m ² (0 ft ²)	218 m ² (2349 ft ²)
7760 No. 4 road	1,866 m ² (20,085 ft ²)	933 m ² (10,042.7 ft ²)	933 m ² (10,042.7 ft ²)	500 m ² (5,382 ft ²)	418 m ² (4,498.3 ft ²)	82 m ² (884 ft ²)	261 m ² (2,810 ft ²)
AVERAGE					386.5 m ² (4,160 ft ²)		

Table 2: Lot size 0.2 ha (0.5 ac) and greater

ADDRESS	LOT SIZE	MAXIMUM PERMITTED FARM HOME PLATE	PROPOSED FARM HOME PLATE	MAXIMUM PERMITTED HOUSE SIZE	HOUSE SIZE PROPOSED	REMAINING HOUSE SIZE	PROPOSED HOUSE FOOTPRINT
10960 Granville Avenue	2,470 m ² (26,587 ft ²)	1,000 m ² (10,763 ft ²)	1,000 m ² (10,763 ft ²)	857 m ² (9,226 ft ²)	857 m ² (9,226 ft ²)	0 m ² (0 ft ²)	458 m ² (4,930 ft ²)
11731 Granville Avenue	2,795 m ² (30,085 ft ²)	1,000 m ² (10,763 ft ²)	1,000 m ² (10,763 ft ²)	996.7 m ² (10,728.8 ft ²)	896.3 m ² (9,647.44 ft ²)	100 m ² (1,081 ft ²)	554 m ² (5,963 ft ²)
11860 No. 2 Road	2,954 m ² (31,797 ft ²)	1,000 m ² (10,763 ft ²)	1,000 m ² (10,763 ft ²)	999.1 m ² (10,754 ft ²)	997.8 m ² (10,740 ft ²)	1 m ² (14 ft ²)	494 m ² (5,322 ft ²)
7251 No. 6 Road	20,635 m ² (222,113 ft ²)	2,000 m ² (21,530 ft ²)	2,000 m ² (21,530 ft ²)	1,000 m ² (10,764 ft ²)	980 m ² (10,552.08 ft ²)	20 m ² (212 ft ²)	485 m ² (5,218 ft ²)
10451 Palmberg Road	9,797 m ² (105,454 ft ²)	1,000 m ² (10,763 ft ²)	1,000 m ² (10,763 ft ²)	1,000 m ² (10,764 ft ²)	687 m ² (7,390.4 ft ²)	313 m ² (3,373.64 ft ²)	337 m ² (3,627 ft ²)
12791 Blundell Road	19,693 m ² (211,974 ft ²)	2,000 m ² (21,530 ft ²)	2,000 m ² (21,530 ft ²)	1,000 m ² (10,764 ft ²)	883 m ² (9,504 ft ²)	117 m ² (1,260 ft ²)	486 m ² (5,228 ft ²)
12060 No. 2 Road	25,064 m ² (269,787 ft ²)	2,000 m ² (21,530 ft ²)	2,000 m ² (21,530 ft ²)	1,000 m ² (10,764 ft ²)	956 m ² (10,294.62 ft ²)	44 m ² (469 ft ²)	511 m ² (5,497 ft ²)
22160 River Road	16,904 m ² (181,953 ft ²)	1,600 m ² (17,220 ft ²)	600 m ² (6,460 ft ²)	1,000 m ² (10,764 ft ²)	267.7 m ² (2,881.96 ft ²)	732 m ² (7,882 ft ²)	149 m ² (1,605 ft ²)
2620 No. 6 Road	154,826 m ² (1,666,533 ft ²)	2,000 m ² (21,530 ft ²)	2,000 m ² (21,530 ft ²)	1,000 m ² (10,764 ft ²)	548.9 m ² (5,906 ft ²)	451 m ² (4,858 ft ²)	258 m ² (2,776 ft ²)
AVERAGE					785.96 m ² (8,460 ft ²)		

SINGLE FAMILY DWELLINGS on AGRICULTURAL LANDS
April 4, 2017 to November 1, 2017

Table 1: Lot size less than 0.2 ha (0.5 ac)

ADDRESS	TOTAL # OF BEDROOMS	SECONDARY SUITE INCLUDED?	FARMING TAX STATUS (2017)	PROPOSED SEPTIC FIELD AREA*	PROPOSED SEPTIC SYSTEM TYPE	SEPTIC FIELD LOCATION **	MAXIMUM HOUSE SETBACK FROM ROAD	MAXIMUM FARM HOME PLATE DEPTH
12080 Westminster Hwy.	9	YES	Residential	106.5 m ² (1,150.0 ft ²)	N/A	N/A	33.0 m	39.626 m
7760 No. 4 road	7	YES	Residential	125.4 m ² (1,350.0 ft ²)	Type 2	Outside FHP	29.0 m	45.0 m

Table 2: Lot size 0.2 ha (0.5 ac) and greater

ADDRESS	TOTAL # OF BEDROOMS	SECONDARY SUITE INCLUDED?	FARMING TAX STATUS (2017)	PROPOSED SEPTIC FIELD AREA*	PROPOSED SEPTIC SYSTEM TYPE	SEPTIC FIELD LOCATION **	MAXIMUM HOUSE SETBACK FROM ROAD	MAXIMUM FARM HOME PLATE DEPTH
10960 Granville Avenue	9	YES	Residential	257.1 m ² (2,767.5 ft ²)	N/A	N/A	30.7 m	50.0 m
11731 Granville Avenue	7	YES	Residential	300.0 m ² (3,220.0 ft ²)	N/A	N/A	48.9 m	50.0 m
11860 No. 2 Road	7	YES	Residential	299.3 m ² (3,222.2 ft ²)	N/A	N/A	40.0 m	45.0 m
7251 No. 6 Road	9	NO	Farm	294.0 m ² (3,165.0 ft ²)	N/A	N/A	40.8 m	49.1 m
10451 Palmberg Road	5	YES	Farm	206.0 m ² (2,218.5 ft ²)	N/A	N/A	50.0 m	50.0 m
12791 Blundell Road	5	YES	Farm, Light Industry Business, Residential	264.9 m ² (2,852.0 ft ²)	Type 2	Outside FHP	50.0 m	50.0 m
12060 No. 2 Road	6	YES	Residential, business	286.8 m ² (3,087.2 ft ²)	N/A	N/A	50.0 m	50.0 m
22160 River Road	3	NO	Residential	112.0 m ² (1,206.6 ft ²)	Type 2	Outside FHP	35.0 m	40.0 m
2620 No. 6 Road	4	NO	Residential	164.7 m ² (1,772.6 ft ²)	Type 2	Outside FHP	119.0 m Note: DVP issued for a 2 nd farm house prior to the May 17 th amendments for the AG1 zone. Maximum farm home plate depth not applicable.	

* Field size estimated prior to issuance of certificate prior to building permit issuance

** Septic field location not determined prior to building permit issuance