



Planning Committee

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

**Tuesday, December 5, 2017
4:00 p.m.**

Pg. # ITEM

MINUTES

PLN-4 *Motion to adopt the **minutes** of the meeting of the Planning Committee held on November 21, 2017.*



NEXT COMMITTEE MEETING DATE

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

PLANNING AND DEVELOPMENT DIVISION

- 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)

PLN-11

See Page PLN-11 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

- 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;*
 - (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.*



- 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)

PLN-65

[See Page PLN-65 for full report](#)

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

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.



Pg. # ITEM

3. **AMENDMENTS TO RICHMOND ZONING BYLAW 8500 TO IMPLEMENT 2017 AFFORDABLE HOUSING REQUIREMENTS**
(File Ref. No. 08-4057-05) (REDMS No. 5647136 v. 5)

PLN-81

See Page PLN-81 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

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.

4. **PROPOSED OFFICIAL COMMUNITY PLAN/CITY CENTRE AREA PLAN AMENDMENT, LANSDOWNE SHOPPING CENTRE MASTER LAND USE PLAN – REQUEST TO ENDORSE APPLICANT LED PUBLIC CONSULTATION**
(File Ref. No. CP 15-717017) (REDMS No. 5625826 v. 7)

PLN-100

See Page PLN-100 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

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.

5. **MANAGER'S REPORT**

ADJOURNMENT



Planning Committee

Date: Tuesday, November 21, 2017

Place: Anderson Room
Richmond City Hall

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

Also Present: Councillor Carol Day

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on November 7, 2017, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

December 5, 2017, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DIVISION

1. **RICHMOND INTERCULTURAL ADVISORY COMMITTEE -
TERMS OF REFERENCE UPDATE**
(File Ref. No. 07-3300-01) (REDMS No. 5585111 v. 6)

Planning Committee
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It was moved and seconded

That the proposed updated Richmond Intercultural Advisory Committee (RIAC) Terms of Reference be endorsed as presented in the staff report titled "Richmond Intercultural Advisory Committee – Terms of Reference Update," dated October 25, 2017 from the General Manager, Community Services

CARRIED

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

PLANNING AND DEVELOPMENT DIVISION

2. **APPLICATION BY KEN PHUAH FOR REZONING AT 10011 SEACOTE ROAD FROM "SINGLE DETACHED (RS1/E)" ZONE TO "COMPACT SINGLE DETACHED (RC2)" ZONE**

(File Ref. No. 12-8060-20-009788; RZ 17-778570) (REDMS No. 5616980)

Steven De Sousa, Planning Technician – Design, reviewed the application noting that the proposed development will include frontage improvements and secondary suites are proposed for each new lot.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9788, for the rezoning of 10011 Seacote Road from "Single Detached (RS1/E)" zone to "Compact Single Detached (RC2)" zone, be introduced and given first reading.

CARRIED

3. **APPLICATION BY RAJ DHALIWAL FOR REZONING AT 10460 WILLIAMS ROAD FROM "SINGLE DETACHED (RS1/E)" ZONE TO "COMPACT SINGLE DETACHED (RC2)" ZONE**

(File Ref. No. 12-8060-20-009789; RZ 17-784468) (REDMS No. 5625865)

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 9789, for the rezoning of 10460 Williams Road from "Single Detached (RS1/E)" zone to "Compact Single Detached (RC2)" zone, be introduced and given first reading.

CARRIED

Committee noted that Terry Crowe, Manager, Policy Planning, will be retiring from his position in the City and commended his longstanding service.

2.

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4. **PROPOSED TERMS OF REFERENCE TO UPDATE RICHMOND'S 2003 AGRICULTURAL VIABILITY STRATEGY (AVS) AND AGRICULTURAL PROFILE**

(File Ref. No. 08-4050-10) (REDMS No. 5596242 v. 2)

Mr. Crowe reviewed the proposed terms of reference to update Richmond's 2003 Agricultural Viability Strategy (AVS) and Agricultural Profile, noting that utilizing consulting services may be an option to accelerate the AVS update process.

Discussion ensued with regard to (i) the timeline to update the AVS using staff, (ii) options to collaborate with the farming community and university students, (iii) costs of utilizing a consultant, (iv) utilizing the existing AVS to address upcoming agricultural issues, (v) funding assistance available from senior levels of government, and (vi) hiring additional staff to conduct research.

Steven Easterbrook, Co-Chair, Agricultural Advisory Committee (AAC), spoke on the proposed AVS update, expressing that (i) the City can collaborate with Kwantlen Polytechnic University farming students and the AAC on updating the AVS, (ii) utilizing consulting services may not be necessary and a volunteer committee can be formed that can analyze the existing report, and (iii) the optimal time for the AAC to review the issue would be between November and March.

It was moved and seconded

- (1) *That the report titled "Proposed Terms of Reference to Update Richmond's 2003 Agricultural Viability Strategy (AVS) and Agricultural Profile", dated November 6, 2017 from the Manager, Policy Planning, be received for information; and*
- (2) *That staff examine options to update Richmond's Agricultural Viability Strategy, and report back.*

CARRIED

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5. **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)

Mr. Crowe reviewed the proposed changes to the Steveston Area Plan (SAP) and referred to a memorandum to Council, dated November 2, 2017 (copy on-file City Clerk's Office), noting that staff are suggesting that (i) recommendations related to Bayview, Moncton and Chatham Streetscape visions be referred back to staff for further investigation, (ii) the Sakamoto Guidelines be incorporated into the SAP, (iii) new buildings along Moncton Street would have a maximum of two storeys and any requests for three stories may be considered through an Area Plan and rezoning bylaw amendment process, (iv) rooftop barrier railings will be non-transparent, and (v) brick materials will be permitted only for the replacement of existing brick in buildings throughout the entire Village.

Discussion ensued with regard to (i) future development along the Riverfront Area on the south side of Bayview Street, (ii) providing clarity regarding the building regulations, (iii) ensuring public access to the waterfront, (iv) restricting building height and density in areas south of Bayview Street, (v) the size of the historical buildings along the waterfront, and (vi) the size of recent developments in Steveston.

In reply to queries from Committee, staff noted that the proposed recommendations do not include changes to existing height and density requirements in the Riverfront Area on the south side of Bayview Street; however staff can be directed to examine options to amend said requirements. It was further noted that input received from public consultation indicated a preference to retain the current density of 1.6 FAR and a three storey building maximum for areas south of Bayview Street.

Discussion then took place with regard to the potential location of a bus exchange in the Village and an aerial map of Steveston was distributed (attached to and forming part of these minutes as Schedule 1).

In reply to queries from Committee, Victor Wei, Director, Transportation, noted that staff are discussing bus exchange options with TransLink.

It was moved and seconded

(1) That staff be directed to:

- (a) incorporate both the "Sakamoto Guidelines for Area Revitalization (1987)" and "Sakamoto Guidelines for Façade Improvements (1989)" in their entirety, into the Steveston Area Plan;**

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- (b) incorporate design guidelines that would require solid non-transparent barrier railings for rooftop structures;*
- (c) incorporate design guidelines that would restrict the use of brick only for the replacement of existing brick façades throughout the Village; and*
- (d) remove the proposed policy to establish a bridge connection to the Gulf of Georgia site;*

and to make the necessary changes to Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9775;

- (2) That new developments in the Riverfront Area south of Bayview Street be restricted to a maximum of two storeys and a maximum density of 1.2 FAR; and*
- (3) That the recommended long-term Bayview, Moncton and Chatham Street Streetscape visions be referred back to staff for further investigation and future reporting on issues related to details of the streetscape elements, the Steveston interurban tram and an upgraded Steveston bus exchange.*

The question on the **motion** was not called, as there was agreement to deal with Parts (1), (2) and (3) separately.

The question on Part (1) of the motion was then called and it was **CARRIED**.

The question on Part (2) of the motion was then called and it was **CARRIED** with Cllr. Loo opposed.

The question on Part (3) of the motion was then called and it was **CARRIED**.

6. **MANAGER'S REPORT**

None.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:16 p.m.).

CARRIED

5.

Planning Committee
Tuesday, November 21, 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 21, 2017.

Councillor Linda McPhail
Chair

Evangel Biason
Legislative Services Coordinator






To: Planning Committee **Date:** November 20, 2017
From: Wayne Craig **File:** RZ 14-672055
Director, Development
Re: **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**

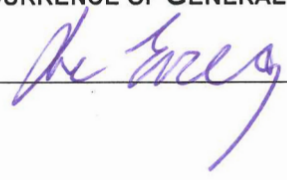
Staff Recommendation

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:
 - The City’s Financial Plan and Capital Program; and
 - The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*.
3. That Bylaw 9215, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.

- 4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 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.


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

SB:blg
Att. 5

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

Staff Report

Origin

Bene (No. 3) Road Development Ltd. has applied to the City of Richmond for permission to rezone 4700 No 3 Road from “Auto-oriented Commercial (CA)” to a new site-specific zone; “High Rise Office Commercial (ZC44) – Aberdeen Village” (Attachment 1), in order to permit the development of a high-density commercial and office use development on a property in the City Centre’s Aberdeen Village. Key components of the proposal (Attachment 2) include:

- A single 10-storey tower with two floors of commercial retail units, six floors of office space and four levels of parking.
- A total floor area of approximately 7,285.4 m² (78,415.5 ft²) comprised of approximately:
 - 1,387.7 m² (14,937 ft²) of commercial space.
 - 5,897.4 m² (63,478.5 ft²) of office space.
- LEED Silver equivalent building designed and constructed to connect to a future district energy utility (DEU) system.
- Replacement of the City’s Leslie sanitary sewer pump station located on the Leslie Road frontage, including required equipment inside the proposed building in a required Statutory Right-of-Way (SRW).

Associated Official Community Plan (OCP) bylaw amendments are proposed to facilitate inclusion of additional transit oriented office use on the subject site.

Findings of Fact

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

Site and Surrounding Development

The subject site is located in Aberdeen Village (Attachment 4) at the corner of No. 3 Road and Leslie Road, and is comprised of a single lot.

The site is currently vacant and was previously occupied by a single-storey restaurant building surrounded by surface paving.

Surrounding development includes:

To the North: Across Leslie Road, an existing two-storey auto repair building.

To the South: An existing commercial development with one and two-storey buildings.

To the East: A surface parking area, and further east, an existing two storey commercial building.

To the West: Across No. 3 Road, an existing commercial development with one and two-storey buildings.

Related Policies & Studies

1. Official Community Plan/City Centre Area Plan

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

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

- The proposed 0.5 FAR additional Village Centre Bonus (VCB) which is not currently included in the plan.
- Utilization of the entire additional Village Centre Bonus for office use. A legal agreement will be secured through the rezoning to maximize flexibility through single ownership, prohibiting strata-titling of the office area.

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

2. Other Policies, Strategies and Bylaws

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

Aircraft Noise Sensitive Development Policy: The proposed development is located in Area 1A (new aircraft noise sensitive land uses prohibited) on the Aircraft Noise Sensitive Development Map. The proposed rezoning and associated OCP amendment are consistent with this Policy. Registration of an aircraft noise covenant on title is required prior to rezoning adoption.

Ambient and Commercial Noise: The proposed development must address additional OCP Noise Management Policies, specifically ambient noise and commercial noise. Requirements include registration of a noise covenant on title before final adoption of the rezoning bylaw.

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

Consultation

1. OCP Amendment

General Public: Development Application signage has been installed on the subject site. Staff have not received any comments from the public in response to the sign. Should the Planning Committee endorse this application and Council grant first reading to the bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an

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

External Agencies: Staff have reviewed the proposed OCP amendments with respect to the *Local Government Act* and the City's OCP Consultation Policy No. 5043 requirements. A referral was made to TransLink through the rezoning process. Since no residential use is included in the subject proposal, a referral was not made to the Richmond School Board in accordance with Council policy. Consultation with other stakeholders was deemed unnecessary. Consultation with external stakeholders is summarized below.

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
BC Land Reserve Co.	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.
Richmond School Board	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only. As residential uses are not permitted, there will be no impacts on School Board operation.
The Board of the Greater Vancouver Regional District (GVRD)	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected, and the proposed amendment refers to density bonusing for additional office use on the subject site only.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary; the proposed amendment refers to density bonusing for additional office use on the subject site only.
TransLink	The proposed amendment refers to density bonusing for additional office use on the subject site only; no transportation road network changes are proposed. The proposal was referred to TransLink through the associated rezoning application.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.
Richmond Coastal Health Authority	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.
Community Groups and Neighbours	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.
All relevant Federal and Provincial Government Agencies	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.

2. Rezoning

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

External Agencies: The rezoning application was referred to the following external agency.

- South Coast British Columbia Transportation Authority (TransLink): Staff referred the proposed OCP amendment and rezoning to TransLink due to proximity to the Canada Line guideway. Further, the property owner has entered into an agreement with TransLink for formal review through the Adjacent and Integrated Development (AID) program. TransLink has provided staff with preliminary comments regarding the development proposal, advising that TransLink is not opposed to an OCP amendment and rezoning staff report being advanced to Council for consideration. The proposal is not expected to impact transit operations, goods movement, the Major Road Network, or regional cycling facilities. At the AID consent level, TransLink staff have stated that they are not at the point in the review to provide final comment, but expect that the applicant will work cooperatively to address all concerns, as well as obtain TransLink consent prior to any site work or construction. Staff note that the proposed development meets the CCAP 6.0 m Canada Line setback requirement established with TransLink's input. Further, the rezoning considerations require the registration of a legal agreement restricting Building Permit issuance prior to final approval being received from TransLink.

Analysis

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

1. Proposed OCP and Zoning Bylaw Amendments

Proposed OCP (CCAP) Amendment

Land Use: The proposed office and commercial uses are permitted by the CCAP. The OCP (CCAP) amendments will allow additional transit-oriented office uses on the subject site.

Density: The proposed amendments are structured to permit an additional 0.5 FAR of office floor area as a component of the Village Centre Bonus (VCB) floor area (increasing the VCB from 1.0 FAR to 1.5 FAR for the subject site). This is intended to ensure that the site is developed primarily with transit oriented office use.

There is an increasing demand for office space around rapid transit stations as companies seek amenity rich locations that aid in their talent attraction and retention efforts. Large contiguous spaces are especially difficult to find in these locations. The office vacancy rate along the Canada Line is at a low critical level of 2.3% and no substantial large floor plate product has been added in all of Richmond, including in the City Centre, for nearly a decade.

The subject site benefits from bus service along it's No. 3 Road frontage and the site is within walking distance of the Aberdeen Canada Line station (within approximately 450 m).

The proposed OCP amendment would increase the existing Village Centre Bonus incentive to develop office uses on the subject site to respond to the demand for transit oriented office space. The proposal would also increase employment opportunities, enhance the City's fiscal sustainability by expanding and diversifying the tax base, while also expanding the range of services offered to the City's residents and businesses. Staff note that the applicant has agreed to maintain the office floor area under a single owner so that it can be easily converted to large tenant office space to accommodate a wider range of future potential office tenants. Registration of a legal agreement on title to prohibit subdivision of the office space on the upper floors of the building into either strata lots or air space parcels is a requirement of rezoning.

The proposed increase in density is for transit oriented office uses in a village centre, so would not impact the CCAP population target and would provide additional services for residents and additional employment opportunities in the City. The proposed office density increase would not generate the same demands on City utilities and City community amenities that additional residential floor area would (including park space, libraries, art facilities, emergency services, health care facilities, etc.).

On the basis of the benefits that additional transit oriented office uses provides to the City, staff support the proposed density increase for additional non-residential floor area. However, staff do not generally support density increases for additional residential floor area as the resulting additional population would strain access to City amenities and health services, and stress existing city and private infrastructure, including the transportation network. If the residential population increased within the City Centre, projections based on the existing CCAP framework would no longer be valid. Strategic plans, such as the City Centre Transportation Plan, the Parks and Open Space Plan and the City's Development Cost Charges program would require revision and expensive upgrades would be required.

Proposed Rezoning

The proposed rezoning is consistent with the Aberdeen Village Specific Land Use Map, Urban Centre T5 (35 m) transect (except for the additional office use as proposed in the applicant's requested OCP amendment). A new site-specific zone is proposed, "High Rise Office Commercial (ZC44) – Aberdeen Village". The proposed new ZC44 zone includes provisions regulating the permitted land uses, maximum floor area, density bonus for office floor area, maximum building height, siting parameters and parking. Rezoning considerations are provided (Attachment 5).

2. Community Amenities

The proposed rezoning includes the following contributions in support of City Centre densification and the associated increased demand for community amenities.

Community Amenity Space: The proposed rezoning is located in the “Village Centre Bonus (VCB)” area shown on the CCAP Aberdeen Village Specific Land Use Map. The applicant proposes to take advantage of the following available density bonus provisions:

- VCB density increase of 1.0 FAR with 5% of this area expected to be provided back to the City in the form of floor area for a community amenity (104 m² calculated using the proposed floor area [1.0 x 0.05 x 2,082 m²]).
- VCB additional density increase of 0.5 FAR with 10% of this area expected to be provided back to the City in the form of floor area for a community amenity (104 m² calculated using the proposed floor area [0.05 x 0.1 x 2,082 m²]).

Community Services staff have reviewed the property location, and limited amount of community amenity floor area that would be generated (208 m² or 2,241.6 ft²) against neighbourhood needs and recommend that the City accept a cash-in-lieu contribution to the City Centre Facility Development Fund for the finished value of the space (\$1,456,392.94 calculated using the proposed floor area [2,241.6 ft² x \$650 /ft²]). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier (\$650 /ft²) will be adjusted annually thereafter based on the Statistics Canada “Non-residential Building Construction Price Index” yearly quarter to quarter change for Vancouver, where the change is positive.

Community Planning: The proposed rezoning is subject to a community planning implementation contribution for future community planning, in accordance with the CCAP Implementation Strategy (\$19,605.29 calculated using the proposed floor area [78,421.16 ft² x \$0.25 /ft²]).

Public Art: The proposed development is subject to the Richmond Public Art Policy. As the project is of a modest size and there are limited opportunities for locating Public Art on the site, the applicant is proposing to provide a voluntary contribution to the Public Art Reserve for City-wide projects on City lands. The contribution will be secured before rezoning adoption, based on the current contribution rate (\$34,505.31 calculated using the proposed floor area [78,421.16 ft² x \$0.44 /ft²]).

3. Utility Infrastructure

City Utilities: The developer is required to enter into a Servicing Agreement for the design and construction of a variety of water, storm water drainage and sanitary sewer frontage works. Included are:

- Water main upgrade on Leslie Road frontage.
- Storm sewer upgrade on Leslie Road frontage.
- Sanitary sewer upgrade, pump station and force main replacement on Leslie Road frontage and east edge of site, including new equipment in a SRW inside the building, and force main in a SRW along the east edge of the site.
- Various frontage improvements including street lighting.

A more detailed description of infrastructure improvements is included in the Rezoning Considerations (Attachment 5).

Private Utilities: Undergrounding of private utility lines and location of private utility equipment on-site are required.

4. Transportation

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

- Leslie Road: Leslie Road will be widened to accommodate a left-turn lane. The back-of-curb cross-section will be improved to accommodate a grass boulevard with street trees and a sidewalk. A property dedication is required across the frontage and at the corner.
- Traffic Signals: The existing traffic signal at the No. 3 Road and Leslie Road intersection is required to be upgraded to accommodate the road widening.

A more detailed description of road improvements is included in the Rezoning Considerations (Attachment 5). Road enhancements along Leslie Road will be eligible for DCC credits. Road dedication and all other works will be the sole responsibility of the developer and are not eligible for DCC credits.

Site Access On-site: Vehicular access will be provided via a single driveway connecting to Leslie Road. Truck access and loading will be provided, and will be the subject of further review during the Development Permit review process.

Vehicle Parking On-site: Transportation Department staff support the parking proposal.

The proposed parking rate is consistent with the parking provisions of the Richmond Zoning Bylaw (City Centre Zone 1).

In accordance with the Zoning Bylaw 8500, the parking proposal includes a 10 percent reduction with the provision of the following Transportation Demand Management (TDM) measures as requirements of rezoning:

- Voluntary contribution of \$50,000 towards the provision of two transit shelters at existing bus stops nearby along No. 3 Road.
- Provision of two electric vehicle (EV) quick-charge (240V) charging stations on-site for the use of units and visitors. The charging stations should be located to provide for convenient use by vehicles parked in any of four parking spaces. The provision of the charging stations for the shared use of units and visitors will be secured with a legal agreement registered on title prior to final adoption of the rezoning bylaw.

The proposed new ZC44 site specific zone has been drafted to allow for the provision of a maximum of sixteen tandem parking spaces located in the upper parking levels (third and fourth floor) for employee parking only and each pair of the tandem parking spaces are to be assigned to a single tenant/unit. The eight parking spaces that do not have direct access to a drive aisle represent 7.6% of the total 106 proposed parking spaces. The tandem parking would be for office space under single ownership, which is characterized with regular office hours and parking use that the applicant believes will work for tandem parking. As the office space will be required to remain under single ownership, property management will manage the tandem parking.

Similarly, the provision of some tandem parking spaces restricted to employee use only was also approved for the stratified Aberdeen expansion for retail and office space (DP 09-494545) and staff are not aware of any issues with the arrangement. The detailed parking design will be the subject of further review during the Development Permit review process.

Truck Loading On-site: The Richmond Zoning Bylaw requires two medium size loading spaces and one large size loading space for the proposed development. The applicant is proposing to provide two medium size loading spaces. The provision of loading spaces for the shared use of all units will be secured with a legal agreement registered on title prior to final adoption of the rezoning bylaw. Transportation Department staff support the variance request to not provide one large truck loading space, as the proposed retail and office uses would not typically involve deliveries with large semi-trailers. The variance request will be the subject of further review during the Development Permit review process.

Bicycle Parking On-site: The proposed bicycle parking rates are consistent with the parking provisions of the Richmond Zoning Bylaw. The detailed design of secure class 1 storage and short-term class 2 bicycle racks will be the subject of further review during the Development Permit review process. Provision of class 1 bicycle storage for the shared use of all units will be secured with a legal agreement registered on title prior to final adoption of the rezoning bylaw.

5. Development Concept Review

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

Massing Strategy: The massing of the proposed development is generally consistent with the urban design objectives of the CCAP and is arranged to address the site's configuration, specific constraints (proximity to the Canada Line and requirement for the City sanitary pump station replacement), urban design opportunities (corner location) and combination of uses (commercial and office). There is one full height main tower element and a lower height podium element.

Adjacencies: The relationship of the proposed development to adjacent public and private properties is assessed with the intent that negative impacts are reduced and positive ones enhanced. The proposed development is surrounded on two sides by No. 3 Road and Leslie Road, which mitigates potential impacts on both the surrounding public realm and surrounding private development. On the other two sides, the subject site abuts an adjacent commercial site and the applicant has provided conceptual drawings demonstrating its potential for future redevelopment.

Living Landscape: The CCAP looks to development to support ecological function in City Centre through the creation of an interconnected landscape system. Further review of the landscape design will occur through the Development Permit and Servicing Agreement processes and is anticipated to contribute to the ecological network, including:

- Retention of existing street trees on the No. 3 Road frontage.
- Provision of street trees on the Leslie Road frontage.
- Provision of landscaped roof area.

There are no on-site trees. On the advice of Parks Department staff, the two existing street trees in the Leslie Road frontage will be removed. A contribution of \$2,600 (2 trees x \$1,300) to the Tree Compensation Fund is required before rezoning adoption. Tree protection is required for the three existing street trees in the No. 3 Road frontage. Confirmation of a contract with an arborist and installation of tree protection fencing are required before rezoning adoption.

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

Development Permit: Through the Development Permit Application process, the form and character of the proposed development is assessed against the expectations of the Development Permit Guidelines, City bylaws and policies. The detailed building and landscape design will be the subject of further review during the Development Permit review process, including the following features.

- Form and Character: The design will be further detailed to provide massing, height and façade expression, and active street frontages.
- Parking and Loading: A draft functional plan, showing truck manoeuvring, has been provided and will be further developed within the Development Permit process.
- Waste Management: A draft waste management plan has been submitted and will be further developed within the Development Permit process.
- Rooftop Equipment: Rooftop mechanical equipment and building mounted telecom equipment can be unsightly when viewed from the ground and from surrounding buildings. To prevent diminishment of both the architectural character and the skyline, a more detailed design strategy for rooftop equipment/enclosures is required will be reviewed within the Development Permit process.
- Crime Prevention through Environmental Design (CPTED): The City has adopted policies intended to minimize opportunities for crime and promote a sense of security. A CPTED checklist and plans demonstrating natural access, natural surveillance, defensible space and maintenance measures will be reviewed within the Development Permit process.
- Accessibility: The proposed development will be required to provide good site and building accessibility. Design implementation will be reviewed within the Development Permit and Building Permit processes.
- Sustainability: Integration of sustainability features into the site, building, and landscape design will be reviewed within the Development Permit process.

Financial Impact or Economic Impact

As a result of the proposed development, the City will take ownership of developer-contributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated Operating Budget Impact (OBI) for the ongoing maintenance of these assets is estimated to be \$6,000, this will be considered as part of the 2018 Operating Budget.

Conclusion

The application by Bene (No. 3) Road Development Ltd. to amend the OCP and to rezone the property at 4700 No. 3 Road in order to develop a high-density, mixed commercial and office building is consistent with City objectives as set out in the OCP, CCAP and other City policies, strategies and bylaws. The proposed office use will contribute towards addressing the need for transit-oriented office space in the City Centre. The proposed commercial uses will activate both street frontages and both uses will support future development in Aberdeen Village. The built form will provide a strong identity for the site's corner location, and public realm enhancements will improve the pedestrian experience at this high traffic location. Engineering and transportation improvements, along with voluntary contributions for Public Art, community planning, bus shelters and cash-in-lieu density bonusing, will help to address a variety of community development needs.

On this basis, it is recommended that Official Community Plan Bylaw 7100, Amendment Bylaw 9215 and Zoning Bylaw 8500, Amendment Bylaw 9216, be introduced and given first reading.



Sara Badyal
Planner 2
(604-276-4282)

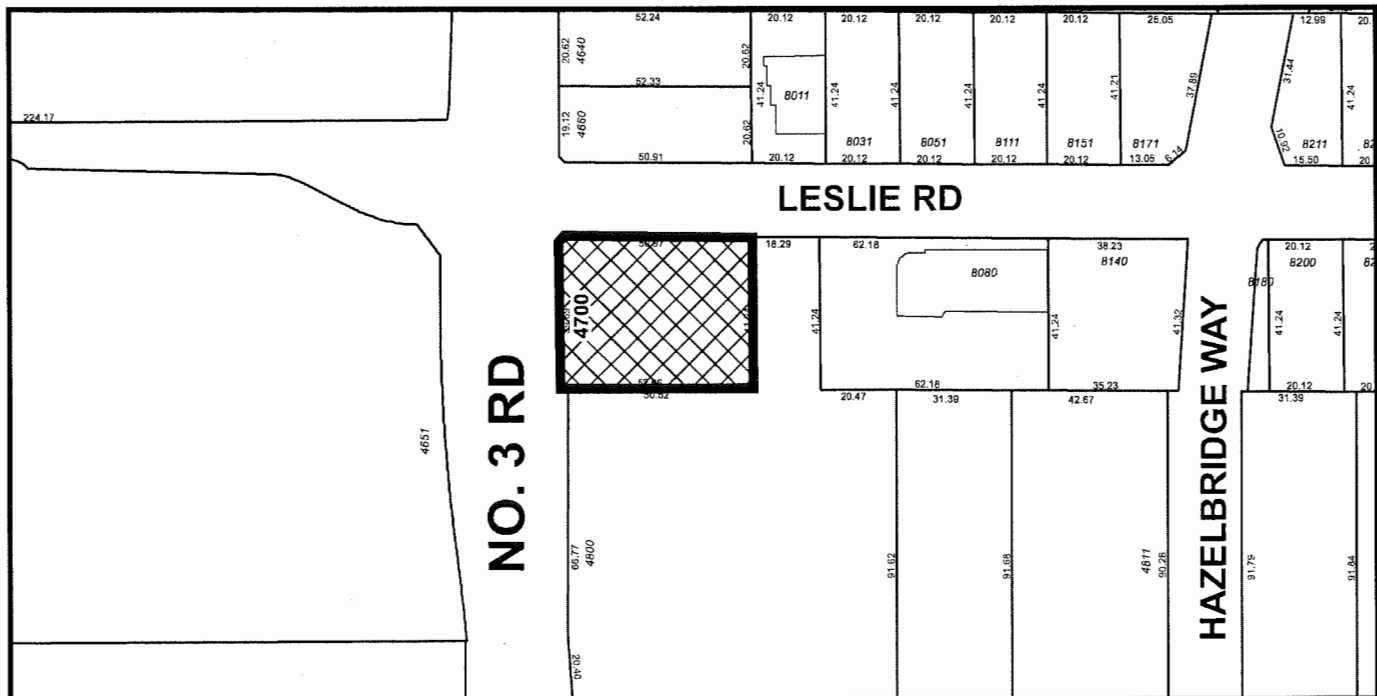
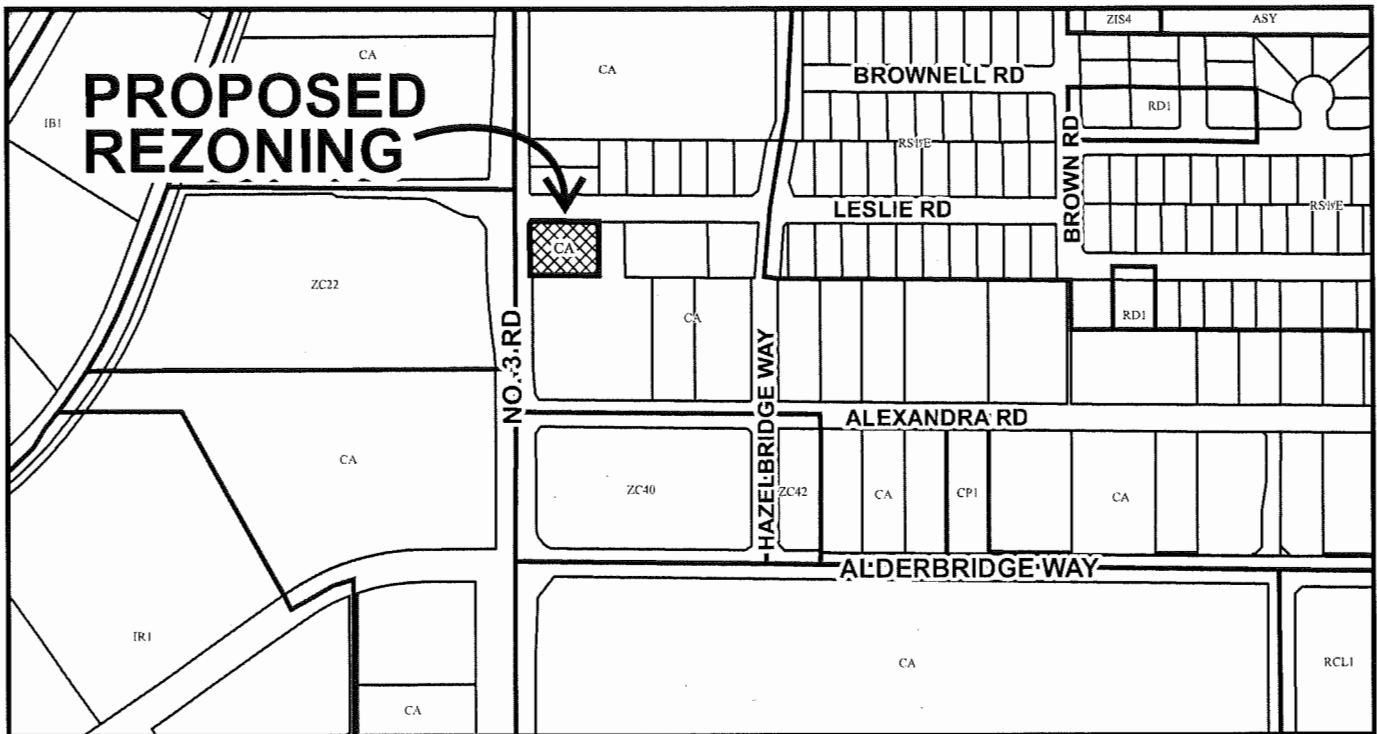
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Attachments:

- Attachment 1: Rezoning Location Map and Aerial Photograph
- Attachment 2: Rezoning Proposal Conceptual Plans
- Attachment 3: Development Application Data
- Attachment 4: City Centre Aberdeen Village Specific Land Use Map
- Attachment 5: Rezoning Considerations



City of
Richmond



RZ 14-672055

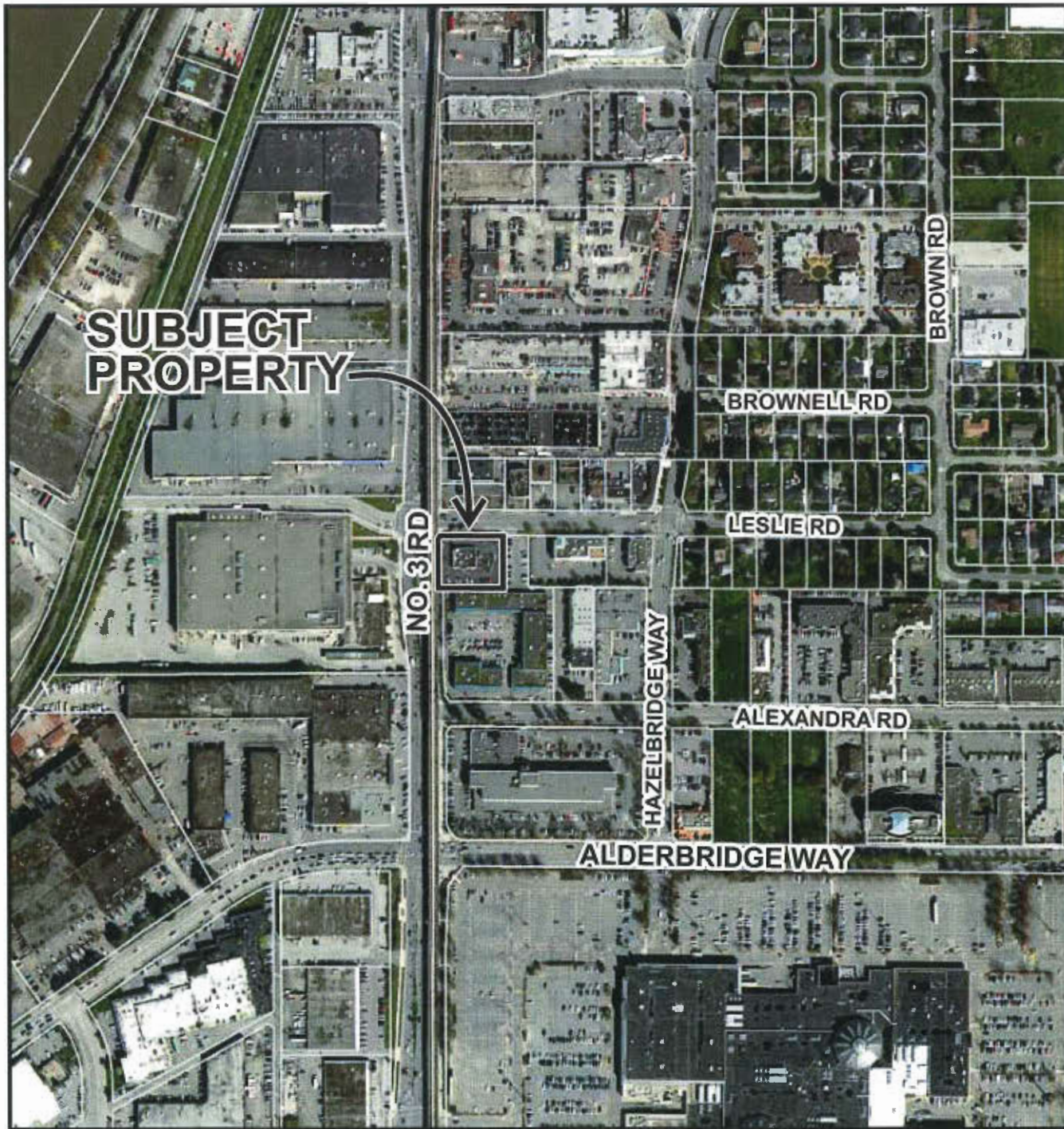
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Revision Date: 11/20/17

Note: Dimensions are in METRES



City of
Richmond



RZ 14-672055

Original Date: 09/17/14

Revision Date:

Note: Dimensions are in METRES

NO.3 ROAD OFFICE BUILDING, RICHMOND B.C.

CONSULTANT TEAM

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 VANCOUVER, BC V6E 2V2
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LANDSCAPING

SURVEY
MATSON PECK & TOPLISS
SURVEYORS & ENGINEERS
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TRAFFIC
MMM GROUP LIMITED
 SUITE 700, 1045 HOWE STREET
 VANCOUVER, BC V6Z 2A9
 PHONE: 604.685.9381
 FAX: 604.683.8655

PROJECT INFORMATION

CIVIC ADDRESS:
 4700 NO. 3 ROAD RICHMOND, BC

LEGAL DESCRIPTION:
 LOT 95, SECTION 33, BLOCK 5 NORTH,
 RANGE 6 WEST, NEW WESTMINSTER
 DISTRICT PLAN 56151

PARCEL ID:
 003-795-705

CURRENT ZONING:
 AUTO-ORIENTED COMMERCIAL(CA)

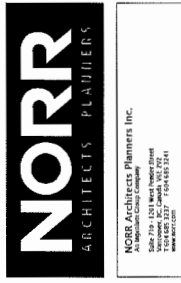
PROPOSED ZONING:
 NEW STANDARD ZONING DISTRICT
 REQUIRED OCP ZONING AMENDMENT
 REQUIRED

LIST OF DRAWINGS

DP00-00-00	COVER PAGE
DP00-01-00	SITE SURVEY
DP10-01-00	CONTEXT PLAN - SITE PICTURES
DP10-01-01	PROJECT STATISTICS-3D VIEWS
DP10-02-00	SITE PLAN - EXISTING CONTEXT
DP10-02-01	SITE PLAN - AFTER CITY ROAD WIDENING
DP10-02-02	SITE PLAN - POTENTIAL FUTURE DEVELOPMENTS
DP20-01-01	GROUND FLOOR PLAN
DP20-01-01A	GROUND/INTERMEDIATE FLOOR PLAN - AREA OVERLAY
DP20-01-01B	GROUND FLOOR PLAN - LEASABLE AREA OVERLAY
DP20-01-02	INTERMEDIATE PARKADE PLAN
DP20-02-01	SECOND FLOOR PLAN
DP20-02-01A	SECOND/TRHIRD/FOURTH FLOOR PLAN - AREA OVERLAY
DP20-02-01B	SECOND FLOOR PLAN - LEASABLE AREA OVERLAY
DP20-03-01	THIRD FLOOR PLAN
DP20-04-01	FOURTH FLOOR PLAN
DP20-05-01	FIFTH FLOOR PLAN
DP20-05-01A	FIFTH FLOOR PLAN - AREA OVERLAY
DP20-05-01B	FIFTH FLOOR PLAN - LEASABLE AREA OVERLAY
DP20-06-01	SIXTH TO TENTH FLOOR PLAN
DP20-06-01A	SIXTH TO TENTH FLOOR PLAN - AREA OVERLAY
DP20-06-01B	SIXTH TO TENTH FLOOR PLAN - LEASABLE AREA OVERLAY
DP20-07-01	ROOF PLAN
DP30-01-01	NORTH ELEVATION
DP30-01-02	EAST ELEVATION
DP30-01-03	SOUTH ELEVATION
DP30-01-04	WEST ELEVATION
DP30-01-04A	WEST ELEVATION STREETSCAPE
DP31-01-01	BUILDING SECTION
DP31-01-02	BUILDING SECTION
DP32-01-03	BUILDING SECTION

MAY 15, 2017

NORR JOB NO. OCVA14-0004



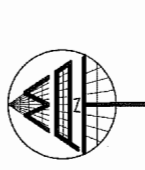
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CONCEPTUAL
 DEVELOPMENT
 PLANS

**SURVEY PLAN OF LOT 95 SECTION 33
BLOCK 5 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 56151**

PARCEL IDENTIFIER (PID): 003-795-705

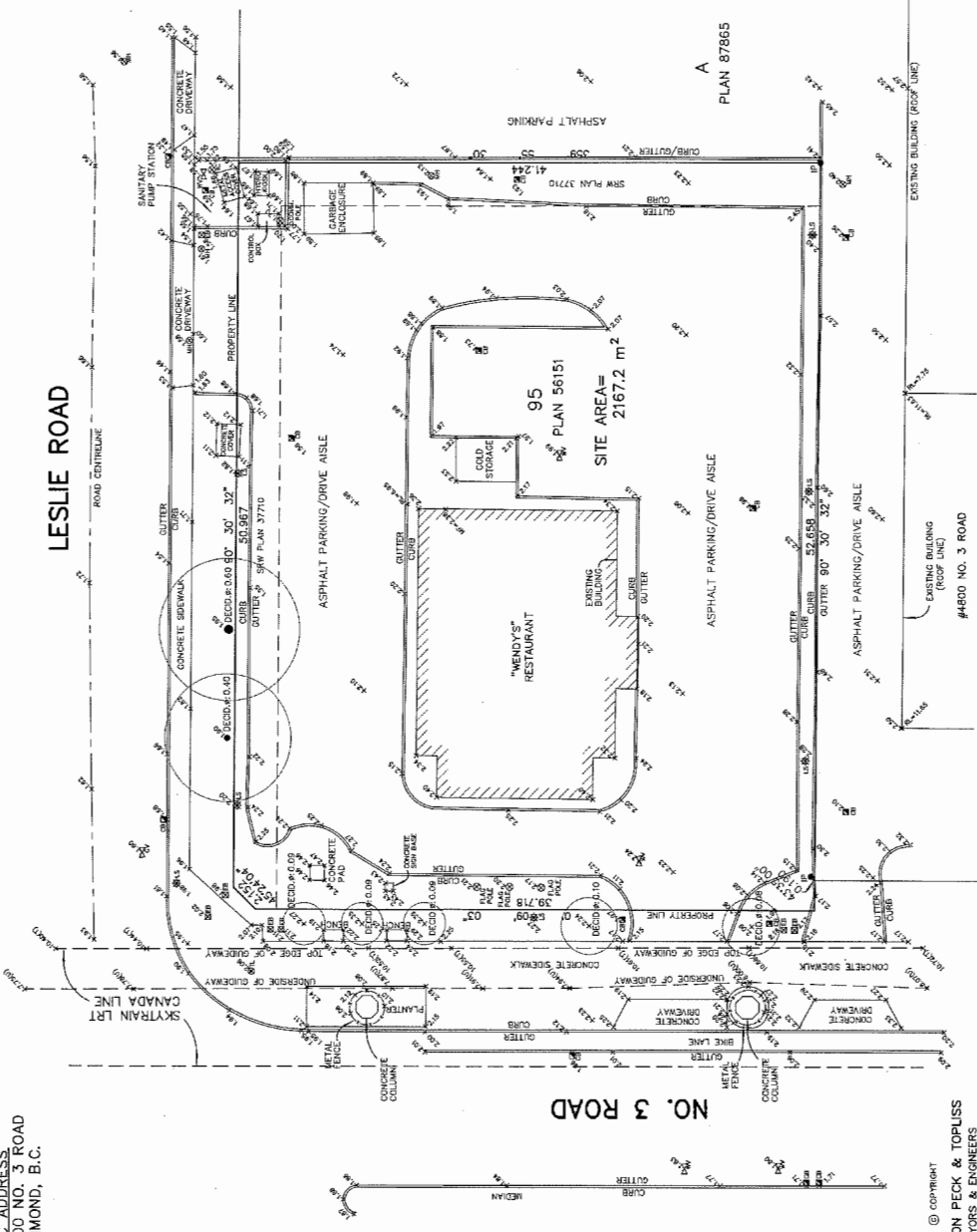
CIVIC ADDRESS:
#4700 NO. 3 ROAD
RICHMOND, B.C.



LEGEND
SCALE: 1:200

- ALL DISTANCES ARE IN METRES.
- INDICATES SPOT ELEVATION
- CB INDICATES CATCH BASIN
- EB INDICATES ELECTRICAL BOX
- ELS INDICATES LAMP STANDARD
- OH INDICATES MANHOLE
- TL INDICATES TRAFFIC LIGHT
- GV INDICATES GAS VALVE
- WV INDICATES WATER VALVE
- RF INDICATES ROOF LEVEL
- U INDICATES TOP OF GUTTERWAY
- U INDICATES UNDERSIDE OF GUTTERWAY
- IP INDICATES IRON POST FOUND

NOTES:
- ELEVATIONS ARE IN METRES AND ARE DERIVED FROM CITY OF RICHMOND MFM MONUMENT #195 (17/14/97) WITH AN ELEVATION OF 1.793 METRES.
- PROPERTY LINES ARE PRELIMINARY AND DERIVED FROM LAND TITLE OFFICE PLAN RECORDS AND PLAN 87865.
- ALL DESIGNATED TREES AS DEFINED BY CITY OF RICHMOND NO. 8057, ARE SHOWN HEREON.



DP00-01-00
B.C.L.S.
DATE OF SURVEY: MAY 29, 2014

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MATSON PECK & TOPLISS
SURVEYORS & ENGINEERS
#200 - 1120 HORSFORD WAY
RICHMOND, B.C. V7A 5H7
PH: 604-270-4330
FAX: 604-270-4127
CADFILE: 17951-001-TPC-000.DWG

CLIENT REF: BEBE (NO. 3) DEV. LTD.

DATE	ISSUED FOR	REV
2016-03-23	FOR CITY REVIEW	
2016-03-27	RESUBMITTED FOR REVISIONING	
2016-04-19	RESUBMITTED FOR COMBINED AZOP	
2016-06-02	FOR REVIEW	
2016-11-09	PROGRESS MEETING	
2016-11-18	REVISED FOR CITY COMMENTS	
2016-11-20	REVISED FOR CITY'S FINAL REVIEW	
2016-12-09	DP SUBMISSION	
2017-02-07	DP SUBMISSION	
2017-05-14	DP SUBMISSION CITY COMMENTS	

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North Arrow

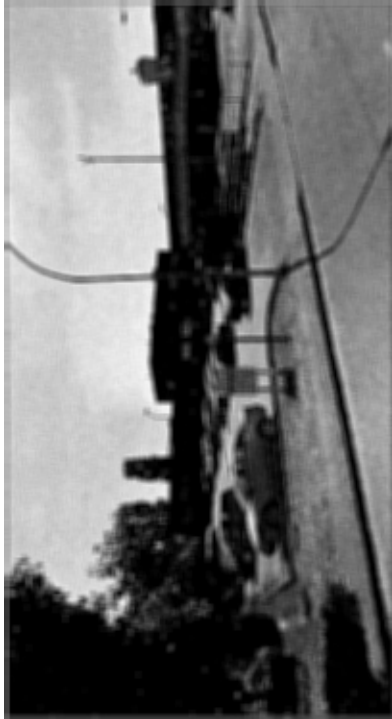
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Mechanical
Architectural
Structural
Mechanical
Electrical

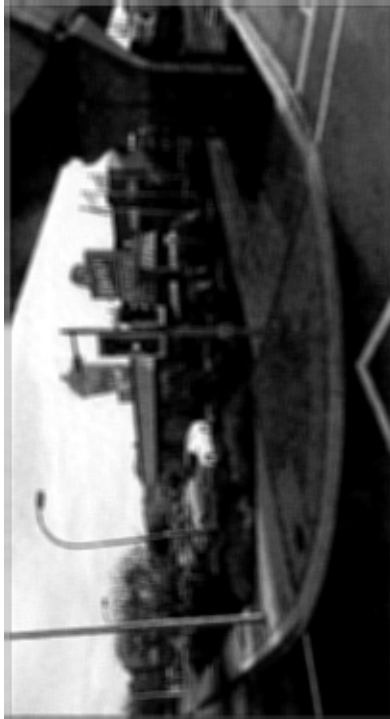
SEAL

NORR
ARCHITECTS PLANNERS INC.
1000 UNIVERSITY PARKWAY
SUITE 200
DALLAS, TEXAS 75201
TEL: 214.742.2200
WWW.NORR.COM

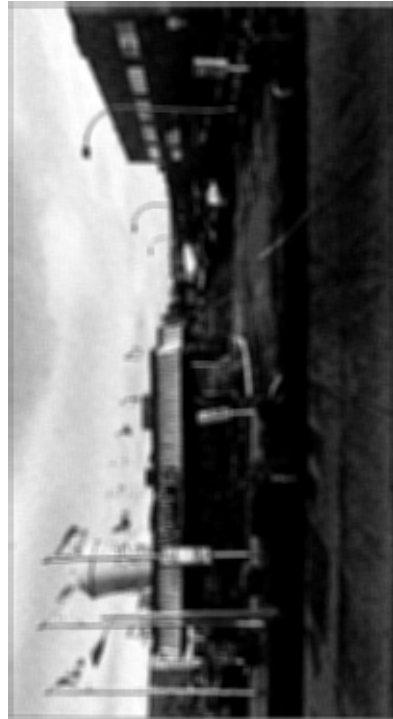
Project Manager	David S. Baker
SJCS	S. Baker
SJCS	S. Baker
SJCS	S. Baker
Client	Kumayan International Group
Project	2700 No. 3 Road Office Building
Drawing Title	CONTEXT PLAN & SITE PICTURES
Check Sheet (map only)	g
Project No.	OCVA14-0004
Drawing No.	DP10-01-00



PICTURE 01



PICTURE 02



PICTURE 03



CONTEXT PLAN
01
A

PLN - 27



PICTURE 04

DATE	ISSUED FOR	REV
2016-01-27	FOR CITY REVIEW	
2016-03-07	REVISED FOR REZONING	
2016-04-19	REVISED FOR COMBINED Z&Z&P	
2016-06-02	FOR REVIEW	
2016-11-08	PROCESS REVIEW	
2016-11-28	REVISED FOR CITY COMMENTS	
2016-12-09	DP SUBMISSION	
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North Arrow

Detail Symbol

Consultants

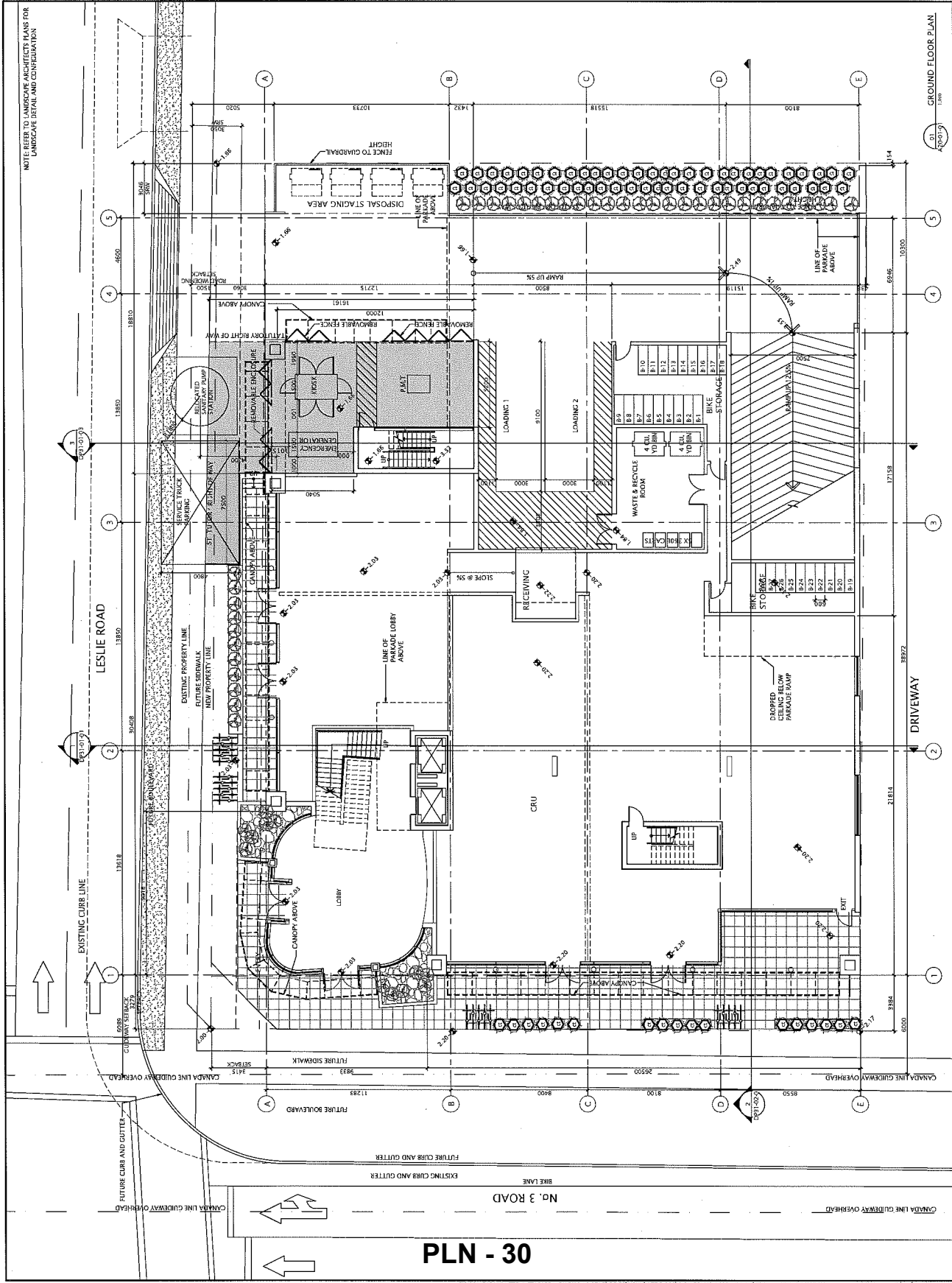
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Mechanical
Electrical

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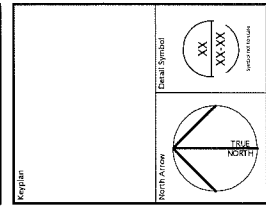
NORR
11-017

NORR ARCHITECTURE INC.
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SUITE 100
VANCOUVER, BC V6P 1G1
TEL: 604.681.1100
WWW.NORRARCHITECTURE.COM

Project Manager	CLARA SUZUKI
Lead Designer	CLARA SUZUKI
Client	Kuryuan International Group
Project	4770 No. 3 Road Office Building
Drawing Title	GROUND FLOOR PLAN
Check Scale (from file plan reduced)	0 10' 20'
Project No.	OCVA14-0004
Drawing No.	DP20-01-01



DATE	ISSUED FOR	REV
2016-01-21	FOR CITY REVIEW	
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2016-04-19	RE-ISSUED FOR COMBINED AZAPF	
2016-05-02	FOR REVIEW	
2016-11-29	PROCESSES REVIEW	
2016-11-18	FORWARD FOR CITY COMMENTS	
2016-12-28	FORWARD FOR CITY'S FINAL REVIEW	
2017-02-07	DP SUBMISSION	
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2017-02-15	DP SUBMISSION: CITY COMMENTS	

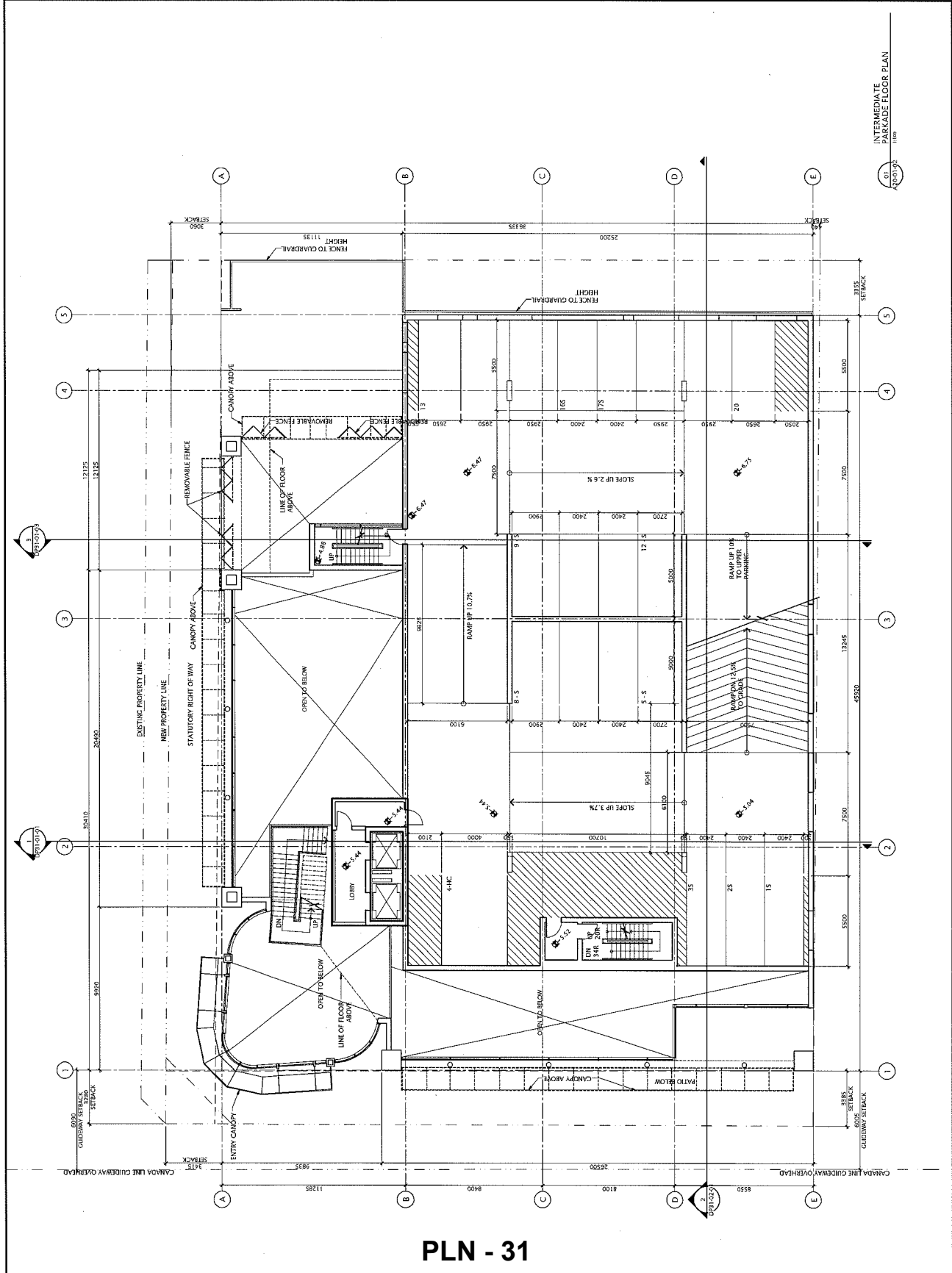


Consultant:
 CURR
 Architectural
 Mechanical
 Electrical
 Structural

NORR
 CONSULTANTS

NORR Architects, Engineers, Inc.
 4700 No. 3 Road
 Office Building
 Kuryuan International Group

Project Manager	Drawn
S-10	S-0421
Client LEADER	Checked
S-10	S-10
Client	Client
Kuryuan International Group	
Project: 4700 No. 3 Road Office Building	
Drawing Title: INTERMEDIATE PARKADE FLOOR PLAN	
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Project No.	CCVA14-0004
Drawing No.	DP20-01-02



PLN - 31

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2016-03-07	RE-ISSUED FOR REZONING	
2016-04-19	RE-ISSUED FOR COMBINED RZAP	
2016-05-02	FOR REVIEW	
2016-11-09	PROGRESS REVIEW	
2016-11-18	ISSUED FOR CITY COMMENTS	
2016-12-09	FOR SUBMISSION	
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2017-05-15	FOR SUBMISSION CITY COMMENTS	

North Arrow

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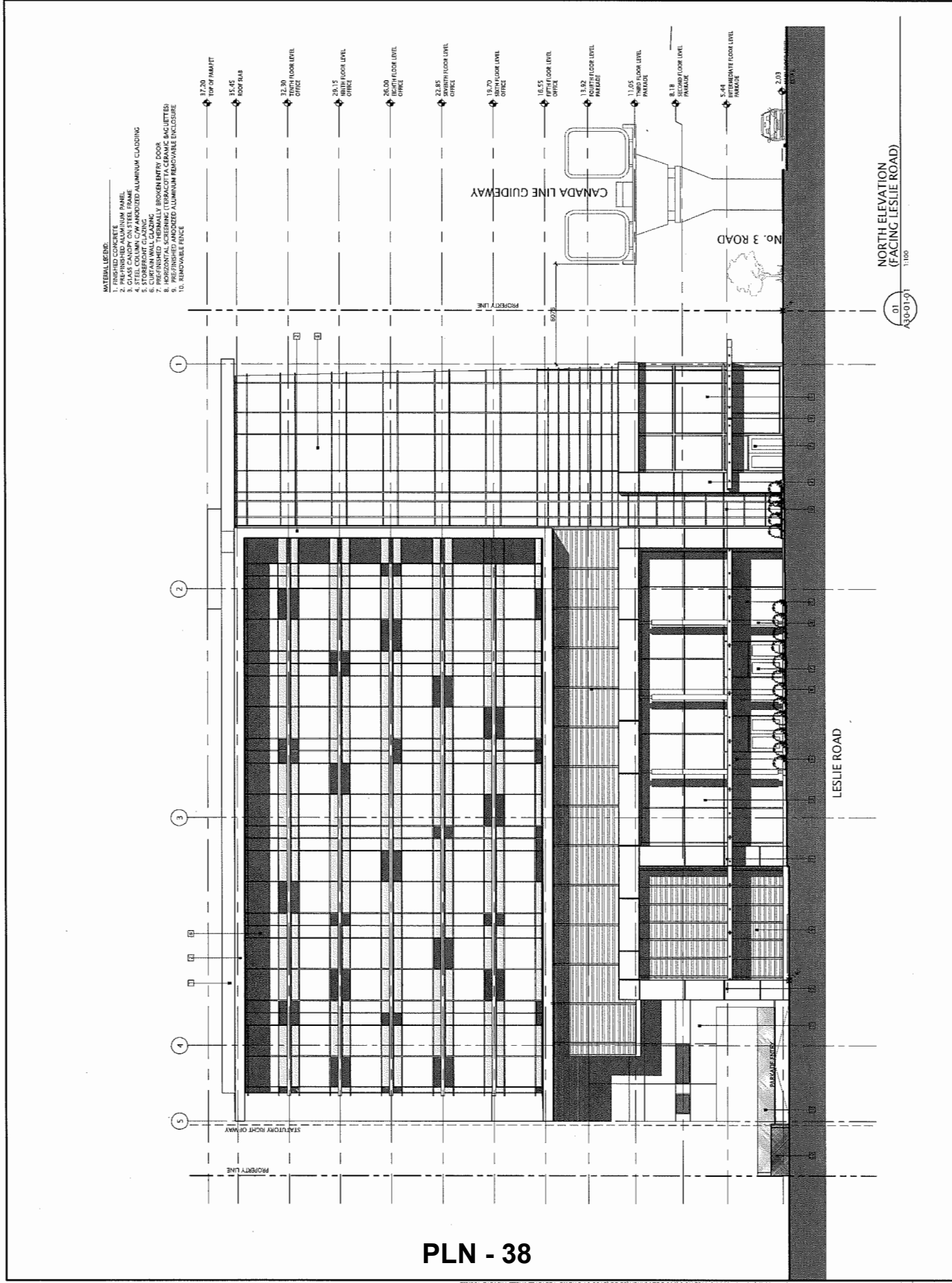
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 Civil
 Architectural
 Mechanical
 Electrical

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NORR

1 1 11

Project Manager	Drawn
5-40	5-1042
5-100	5-100
5-100	5-100
Client	
Kuryuan International Group	
Project	
4700 No. 3 Road	
Office Building	
Drawing Title	
NORTH ELEVATION	
Check & Scale	
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Project No. CCVA14-0004	
Drawing No. DP30-01-01	



- MATERIAL LEGEND:**
1. FINISHED GRANITE
 2. FINISHED ALUMINUM PANEL
 3. GLASS CANOPY ON STEEL FRAME
 4. FINISHED ALUMINUM PANEL
 5. STOREFRONT GLAZING
 6. CURTAIN WALL GLAZING
 7. HORIZONTAL SCHEDING (TERRAZZO CERAMIC TILES)
 8. HORIZONTAL SCHEDING (TERRAZZO CERAMIC TILES)
 9. HORIZONTAL SCHEDING (TERRAZZO CERAMIC TILES)
 10. REMOVABLE FENCE

- 37.20 TOP OF FINISH
- 35.45 TOP OF FINISH
- 32.30 OFFICE FLOOR LEVEL
- 28.15 OFFICE FLOOR LEVEL
- 26.00 OFFICE FLOOR LEVEL
- 22.85 OFFICE FLOOR LEVEL
- 18.70 OFFICE FLOOR LEVEL
- 16.55 OFFICE FLOOR LEVEL
- 13.82 OFFICE FLOOR LEVEL
- 11.05 OFFICE FLOOR LEVEL
- 8.18 OFFICE FLOOR LEVEL
- 5.44 OFFICE FLOOR LEVEL
- 2.83 OFFICE FLOOR LEVEL

PLN - 38

NORTH ELEVATION
 (FACING LESLIE ROAD)

01
 A3001-01
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DATE	ISSUED FOR	REV
2016-03-21	FOR CITY REVIEW	
2016-03-27	RESUBMITTED FOR REZONING	
2016-04-19	RESUBMITTED FOR COMBINED RZDP	
2016-06-02	FOR REVIEW	
2016-11-09	PROCESS REVIEW	
2016-11-18	PROVIDED PER CITY COMMENTS	
2016-11-28	ISSUED FOR CITY'S FINAL REVIEW	
2016-12-08	DP SUBMISSION	
2017-02-27	DP SUBMISSION CITY COMMENTS	
2017-05-15	DP SUBMISSION CITY COMMENTS	

North Arrow

Digital Symbol

Consultants

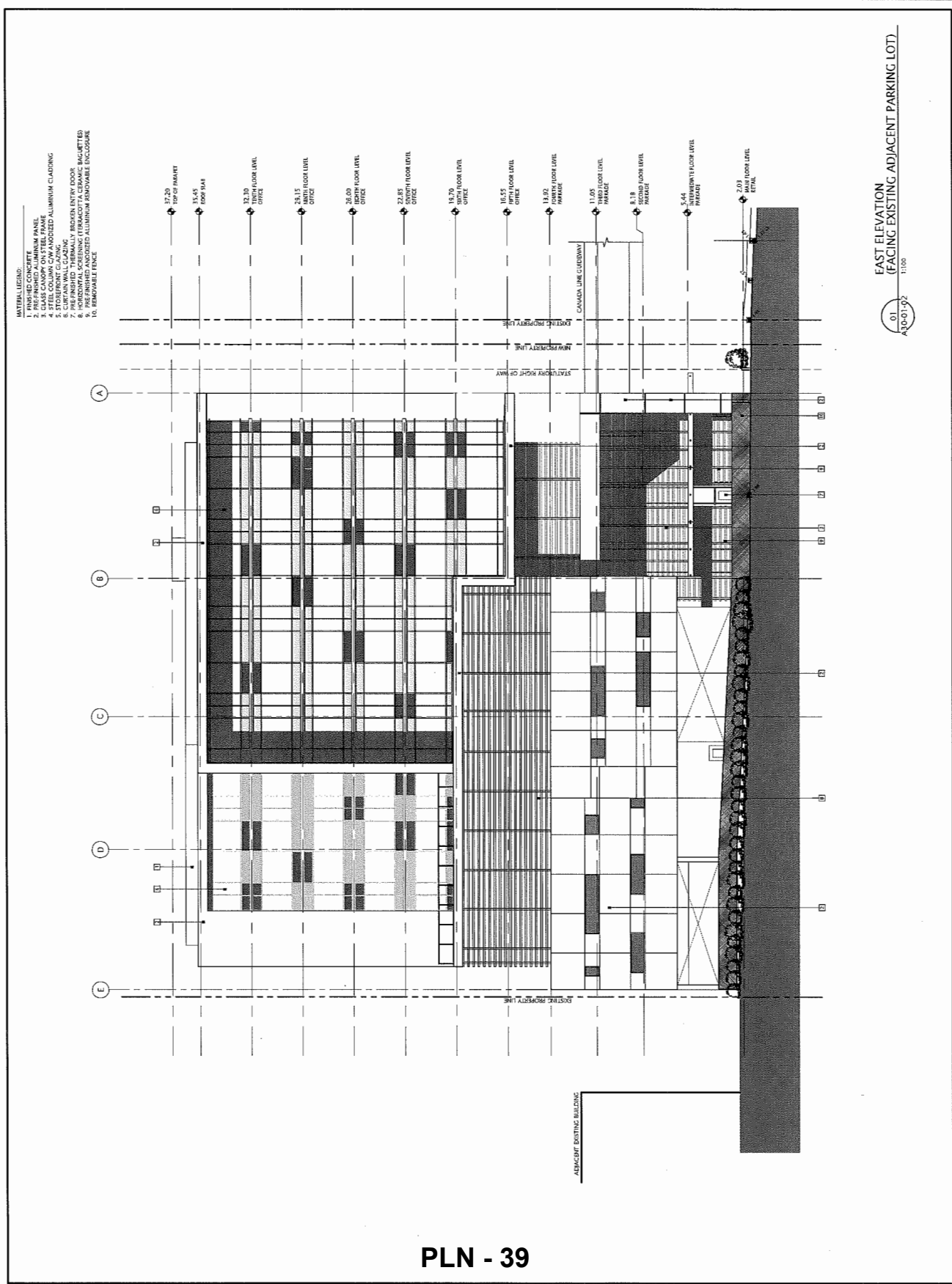
CAD: Civil
 Architectural: Architectural
 Mechanical: Mechanical
 Electrical: Electrical

Sealed

Project Manager	Owner
S. HO	S. RAZZI
C. HO	C. HO
Client	Kunyuan International Group
Project	4700 No.3 Road Office Building
Drawing Title	EAST ELEVATION

Check & issue only by person indicated 0 10mm

Project No. CCVA14-0004
 Drawing No. DP30-01-02

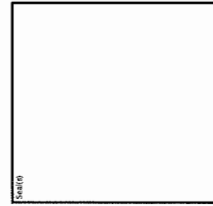


DATE	ISSUED FOR	REV
2016-01-21	PER CITY REVIEW	
2016-01-27	RESUBMITTED FOR REZONING	
2016-04-19	RESUBMITTED FOR COMBINED RZDP	
2016-06-02	FOR REVIEW	
2016-11-09	PROCESS REVIEW	
2016-11-18	REVISED PER CITY COMMENTS	
2016-11-28	ISSUED FOR CITY'S FINAL REVIEW	
2016-12-08	FOR SUBMISSION	
2017-02-07	FOR SUBMISSION - CITY COMMENTS	
2017-05-15	FOR SUBMISSION - CITY COMMENTS	

North Arrow

Detail Symbol

COMMENTS:
 CIVIL ENGINEER
 ARCHITECTURAL
 MECHANICAL
 ELECTRICAL
 STRUCTURAL



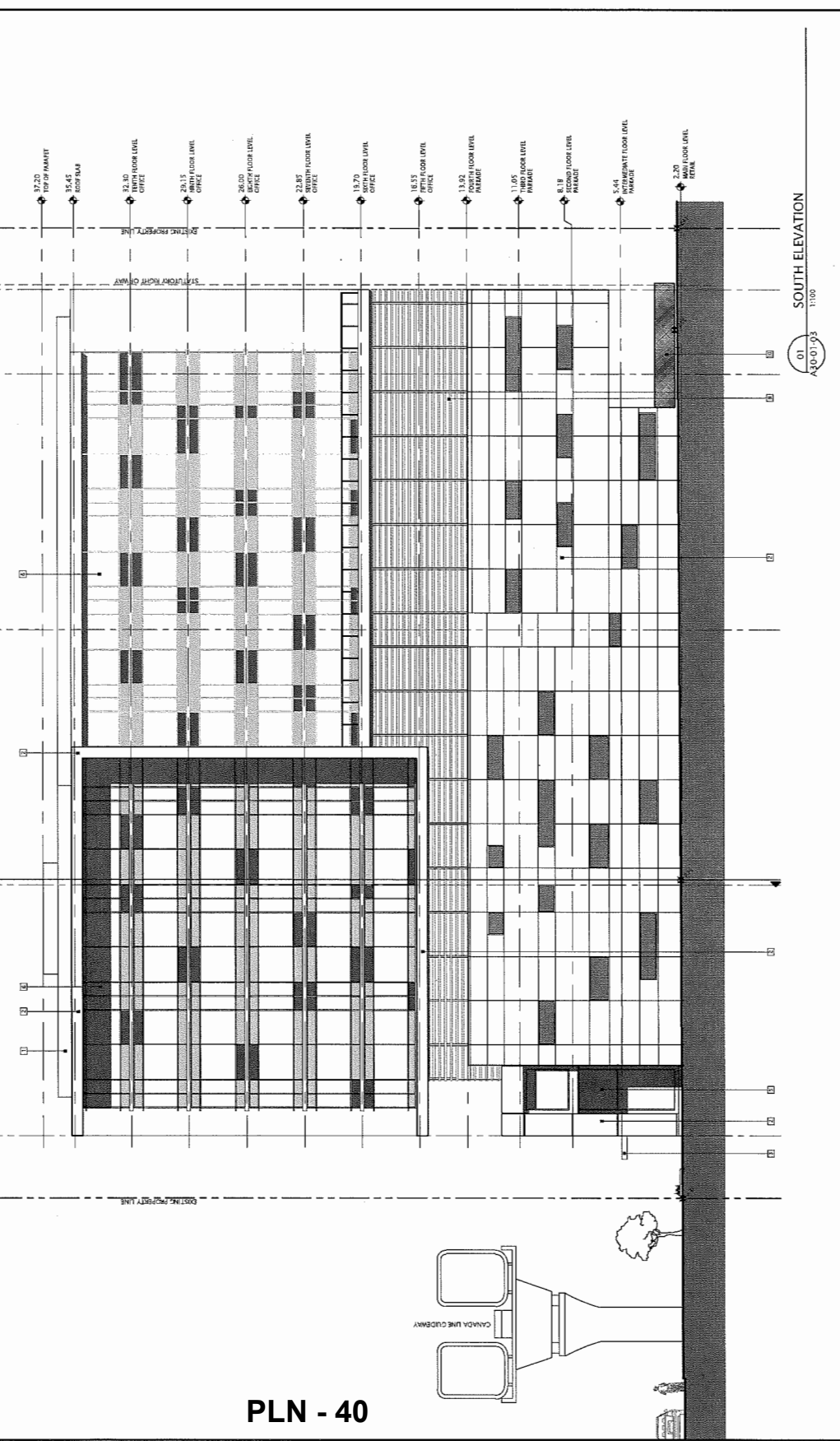
PROJECT
 4700 No. 3 Road
 Office Building

Project Manager	Chuan
Sr. Designer	S. B. J. J.
Designer	S. J. J.
Checker	S. J. J.

Client
 Kunyuan International Group

MATERIAL LEGEND

1. FINISHED CONCRETE
2. GLASS CURTAIN WALL PANEL
3. GLASS CANOPY ON STEEL FRAME
4. STEEL COLUMN CANOPY/ALUMINUM CLADDING
5. STEEL COLUMN CANOPY/ALUMINUM CLADDING
6. CURTAIN WALL CLADDING
7. HORIZONTAL SCLERINIC CERAMIC TILE/ALUMINUM CLADDING
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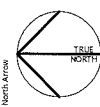


PLN - 40

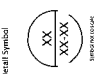
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DATE	ISSUED FOR	REV.
2016.01.21	FOR CITY REVIEW	
2016.01.27	REVISIONS FOR REZONING	
2016.04.19	REVISIONS FOR COMBINED RECORD	
2016.06.22	FOR REVIEW	
2016.11.09	PROGRESS REVIEW	
2016.11.18	REVISED FOR CITY COMMENTS	
2016.12.08	FOR SUBMISSION	
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2017.02.07	FOR SUBMISSION CITY COMMENTS	
2017.05.15	FOR SUBMISSION CITY COMMENTS	

KEEP IN



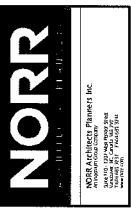
North Arrow



Special Symbol

Consultants
 Civil: [Redacted]
 Architectural: [Redacted]
 Structural: [Redacted]
 Electrical: [Redacted]

Scale:



NORR ARCHITECTS, PARNER INC.
 10000 14th Avenue SW
 Suite 1000
 Seattle, WA 98148
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 Fax: (206) 461-1112
 Email: info@norr.com

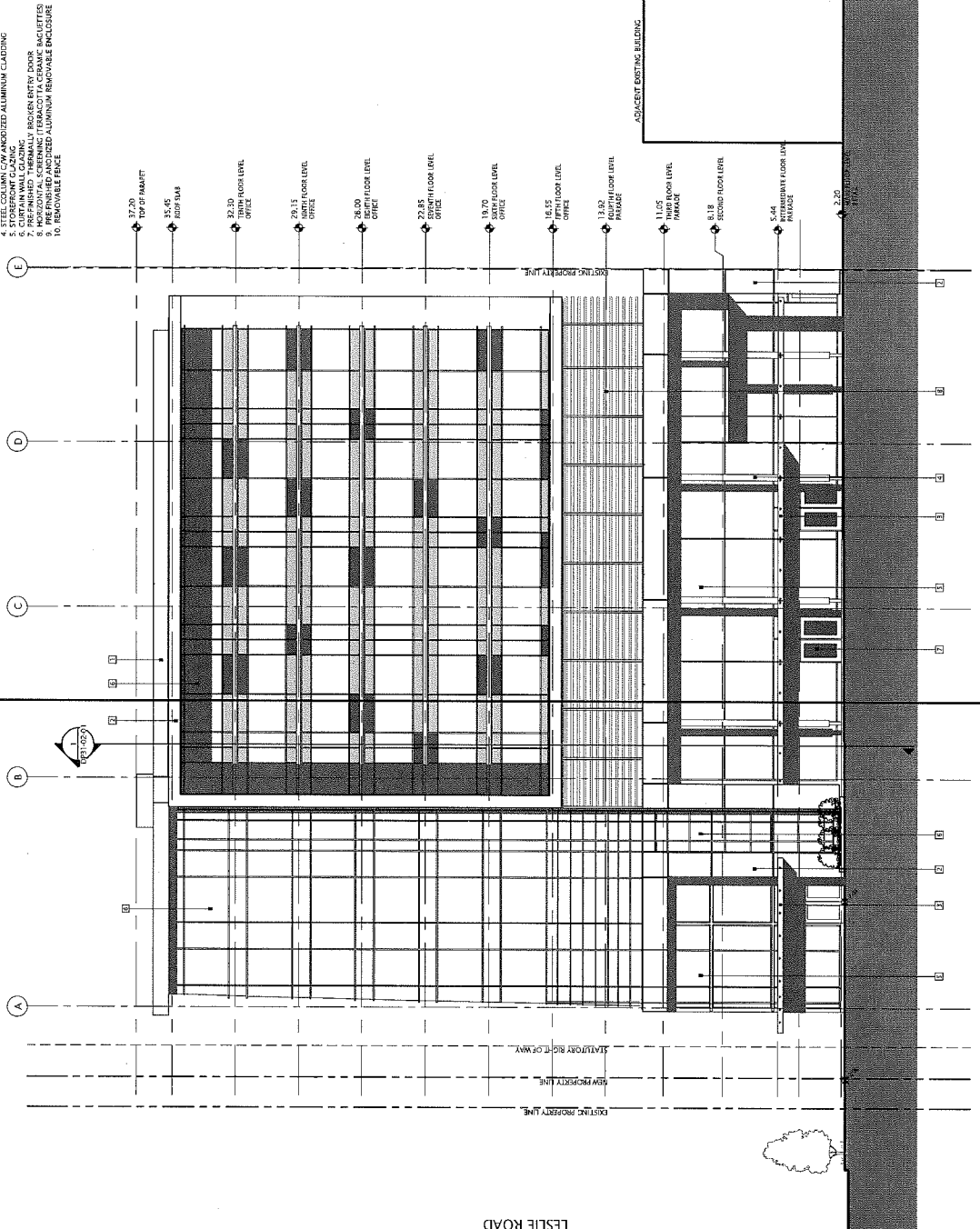
Project Manager: [Redacted]
 S. MC
 Project Leader: [Redacted]
 S. RAZI
 Checked: [Redacted]
 D. TO
 Client: Kunyian International Group

Project: 4700 No. 3 Road
 Office Building

Drawing Title: WEST ELEVATION

Check Scale may be allowed released 0 10mm
 Project No: OCVA 14-0004
 Drawing No: DP30-01-04

- MATERIAL LEGEND:
1. EXTERIOR WALL FINISH
 2. PREPRESSED ALUMINUM PANEL
 3. CLASS CANOPY ON STEEL FRAME
 4. EXTERIOR WALL FINISH
 5. STONEFRONT GLAZING
 6. CURTAIN WALL GLAZING
 7. HORIZONTAL SCREENS (TERRAZO) TA CERAMIC BACKLETTERS
 8. HORIZONTAL SCREENS (TERRAZO) TA CERAMIC BACKLETTERS
 9. HORIZONTAL SCREENS (TERRAZO) TA CERAMIC BACKLETTERS
 10. REMOVABLE FENCE



01 WEST ELEVATION
 A30301-04 1:100

DATE	ISSUED FOR	REV
2016-01-21	FOR CITY REVIEW	
2016-09-07	RESUBMITTED FOR REZONING	
2016-04-19	RESUBMITTED FOR COMBINED ZONING	
2016-06-02	FOR REVIEW	
2016-11-09	PROCEEDS REVIEW	
2016-11-18	MAILED FOR CITY COMMENTS	
2016-11-29	ISSUED FOR CITY'S FINAL REVIEW	
2016-12-08	DP SUBMISSION	
2017-02-07	DP SUBMISSION-CITY COMMENTS	
2017-05-15	DP SUBMISSION-CITY COMMENTS	

North Arrow

Details Symbol

Consultants
 Civil
 Mechanical
 Architectural
 Mechanical
 Electrical

01
 A31-01-02
 1:100

NORR
 1113 1-01

NORR Architects, PLLC
 4700 No. 3 Road
 Suite 100
 Minneapolis, MN 55412
 Phone: 612.339.1113
 Fax: 612.339.1114
 Email: info@norr.com

Project Manager
 S. Rao
 S. Rao
 S. Rao
 S. Rao

Client
 Kuyavian International Group

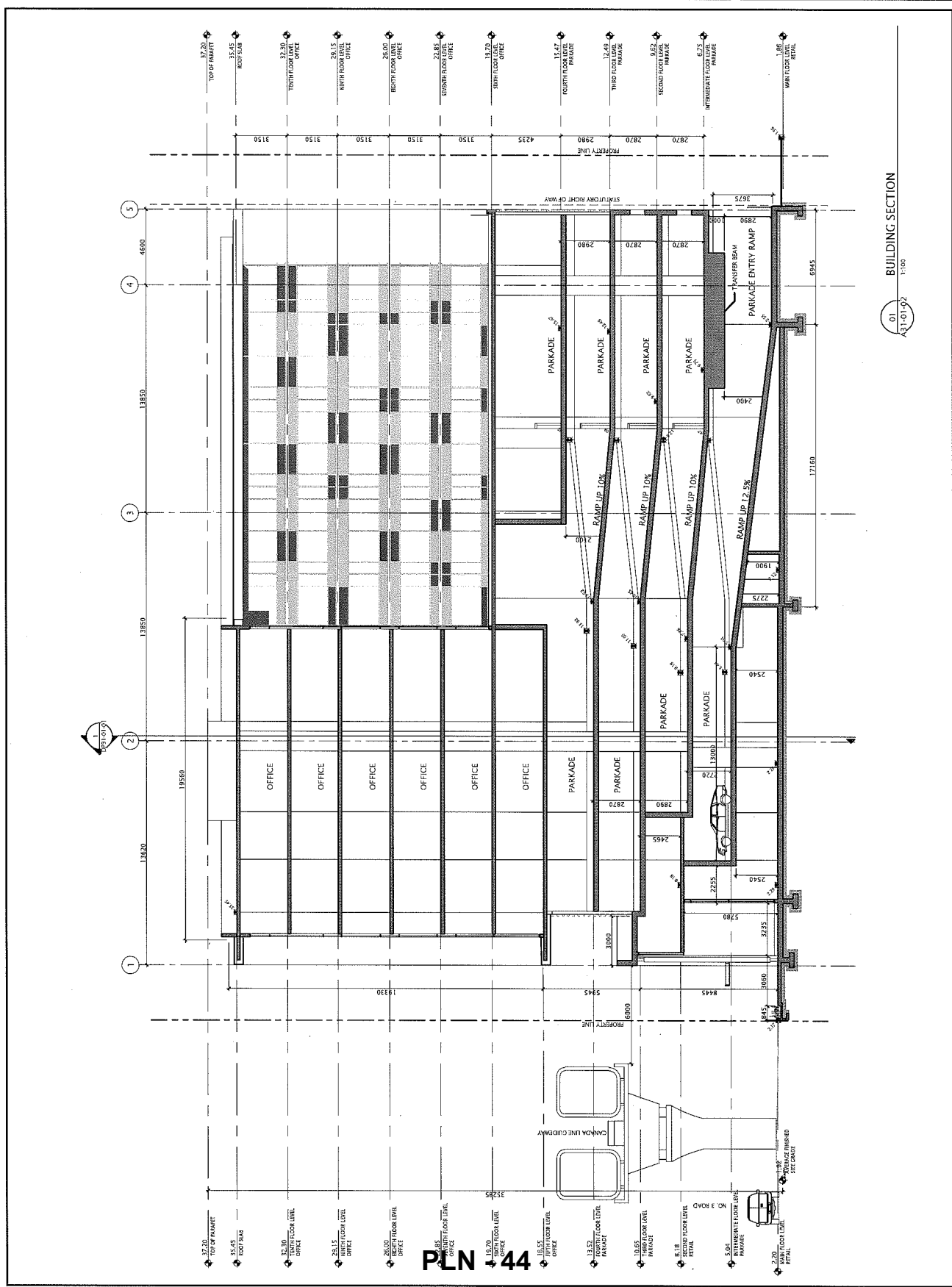
Project
 4700 No. 3 Road
 Office Building

Drawing Title
BUILDING SECTION

Checked & Approved by (Professional Seal)
 0 10/00

Project No.
 OCCVA14-0004

Drawing No.
 DP31-01-02



01
 A31-01-02
 1:100

BUILDING SECTION

DATE	ISSUED FOR	REV
2016-01-27	FOR CITY REVIEW	
2016-03-07	REISSUED FOR REZONING	
2016-04-19	REISSUED FOR COMBINED RZ2P	
2016-05-02	FOR REVIEW	
2016-11-09	PROGRESS REVIEW	
2016-11-18	REVISED PER CITY COMMENTS	
2016-11-28	ISSUED FOR CITY'S FINAL REVIEW	
2016-12-08	DP SUBMISSION	
2017-02-07	DP SUBMISSION - CITY COMMENTS	
2017-09-13	DP SUBMISSION - CITY COMMENTS	

North Arrow

Detail Symbol

Consultants
 Civil
 Architectural
 Mechanical
 Electrical

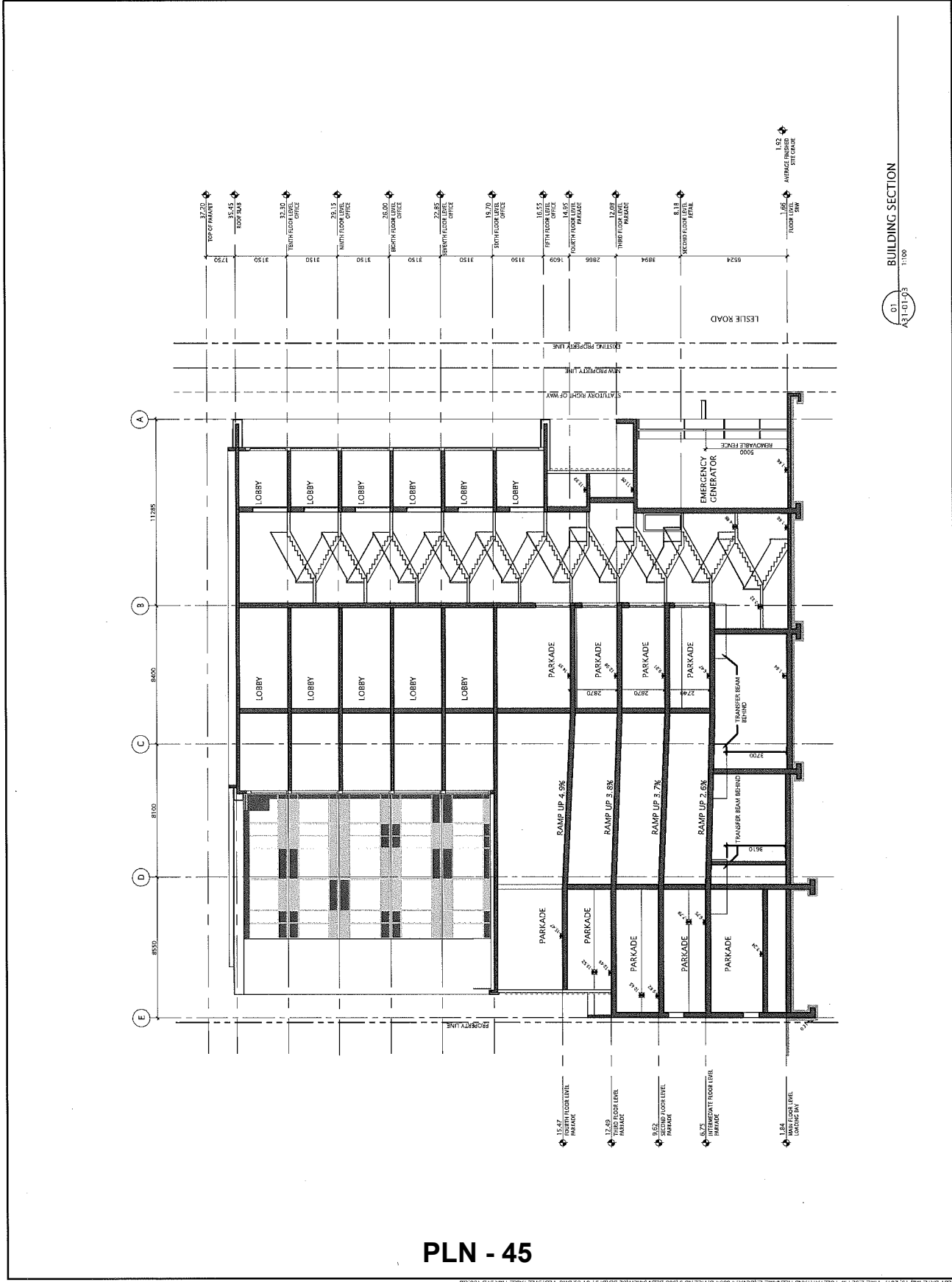
Notes
 1. This drawing shall not be used for construction purposes until the seal appearing hereon is signed and sealed by the architect or engineer.

NORR

11111 11111

NORR Architects, Planner, Inc.
 47700 No. 3 Road
 Office Building
 Kuyavian International Group

Project Manager	David E. Brock
Sr. Designer	Michael S. Lee
Client	Kuyavian International Group
Project	47700 No. 3 Road Office Building
Drawing Title	BUILDING SECTION
Checked Scale	1/8" = 1'-0" (As Shown)
Project No.	OCVA14-0004
Drawing No.	DP31-01-03



PLN - 45

01 BUILDING SECTION
 A31-01-03 1:100



RZ 14-672055	
Address:	4700 No. 3 Road
Applicant:	Bene (No. 3) Road Development Ltd.
Planning Area(s):	City Centre Area Plan – Aberdeen Village – Urban Centre T5 (35m) – VCB Overlay – DPG Sub-Area A.4
Other Areas(s):	Aircraft Noise Sensitive Use Area 1A – Flood Construction Level Area A

	Existing	Proposed
OCP Designation:	Commercial	Complies
Land Uses:	Vacant	Office/Retail Mixed Use
Zoning:	Auto-Oriented Commercial (CA)	High Rise Office Commercial (ZC44) – Aberdeen Village
Site Area (before and after dedications):	2,167.2 m ²	2,081.6 m ²
Net Development Site Area (for floor area calculation):	N/A	2,081.6 m ²
Number of Residential Units:	0	0

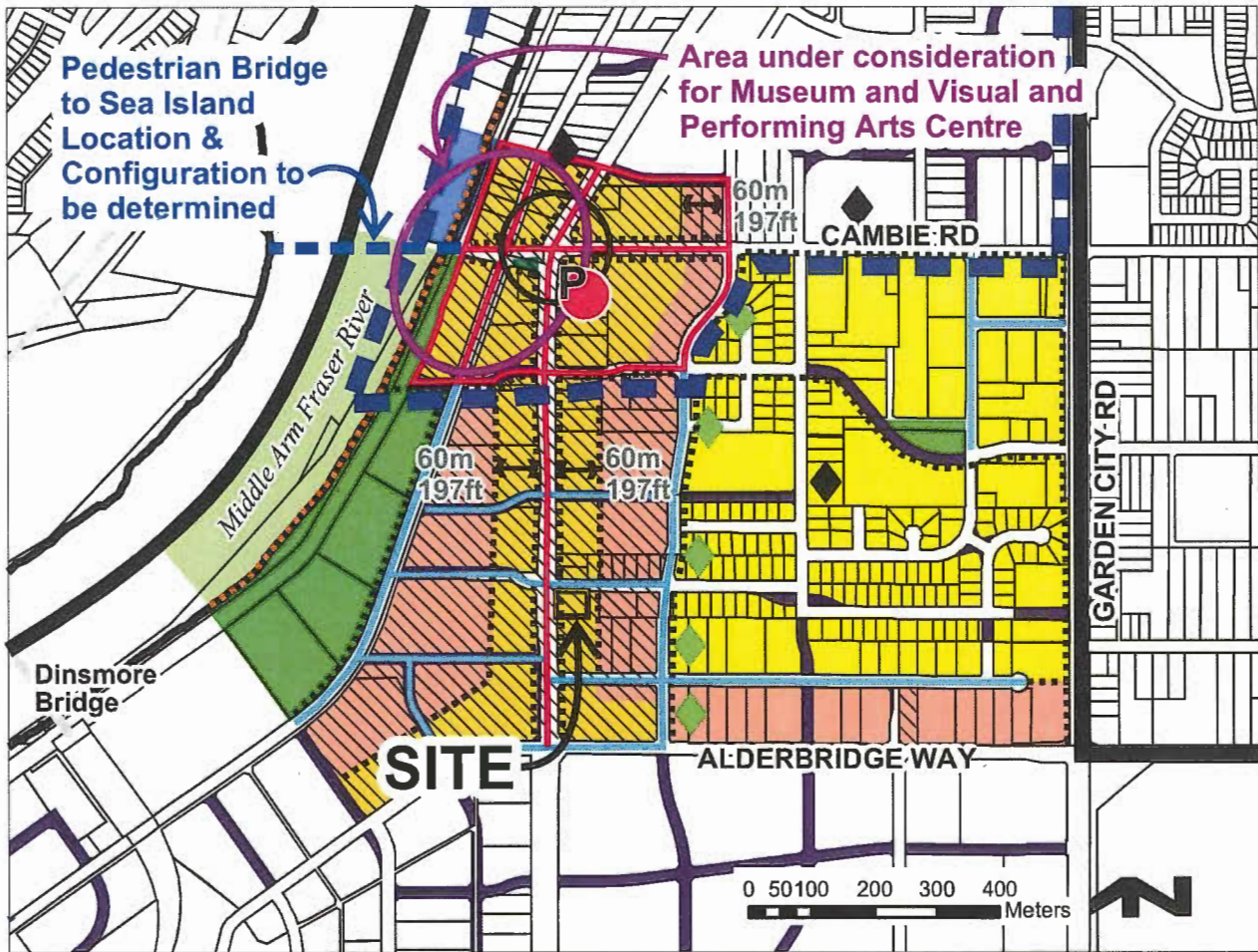
	Bylaw Requirement	Proposed	Variance
Base FAR (Max.):	2.0	2.0	
Village Centre Bonus (VCB) (Max.):	1.5	1.5	
Total FAR (Max.):	3.5	3.5	
Commercial FAR (Max.):	2.0	0.67	
Office FAR (Max.):	3.5	2.83	
Commercial (Max.):	4,163.2 m ²	1,388 m ²	
Office (Max.):	7,285.6 m ²	5,897.4 m ²	
Floor Area (Max.):	7,285.6 m ²	7,285.4 m ²	
Lot Coverage (Max.):	90 %	57 %	
Setback – No. 3 Road (Min.):	6 m	3.3 m	
Setback – Leslie Road (Min.):	3 m	3 m	
Setback – Interior Side Yard (Min.):	0 m	0 m	
Setback – Rear Yard (Min.):	0 m	3 m	
Height Dimensional (Max.):	35 m	35 m	
Height Accessory (Max.):	5 m	N/A	
Subdivision/Lot Size (Min.):	2,000 m ²	2,081.5 m ²	
Off-street Parking – City Centre Zone 1 (Min.):	101	106	See note 1

	Bylaw Requirement	Proposed	Variance
TDM Reduction (Max.):	10%	10%	
Tandem Parking Spaces (Max.):	None permitted	16	16 tandem parking spaces
Class 1 Bicycle Parking (Min.):	19	19	
Class 2 Bicycle Parking (Min.):	28	28	
Loading Space – Medium (Min.):	2	2	
Loading Space – Large (Min.):	1	0	No WB-17 loading space

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

Note 1: Parking figures are based on the calculation methodology provided in the Transportation Study. Where base information changes (e.g. floor areas), final parking requirements will be determined using the same methodology at the time of Development Permit approval.

Specific Land Use Map: Aberdeen Village (2031)





Address: 4700 No. 3 Road

File No.: RZ 14-672055

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw 9215.
2. Road dedication of 1.5 m along the entire Leslie Road frontage and 4 m x 4 m corner cut measured from the new property lines.
3. Granting of an approximately 114 m² (1,227 ft²) statutory right-of-way (SRW) public-rights-of-passage (PROP) and utilities for the purposes of a sanitary pump station, including equipment, underground structures and pipes, and required clearances, access and working areas (see Appendix A). The right-of-way (ROW) for the pump station equipment and underground structures and pipes shall be minimum 15.8 m long, measured from the new north property line and 8.0 m wide, less a 7.4 m by 2.8 m notch for the building's stairwell at the southwest corner of the right-of-way. The right-of-way shall have minimum 5.0 m of vertical clearance above grade. Any works essential for public access and utilities within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA) and the maintenance & liability responsibility is to be clearly noted. 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 Servicing Agreement related works. Works to be secured via Servicing Agreement (see SA requirements below).
4. Registration of a flood indemnity covenant on Title (Area A).
5. Registration of an aircraft noise restrictive covenant on Title suitable for Area 1A (new aircraft noise sensitive land uses prohibited) and granting of a Statutory Right-of-Way in favour of the Airport Authority.
6. Registration of a legal agreement on Title, stipulating that the mixed use commercial/office development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
7. Registration of a legal agreement on Title, prohibiting subdivision (including stratification and/or air space parcels) of the office space (single owner for office space).
8. Registration of a legal agreement on Title, ensuring that no more than 16 parking spaces are provided in a tandem arrangement and are limited to employee parking use only, any pair of tandem parking spaces must be assigned to the same tenant/unit and conversion of tandem parking area into habitable space is prohibited.
9. Registration of a legal agreement on Title, ensuring that all parking spaces (except tandem parking spaces) are provided for the shared use of all tenants/units and are not permitted to be assigned to specific tenants/units. This includes four parking spaces provided with two electric vehicle quick-charge (240V) charging stations provided as a Transportation Demand Management (TDM) measure. The charging stations should be located to provide for convenient use by vehicles parked in any of the four spaces.
10. Registration of a legal agreement on Title, ensuring the loading spaces are provided for the shared use of all tenants/units and are not permitted to be assigned to specific tenants/units.
11. Registration of a legal agreement on Title, ensuring bicycle storage is provided for the shared use of all tenants/units and is not permitted to be used for habitable space (e.g., other storage uses).

12. Registration of a legal agreement on Title, stipulating that no Building Permit for all or any part of the development shall be issued until the applicant has provided the City with satisfactory written confirmation that all terms required by the South Coast British Columbia Transportation Authority (TransLink) as a condition of issuance of any Building Permit for the development have been addressed and met, including for the following items to ensure protection of transit infrastructure:
- a) Applicant to submit preload, excavation and shoring plans and associated mitigation plan for the development for TransLink's review and acceptance;
 - b) Applicant to conduct a precision survey of the existing Canada Line track geometry prior to any site preloading/construction work, undertake a settlement monitoring program (as established by a qualified geotechnical engineer) and conduct a repeat of the survey post development construction;
 - c) Applicant to submit final (detailed) design drawings of the development for TransLink's review and acceptance; and
 - d) Applicant to address TransLink's guideway protection requirement, which is TransLink's response to concerns related to trespass and debris on the guideway. The applicant and TransLink will work together to identify a suitable response. Any option that affects the public realm and/or building form and character must also be approved by the City. Options are not limited to the following:
 - Option 1: Introduction of a physical canopy. The canopy may be self-supported or fixed to the proposed building. In these scenarios, the public realm and/or building design would be affected; thereby affecting the Development Permit. The applicant would be responsible for proposing a design solution that is supported by the City and would be required to seek reconsideration by the Development Permit Panel.
 - Option 2: Registration of an agreement between the owner and TransLink to assign responsibility for intentional or unintentional damage to the guideway to the owner/strata corporation. The City is not a party to this agreement. The agreement would be a private agreement between TransLink and the owner/strata corporation.
13. 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:
- a) No Building Permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering.
 - b) If a DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until:
 - i) 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.
 - ii) 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.
 - iii) 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.
 - iv) 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.
 - c) If a DEU is not available for connection, no final building inspection permitting occupancy of a building will be granted until:
 - i) The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU.
 - ii) The owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation.

- iii) The owner grants or acquires the statutory right-of-way(s) and/or easements necessary for supplying DEU services to the building.
 - iv) 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.
14. City acceptance of the developer's voluntary contribution in the amount of \$1,456,392.94 towards City Centre Community Services facilities (e.g. \$650.00 per square foot of 5% of the 1.0 FAR village centre bonus and 10% of the additional 0.5 FAR village centre bonus). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier (\$650 /ft²) will be adjusted annually thereafter based on the Statistics Canada "Non-residential Building Construction Price Index" yearly quarter to quarter change for Vancouver, where the change is positive.
 15. City acceptance of the developer's voluntary contribution in the amount of \$19,605.29 (i.e. \$0.25 per buildable square foot) to future City community planning studies, as set out in the City Centre Area Plan.
 16. City acceptance of the developer's voluntary contribution in the amount of \$34,505.31 (i.e. \$0.44 per buildable square foot of commercial/office space) to the City's Public Art Program.
 17. City acceptance of the developer's offer to voluntarily contribute \$50,000 towards the provision of two transit shelters at existing bus stops nearby along No. 3 Road as a Transportation Demand Management (TDM) measure.
 18. City acceptance of the developer's offer to voluntarily contribute \$2,600 to the City's Tree Compensation Fund for the planting of replacement trees within the City in compensation for the removal of two street trees along the Leslie Road frontage.
 19. 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 trees to be retained along No. 3 Road. 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.
 20. 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.
 21. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
 22. Enter into a Servicing Agreement* for the design and construction of road and infrastructure works. Works include, but may not be limited to:
 - a) Road Works:

Note: Leslie Road works are on the Roads DCC program and would be eligible for Roads DCC credits.

 - i. Leslie Road frontage improvements (measured from north to south):
 - Maintain existing centre line and widen road southward to provide a total driving surface of (minimum) 7.4 m wide for eastbound traffic, east of No. 3 Road, and new 0.15 m wide curb and gutter.
 - New 1.5 m wide boulevard planted with grass and street trees.
 - New 2.0 m wide concrete sidewalk.
 - ii. No. 3 Road frontage improvements:
 - Remove existing driveway letdown.
 - iii. Traffic Signal improvements:
 - Upgrade the existing traffic signal at the No. 3 Road/Leslie Road intersection to accommodate the road widening noted above to include, but not limited to: upgrade and/or replace signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s) as necessary.
 - b) Water Works:

Using the OCP Model, there is 169.7 L/s of water available at a 20 psi residual at the Leslie Road frontage. Based on your proposed development, your site requires a minimum fire flow of 200 L/s.

- i. The Developer is required to:
 - Upgrade the watermain along Leslie Road from 150 mm to 300 mm from approximately the developments east property line to the existing 300 mm watermain on No. 3 Rd, complete with additional hydrants to achieve City spacing requirements.
 - ii. Developer's cost, the City is to:
 - Cut and cap the existing water service connection at the watermain along No. 3 Road frontage, and complete all water main tie-ins.
- c) Storm Sewer Works:
- i. The Developer is required to:
 - Install a new 750 mm storm sewer within the centre of the road from the developments east property line tying into the No. 3 Road box culvert and remove the existing adjacent sewer. Tie-in to the existing storm sewer to the east is required. Tie-in all existing storm service connections and catch-basin leads to the new main.
 - Cut and cap the existing storm service connections along the No. 3 Road frontage. The northern connection shall be capped at main and its inspection chamber removed, the southern connection shall be capped at inspection chamber.
 - Provide, at no cost to the City, a 1.5 m wide SRW (perpendicular to No. 3 Road) at the southwest corner of the development site, extending 1.0 m past the existing inspection chamber.
 - Install a new storm service connection, complete with inspection chamber, off of the proposed 750 mm storm sewer along the Leslie Road frontage.
 - ii. At Developer's cost, the City is to:
 - Complete all tie-ins of the proposed works to existing City infrastructure.
- d) Sanitary Sewer Works:
- i. The Developer has requested to place a driveway entrance in the same alignment as the existing sanitary pump station; to achieve this, the Developer has agreed to relocate/replace the pump station through the Servicing Agreement works. The City will pay for the sanitary pump station and force main design and construction; however, costs incurred above and beyond a regular pump station replacement project will be the Developer's responsibility (e.g. the need to extend gravity pipework to accommodate the development's driveway access and the need to remove sections of gravity sewer and forcemain).
 - ii. The decommissioning of the existing pump station and construction of the new pump station and all associated sanitary sewer realignments shall be complete prior to driveway construction.
 - iii. The Developer is required to provide the following at the City's cost:
 - Design and build the sanitary pump station through the Servicing Agreement to meet location specific engineering specifications. The location will be generally as per the attached sketch and will be finalized through the Servicing Agreement process.
 - Design and build the required pump station kiosk, BC Hydro PMT, and back-up generator, and locate them such that they meet operational requirements and are appropriate for the streetscape.
 - Design and build the required valve chamber; complete with flow meter and related appurtenances for the pump station and access chambers for the forcemain for maintenance purposes.
 - In conjunction with the pump station works, replace the existing 350 mm sanitary forcemain from the proposed pump station into and across the No. 3 Road/Leslie Road intersection (approximately 62 m) into the Leslie Road travel lane. If the forcemain is damaged by site preparation or construction works, the replacement of the forcemain into the Leslie Road travel lane shall be at the Developer's cost.
 - iv. The Developer is required to provide the following at the Developer's cost:
 - Design the proposed development to accommodate future sanitary sewer maintenance or replacement without causing undue cost to the City. Building designs should consider how temporary access will be provided during future construction works.

- Provide a clear and competitive tendering process to ensure that the work paid for by the City represents good value for money. This process must be agreed to by the City prior to tendering or else the City may not be able to fund the works.
- Provide right-of-way(s) for the pump station and related structures, to be refined through the Servicing Agreement drawings and provided to the City at no cost. The right-of-way for the pump station equipment and underground structures and pipes shall be minimum 15.8 m long measured from the new north property line and 8.0 m wide, less a 7.4 m by 2.8 m notch for the building's stairwell at the southwest corner of the right-of-way (see appendix A). The right-of-way shall be on grade and have minimum 5.0 m of vertical clearance, and be accessible by a 7.5 x 2.5 m service truck with 1.3 m stabilizers. Both the SRW and the parking area for the truck shall be flat. The SRW shall be designed to accommodate:
 - A BC Hydro transformer with minimum 3.0 m clearance between the PMT and any other electrical components such as the generator or kiosk. The SRW for the PMT shall be designed to BC Hydro's specifications.
 - An approximately 1.5 x 2.6 m kiosk. There shall be minimum 1.0 m clearance on the short sides of the kiosk and 2.0 m clearance on the long sides, or as required to allow for safe access of the doors located on all four faces of the kiosk. A line-of-sight must be maintained between the kiosk and the wet well hatches.
 - An approximately 3.0 x 1.5 m emergency generator with minimum 1.0 m clearance on all sides.
 - Any other equipment or utilities required to service the pump station, including underground conduits and water service connection.
- Provide additional SRW for the 10.0 m-tall SCADA antenna, unless located within the boulevard. The antenna SRW shall be on grade and have no overhanging structures.
- Provide enough space for a 7.5 x 2.5 m service truck with 1.3 m stabilizers to access the pump station hatch for removal of the pump during servicing, usually once per year, while maintaining pedestrian movement around the working area. The parking area for the truck shall be flat and paved with broom-finished concrete with expansion/contraction joints.
- Provide and maintain a removable enclosure around the pump station equipment. The detailed design of the enclosure will be done through the Servicing Agreement, however the enclosure itself is considered to be part of the building design and will be maintained by the Owner. The enclosure must:
 - Exhaust the generator.
 - Not obstruct any equipment access doors (e.g., doors on all sides of the kiosk).
 - Exclude fixed structures (i.e. walls, columns, etc.).
 - Enable a single operator to easily access and use all the equipment within the enclosure under all conditions (including during power outages).
 - Enable an equipment operator to maintain a line of sight with the pump station from every portion of the pump station equipment.
 - Be durable and low-maintenance.
 - Provide for the convenient, cost-effective removal, repair, replacement, and installation of equipment (e.g., PMT, generator, and kiosk) and related features within the enclosure.
- Protect the existing sanitary sewers during the development's construction. Pre- and post- ground improvement and construction surveys and CCTV will be required. Any damage to be repaired and any required replacement shall be at the Developer's sole cost.
- Extend the existing 450 mm Sanitary main at Leslie Road from existing manhole SMH57098 approximately 26 m to the west, complete with a new manhole at the west end of the new main and at the tie-in to the existing north-south aligned 350 mm sanitary sewer.
- Provide a 450 mm sanitary main going south from the new manhole at Leslie Road and tie-in to the new Leslie sanitary pump station.
- Tie-in the existing 350 mm FRP sanitary main aligned north-south along the east property line of 4660 No. 3 Road to the proposed 450 mm sanitary main along Leslie Road via a new manhole.

- Convert the existing Leslie sanitary pump station wet well into a manhole and extend north the existing 200 mm sanitary main aligned north-south along the east property line of 4700 No 3 Road and connect it to the new manhole just north of the existing Leslie sanitary pump station.
- Install a new sanitary service connection, complete with inspection chamber.

v. At Developers cost, the City is to:

- Complete all tie-ins of the proposed works to existing City infrastructure.

e) General Items:

i. As the geotechnical report provided by the Developer indicates there will be significant settlement caused by preload, resulting in an unacceptable level of risk to critical infrastructure, preloading of the site will only be permitted if:

- Physical mitigation measures to the satisfaction of the GM of Engineering and Public Works are implemented to protect City infrastructure.
- Approval is provided by the GM of Engineering and Public Works.

ii. The Developer is required to:

- Review street lighting levels along the No. 3 Road and Leslie Road frontage and upgrade lighting as required.
- Building overhangs above SRW will be permitted but must accommodate machinery movements to excavate existing mains. Consultant assessment will be required.
- Coordinate with BC Hydro, Telus and other private communication service providers:
 - To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To locate all above-ground utility cabinets and kiosks required to service the proposed development within the development 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 requirements (e.g., statutory right-of-way dimensions) and the locations for the above-ground structures. If a private utility company does not require an above-ground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown in the functional plan and registered prior to Servicing Agreement design approval:

BC Hydro PMT	4 m x 5 m	(width x depth)
BC Hydro LPT	3.5 m x 3.5 m	
Street light kiosk	1.5 m x 1.5 m	
Traffic signal kiosk	1 m x 1 m	
Traffic signal UPS	2 m x 1.5 m	
Shaw cable kiosk	1 m x 1 m	show possible location in functional plan
Telus FDH cabinet	1.1 m x 1 m	show possible location in functional plan

- Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, ground improvements or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

23. Incorporation of special features in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes (e.g., accessibility, sustainability, TDMs).
24. The applicant is required to demonstrate to the City that approval from TransLink has been granted in writing, including for the items listed in item #12 above to ensure protection of transit infrastructure.
25. 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.
26. If applicable, payment of Latecomer Agreement charges, plus applicable interest associated with eligible latecomer works.
27. 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.

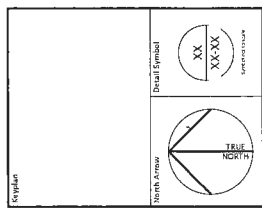
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director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

DATE	ISSUED FOR	REV
2015-01-21	FOR CITY REVIEW	
2015-02-27	REVISION FOR REVISIONS	
2015-04-15	REVISION FOR COMMENTS 2&3P	
2015-05-29	FOR REVIEW	
2015-11-19	FOR COMMENTS	
2016-11-23	FOR COMMENTS	
2016-11-23	FOR COMMENTS	
2016-12-29	FOR COMMENTS	
2017-02-29	FOR COMMENTS	
2017-05-15	FOR COMMENTS	



Consultants:
Landscape Architecture
Site Planning
Structural
Mechanical
Electrical

Scale:
Overall
Detail

NORR
ARCHITECTS + ENGINEERS

NORR Architects Planners
10170, 101 Avenue SW
Edmonton, Alberta T6E 1K1
Canada
Phone: 780.443.1111
Fax: 780.443.1112
www.norr.ca

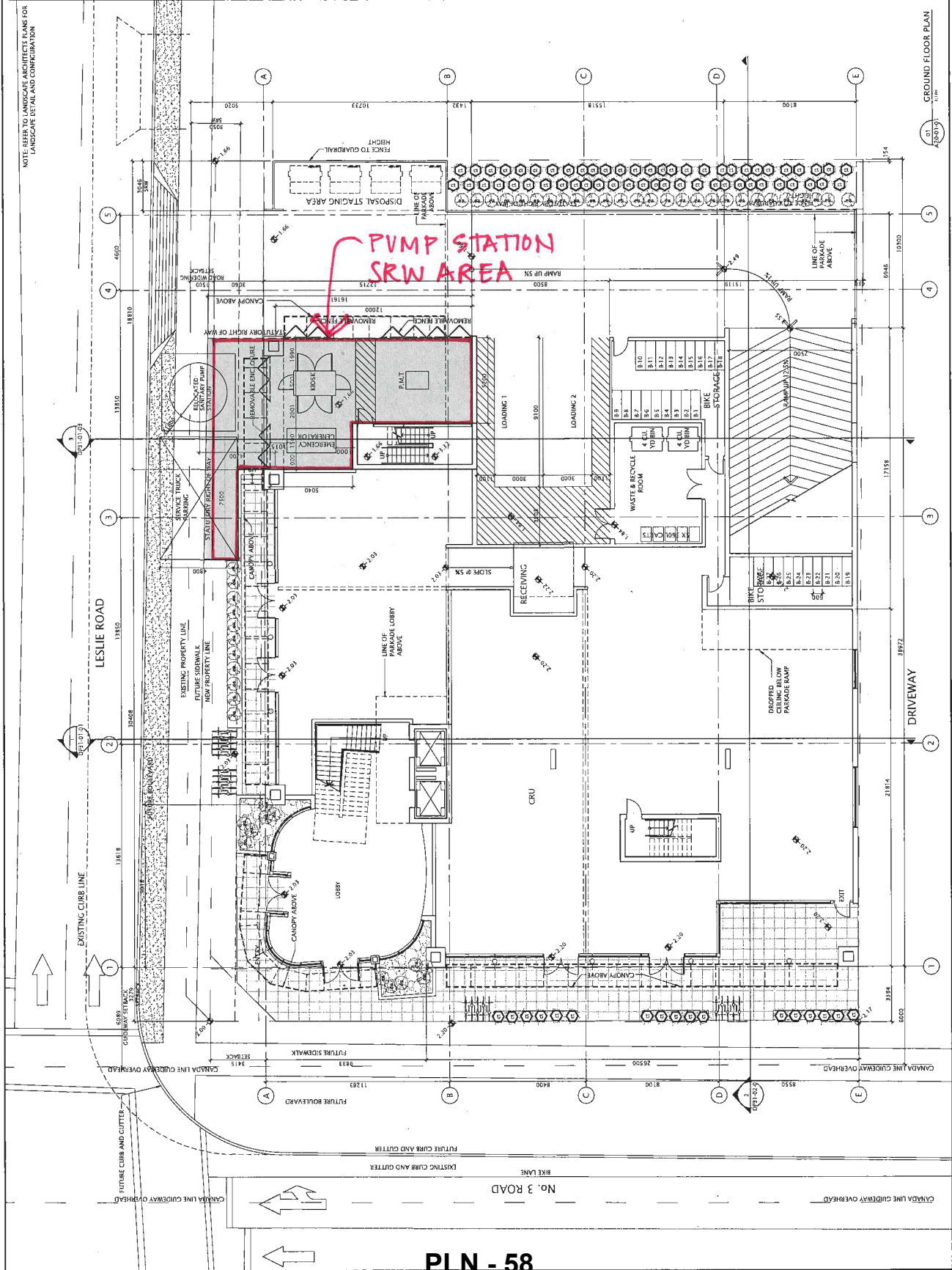
Project Manager	D
Project Leader	C
Designer	B
Checker	A

Project:
4700 No.3 Road
Office Building

Client:
Konyuan International

Project No.: OCVA14-
Drawing No.: DP20-1

Appendix A



NOTE: REFER TO LANDSCAPE ARCHITECTURE PLANS FOR LANDSCAPE DETAIL AND CONSTRUCTION

GROUND FLOOR PLAN
1:100

PLN - 58

1:01 DATE: MAY 15 2017 TIME: 2:50 PM FULL PATH AND FILENAME: Z:\OCVA14\4700\4 OFFICE NO.1500\DELIVERY\ARCH\02\DP20\01.DWG PLOT DATE: 2017-05-15 10:52:10



Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 9215 (RZ 14-672055)
4700 No. 3 Road

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

- 1. Richmond Official Community Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan), is amended by:
a) Repealing the existing Overlay Boundary - Village Centre Bonus Map (2031) on page M-4 of the CCAP and replacing it with the revised Overlay Boundary - Village Centre Bonus Map (2031) as contained in Schedule A attached to and forming part of this bylaw.
b) Inserting the following text in Specific Land Use Map: Aberdeen Village – Detailed Transect Descriptions (Maximum Average Net Development Site Density for Urban Centre (T5) Village Centre Bonus) on page M-13 of the CCAP, in alphabetical order:
“c)the southeast corner of Leslie Road and No. 3 Road the Village Centre Bonus shall be maximum of 1.5 FAR for the provision of office uses only.”
and renumbering the current “c” to “d”.
2. This Bylaw may be cited as “Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9215”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

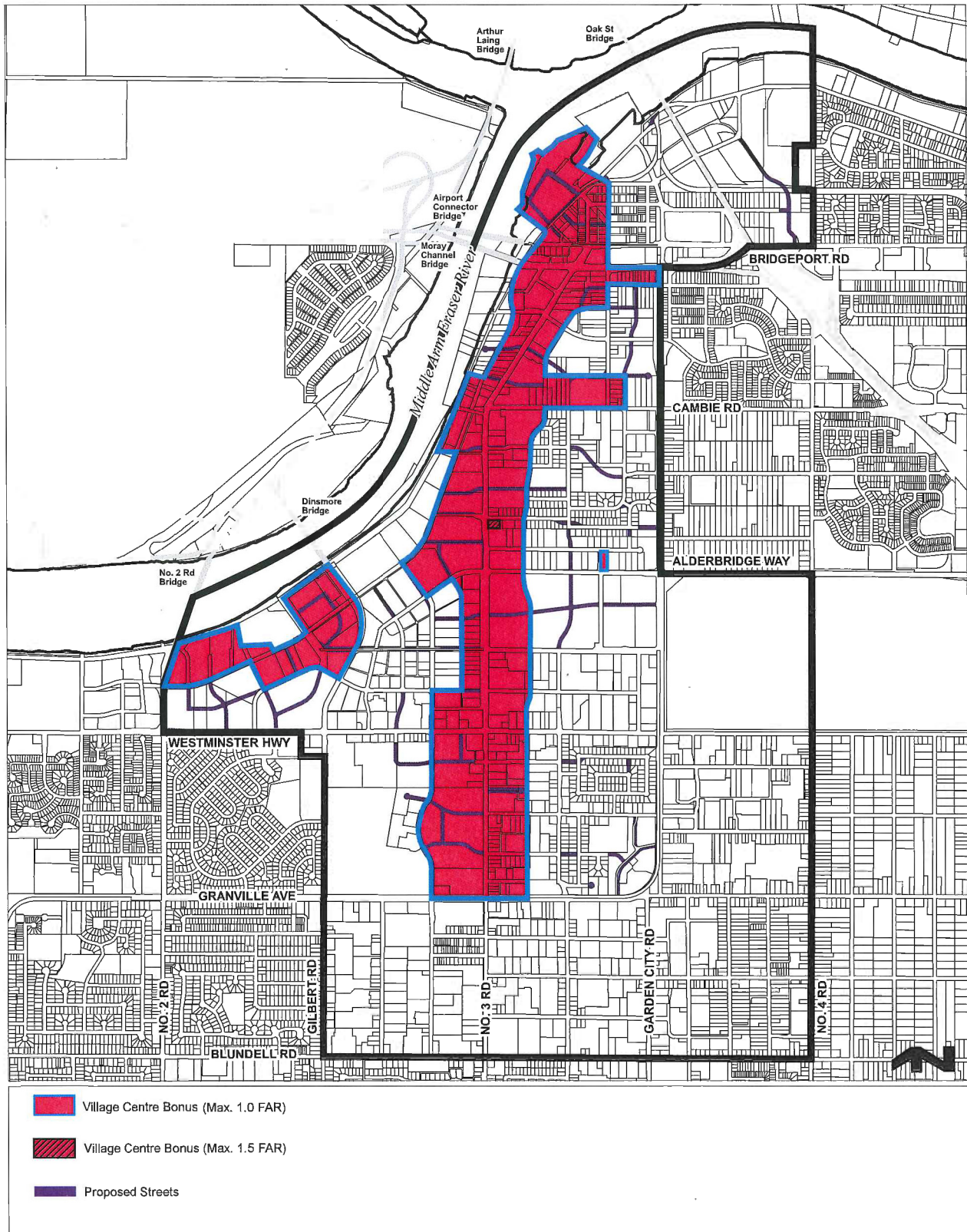
Horizontal lines for signature and date entry.

CITY OF RICHMOND
APPROVED by
8B.
APPROVED by Manager or Solicitor

MAYOR

CORPORATE OFFICER

Overlay Boundary - Village Centre Bonus Map (2031) Bylaw 9593
2017/05/08





**Richmond Zoning Bylaw 8500
Amendment Bylaw 9216 (RZ 14-672055)
4700 No. 3 Road**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting into Section 22 (Site Specific Commercial Zones), in numerical order:

“22.44 High Rise Office Commercial (ZC44) – Aberdeen Village

22.44.1 Purpose

The **zone** provides for a range of commercial related **uses** in the **City Centre**. The zone provides for **density bonuses** that would be used for rezoning applications in the Village Centre Bonus Map area of the **City Centre** to achieve **City** objectives for amenity and commercial use.

22.44.2 Permitted Uses

- **government service**
- **health service, minor**
- **office**
- **restaurant**
- **retail, convenience**
- **retail, general**
- **service, business support**
- **service, financial**
- **service, household repair**
- **service, personal**

22.44.3

Secondary Uses

- **n/a**

22.44.4 Permitted Density

1. The maximum **floor area ratio** of the **site** is 2.0.
2. Notwithstanding Section 22.44.4.1, the reference to “2.0” is increased by a maximum **density bonus floor area ratio** of 1.0 provided that:
 - a) the **lot** is located within the Village Centre Bonus Area designated by the City Centre Area Plan;
 - b) the **owner** uses the **density bonus floor area ratio** of 1.0 for **office use** only; and

- c) if, at the time **Council** adopts a zoning amendment bylaw to create the **zone** and/or to include the **lot** in the **zone**, the **owner** pays a sum to the City (*City Centre Facility Development Fund*) calculated as 5% of the **density bonus floor area ratio** (i) multiplied by the "equivalent to construction value" rate of \$6,997 /sq. m., if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, multiplied by the "equivalent to construction value" rate of \$6,997 /sq. m. adjusted by the cumulative applicable annual changes to the Statistics Canada "Non-residential Building Construction Price Index" for Vancouver, where such change is positive.
3. Notwithstanding Section 22.44.4.1 and Section 22.44.4.2, the maximum **floor area ratio** is increased by an additional maximum **density bonus floor area ratio** of 0.5 provided that:
- a) the **lot** is located within the Village Centre Bonus Area designated by the City Centre Area Plan;
 - b) the **owner** uses the additional **density bonus floor area ratio** of 0.5 for **office use** only; and
 - c) if, at the time **Council** adopts a zoning amendment bylaw to create the **zone** and/or to include the **lot** in the **zone**, the **owner** pays a sum to the City (*City Centre Facility Development Fund*) calculated as 10% of the additional **density bonus floor area ratio** (i) multiplied by the "equivalent to construction value" rate of \$6,997 /sq. m., if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, multiplied by the "equivalent to construction value" rate of \$6,997 /sq. m. adjusted by the cumulative applicable annual changes to the Statistics Canada "Non-residential Building Construction Price Index" for Vancouver, where such change is positive.

22.44.5 Permitted Lot Coverage

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

22.44.6 Yards & Setbacks

- 1. Minimum setbacks from **lot lines** and areas granted to the **City** via statutory **right-of-way** for **road** and **lane** purposes shall be:
 - a) for No. 3 Road, 6.0 m;
 - b) for Leslie Road, 6.0 m, but this may be reduced to 3.0 m subject to a Development Permit approved by the **City**;
 - c) for **rear yards, lanes** and **lanes** that are **roads**, 0.0 m; and
 - d) for **interior side yards**, 0.0 m.
- 2. The minimum **setbacks** from the drip line of the Canada Line shall be 6.0 m.

22.44.7 Permitted Heights

- 1. The maximum **height** for **principal buildings** is 35.0 m.
- 2. The maximum **height** for **accessory buildings** and **structures** is 5.0 m.

22.44.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** is 2,000 sq. m.
2. There are no minimum **lot width** and **lot depth** requirements.

22.44.9 Landscaping & Screening

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

22.44.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle **parking spaces** and **loading spaces** shall be provided according to the standards set out in Section 7.0.
2. Notwithstanding Section 22.44.10.1, for the purposes of this **zone**, the minimum parking requirement is 3.75 spaces per 100.0m² of **gross leasable floor area** on the first 2 floors of a **building**; and 1.275 spaces per 100.0m² of **gross leasable floor area** for all floors above the first 2 floors of a **building**.
3. Notwithstanding Section 22.44.10.1, for the purposes of this **zone**, a maximum of 16 **parking spaces** in a **tandem arrangement** and limited to employee parking only is permitted. Any pair of **parking spaces** in a **tandem arrangement** must be assigned to the same tenant/unit.

22.44.11 Other Regulations

1. For the purposes of this **zone**, only the following **uses** are permitted to be located above the first 2 floors of a **building**: **government service, minor health service, office, and financial service**.
 2. 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 “**HIGH RISE OFFICE COMMERCIAL (ZC44) – ABERDEEN VILLAGE**”.

P.I.D. 003-795-705

Lot 95 Section 33 Block 5 North Range 6 West New Westminster District Plan 56151

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9216”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by
SB.
APPROVED by Director or Solicitor
BK

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Division

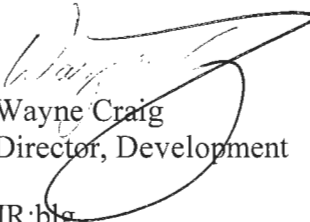
To: Planning Committee
From: Wayne Craig
Director, Development

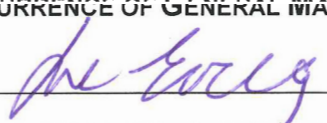
Date: November 29, 2017
File: RZ 17-784715

Re: Application by Rav Bains for Rezoning at 9071 Dayton Avenue from the "Single Detached (RS1/B)" Zone to the "Single Detached (RS2/K)" Zone

Staff Recommendation

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.


Wayne Craig
Director, Development
JR:blg
Att. 7

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

Staff Report

Origin

Rav Bains has applied to the City of Richmond for permission to rezone 9071 Dayton Avenue from the “Single Detached (RS1/B)” zone to the “Single Detached (RS2/K)” zone, to permit the property to be subdivided to create two single-family lots with vehicle access from Dayton Avenue (Attachment 1). The proposed subdivision is shown in Attachment 2. There is an existing single-family dwelling on the property, which would be demolished.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 3.

Surrounding Development

Development immediately surrounding the subject site is as follows:

- To the North and West: Townhouse dwellings on a lot zoned “Low Density Townhouses (RTL2)”, with vehicle access from Dayton Avenue and Dixon Avenue.
- To the South, across Dayton Avenue: A single-family dwelling on a lot zoned “Single Detached (RS1/B)”, with vehicle access from Myron Court.
- To the East: A single-family dwelling on a lot zoned “Single Detached (RS1/B)”, with vehicle access from Dayton Avenue.

Related Policies & Studies

Official Community Plan/Ash Street Sub-Area Plan

The subject property is located in the Broadmoor planning area. The Official Community Plan (OCP) designation for the subject property is “Neighbourhood Residential” (Attachment 4). The proposed rezoning is consistent with this designation.

The subject property is located within the area governed by the Ash Street Sub-Area Plan contained in the OCP. The land use designation for the subject property is “Low Density Residential.” The Ash Street Sub-Area Plan permits the development of lands that are not located within one of 10 designated infill sites shown on the Land Use Map (Attachment 5) to be reviewed by the City’s normal development application process. The City has considered a number of applications in this manner, which have resulted in a number of single-family lots between 9 m and 10 m wide. The proposed rezoning would permit a subdivision to create two 10.1 m wide lots. The proposed rezoning and subdivision are consistent with the land use designation and policies contained in the Ash Street Sub-Area 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.

Public Consultation

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

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Transportation and Site Access

Vehicle access is proposed via separate driveways to each new lot from Dayton Avenue.

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. There are no trees located on the subject property, but the Report assesses one street tree on City property (Attachment 6).

The City Parks Department has reviewed the Arborist's Report and assessed the City-owned tree in the boulevard, and provided the following comments:

- One Plum tree (Tag # ci1) is in poor health and should be removed. A \$650 contribution to the City's Tree Compensation Fund is required for replanting.
- One Laurel shrub is in poor health and should be removed. No compensation is required for shrubs.

Tree Replacement

There are no bylaw-sized trees on the subject property. The applicant has agreed to plant a minimum of two trees on each lot proposed, for a total of four trees. The required new trees must meet the minimum standard for replacement trees in Richmond Tree Protection Bylaw No. 8057 (i.e. min. 6 cm caliper deciduous tree or 3.5 m tall conifer). Prior to final adoption of the rezoning bylaw, the applicant must provide a \$2,000 Landscaping Security to ensure that the agreed upon trees are planted.

One Cedar hedgerow on a neighbouring property, 9091 Dayton Avenue, is in poor condition and will be removed. The property owner has given verbal support for replacement of the hedge. Written authorization is required prior to removal of the existing hedge. The replacement hedge will be minimum 2.0 m tall hedging Cedars, to match the existing hedge along the front lot line. Prior to final adoption of the rezoning bylaw, the applicant must submit a Landscape Plan and Landscape Security for the replacement hedge.

Affordable Housing Strategy

The Affordable Housing Strategy for single-family rezoning applications requires a secondary suite or coach house on 100% of new lots created; a secondary suite or coach house on 50% of new lots created together with a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of \$4.00/ft² of the total buildable area of the remaining lots; or, where a secondary suite cannot be accommodated in the development, a cash-in-lieu contribution to the Affordable Housing Reserve Fund of \$4.00/ft² of the total buildable area of the development.

Consistent with the Affordable Housing Strategy, the applicant has proposed to provide a secondary suite in each of the dwellings to be constructed on the new lots, for a total of two suites. Prior to final adoption of the rezoning bylaw, the applicant must register a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on both of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Site Servicing and Frontage Improvements

At Subdivision stage, the applicant is required to pay the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the servicing works as described in Attachment 7.

Financial Impact or Economic Impact

This 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 purpose of this application is to rezone 9071 Dayton Avenue from the "Single Detached (RS1/B)" zone to the "Single Detached (RS2/K)" zone, to permit the property to be subdivided to create two single-family lots with vehicle access from Dayton Avenue.

This rezoning application complies with the land use designations and applicable policies for the subject property contained in the OCP and Richmond Zoning Bylaw 8500.

The list of rezoning considerations is included in Attachment 7, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9790 be introduced and given first reading.



Jordan Rockerbie
Planning Technician
(604-276-4092)

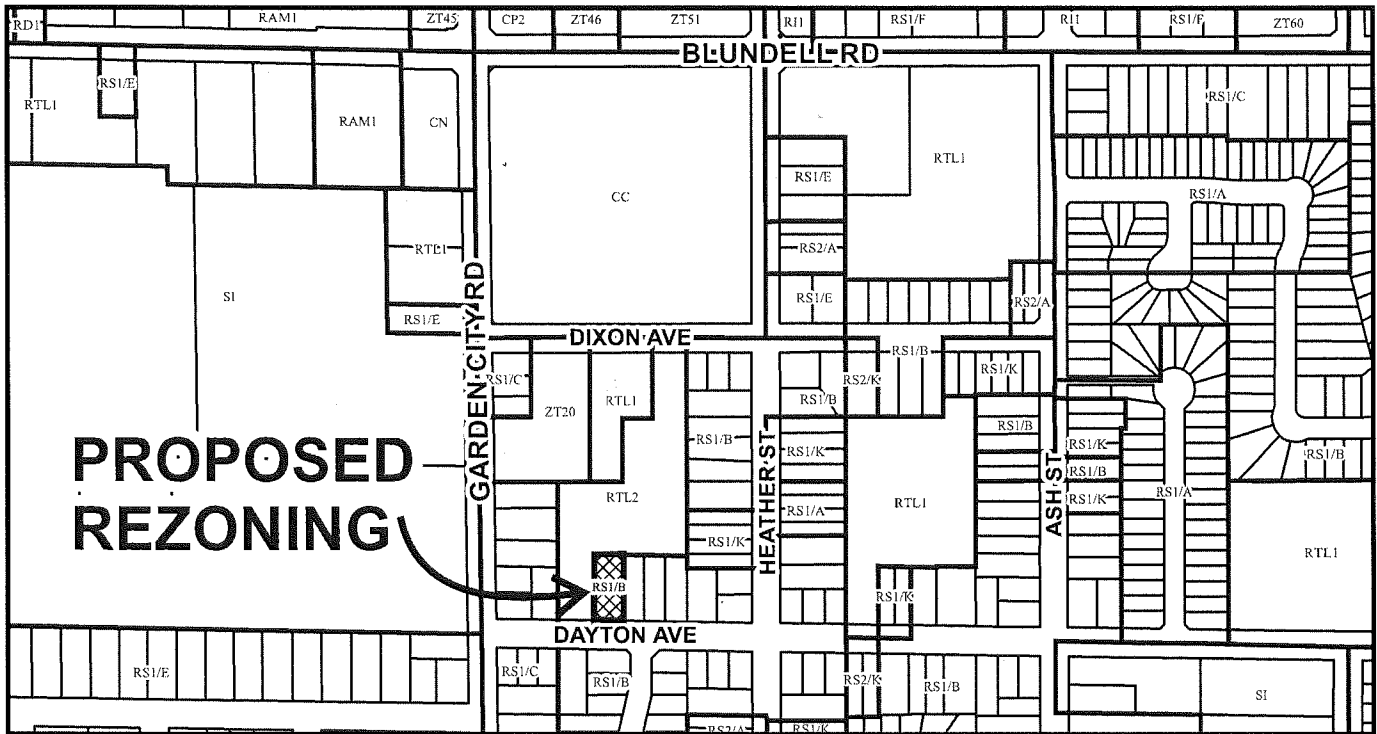
JR:blg

Attachments:

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Proposed Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Broadmoor Area OCP Land Use Map
- Attachment 5: Ash Street Sub-Area Plan Land Use Map
- Attachment 6: Tree Management Plan
- Attachment 7: Rezoning Considerations



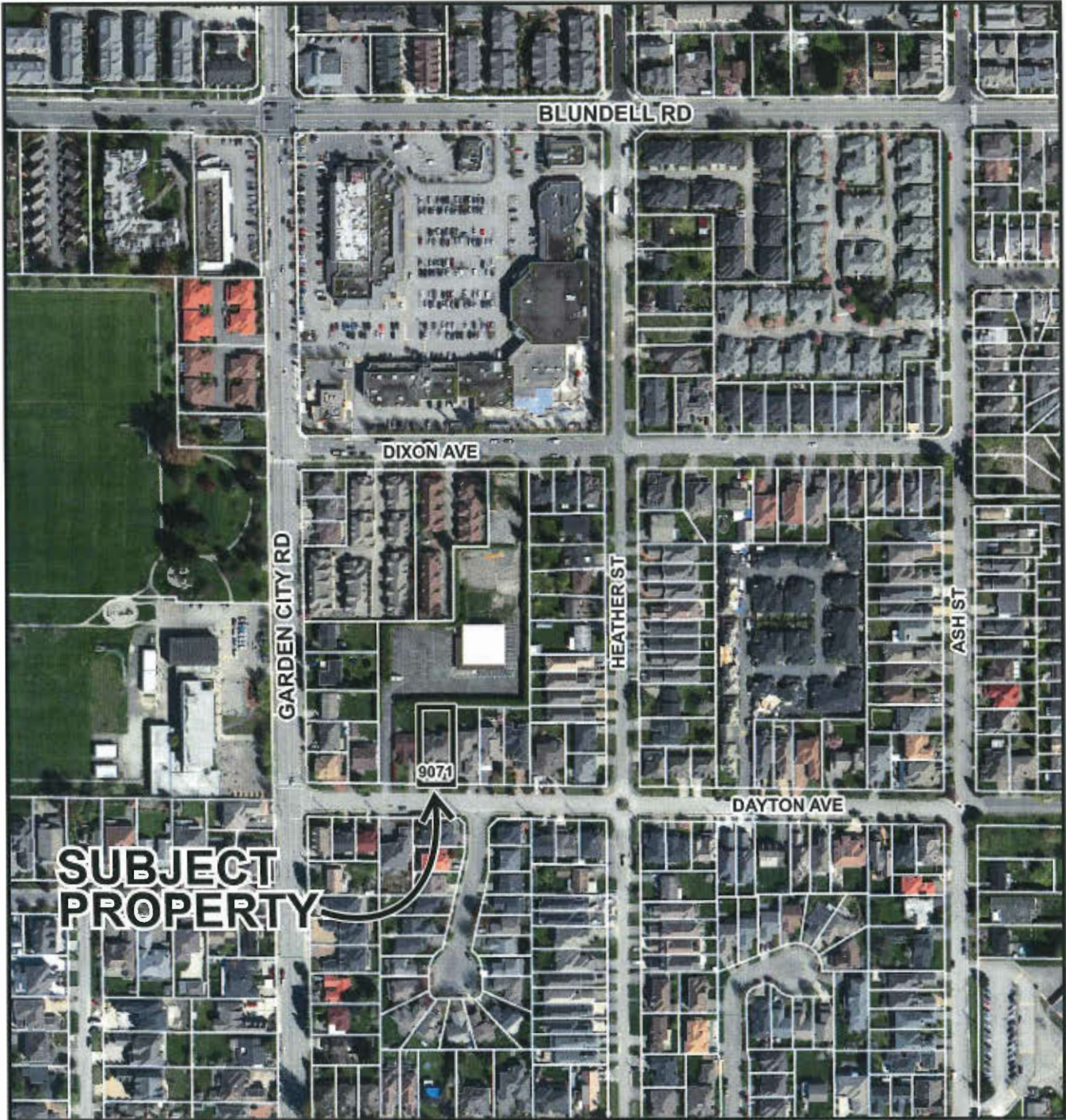
City of
Richmond



	<h1>RZ 17-784715</h1>	<p>Original Date: 09/28/17</p> <p>Revision Date:</p> <p>Note: Dimensions are in METRES</p>
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City of
Richmond



**SUBJECT
PROPERTY**



RZ 17-784715

Original Date: 09/28/17

Revision Date:

Note: Dimensions are in METRES

PLN - 71



RZ 17-784715

Attachment 3

Address: 9071 Dayton Avenue

Applicant: Rav Bains

Planning Area(s): Broadmoor – Ash Street Sub-Area Plan

	Existing	Proposed
Owner:	Paramjit Singh Khalon	To be determined
Site Size (m²):	923.2 m ²	Two lots, 461.6 m ² each
Land Uses:	One single-family dwelling	Two single-family dwellings
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Low Density Residential	No change
Zoning:	Single Detached (RS1/B)	Single Detached (RS2/K)

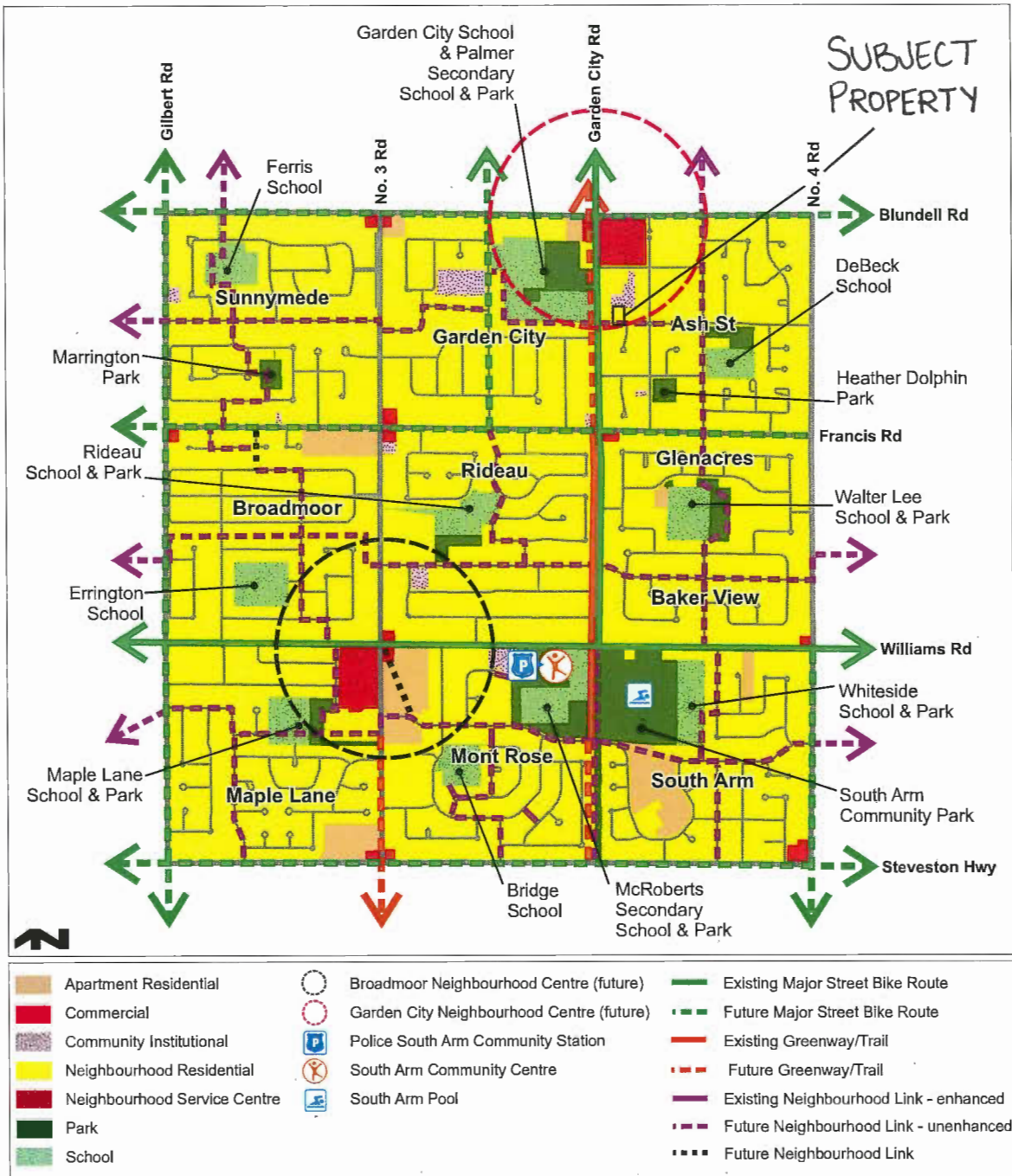
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	none permitted
Buildable Floor Area (m ²):*	Max. 253.83 m ² (2,732.15 ft ²)	Max. 253.83 m ² (2,732.15 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 20%	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 20%	none
Lot Size:	Min. 315.0 m ²	461.6 m ²	none
Lot Dimensions (m):	Width: Min. 10.0 m Depth: Min. 24.0 m	Width: 10.09 m Depth: 45.75 m	none
Setbacks (m):	Front: Min. 6.0 m Side: Min. 1.2 m Rear: Min. 20% of lot depth for up to 60% of principal dwelling, 25% of lot depth for remainder, up to 10.7 m	Front: Min. 6.0 m Side: Min. 1.2 m Rear: Min. 9.15 for up to 60% of principal dwelling, 10.7m for remainder	none
Height (m):	Max. 9.0 m	Max. 9.0 m	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.



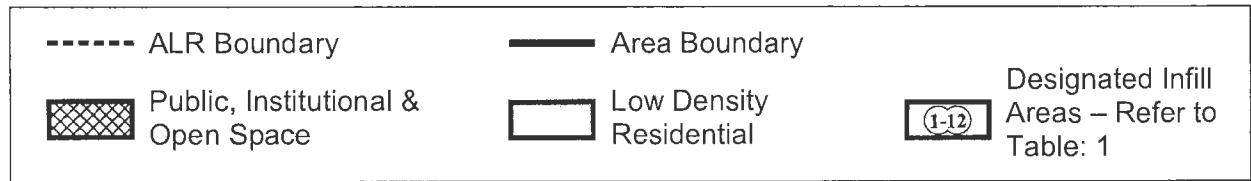
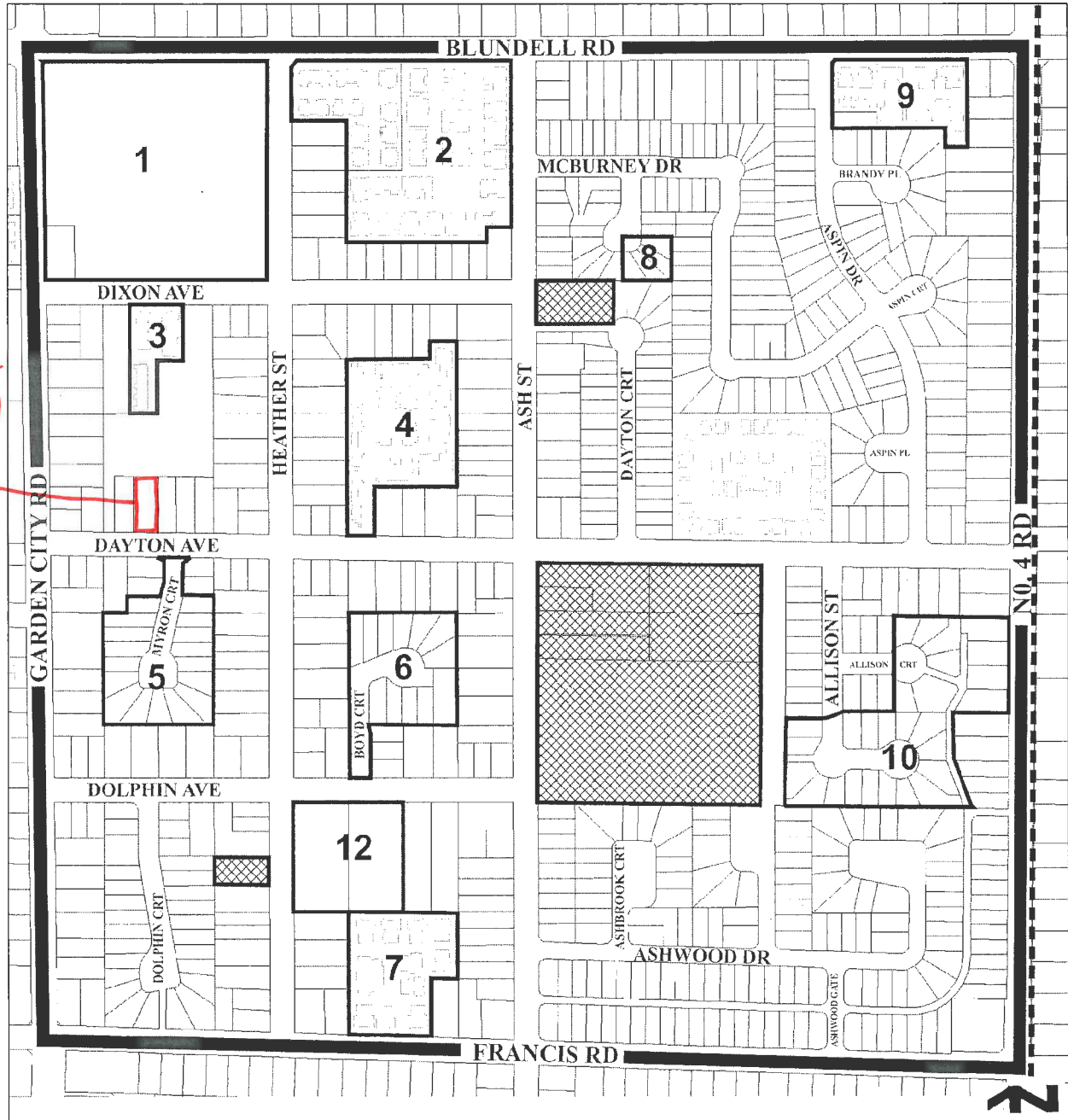
6. Broadmoor

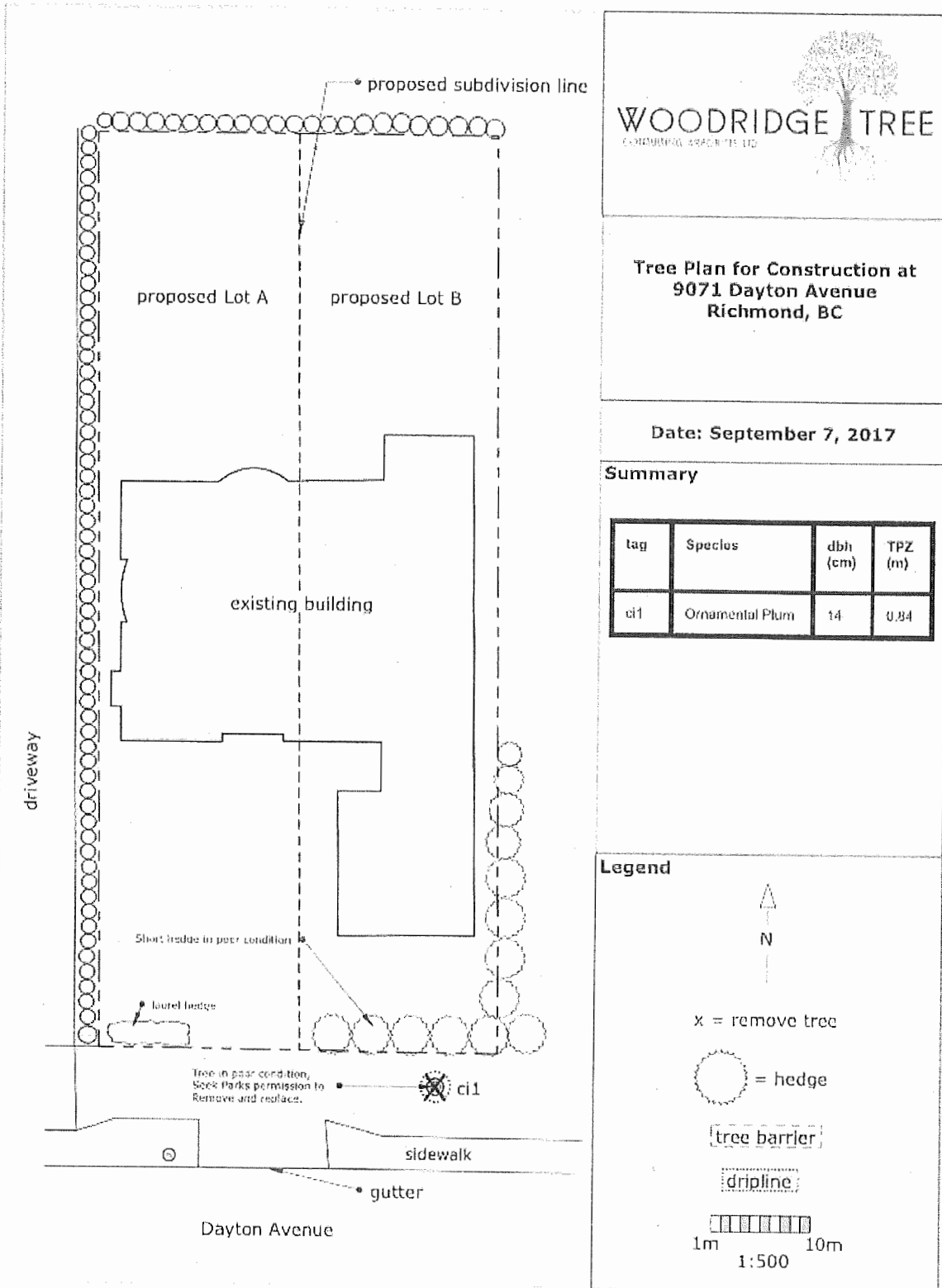


City of Richmond

Land Use Map Bylaw 9489
2016/07/18

SUBJECT
PROPERTY







Address: 9071 Dayton Avenue

File No.: RZ 17-784715

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9790, the developer is required to complete the following:

1. Submission of a Landscape Security in the amount of \$2,000 (\$500/tree) to ensure that a total of two new trees are planted and maintained on each lot proposed (for a total of four trees); minimum 6 cm deciduous caliper or 3.5 m high conifers).
2. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, showing the proposed replacement hedge between 9071 and 9091 Dayton Avenue. The Landscape Plan must include a cost estimate for the works plus a 10% contingency, which will be used to determine the required Landscape Security. The replacement hedge is to be minimum 2.0 m tall hedging Cedars, to match the existing hedge on the front lot line of 9091 Dayton Avenue.
3. City acceptance of the developer's offer to voluntarily contribute \$650 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
4. Registration of a flood indemnity covenant on Title.
5. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on both of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

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

1. 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.

At Subdivision* stage, the developer must complete the following requirements:

1. Payment of the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fees.
2. Complete the following servicing works and off-site improvements. These may be completed through a Servicing Agreement* or a City work order:

Water Works:

- Using the OCP Model, there is 167.0 L/s of water available at 20 psi residual at the hydrant located at the frontage of Dayton Avenue. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- 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. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit stage.
- At the Developer's cost, the City will:
 - Replace the existing water service connection and meter to service the newly created east lot.
 - Install a new water service connection, complete with meter, to service the west lot.

- Relocate the existing fire hydrant if required by the proposed driveway location.

Storm Sewer Works:

- At the Developer's cost, the City will:
 - Cut, cap, and remove all of the existing storm service connections along the property frontage.
 - Install a new storm service connection, complete with inspection chamber and dual service leads, at the adjoining property line of the newly created lots.

Sanitary Sewer Works:

- At the Developer's cost, the Developer is required to:
 - Check the existing sanitary service connection serving the subject site (SCON3118.). Confirm the material and condition of the pipes. If deemed acceptable by the City, the existing service connection may be retained. In the case that the service connection is not in a condition to be re-used, the service connection shall be replaced by the City, at the Developer's cost, as described below.
- At the Developer's cost, the City will:
 - Install two new sanitary service connections, complete with inspection chambers, to service the newly created lots if the condition of the existing sanitary service connection SCON3118 is not satisfactory.
 - Cut and cap the existing sanitary service connection SCON3188 if the condition of the pipes is not satisfactory.
 - Install only one new service connection and inspection chamber to service the east lot, if SCON3118 may be retained to service the west lot.

Frontage Improvements:

- The Developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These should be located onsite.

General Items:

- The Developer is required to:
 - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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 9790 (RZ 17-784715)
9071 Dayton Avenue

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "SINGLE DETACHED (RS2/K)".

P.I.D. 003-332-993

Lot 269 Section 22 Block 4 North Range 6 West New Westminster District Plan 51918

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9790".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Series of horizontal lines for recording readings and conditions.

Approval stamp: CITY OF RICHMOND, APPROVED by [Signature], APPROVED by Director or Solicitor BK

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Division

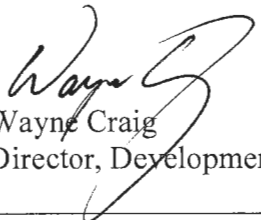
To: Planning Committee
From: Wayne Craig
Director, Development

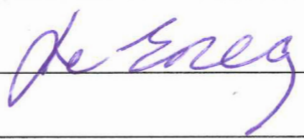

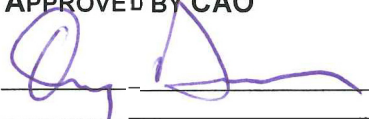
Date: November 14, 2017
File: 08-4057-05/LA-Vol 03

Re: Amendments to Richmond Zoning Bylaw 8500 to Implement 2017 Affordable Housing Requirements

Staff Recommendation

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.


Wayne Craig
Director, Development

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing Policy Planning	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

On July 24th, 2017, Council endorsed the Affordable Housing Strategy's final policy recommendations, which included:

- an increase in affordable housing cash-in-lieu contribution rates for single family, townhouse and apartment housing at time of rezoning;
- an increase in the built unit contribution for low-end market rental units in apartment developments, from 5% to 10% of the total residential floor area; and
- a reduction in the threshold for requiring built-units in apartment developments, from more than 80 units to more than 60 units.

Council also approved provisions for in-stream development applications subject to affordable housing contribution requirements. In-stream applications considered by Council prior to July 24, 2017 would be processed under the previous Affordable Housing Strategy policies provided that the application was presented to Council for consideration within one year.

This report presents housekeeping amendments to Richmond Zoning Bylaw 8500 to update the relevant sections of the bylaw which reference affordable housing requirements per endorsed changes to the Affordable Housing Strategy.

This report supports the following Council 2014-2018 Term Goal:

Goal #3 – A Well-Planned Community:

Adhere to effective planning and growth management practises 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.

3.4 Diversity of housing stock

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

Strategic Direction #1: Expand Housing Choices

Analysis

Affordable Housing Strategy

The Affordable Housing Strategy (AHS) and the Affordable Housing Reserve Fund Policy 5008 form the City's policy framework to secure affordable housing contributions through development. The City's approach balances securing cash contributions to support the creation of non-market rental units and to administer the strategy, with securing low-end market rental built units in developments. The affordable housing reserve funds are also used to meet specific

housing and support needs of priority groups, as established by Council.

A review of the affordable housing contribution rates undertaken through the Affordable Housing Strategy update determined that existing cash-in-lieu contribution rates were not equal to the value of built units. The increased rates for cash-in-lieu recommended to Council and adopted on July 24th, 2017 are more reflective of the actual value of built units.

New Affordable Housing Contribution Rates as Endorsed by Council

The new affordable housing contribution rates approved by Council on July 24th, 2017 are shown in Figure 1, below. The rates that applied previously are also shown.

Figure 1: Comparison of Affordable Housing Contribution Rates

Comparison of Affordable Housing Contribution Rates		
Land Use	Rate as per July 24, 2017	Previous Rate (effective Sept. 24, 2016)
Single Family	\$4 per square foot	\$2 per square foot
Townhouse	\$8.50 per square foot	\$4 per square foot
Wood-frame apartment and mixed-use developments involving 60 units or fewer	\$10 per square foot	\$6 per square foot for any apartment or mixed-use development involving 80 units or fewer
Concrete apartment and mixed-use developments involving 60 units or fewer	\$14 per square foot	\$6 per square foot for any apartment or mixed-use development involving 80 units or fewer

Affordable housing cash-in-lieu contribution rates apply when the actual construction of affordable housing (AH) units is not required. For example, townhouse developments are not required to build AH units in order to utilize the density bonus specified in the zone. Instead, cash contributions based on the rate applicable to the type of development are provided by the developer for the Affordable Housing Reserve Fund. The accumulated funds are used to support AH projects in Richmond, such as the Storeys Development and the Kiwanis Towers.

Along with the increase in rates described above, Council approved a decrease in the size of apartment project that triggers the requirement for a built unit contribution, from more than 80 to more than 60 units. At the same time, Council approved an increase in the built floor area contribution for apartment projects from 5% to 10% where built units are required.

Proposed Zoning Bylaw Amendment

The zoning amendments required to implement the affordable housing updates approved by Council have been grouped into three categories for ease of reference and are described below.

Amendments to Affordable Housing Cash-in-Lieu Contribution Rates

The affordable housing cash-in-lieu contribution rates are outlined in Section 5.15 of Richmond Zoning Bylaw 8500. Section 5.15 currently includes two affordable housing rate tables, each of which refers to the applicable zones and the accompanying sum per buildable square foot, and parameters as to which table is applicable to a development project (Attachment 1).

The first table (Section 5.15.1) reflects the initial cash-in-lieu contribution rates that were implemented in 2007 upon adoption of Richmond's first Affordable Housing Strategy:

- \$1 - 4 per square foot, depending on land use;
- These rates continue to apply to residential developments that were considered by Council (e.g., received first reading) before September 24th, 2016;
- There are 39 in-stream rezoning applications that are still eligible to proceed based on these (2007) lower affordable housing rates.

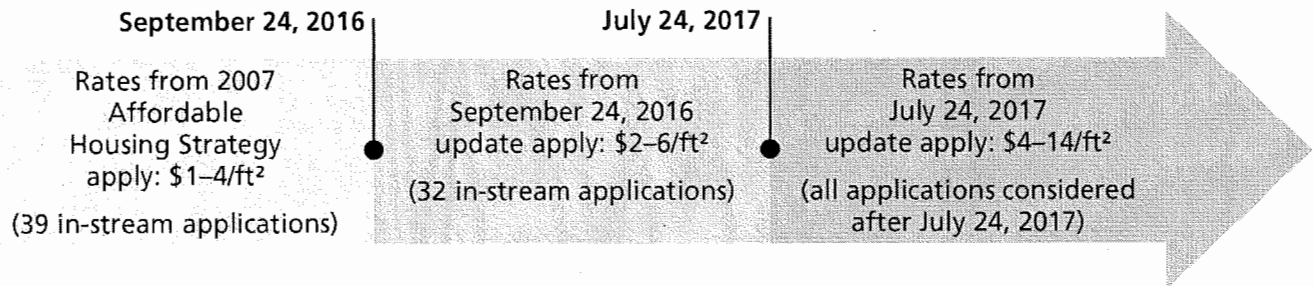
The second table (Section 5.15.1A) reflects the cash-in-lieu contribution rates that were adopted by Council on September 24th, 2016: This was the first update to the rates since 2007:

- \$2 - 6 per square foot, depending on land use;
- These rates continue to apply to residential developments that were considered by Council (e.g., received first reading) after September 24, 2016;
- There are 32 in-stream rezoning applications that are still eligible to proceed based on these (2016) affordable housing rates.

A third table is required to be inserted into the Zoning Bylaw to reflect the changes that Council approved on July 24th, 2017. This table would state that any rezoning application where an affordable housing contribution is required and where Council considered the rezoning bylaw after July 24th, 2017, would be subject to the most recent (and higher) rates.

If the existing tables were simply amended or eliminated to reflect the new affordable housing contribution rates adopted by Council, any in-stream rezoning bylaws reflecting the older rates and already considered by Council would not be able to be adopted as they would be inconsistent with the Zoning Bylaw. The agreed-to rezoning considerations of these applications would need to be amended and approved by Council to reflect the newly adopted rates.

Figure 2, below, shows the affordable housing cash-in-lieu rates over time and how they apply to in-stream applications.

Figure 2: Applicability of Affordable Housing Cash-in-Lieu Rates Over Time

Amendments to Affordable Housing Built Unit Threshold

Zoning Bylaw 8500, Amendment Bylaw 9760 also proposes amendments to five existing residential zones to reflect the recommendations endorsed on July 24th, 2017:

- Reduce the threshold for requiring built units in apartment development projects from more than 80 units to more than 60 units; and
- Increase the built unit contribution for apartment development projects from 5% to 10% of the total residential floor area of the building.

These zones are:

- Low Density Low Rise Apartments (RAL1, RAL2);
- Medium Density Low Rise Apartments (RMA1, RAM 2, RAM3);
- High Density Low Rise Apartments (RAH1, RAH2);
- Downtown Commercial (CDT1, CDT2, CDT3); and
- Residential/Limited Commercial (RCL1, RCL2, RCL3, RCL4, RCL5).

Amendments to the Downtown Commercial (CDT1) Zone to Increase the Density Bonus Provision

An additional amendment to Section 9.3, the Downtown Commercial (CDT1) zone, will increase the density bonus provision from 0.15 to 0.30. As there are already a number of sites zoned CDT1 in the City Centre, there are challenges to securing affordable housing contributions through Development Permits. The proposed changes to the Zoning Bylaw are an incentive to developers to both achieve the base density and contribute to affordable housing without impacting project feasibility. In addition to the density bonus incentive, the City will continue to consider parking reductions on CDT1 zoned sites provided affordable housing units are provided in the project. Amendments to the CDT1 zone will enable applications already under review by the City to achieve a 0.15 floor area density bonus and contribute only 5% of the total floor area for affordable housing.

Public Consultation

The public will have an opportunity to comment on the proposed amendments at the Public Hearing. Public notification for the Public Hearing for Zoning Bylaw 8500 Amendment Bylaw 9760 as presented in this report will be provided per the *Local Government Act*.

Financial Impact

The proposed amendments to Richmond Zoning Bylaw 8500 will ensure that Council-endorsed affordable housing cash-in-lieu contribution rates and built units are secured through in-stream and new rezoning applications, and will capture contributions for sites pre-zoned CDT1.

Conclusion

The Council-endorsed rates for affordable housing contributions secured through development applications are proposed to be adopted within the Richmond Zoning Bylaw 8500. This bylaw amendment will:

- Update the rates table and effective dates for new and in-stream applications in Section 5.15,
- Reduce the unit threshold for apartment housing from more than 80 to more than 60,
- Increase the built unit contribution for apartments from 5% to 10% of the total building floor area, and,
- Increase the density bonus provision for the Downtown Commercial (CDT1) zone.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9760 be introduced and given first reading.



Barry Konkin
Program Coordinator, Development
(604-276-4138)



Jeanette Elmore
Planner 2, Policy Planning
(604-247-4660)

JE:cas

Attachment 1: Section 5.15 of the Richmond Zoning Bylaw 8500

5.15 Affordable Housing

5.15.1 Where an amendment to this bylaw was considered by **Council** before September 24, 2016, and where an **owner** pays into the **affordable housing reserve** according to the **density bonusing** provisions of this bylaw, the following sums shall be used: [Bylaw 9641, Jan 16/17]

Zone	Sum Per Buildable Square Foot of Permitted Principal Building	<small>[Bylaw 9641, Jan 16/17]</small>
RS2/A-K	\$1.00	
RC2	\$1.00	
ZS21	\$1.00	
ZS22	\$1.00	
RI2	\$2.00	
RTL2	\$2.00	
RTL4	\$2.00	
RTM2	\$2.00	
RTM3	\$2.00	

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
RTH1	\$2.00
RTH2	\$2.00
RTH3	\$2.00
RTH4	\$2.00
RTP1	\$2.00
RTP2	\$2.00
RTP3	\$2.00
RTP4	\$2.00
RAL2	\$4.00
RAM2	\$4.00
RAM3	\$4.00
RAH1	\$4.00
RAH2	\$4.00
CDT2	\$4.00
RCL2	\$4.00
ZHR6	\$4.00
ZR7	\$2.00
ZMU19	\$4.00
ZMU20	\$4.00
ZMU21	\$4.00
ZMU22	\$4.00
ZMU24	\$4.00
ZMU26	\$4.00
ZT70	\$2.00
ZS23	\$1.00
ZLR26	\$2.00 for housing, town , \$4.00 for housing, apartment

[Bylaw 9641, Jan 16/17]

For the purposes of Section 5.15.1, buildable square foot is the maximum **floor area ratio** and excludes the items not included in the calculation of **density** (e.g., **enclosed parking**; unenclosed **balconies**; common stairwells and common elevator shafts; etc.). [Bylaw 9641, Jan 16/17]

5.15.1.A Where an amendment to this bylaw is considered by **Council** after September 24, 2016, and where an **owner** pays into the **affordable housing reserve** according to the **density bonusing** provisions of this bylaw, the following sums shall be used. [Bylaw 9641, Jan 16/17]

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
RS2/A-K	\$2.00
RC2	\$2.00
ZS21	\$2.00
ZS22	\$2.00
RI2	\$4.00
RTL2	\$4.00
RTL4	\$4.00
RTM2	\$4.00
RTM3	\$4.00
RTH1	\$4.00
RTH2	\$4.00
RTH3	\$4.00
RTH4	\$4.00
RTP1	\$4.00
RTP2	\$4.00
RTP3	\$4.00
RTP4	\$4.00
RAL2	\$6.00
RAM2	\$6.00
RAM3	\$6.00
RAH1	\$6.00
RAH2	\$6.00
CDT2	\$6.00
RCL2	\$6.00
ZHR6	\$6.00
ZR7	\$4.00
ZMU19	\$6.00
ZMU20	\$6.00

Zone	Sum Per Buildable Square Foot of Permitted Principal Building	[Bylaw 9641, Jan 16/17]
ZMU21	\$6.00	
ZMU22	\$6.00	
ZMU24	\$6.00	
ZMU26	\$6.00	
ZT70	\$4.00	
ZS23	\$4.00	
ZLR26	\$4.00 for housing, town , \$6.00 for housing, apartment	
ZMU33	\$4.00	[Bylaw 9558, May 23/17]

For the purposes of Section 5.15.1A, buildable square foot is the maximum **floor area ratio** and excludes the items not included in the calculation of **density** (e.g., **enclosed parking**; unenclosed **balconies**; common stairwells and common elevator shafts; etc.). [Bylaw 9641, Jan 16/17]



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9760
(Affordable Housing Rates and Requirements)**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 5.15 [Affordable Housing] by deleting Sections 5.15.1 and 5.15.1.A in their entirety and substituting them with new Sections 5.15.1, 5.15.1(a), 5.15.1(b) and 5.15.1(c) as set out in Schedule “A” attached hereto and forming part of Bylaw 9760.
2. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.10 [Low Density Low Rise Apartments (RAL1, RAL2)] by:
 - a) amending Section 8.10.4.3(a) by deleting the reference to “80” and replacing it with “60”;
 - b) amending Section 8.10.4.3(b) by deleting the reference to “80” and replacing it with “60”; and
 - c) amending Section 8.10.4.3(b) by deleting the reference to “5%” and replacing it with “10%”.
3. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.11.4 [Medium Density Low Rise Apartments (RAM1, RAM 2, RAM3)] by:
 - a) amending Section 8.11.4.3(a) by deleting the reference to “80” and replacing it with “60”;
 - b) amending Section 8.11.4.3.(b) by deleting the reference to “80” and replacing it with “60”; and
 - c) amending Section 8.11.4.3(b)(i) by deleting the reference to “5%” and replacing it with “10%”.
4. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 8.12.4 [High Density Low Rise Apartments (RAH1, RAH2)] by:
 - a) amending Section 8.12.4.2(a) by deleting the reference to “80” and replacing it with “60”;

- b) Amending Section 8.12.4.2(b) by deleting the reference to “80” and replacing it with “60”; and
 - c) amending Section 8.12.4.2(b)(i) by deleting the reference to “5%” and replacing it with “10%”.
5. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 9.3 [Downtown Commercial (CDT1, CDT2, CDT3)] by:

- a) removing Section 9.3.1 in its entirety and replacing it with the following:

“9.3.1 Purpose

The **zone** provides for a broad range of commercial, service, **business**, entertainment and residential needs typical of a **City Centre**. The zone is divided into 3 sub-zones: CDT1 which provides for a **density bonus** to help achieve the City’s affordable housing objectives within **sites** zoned downtown commercial; CDT2 which provides for a **density bonus** that would be used for rezoning applications in order to help achieve the **City’s** affordable housing objectives; and CDT3 which provides for an additional **density bonus** that would be used for rezoning applications in the Village Centre Bonus Area of the **City Centre** in order to achieve the **City’s** other objectives.”;

- b) deleting Section 9.3.4.4 in its entirety and replacing it with:

“Section 9.3.4.4 Notwithstanding Section 9.3.4.2, for an application that was received by the **City** prior to July 24th, 2017, the reference to a maximum **floor area ratio** of “3.0” in relation to a **building** used for mixed commercial/residential **uses** or multiple-family residential purposes is increased to a higher **density** of “3.15” on **sites** zoned CDT1, if prior to the first occupancy of the **building** the **owner**:

- a) provides in the **building** not less than four **affordable housing units** and the combined **habitable space** of the total number of **affordable housing units** would comprise at least 5% of the total residential floor area; and
 - b) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.
- c) adding a new Section 9.3.4.5 by inserting the following section and renumbering the remaining sections accordingly:

- “9.3.4.5 Notwithstanding Section 9.3.4.2, the reference to a maximum **floor area ratio** of “3.0” in relation to a building used for mixed commercial/residential **uses** or multiple-family residential purposes is increased to a higher **density** of “3.30” on **sites** zoned CDT1, if prior to the first occupancy of the **building** the **owner**:
- a) provides in the **building** not less than four **affordable housing units** and the combined **habitable space** of the total number of **affordable housing units** would comprise at least 10% of the total residential **floor area**; and
 - b) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.
- d) Adding a new Section 9.3.4.7 by inserting the following section and renumbering the remaining sections accordingly:

“9.3.4.7 Notwithstanding Section 9.3.4.5, the **density bonus** of “3.30” is further increased to a higher **density** of “3.33” on **sites** zoned CDT1 provided that the **owner**:

- a) uses at least 1% of the **gross floor area** of the **building** for **child care** or **uses** that provide a community amenity to the satisfaction of the **City** (e.g., community recreation, **library and exhibit**, heritage); or
 - b) at the time **Council** adopts a zoning amendment bylaw to include the **owner’s lot** in the CDT1 **zone**, pays into the **child care reserve fund** or alternative funds the sum specified in Section 5.16 of this bylaw.
6. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 9.4.4 [Residential/Limited Commercial (RCL1, RCL2, RCL3, RCL4, RCL5)] by:
- a) amending Section 9.4.4.3(a) by deleting the reference to “80” and replacing it with “60”.
 - b) amending Section 9.4.4.3(b) by deleting the reference to “80” and replacing it with “60”;
 - c) amending Section 9.4.4.3(b)(i) by deleting the reference to “5%” and replacing it with “10%”;
 - d) amending Section 9.4.4.4(d)(i) by deleting the reference to “80” and replacing it with “60”; and

- e) amending Section 9.4.4.4(d)(ii) by deleting the reference to “80” and replacing it with “60”, and by deleting the reference to “5%” and replacing it with “10%”.

7. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9760**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED by <i>RK</i>
APPROVED by Director or Solicitor <i>il</i>

MAYOR

CORPORATE OFFICER

SCHEDULE A to Bylaw 9760

“5.15.1 Where an owner pays into the **affordable housing reserve** in accordance with this bylaw, as amended or replaced from time to time, the sum shall be determined as listed below:

- a) Where an amendment to this bylaw was considered by **Council** before September 24, 2016, and where an **owner** pays into the **affordable housing reserve** according to the **density bonusing** provisions of this bylaw, the following sums shall be used:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
RS2/A-K	\$1.00
RC2	\$1.00
ZS21	\$1.00
ZS22	\$1.00
RI2	\$2.00
RTL2	\$2.00
RTL4	\$2.00
RTM2	\$2.00
RTM3	\$2.00
RTH1	\$2.00
RTH2	\$2.00
RTH3	\$2.00
RTH4	\$2.00
RTP1	\$2.00
RTP2	\$2.00
RTP3	\$2.00
RTP4	\$2.00
RAL2	\$4.00
RAM2	\$4.00
RAM3	\$4.00
RAH1	\$4.00
RAH2	\$4.00

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
CDT2	\$4.00
RCL2	\$4.00
ZHR6	\$4.00
ZR7	\$2.00
ZMU19	\$4.00
ZMU20	\$4.00
ZMU21	\$4.00
ZMU22	\$4.00
ZMU24	\$4.00
ZMU26	\$4.00
ZT70	\$2.00
ZS23	\$1.00
ZLR26	\$2.00 for housing, town , \$4.00 for housing, apartment

- b) Where an amendment to this bylaw is considered by **Council** after September 24, 2016 and before July 24th, 2017, and where an **owner** pays into the **affordable housing reserve** according to the **density bonusing** provisions of this bylaw, the following sums shall be used:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
RS2/A-K	\$2.00
RC2	\$2.00
ZS21	\$2.00
ZS22	\$2.00
RI2	\$4.00
RTL2	\$4.00
RTL4	\$4.00
RTM2	\$4.00
RTM3	\$4.00

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
RTH1	\$4.00
RTH2	\$4.00
RTH3	\$4.00
RTH4	\$4.00
RTP1	\$4.00
RTP2	\$4.00
RTP3	\$4.00
RTP4	\$4.00
RAL2	\$6.00
RAM2	\$6.00
RAM3	\$6.00
RAH1	\$6.00
RAH2	\$6.00
CDT2	\$6.00
RCL2	\$6.00
ZHR6	\$6.00
ZR7	\$4.00
ZMU19	\$6.00
ZMU20	\$6.00
ZMU21	\$6.00
ZMU22	\$6.00
ZMU24	\$6.00
ZMU26	\$6.00
ZT70	\$4.00
ZS23	\$4.00
ZLR26	\$4.00 for housing, town, \$6.00 for housing, apartment

- c) Where an amendment to this bylaw is considered by Council on or after July 24, 2017, and where an **owner** pays into the **affordable housing reserve** according to the **density bonusing** provisions of this bylaw, the following sums shall be used:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
RS2/A-K	\$4.00
RC2	\$4.00
ZS21	\$4.00
ZS22	\$4.00
RI2	\$8.50
RTL2	\$8.50
RTL4	\$8.50
RTM2	\$8.50
RTM3	\$8.50
RTH1	\$8.50
RTH2	\$8.50
RTH3	\$8.50
RTH4	\$8.50
RTP1	\$8.50
RTP2	\$8.50
RTP3	\$8.50
RTP4	\$8.50
RAL2	\$10.00 for wood frame construction \$14.00 for concrete construction
RAM2	\$10.00 for wood frame construction \$14.00 for concrete construction
RAM3	\$10.00 for wood frame construction \$14.00 for concrete construction
RAH1	\$10.00 for wood frame construction \$14.00 for concrete construction
RAH2	\$10.00 for wood frame construction \$14.00 for concrete construction
CDT2	\$10.00 for wood frame construction

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
	\$14.00 for concrete construction
RCL2	\$14.00
ZHR6	\$14.00
ZR7	\$8.50
ZMU19	\$8.50 for housing, town , \$10.00 for housing, apartment
ZMU20	\$10.00 for wood frame construction \$14.00 for concrete construction
ZMU21	\$10.00 for wood frame construction \$14.00 for concrete construction
ZMU22	\$10.00 for wood frame construction \$14.00 for concrete construction
ZMU24	\$10.00 for wood frame construction \$14.00 for concrete construction
ZMU26	\$10.00 for wood frame construction \$14.00 for concrete construction
ZT70	\$8.50
ZS23	\$4.00
ZLR26	\$8.00 for housing, town , \$10.00 for housing, apartment
ZMU33	\$10.00 for wood frame construction \$14.00 for concrete construction
CDT1	\$8.00 for housing, town , \$14.00 for housing, apartment

For the purposes of Section 5.15.1, buildable square foot is the maximum **floor area ratio** and excludes the items not included in the calculation of **density** (e.g., **enclosed parking**; unenclosed **balconies**; common stairwells and common elevator shafts; etc.).

For the purposes of Section 5.15.1(c), concrete construction includes steel construction.



To: Planning Committee
From: Wayne Craig
Director, Development

Date: November 28, 2017

File: CP 15-717017

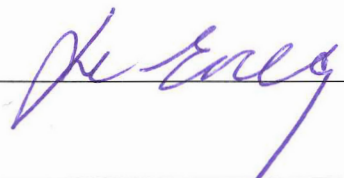
**Re: Proposed Official Community Plan/City Centre Area Plan Amendment,
Lansdowne Shopping Centre Master Land Use Plan – Request to Endorse
Applicant Led Public Consultation**

Staff Recommendation

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.


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

Att. 10

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Social Development	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Recreation Services	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

Staff Report

Origin

Vanprop Investments Ltd. has applied to the City of Richmond to amend the Official Community Plan (OCP) and Schedule 2.10 of the OCP, the City Centre Area Plan (CCAP) for the site at 5300 No. 3 Road, which is approximately 50 acres and is the location of the existing Lansdowne Shopping Centre (Attachment 1).

Based on the size and visual prominence of the site, and the property's necessary phased redevelopment, the applicant has worked with staff to draft a Proposed Master Land Use Plan to guide future redevelopment of the property. The process of developing a Draft Master Land Use Plan for the property has identified proposed amendments to the OCP/CCAP, which include the applicant's proposal to reorganize density, height and land uses, and to change the shape of the 10 acre City park that the CCAP identifies for this site. No additional density is proposed, the proposed density is consistent with the CCAP supported density over the site. Similarly, the proposed ratio of residential to non-residential use is consistent with the existing CCAP and would remain unchanged. The proposed amendments are refinements, rather than significant modifications, that are consistent with OCP/CCAP objectives for this site including density, use and height.

The Proposed Master Land Use Plan proposes two (2) primary amendments.

- While the CCAP supports the greatest density, building height and mix of uses on the western 1/3 of the property, the applicant proposes to spread density, height and mixed land uses slightly eastward, while retaining the greatest building density, height and mix of uses within 400 m of the Lansdowne Canada Line Station, which is consistent with CCAP objectives and supports Transit Oriented Development (TOD) principles.
- The long, rectangular park extending along the north side of Lansdowne Road is proposed to be reorganized to create distinct and connected park and plaza spaces to maximize the park's accessibility and use by residents, workers and tourists.

The purpose of this report is to seek Council support for initiating a comprehensive community consultation process to seek feedback from the community and stakeholders on the Proposed Master Land Use Plan Concept (Attachment 2). If Council supports staff's community consultation recommendation, the consultation would start in mid-December 2017 and conclude before the end of April 2018. It is anticipated that a report that summarizes the outcome of the consultation would be provided to Planning Committee before the end of June 2018. The report would also include a Concept Lansdowne Master Land Use Plan that Council would be asked to endorse to confirm the basis for the next phase of work. The final phase of the proposed OCP amendment process would focus on finalizing the Lansdowne Master Land Use Plan and OCP/CCAP amendments, as well as developing an implementation strategy to manage the future phased rezoning and Development Permit applications. The Final Lansdowne Master Land Use Plan and OCP/CCAP amendments will be brought forward for Council consideration and approval once the amendments and implementation strategy are finalized.

This report:

1. Includes an overview of the proposed OCP/CCAP amendments.
2. Outlines the process for advancing the OCP/CCAP amendment application, and summarizes the current status of the review including the outcome of initial consultation with public bodies including the School District.
3. Outlines a recommended community consultation plan for Council's endorsement.

The subject application is an OCP/CCAP amendment application only. This makes it unlike most OCP/CCAP amendment applications, which are usually accompanied by a rezoning application. This report is the first in a series of three (3) anticipated reports to Council associated with the proposed OCP/CCAP amendment and, as redevelopment is anticipated in phases over many years, the OCP/CCAP amendment would be followed by phased site specific rezoning and Development Permit applications and associated reports, in accordance with the standard development application process.

Findings of Fact

Background

The subject site is located at the centre of the Lansdowne Village in the City Centre, is immediately adjacent to the Lansdowne Canada Line Station, and is bound by No. 3 Road, Alderbridge Way, Kwantlen Street and Lansdowne Road (Attachment 1).

The site has four (4) different existing CCAP Village land use designations.

- **Urban Core T6 (Residential and Mixed Uses)** and a **Village Centre Bonus (VCB)** on the westerly 1/3 of the site. The permitted density is up to 3.0 Floor Area Ratio (FAR), with a provision for up to 1.0 FAR of additional non-residential bonus density provided the conditions and requirements of the VCB are addressed. The maximum building height is 47 m geodetic.
- **Urban Centre T5 (Residential and Mixed Uses)** on the eastern 2/3 of the site. The permitted density is 2.0 FAR and the maximum building height is 25 m.
- **(Major) Park**, shown as a linear east/west oriented 10 acres along the southern portion of the site abutting Lansdowne Road, which would be secured by the City through future phased rezoning applications.

These designations are shown in Attachment 3.

The subject property's Urban Core T6 and VCB land use designations facilitate the acquisition and delivery of approximately 4,975 m² (53,500 ft²) of on-site indoor city amenity space that would be secured in accordance with density bonusing provisions in the CCAP:

- The Urban Core Transect (T6 area) requires the equivalent of 1% of the total residential floor area to be provided as constructed community amenity.

- The Village Centre Bonus (VCB) supports 1.0 FAR of additional non-residential density conditional to providing the equivalent of 5% of the additional 1.0 FAR as constructed community amenity.

The Proposed Master Land Use Plan identifies a potential location for a City owned amenity at the prominent intersection of No. 3 Road and Lansdowne Road adjacent to the proposed Civic Plaza. This location has been set aside as a possible location for a City owned amenity based on its desirable proximity to proposed park, plaza and open space, as well as proximity to the existing Canada Line station/Village Centre. The scope of the proposed OCP/CCAP amendment process is limited to identifying a possible location for a City owned amenity building. Acquisition of the community amenity space would be secured as a condition of a future rezoning application.

The use and function of the community amenity building requires Council approval through a separate process. Staff would assess options for the amenity and bring forward a report for consideration by Council. Council's decision regarding the use and function of the City owned amenity building may affect the final location of the amenity.

Analysis

Summary of Proposed Official Community Plan (OCP)/City Centre Area Plan (CCAP) Amendments

The proposed amendments to the Official Community Plan (OCP)/City Centre Area Plan (CCAP) are consistent with fundamental CCAP objectives including:

1. Supporting Transit Oriented Development (TOD) and a strong Village Centre;
2. Locating the majority of the Major Park within 400 m of a Village Centre; and
3. Increasing the network of connections and mobility options within the City Centre.

5 Minute Walking Distance (400 m Radius)

A 400 m radius, defined as a 5 minute walk, is the CCAP preferred walking distance from a Village Centre/Canada Line station within which the greatest building density and height, and mix of land uses, and concentration of amenities, including Major Park area, is to be located to maximize pedestrian and cyclist integration with transit and opportunities for people to live, work and play in their neighbourhood.

The Lansdowne Canada Line Station is a major transportation hub located at the centre of the Lansdowne Village and abutting the subject site. The applicant's Proposed Master Land Use Plan includes amendments to disperse the density, building height and land uses while remaining consistent with the CCAP's objective to support the greatest amounts of density, building height and mix of uses within a 400 m radius or 5 minute walking distance of the Lansdowne Station (Attachment 4).

Developable Area and Park Area

The CCAP shows a linear east/west oriented 10 acre park along the southern portion of the site abutting Lansdowne Road and supports development of land north of the linear park. The CCAP preferred location for Major Park area is within a 5 minute walking distance (400 m radius) of a Village Centre. The existing plan includes 72% of the park area within the 400 m radius. The Proposed Master Land Use Plan proposes to increase the park area within the 400 m radius to 86% of the total dedicated park area, which would be supplemented by public greenways and outdoor space that would be secured by right of way agreements to maximize opportunities for walking, rolling and cycling.

The proposed OCP/CCAP amendment application review process is limited to considering the location and orientation of the park. The Proposed Master Land Use Plan includes changes to the shape of the park and the resulting developable area, which are supported by Parks and Planning and Development Department staff. Consultation with stakeholders and the public would be focused on the applicant's proposal to change the shape of the park area. The use and design details related to the park would be undertaken through a separate planning process that would be led by Parks Services staff and subject to Council review and approval.

In order to study the proposed amendments to the shape of the park, the process of developing the Proposed Master Land Use Plan included identifying general objectives for the park area. The proposed park areas would:

- Increase the amount of park area within a 400 m radius (5 minute walking distance) of the Canada Line Station.
- Contribute to a civic focus.
 - The Lansdowne Linear Park is proposed along Lansdowne Road, which is intended to become the City's east/west civic spine.
 - The Civic Central Plaza is proposed at the intersection of Lansdowne Road and No. 3 Road, which has been identified as the centre of the City Centre.
- Establish a series of distinct and well-connected spaces in visually and physically prominent locations.
- Be public spaces that are owned and managed by the City and designed to encourage public use.
 - To ensure the Civic Plaza is an active space, Parks staff and the applicant will investigate the feasibility of co-developing, co-managing and co-planning active use of the plaza area to ensure that the area is programmed regularly and is an attractive destination on a daily basis. A co-management approach would be subject to approval by Council and would be brought forward for consideration in a separate report that is prepared by Parks Services staff.
 - The Major Central Park is bound on three (3) sides by public roads. On the north side, the park blends into a combination of public plaza and greenway that would be secured through public right of ways and provide connection to public roads.
 - Kwantlen Park abuts the intersection of Lansdowne Road and Kwantlen Street and is connected to the balance of the park by Lansdowne Linear Park and public right of ways.

- In addition to physical connections among the park uses, proposed buildings, plazas, roads and greenways are strategically sited to maintain view corridors between park and open spaces to support wayfinding and linkages between park areas.
- Accommodate a range of park uses.
 - The Civic Plaza
An urban space sized and located to accommodate large civic events and activities (e.g. national celebration, large city wide events, seasonal festivals, art festival, outdoor movies, etc.).
 - The Central Park
A major park space that meets neighbourhood and city wide needs (e.g. active and passive regular park use, a festival lawn for major events).
 - The Lansdowne Promenade
A wider continuation of the linear park along Lansdowne Road west of No. 3 Road, which is being incrementally introduced through development that introduces an active street edge along Lansdowne Road (e.g. used daily by pedestrians and non-motorized traffic, used for civic and parade events).
 - The Kwantlen Green
An urban gathering space oriented toward Kwantlen Polytechnic University that provides space for smaller community events (e.g. urban space to accommodate socializing, street performers, small group gatherings and passive users) (Attachment 5).

Further, the park and open space arrangement is part of a strategic triangular circuit of city park spaces that includes Middle Arm Waterfront Park, Aberdeen Park, and the proposed series of park spaces on the subject site.

The fundamental importance of the 400 m radius or 5 minute walking distance from the Canada Line Station, and the changes to the developable area and park shape influence the proposed OCP/CCAP plan amendments.

Density

The CCAP supports a maximum density of 3.0 FAR, with the provision for up to 1.0 FAR of additional non-residential bonus density, on the westerly 1/3 of the site. The CCAP supported density on the eastern 2/3 of the site is 2.0 FAR.

Based on the property's existing land use designations, the existing CCAP supported density blended over the 50 acre property is 2.77 FAR. The applicant does not propose additional density; instead, they propose to change the on-site organization of density while remaining consistent with fundamental CCAP objectives. The CCAP supports 76% of the on-site density within a 400 m radius (5 minute walking distance) of the Canada Line Station. The Proposed Master Land Use Plan is consistent with the CCAP's objective to concentrate density within the 400 m radius but proposes a minor reduction with 73% of the overall density proposed within the 400 m radius. The Proposed Master Land Use Plan proposes a 3% change to the dispersal of density within and outside the 400 m radius area (Attachment 6).

Summary of proposed density reorganization within and outside a 400 m radius (5 minute walking distance) of the Canada Line Station

	CCAP within 400 m radius	Proposed within 400 m radius	CCAP outside 400 m radius	Proposed outside 400m radius
% of total on-site density	76%	73%	24%	27%

Mixed Uses

The CCAP designates the westerly 1/3 of the site (that portion of the lands west of Hazelbridge Way) for mixed uses (e.g. residential, retail, office, entertainment, community amenity) and supports only residential uses on the remaining 2/3 of the site.

Consistent with the CCAP's objective to maximize the mix of uses within a 400 m radius (5 minute walking distance) of a Village Centre and in support of the CCAP's designation of Hazelbridge Way as a Pedestrian-Oriented Retail Precincts-High Street and Linkage, the Proposed Master Land Use Plan extends the mixed use land designation to a limited portion of the property on the east side of Hazelbridge Way.

The Proposed Master Land Use Plan includes a range of on-site uses including:

- A significant community amenity (approximately 4,975 m² [53,500 ft²]), which is tentatively proposed to be located at the corner of Lansdowne Road and No. 3 Road;
- A Major Park that includes a series of related spaces that provide a range of highly accessible civic park spaces;
- Retail/commercial/entertainment space with residential and office space above located along and west of Hazelbridge Way; and
- A range of housing types (Attachment 7).

Height

The CCAP supports the tallest buildings on the westerly 1/3 of the site and buildings that are no greater than 25 m in height on the eastern 2/3 of the site.

Consistent with the existing CCAP designation for the site, the Proposed Master Land Use Plan includes residential and office towers that are the maximum height permitted within the City (47 m geodetic) on the western 1/3 of the site, which is bound by the No. 3 Road corridor and Hazelbridge Way. In addition, the Proposed Master Land Use Plan includes some buildings that are taller than 25 m, on the eastern 2/3 of the site, east of Hazelbridge Way and introduction of a range of building heights (Attachment 8).

- With the exception of one (1) tower that is proposed on the east side of the Cooney Road extension, towers are wholly or partially within a 400 m radius (5 minute walk) of the Canada Line station.
- Towers would be strategically located to frame the park/public amenity area (including the Major/Central Park and the north/south greenway, which provides outdoor amenity space that is in addition to the required park dedication area).

- Towers proposed along the east side of Hazelbridge Way would be associated with ground level commercial high-street uses. The additional density supports the high street designation of this area.
- The proposed variation in on-site building heights and architectural design features, which would be secured through associated design guideline amendments, encourages a varied skyline and a distinct village character, in accordance with CCAP objectives.

The proposal to permit buildings taller than 25 m east of Hazelbridge Way would comply with building heights that are permitted by the existing Airport Zoning Regulations (AZR) for YVR Airport, and current OCP policies including the Aircraft Noise Sensitive Development (ANSD) Map.

The Vancouver Airport Authority (VAA) Aeronautical Zoning Regulation (AZR) Initiative

The Proposed Master Land Use Plan includes building heights that are consistent with the existing building height requirements. However, the subject site is in an area that is affected by the Vancouver Airport Authority's (VAA) proposal for a new third (South) runway, which is associated with new building height limits for properties located below the flight path of the proposed new runway. The City has expressed its concerns regarding the VAA's proposed new building height limits with the VAA, Transport Canada, and the federal Minister of Transport. Consultation with YVR/VVA is included in the proposed community consultation plan.

The applicant is aware of the VAA's application and is working with staff to maintain the greatest on-site building density and height within 400 m (a 5 minute walking distance) of the existing Canada Line Station/Village Centre in accordance with existing Council approved policies.

Increasing Connections & Improved Transit, Pedestrian and Cycling Options

A primary objective of the OCP and the CCAP is shortening existing long blocks in the City Centre by introducing more and better connections for vehicles, pedestrians and cyclists. This includes introducing a finer street grid and an accessible bicycle and pedestrian network, supporting transit oriented development, prioritizing public open space, and supporting ecological connectivity. The combination of more connections, mixed land uses and densification encourages walking, rolling, cycling and transit use for daily tasks and is associated with lower car dependence and an increased sense of neighbourhood.

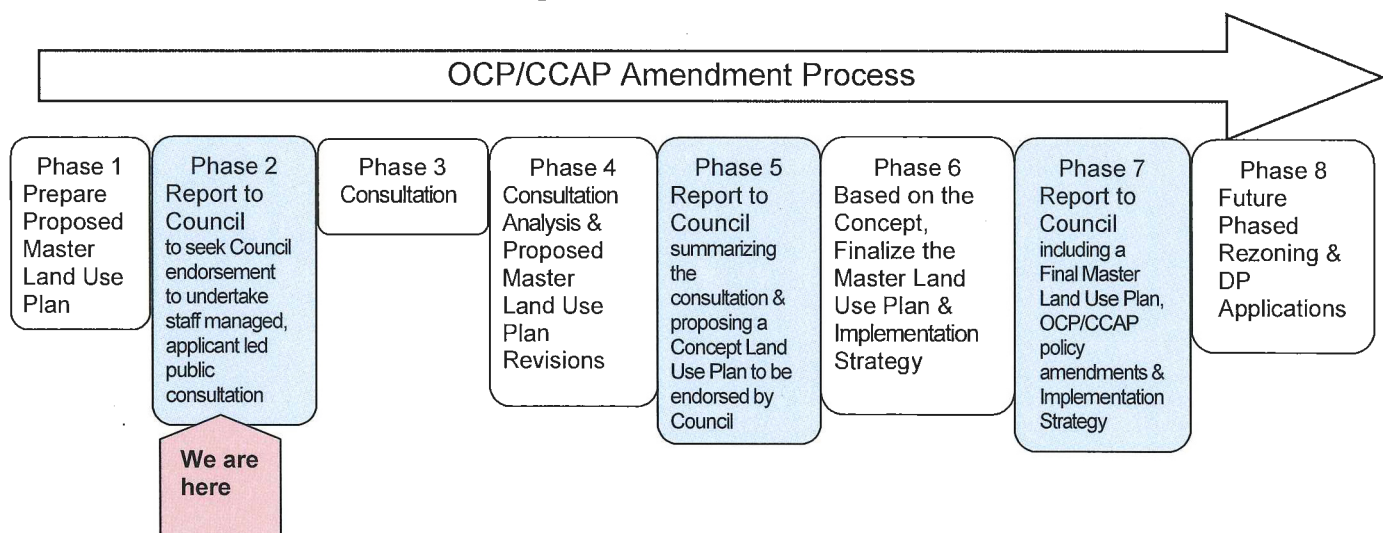
The CCAP includes north/south extension of Hazelbridge Way and Cooney Road between Alderbridge Way and Lansdowne Road, and a new east/west road to connect No. 3 Road and Kwantlen Street. With the exception of a minor adjustment to the alignment of the new east/west road, while still providing the intended functions in accordance with the CCAP, the Proposed Master Land Use Plan is consistent with the CCAP. The plan also includes a series of supplementary on-site connections and proposes to secure additional public open space and greenways with private right-of-way agreements (e.g. north/south greenway connection between Alderbridge Way and the proposed Major/Central Park, public connective plaza between the Civic Central Plaza and the Major/Central Park, enhancements to public realm along No. 3 Road, and connections between individual developments) (Attachment 9).

Proposed Process to Amend the Official Community Plan (OCP)/City Centre Area Plan (CCAP)

The proposed process to amend the OCP/CCAP and establish a Final Master Land Use Plan includes approximately eight (8) phases, three (3) reports to Council, and preparation of the following:

1. A Proposed Master Land Use Plan and community consultation plan (Phase 1)
2. A Concept Master Land Use Plan to be endorsed by Council (Phase 4)
3. A Final Master Land Use Plan, OCP/CCAP amendments, and associated Implementation Strategy (Phase 6)

The following flow chart outlines the proposed OCP/CCAP amendment process and highlights both the current status of the application review process and future reports to Council, which are shown in blue. The details of each phase are discussed below.



Phase 1: Prepare Proposed Master Land Use Plan (complete)

The Proposed Master Land Use Plan includes:

- OCP/CCAP amendments to the location of density, building height, and land use on the site;
- Changes to the shape of the 10 acre Major Park;
- Clarification how the redevelopment will relate to the Canada Line station;
- Locations of roads, lanes, pedestrian connections, and possible community amenities;
- A phasing concept for the site; and
- Intended sustainability measures.

Advisory Design Panel (ADP)

The Proposed Master Land Use Plan was considered by the Advisory Design Panel (ADP) on September 7, 2017. Members of the ADP were strongly supportive of the Proposed Master Land Use Plan including:

- The proposal to apply a 5 minute walking distance (400 m radius) from the Canada Line Station to organize on-site density, the proposed on-site building height hierarchy, and the building massing and height proposed for the westernmost properties abutting No. 3 Road;
- The revised shape of the park;
- The introduction of a finer grid of connections and site porosity; and
- The use of alternative road standards to support on-site connectivity, promote alternative forms of transportation, and facilitate sharing between traditionally separated uses (e.g. loading and pedestrians).

A copy of the relevant excerpt from the ADP Minutes from September 7, 2017 is attached for reference (Attachment 10).

Early Consultation with Public Bodies

The proposed community consultation plan, which is discussed in detail in a subsequent section of this report, includes consultation with stakeholders, including public bodies. Early, initial notification has been provided to the School District and TransLink.

School District

According to the OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, the proposed OCP/CCAP amendment application is not required to be referred to the School District. The subject application is limited to an OCP/CCAP amendment to reorganize density, height and land uses on site; it does not include the introduction of new land uses. The property's current designations in the OCP and CCAP do not identify school use on the subject site. Further, the applicant does not propose additional density; therefore, there is no impact to population assumptions that were used by the School District to generate projections for school age children and that were referred to the School District prior to the adoption of the CCAP in 2009.

Although provision of schools is a School District responsibility, the City of Richmond has administered the collection of School Site Acquisition Charges (SSAC) on all residential development since 2001. The money that is collected and distributed to the School District is used to help pay for new school sites that are needed as a result of new residential development.

Upon receipt of the application, staff notified the School District with a first, early notification and opportunity to comment. As well, the letter advised that the School District would be included in the consultation process, which is conditional to Council support to conduct community consultation.

The applicant and School District staff have met to discuss the Proposed Master Land Use Plan and the conversation has included whether the School District is interested in a school site in this location. While the applicant is not required to accommodate a school at the subject property, the applicant has indicated a willingness to discuss the incorporation of an integrated urban school with the School District. City staff have communicated this message to School District staff and have encouraged them to pursue direct discussions. By authorizing staff to proceed

with the proposed community consultation process, City staff would provide Council with an update regarding this issue in a future report that summarizes the overall outcome of the consultation process.

TransLink

Similar to the early notification that was sent to the School District, a referral was sent to TransLink. TransLink has not responded to staff's referral in writing. The scope of the proposed OCP/CCAP amendment does not trigger TransLink's Adjacent and Integrated Developments (AID) requirements. Further, the Proposed Master Land Use Plan would not affect the existing right of ways that are registered on the property and that secure TransLink's interests associated with the abutting guideway and Lansdowne Canada Line Station. However, the applicant is working proactively with TransLink and further consultation with TransLink is included in the proposed consultation plan.



We are
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Phase 2: Report to Council (current stage)

This report asks for Council support to undertake City staff managed, applicant undertaken community consultation for the Proposed Master Land Use Plan.

Phase 3: Consultation (anticipated to be completed before the end of April 2018)

Staff would oversee the developer conducting city approved public consultations regarding the overall Proposed Master Land Use Plan for the site. The proposed consultation plan is discussed in detail in a subsequent section of this report.

Phase 4: Analysis of Public Consultation Feedback (anticipated to be completed before the end of May 2018)

Phase 5: Report to Council (Endorse Concept Master Land Use Plan)

The report would provide a summary of the feedback received during consultation and include reference to any resulting forthcoming changes to the Proposed Master Land Use Plan in the form of a Concept Master Land Use Plan.

The process of finalizing the Master Land Use Plan and OCP/CCAP amendments, as well as developing an Implementation Strategy, is anticipated to require approximately a year. Therefore, staff would request that Council endorses the Concept Master Land Use Plan to confirm the basis for the next phase of work. A similar approach was successfully used during the CCAP development and implementation process, which was a complicated and lengthy plan development and review process.

Phase 6: Finalize OCP/CCAP Amendments, Final Master Land Use Plan and Develop an Implementation Strategy

Revisions to the Concept Master Land Use Plan would be undertaken in response to feedback from the public and stakeholders, and in response to staff comments and issues that are identified as the plan details are further developed.

Development of an Implementation Strategy would include but is not limited to:

- Identifying and analyzing all OCP/CCAP amendments that are required to support the Final Master Land Use Plan; including amendments to design guidelines to ensure that future development is consistent with the architectural and landscape concepts that are presented during the OCP/CCAP review process.
- Establishing a strategy for the phasing, acquisition, and development of:
 - Park, public open space and public realm;
 - Roads, lanes and associated infrastructure;
 - Engineering services (e.g. water, sanitary, drainage, flood construction levels, etc.);
 - District energy plant location(s) and alternative energy sources; and
 - Sustainability measures that align with CCAP sustainability objectives including.
- Demonstrating that including Minor Roads in the calculation of net site area results in a development outcome that is better than would have been otherwise achieved.
 - The subject site includes two roads that are not included on the Development Cost Charge (DCC) program (Hazelbridge Way and New East/West Road).
 - The Proposed Master Land Use Plan includes the area of these roads in the calculation of net site area in accordance with the CCAP's discretionary policy.
 - The CCAP permits, on a project-by-project basis, the inclusion of land that is dedicated or otherwise transferred to the City for road in the definition of net development site area in instances when the following criteria are met:
 - The feature is not identified in the City's DCC program; and
 - The development outcome is determined, to the satisfaction of the City, to be better than what could otherwise have been reasonably achieved.
 - Although land dedication and site definition is undertaken at the rezoning review stage; the Implementation Strategy will include detailed study of the density associated with the road area to ensure compliance with the intention of the CCAP policy.
- Identifying and working proactively with the applicant to respond to the City's Affordable Housing Strategy and to emerging planning issues that shape the City, which includes, but is not limited to the following:
 - Strategic siting, unit mix and delivery timeframe for the low end market rental housing units that would be provided in accordance with the City's Affordable Housing Strategy. The current policy secures 10% of residential floor area as affordable housing unit area.
 - Increasing housing options and availability of housing by way of expanding the type of housing proposed on the subject site. (e.g. Family friendly sized housing units, micro suites, rental units, enhanced accessibility provisions for seniors and individuals with mobility challenges, etc.)
 - Retaining and attracting the 20-30 year old demographic. (e.g. Employment, housing, amenity and entertainment options that appeal to this demographic, etc.)
 - Building on the City's commitment to Transit Oriented Development (TOD) and sustainability by offering incentives that support transit and alternative modes of transportation. (e.g. Parking reductions for residential and commercial/office along

the No. 3 Road transit corridor, design to accommodate the future impact of self-driving cars and increasing popularity of car share programs, etc.)

- In addition to the provision of an energy plant with an alternative energy source, incorporating sustainability and energy conservation features (e.g. solar panels, water conservation features, inclusion of smart home technology, etc.)
- Incorporating provisions to facilitate easy retrofitting of new technology (e.g. Design and build adaptable parking areas with a car-less future in mind, etc.)

Phase 7: Report to Council

The report would include:

- Finalized OCP/CCAP amendment details and analysis;
- A Final Master Land Use Plan; and
- An Implementation Strategy to manage and guide phased development of the site.

Council would review the proposed OCP/CCAP amendments, proposed Final Master Land Use Plan, and associated Implementation Strategy and if acceptable, would approve the proposed amendments. Staff would then work with the applicant to satisfy all bylaw adoption terms.

Phase 8: Future Phased Rezoning and Development Permit Applications (continues to 2035)

Site planning and building design details would follow in a series of future rezoning and Development Permit applications in accordance with the City's standard development application review process.

Associated Reports & Process

Council would receive a series of reports regarding matters that are related to the future redevelopment of the site but that are outside the scope of the OCP/CCAP amendment review and reporting process. It is anticipated that the following reports would follow the successful adoption of the proposed OCP/CCAP amendments and Final Master Land Use Plan for the subject site.

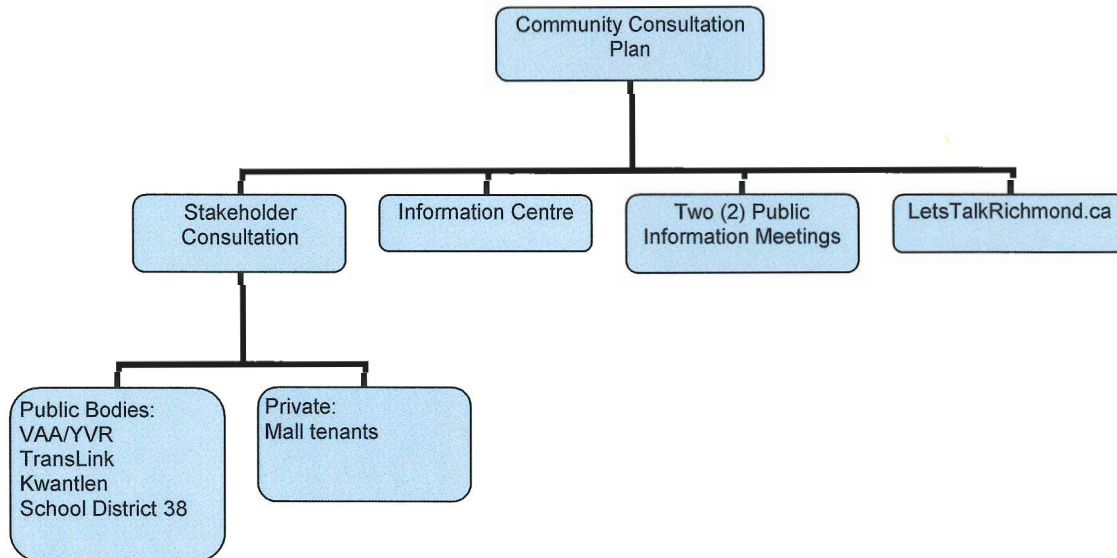
- **Park Plan**
The park would be acquired in phases (to be considered by the Implementation Strategy). The park planning process would be led by Parks Services staff and is expected to be undertaken in phases as portions of the Major Park are acquired through future phased rezoning applications.
- **City Community Amenity Building**
The use of the community amenity building(s) is a Council decision. The planning and approval process will be a separate process that will include consultation with Council.
- **Public Art**
The public art plan for this site will be undertaken through a separate process led by the Public Art Planner.
- **District Energy**
The district energy (energy plant with an alternative energy source) implementation plan for this site would be undertaken through a separate process led by Lulu Island Energy Company (LIEC) staff and include introduction of a service area bylaw and consultation

with Council. A separate legal parcel would be negotiated for the plant and staff would work with the applicant to determine an appropriate size and location for the plant facility.

Details: Proposed Community Consultation Process

Based on the size of the site and its prominent location in the City Centre, staff recommend that the developer conduct a community consultation process regarding the Proposed Master Land Use Plan for the site. The results will inform detailed plan development and the results of the community consultation will be reported to Council in a report tentatively scheduled for April 2018.

The applicant proposes to commence the consultation process in mid-December and to conclude consultation before March 31, 2018. Marzolf and Associates has been retained by the applicant to assist with the community consultation process. Working collaboratively with staff, the applicant would prepare the community consultation information (including notices, display boards, feedback questionnaire, and, physical model). The following provides details for the proposed community consultation process, which Council is asked to endorse.



- Stakeholder Consultation (proposed between December 2017 to April 2018)
Staff would schedule, organize and attend meetings with the applicant and stakeholders including public bodies (VAA/YVR, TransLink, Kwantlen Polytechnic University, and School District 38) and private stakeholders (current mall tenants) to provide information related to the Proposed Master Land Use Plan and to discuss preferences and concerns. Staff would summarize of the outcome of the discussions.

The proposed OCP/CCAP amendments are limited to changes to the distribution of density, building height and land uses, and changes to the shape of the park. Additional density or new uses are not proposed. Based on the scope of the proposed amendments and the extensive consultation process that was undertaken at the time the CCAP was introduced, advisory committees are not included in the list of stakeholders that are proposed to be

consulted at this time. Instead, these organizations may be consulted in the future in association with specific rezoning applications or a separate but related process, such as the use of the community amenity building and/or park plan. (e.g. Advisory Committee on the Environment, Child Care Development Advisory Committee, Vancouver Coastal Health, Community Services Advisory Committee, Public Library Board and/or Museum Society Board).

- Information Centre (proposed mid/late December 2017 to late February 2018)
The applicant would host an information centre in the existing Lansdowne Centre shopping centre in a vacant commercial space. The information centre would be open to the public during mall hours and would be staffed three (3) afternoons a week, but would not be staffed at other times.

The information available to the public would include:

- Information that is consistent with the material that will be presented at the public information meetings;
 - A large physical model of the Proposed Master Land Use Plan;
 - Information cards that include the scheduled public information meeting dates and times, as well as the LetstalkRichmond.ca web address. Public feedback would be collected through LetstalkRichmond.ca; however, the feedback survey would be launched closer to the date of the first scheduled public information meeting.
- Two (2) Public Information Meetings (proposed between late January and early February 2018)
The applicant would host a minimum of two (2) public information meetings in an unleased commercial space in the mall. Public information meetings would be held in late January/early February. One event would be hosted on a Saturday between the hours of 10:00 a.m. and 2:00 p.m. and the other on a weeknight evening between the hours of 5:00 p.m. and 8:00 p.m. City staff from different departments in the organization would attend the public information meetings to observe the process and to provide information related to the planning review process, and City policies and guidelines. The information material displayed at the public information meetings would also be posted on the City's webpage. The City's webpage would include a link to the LetsTalk Richmond.ca site and the associated feedback survey.
 - LetsTalkRichmond.ca (proposed early January to early March 2018)
LetsTalkRichmond.ca, is the City's interactive discussion and community engagement website. This on-line public engagement tool would be used to share information with the public about the Proposed Master Land Use Plan and to collect community feedback.

Rather than distribute paper feedback forms at the information centre and public information meetings, the public would be provided with the LetsTalkRichmond.ca web address and asked to respond to the feedback questionnaire on-line. A limited number of laptops would be available for use by members of the public who prefer to complete the LetsTalkRichmond.ca feedback survey at the public information meeting. The feedback

function on the LetsTalkRichmond.ca website would be available in late January, closer to the time of the first scheduled public information meeting. Those who prefer paper forms would have the option of requesting that a hardcopy of the feedback form is mailed to their address; a postage paid envelope would be included.

While some members of the public would prefer paper copies of feedback forms, encouraging use of the web-based tool is advantageous:

- Staff manage the LetTalkRichmond.ca website and directly receive public feedback responses.
- The system limits opportunity for misinterpretation of hand written comments as well as duplication of responses.
- The process is convenient. The website can be accessed at any time.
- Although basic personal information is required for the system to accept feedback, responses and the identity of those completing the feedback forms is private and secure.
- Responses are systematically organized and can be graphically represented.
- LetsTalkRichmond.ca has a registered mail-out list that includes approximately 2,500 individuals. Email notification of the Proposed Master Land Use Plan will be sent to these individuals.

Notification/Advertisement

To ensure stakeholders and interested members of the community are notified of the proposed community consultation process, public notification would include:

- Printed notification of the scheduled public information meetings in two (2) local papers (e.g. Richmond News, Richmond Sentinel);
- Social media platforms (e.g. City's Facebook page and Twitter account);
- News release issued to local media as well as posted on the City's website;
- Direct mail-outs in advance of the public information meetings to properties within 100 m of the subject site. The standard notification area includes properties that are within a 50 m radius of the subject site.

At the conclusion of the consultation process, staff will review and analyze the comments that have been received. A report that summarizes the outcome of the public consultation process will be prepared for consideration by Council.

Financial Impact

There is no financial impact associated with undertaking staff managed, applicant undertaken community consultation regarding the Proposed Master Land Use Plan.

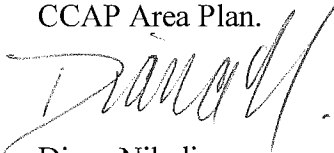
Conclusion

Staff are seeking Council's support to commence community consultation regarding the Proposed Master Land Use Plan for the Lansdowne Centre shopping centre site.

Redevelopment of the existing Lansdowne Centre shopping centre site would be undertaken in phases and requires a strategic master planning approach to manage and coordinate redevelopment of this large and prominent property. The applicant has worked with staff to develop a Proposed Master Land Use Plan, which is attached to this report and includes the approximate amount and type of development, park and open space, and public/city amenities. Although the Proposed Master Land Use Plan includes amendments to the OCP/CCAP, the amendments remain consistent with fundamental CCAP objectives including supporting a strong transit oriented Village Centre, maximizing public open space and amenity within 400 m of a Village Centre, and maximizing connection and mobility options within the City Centre.

The proposed consultation process would be managed by City staff and undertaken by the applicant. At the conclusion of the consultation process, a report would be prepared for Council that includes both a summary of the consultation process and a Concept Master Land Use Plan. Council would be asked to endorse the Concept Master Land Use Plan to guide staff as they work with the applicant to finalize bylaw amendments, a Final Master Land Use Plan, and develop an Implementation Strategy.

The proposed Lansdowne Master Land Use Plan development and community consultation process is similar to that used to successfully prepare and finalize the successful original 2009 CCAP Area Plan.



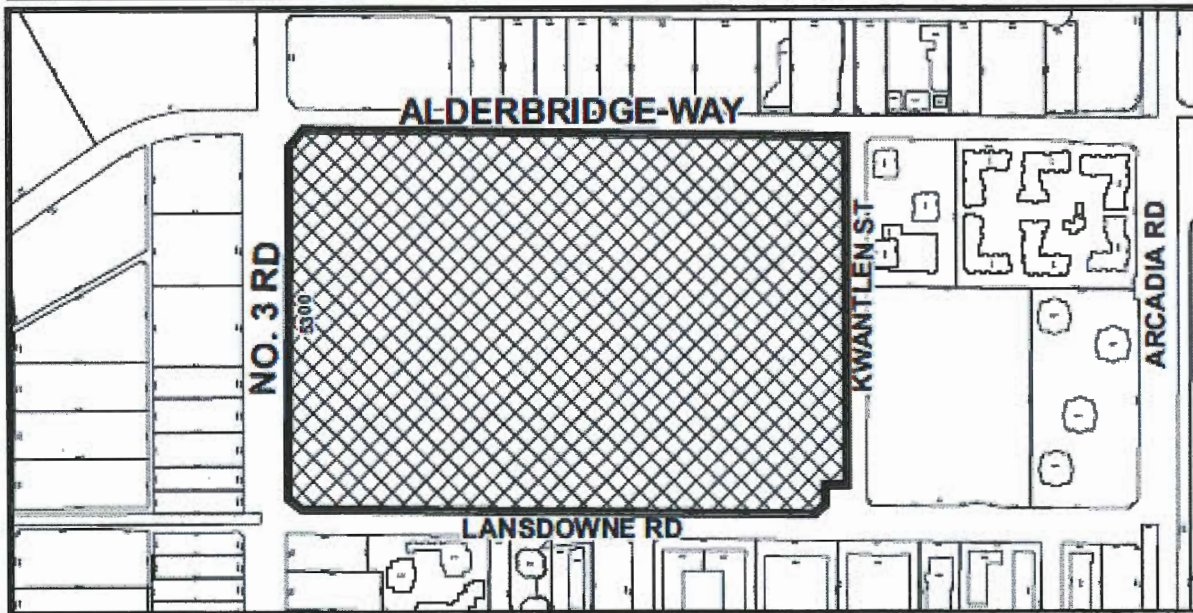
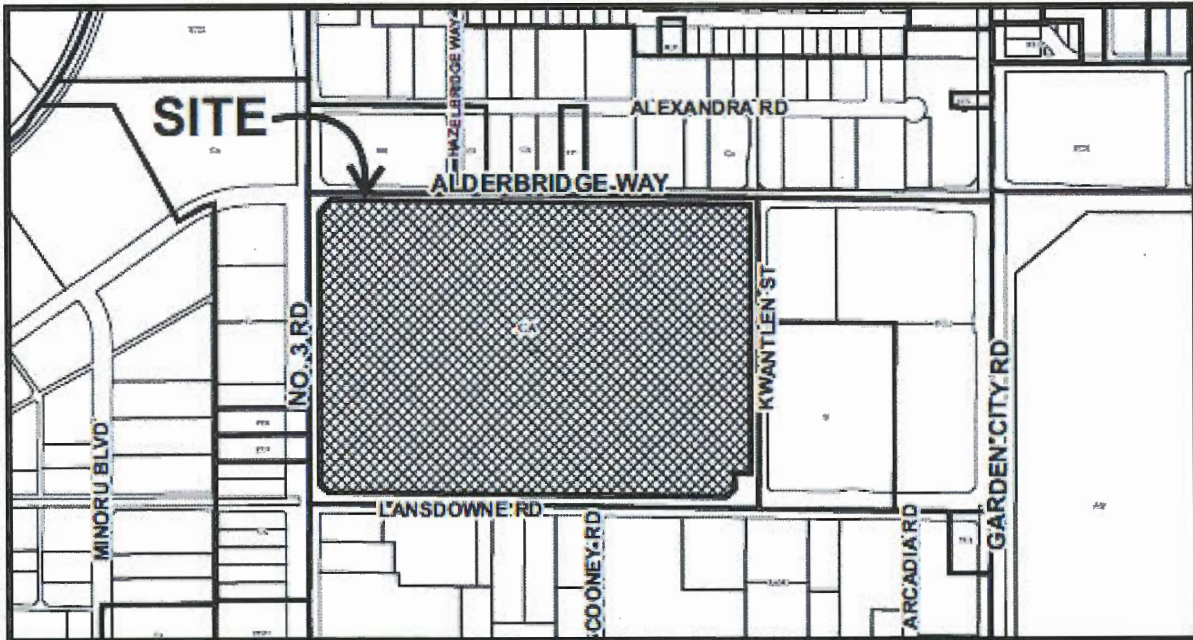
Diana Nikolic
Senior Planner (Urban Design)

DN:cas

- Att. 1: Location Map
- 2: Proposed Master Land Use Plan
 - 3: Specific Land Use Map: Lansdowne Village (2031)
 - 4: 400 m (5 Minute Walking Distance) from the Canada Line Station/Village Centre
 - 5: Developable Area & Park Area
 - 6: Density
 - 7: Mixed Uses
 - 8: Building Height Dispersal
 - 9: Connections & Improved Transit, Pedestrian and Cycling Options
 - 10: Excerpt from ADP Minutes (September 7, 2017)



City of
Richmond

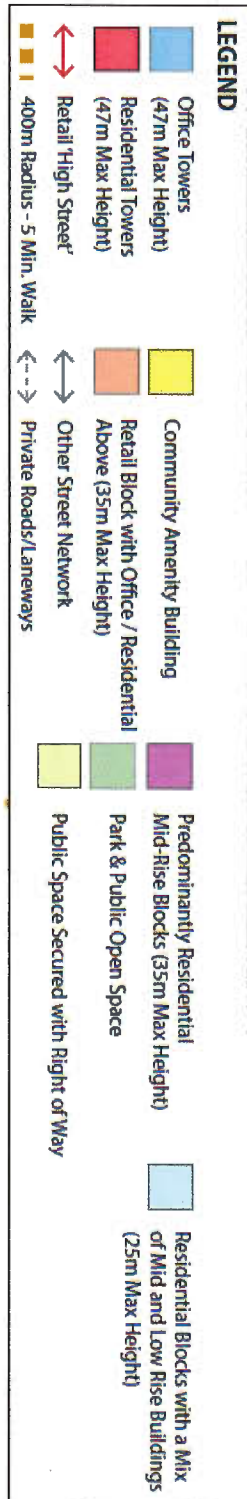


CP 15-717017

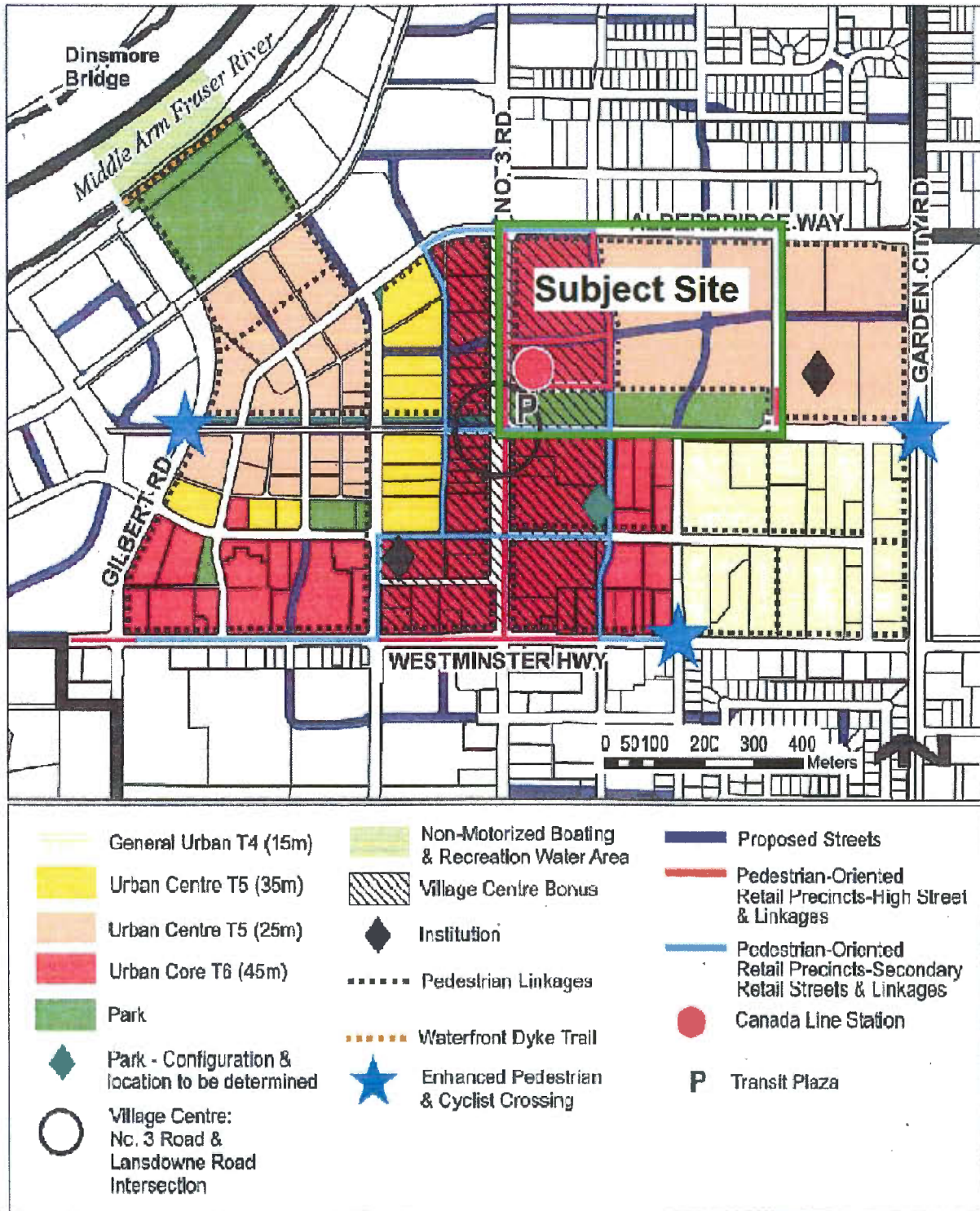
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Revision Date: 10/05/17

Note: Dimensions are in METRES



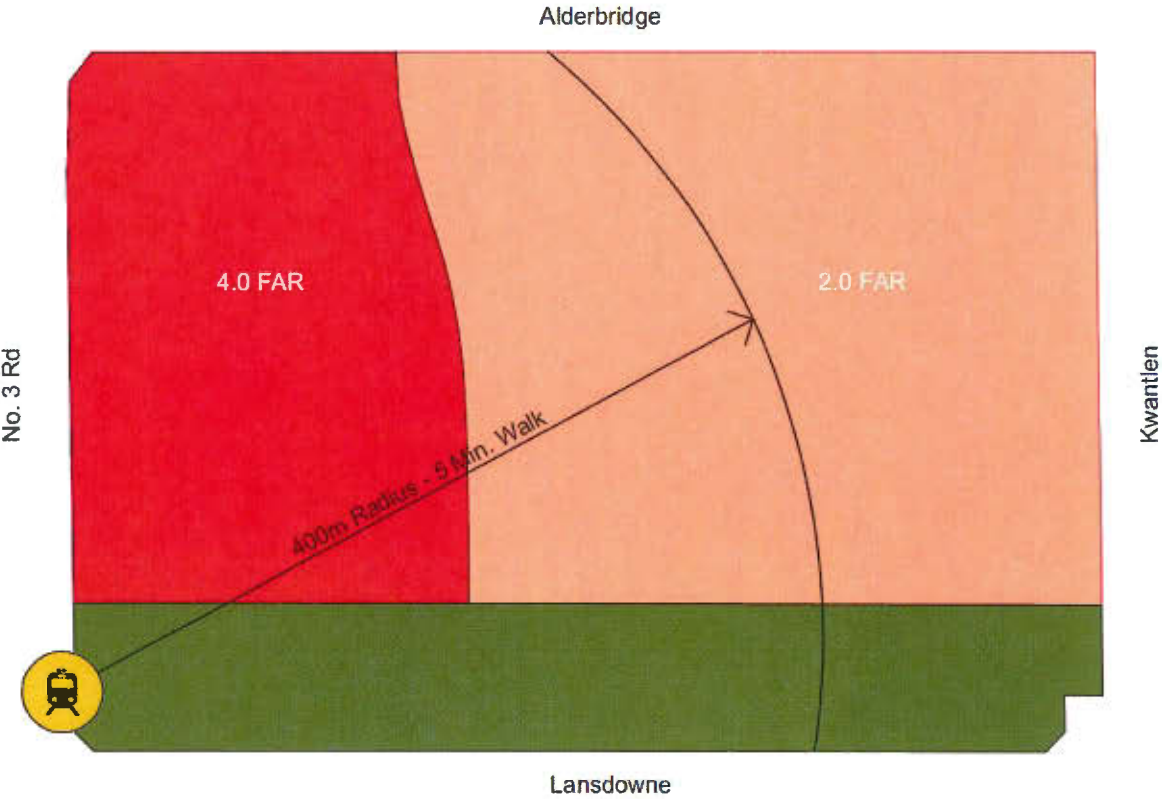
Specific Land Use Map: Lansdowne Village (2031) Bylaws 8427 & 8516
2010/09/13



400 m Radius (5 minute Walking Distance) from the Canada Line Station/Village Centre

Figure 1 Existing CCAP: Land use designations and 400 m radius (5 minute walking distance) from Canada Line Station

The CCAP supports the greatest building density and height, mix of land uses, and concentration of amenities, including Major Park area, within a 400 m radius (5 minute walking distance) from a Canada Line station/Village Centre.



Developable Area & Park Area

Figure 1 Existing CCAP: Allocation of developable area and park areas

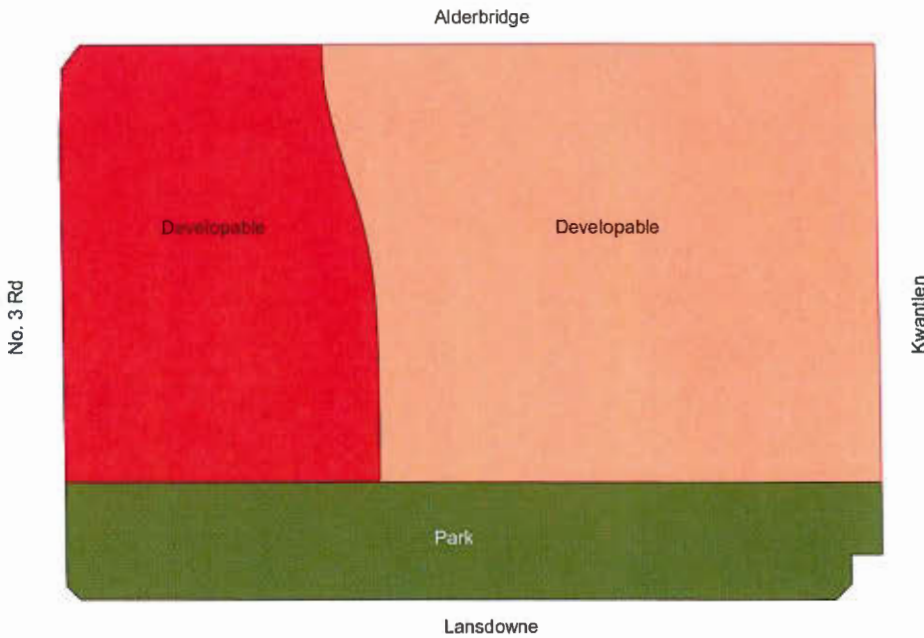
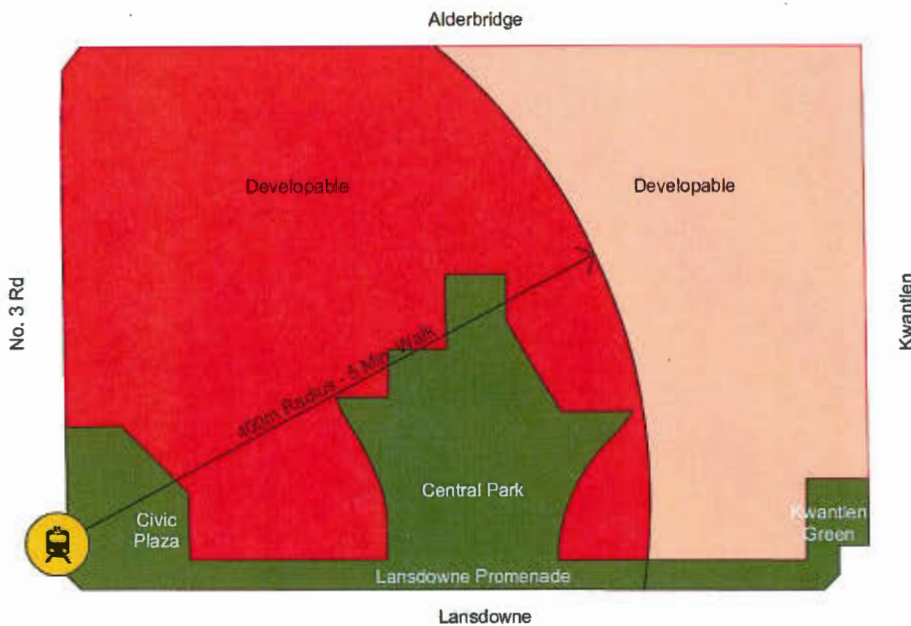


Figure 2 Proposed Master Land Use Plan: Allocation of developable area and park areas

The Proposed Master Land Use Plan includes changes to the shape of the park that increase the total park area within a 400 m radius (5 minute walking distance) from the Canada Line station/Village Centre. Consistent with the CCAP, the Major Central Park is entirely within a 5 minute walking distance from the Canada Line station/Village Centre.



Density

Figure 1 Existing CCAP: 76% of the permitted on-site density is within a 400 m radius (5 minute walking distance) from the Canada Line station/Village Centre

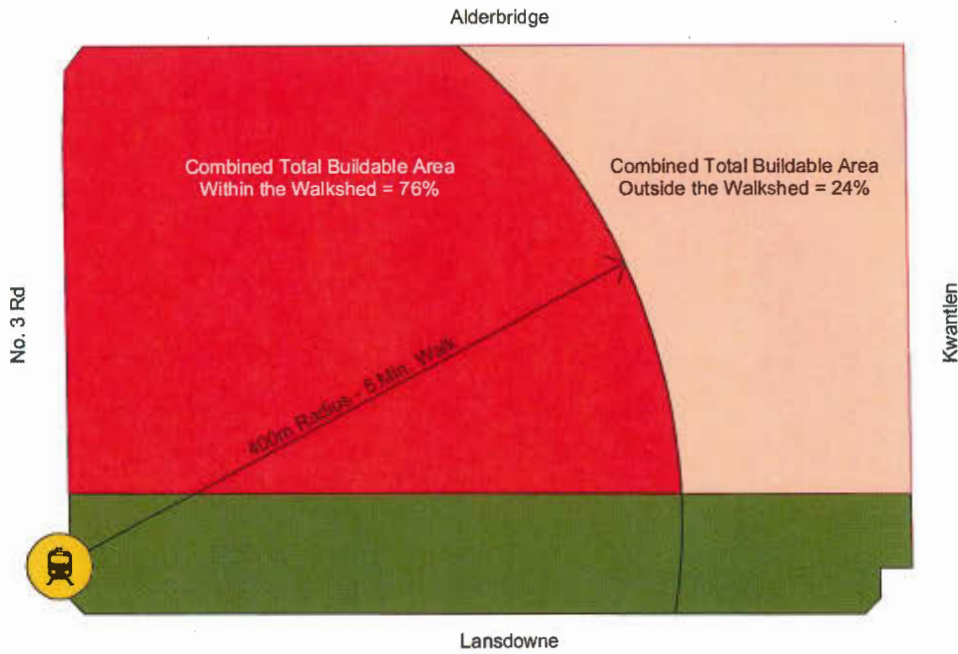
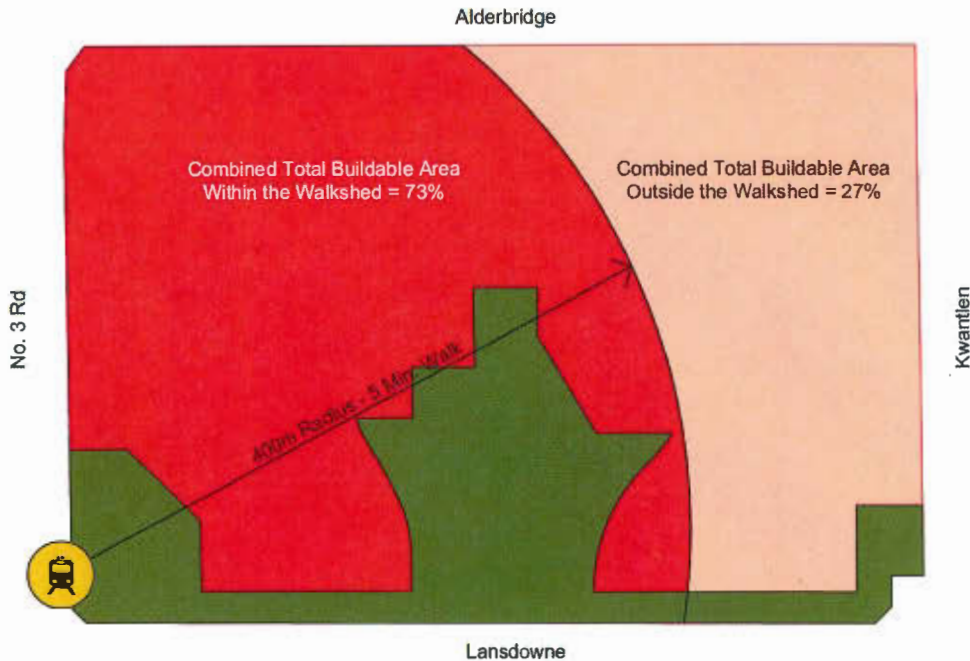


Figure 2 Proposed Master Land Use Plan: 73% of the proposed on-site density is within 400 m (5 minute walking distance) from the Canada Line station/Village Centre and the total park area within a 400 m radius (5 minute walking distance) from the Canada Line station/Village is increased



Mixed Uses

Figure 1 Existing CCAP: Mixed uses are limited to the portion of the site located west of Hazelbridge Way

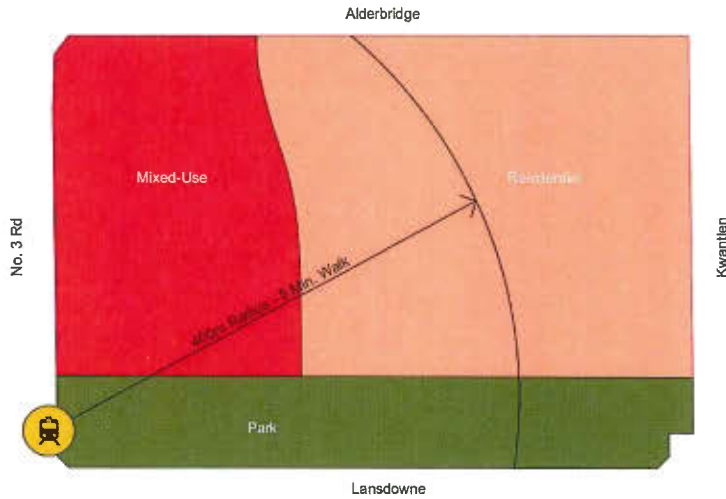
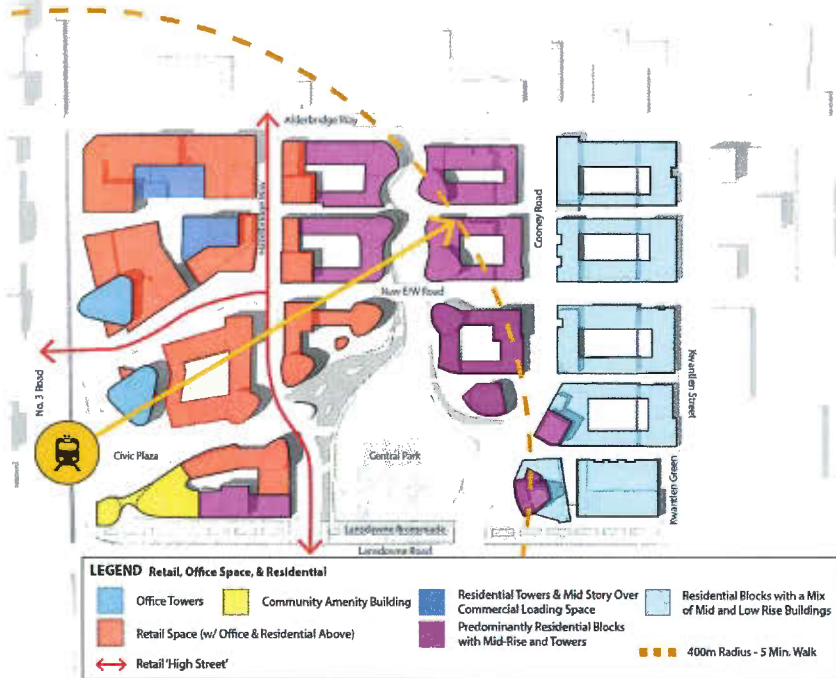


Figure 2 Proposed Master Land Use Plan: Mixed uses are expanded to support CCAP objectives

Consistent with the CCAP’s objective to maximize the mix of uses within a 400 m radius (5 minute walking distance) of a Village Centre and in support of the CCAP’s designation of Hazelbridge Way as a Pedestrian-Oriented Retail Precincts-High Street and Linkage, the Proposed Master Land Use Plan extends the mixed use land designation to a limited portion of the property on the east side of Hazelbridge Way.



Building Height Dispersal

Figure 1 Existing CCAP: Building heights are limited to 45 m west of Hazelbridge Way and 25 m east of Hazelbridge Way.

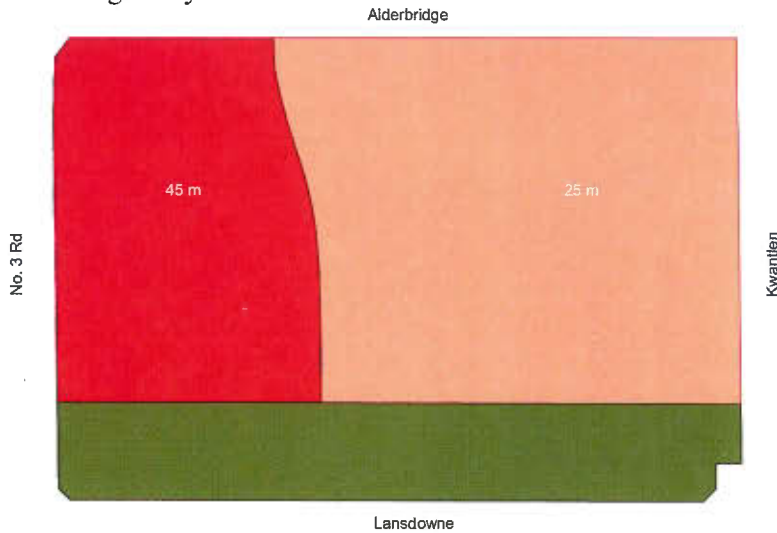


Figure 2 Proposed Master Land Use Plan: Strategic consideration of proposed building heights

The dispersal of building heights in the Proposed Master Land Use Plan is based on consideration of:

- Proximity to the Canada Line station/Village Centre;
- Site planning objectives including framing the park and public spaces;
- Adjacent land uses (ex. residential towers to support ground level commercial high-street uses); and
- The CCAP's objective to encourage a varied skyline



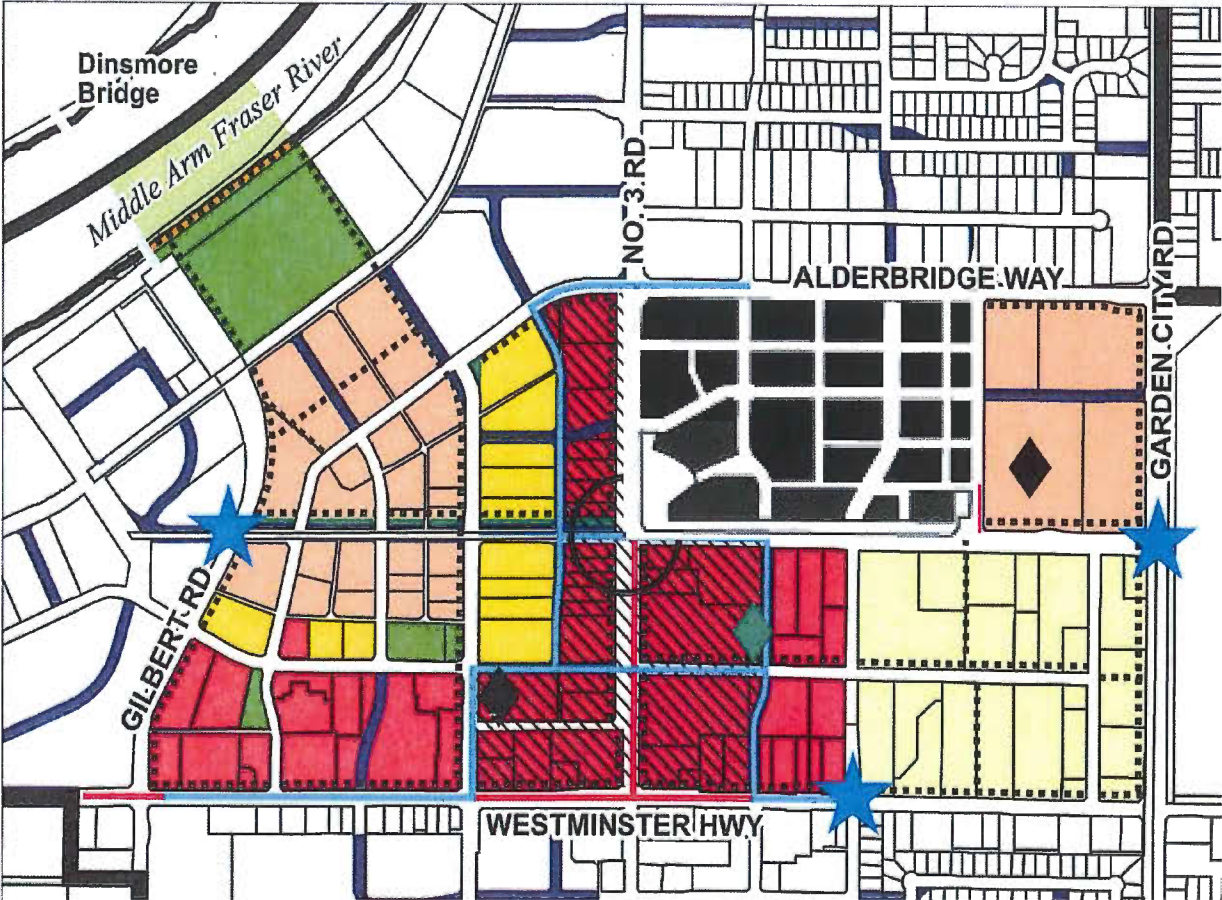
Connections & Improved Transit, Pedestrian and Cycling Options

Figure 1: Introduction of a finer grid of on-site connections than required by the CCAP

A primary objective of the OCP and the CCAP is shortening existing long blocks in the City Centre by introducing more and better connections for vehicles, pedestrians and cyclists.

Figure 1 overlays the on-site connections that are proposed by the applicant on the existing Lansdowne Village Specific Land Use Map. The original plan indications only north/south extension of Hazelbridge Way and Cooney Road between Alderbridge Way and Lansdowne Road, and a new east/west road to connect No. 3 Road and Kwantlen Street.

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



Connections & Improved Transit, Pedestrian and Cycling Options (continued)

Figure 2 Proposed Master Land Use Plan: Public open space and greenway connections



Figure 2 Proposed Master Land Use Plan: Summary of proposed on-site connections



Advisory Design Panel

Thursday, September 7, 2017

- ...
2. **CP 15-717017 – CITY CENTRE AREA PLAN AMENDMENT APPLICATION TO CHANGE THE SHAPE OF THE CITY PARK AND CHANGE THE DISPERSAL OF HEIGHT AND DENSITY ON THE 50-ACRE SITE. NO ADDITIONAL DENSITY IS PROPOSED. THE ADVISORY DESIGN PANEL IS BEING CONSULTED ON THE PROPOSED MASTER LAND USE PLAN.**

ARCHITECT: Dialog

PROPERTY LOCATION: 5300 No. 3 Road

Applicant's Presentation

Jim Cox, Vanprop Investments Ltd., Joost Bakker and Matthew Thomson, Dialog, presented the project and answered queries from the Panel.

Panel Discussion

Comments from the Panel were as follows:

- support the proposed block sizes on site; key to achieving permeability within the site is by securing public rights of way over private property, dedicated road and park; openings also need to be welcoming spatially and architecturally; building massing on Parcel 1A is supported;
- not concerned with the proposed tower on Parcel 11 outside of the 400-meter walkshed as the whole site is well organized and walkable from/to the Lansdowne station;
- support the location and design of the Major Park as opposed to a long linear park; the width of the “throat” between the two roads adjacent to the park should be maintained and the park should be visible from No. 3 Road; ensure park width is maintained between Hazelbridge and Cooney and that the park is not walled in by development; also, public access over private property between the plaza and the park is essential to provide pedestrian connection from Lansdowne station to the park;
- support the proposed hard paved plaza; however, enhance the landscaping in the detailed design of the plaza to make the plaza more inviting to the public and meet City Centre Area Plan (CCAP) requirements, e.g. required percentages for urban forest and eco amenities; the space will need to be well programed to be successful;

- the project is a welcome addition to the City Centre; appreciate the overall building forms and architectural expression at this stage of the project; the design team is commended for their commitment to design excellence; the applicant is advised to also commit to landscape architecture design excellence to ensure a resilient, long-lived landscape even over slab; the City is also encouraged to buy-in to the design excellence theme, e.g. through designing pedestrian oriented streets;
- consider incorporating a commuter bicycle path along the No. 3 Road corridor which has the potential to become a major bicycle corridor;
- applicant needs to resolve the challenges of dealing with stormwater in a meaningful way and move beyond just a visual expression of water in the proposed development;
- Canada Line corridor along No. 3 Road lacks planting and currently appears as a grey environment; applicant needs to enhance planting along No. 3 Road;
- appreciate the high quality of presentation by the applicant;
- appreciate the City for the opportunity given to the Panel to review the Master Land Use Plan;
- the applicant is commended for the high quality of materials package provided to the Panel;
- in general, permeability at ground level is good;
- support the strategy to disperse building heights and density over a larger area on site; no concerns with a tower on Lot 11 or massing on parcel 1A;
- support the central location of the park along Lansdowne Road as opposed to the linear park; creates a more holistic vision for the whole precinct and still connects to the City;
- large projects done by a single architect tend to result in uniformity of style and types of housing; applicant is encouraged to introduce a variety of housing styles as the site develops;
- difficult to comment on the proposed civic plaza as proposed uses for the civic building is yet to be determined; however, investigate whether Parcel 1B should have more density than currently proposed considering its proximity to Lansdowne station and the prominent No. 3 Road and Lansdowne Road intersection;
- appreciate the proposed park-side water features; however, investigate its practicality;
- permeability at ground level is good;
- mid-block connections between buildings and on the edges should be planned and maintained through legal agreements; mid-block connections through strata is not encouraged due to potential safety and security issues and should be designed with consideration of possible future gate locations;

- on-site loading areas could be shared with pedestrians; look at precedent on potential treatment and pedestrianization of loading areas at University of British Columbia, Yaletown, and Gastown in Vancouver;
- understand the rationale for the proposed density and building massing for Parcel 1A; appreciate the applicant's move to anticipate the requirements for the future location of a grocery store in this parcel;
- support the location of the 400-meter walkshed outlier tower as some municipalities are using an 800-meter walkshed for rapid transit;
- look at opportunities for introducing traffic calming, on-street parking and specialized materials on road cross sections throughout the site;
- western leg of the new East-West Road could be treated differently if ownership is retained by the applicant;
- public-private roads and mid-block connections could be maintained through legal agreements;
- appreciate the 4-8 storey podiums connecting towers as shown in the plans; Panel support for the proposal is based on what is currently presented to the Panel, e.g. proposed building heights and spaces between buildings;
- support the proposed civic central plaza; however, careful programming is needed to encourage public use;
- the applicant is encouraged to maintain the building design excellence theme, which should be enforced through design guidelines;
- applicant is encouraged to give attention to landscape and pedestrian realm signage and lighting in all parcels and how they connect with each other; could be included in the design guidelines to maintain the connection;
- City is encouraged to maintain what is presented by the applicant and supported by the Panel;
- commend the applicant and City staff for the proposed design changes to the CCAP without an overall increase to the proposed density;
- appreciate that public art will be included in the project;
- appreciate the attention to public spaces and connection and circulation throughout the site; applicant is encouraged to give further thought to these as the project moves forward;
- the applicant is encouraged to investigate further opportunities for integrating public art into the project and to coordinate with the City's public art planner;
- the applicant's six design principles provided clear direction which resulted in the successful design of the project, e.g. hierarchy of access in and around the site and distribution of density;
- appreciate the workable connections between the four diverse edge conditions around the site;

- Parcel 1A frontages greater than 100 meters is not an issue as they are not obstructing the key access points to the Lansdowne station and plaza;
- support the proposed density for Parcel 1A; appreciate the proposed distribution of density around the site;
- support the location of the 400-meter walkshed outlier tower on Parcel 11; the proposed drift in density and height is a welcome break from the typical rigid arrangement of height and massing in the city center and frames the park well;
- Cooney Road extension helps frame the park and will be a significant north/south connection in the city centre; provide identity to the east side of the road;
- potential conflict on the south end of Hazelbridge Way extension with the pedestrian access from the plaza to the park could be an issue; support the plan for road closures during periods of heavy pedestrian traffic, e.g. during events and festivals; maintaining a strong east-west connector and north-south connection via Cooney Road will help make Hazelbridge Way a flexible north-south connector;
- support for private ownership of the west leg of the new East-West Road; appreciate the gateway approach with two office towers, one on either side of the road; would make the street vibrant; consider a pedestrianized surface treatment for the road which could also accommodate heavy vehicle traffic;
- connector road from the plaza to the park appears constrained; consider introducing a flared aperture on the west side to provide a clearer pedestrian connection from Lansdowne station to the park and enhance wayfinding to the park;
- general hierarchy of connections and access points in and around the site is well presented; support the design of the north/south greenway connecting the park to the northern portion of the site which is a welcome departure from rigid pedestrian walkways;
- the proposed civic plaza is the main pedestrian entry to the site; however, the plaza space could experience an empty feeling during early morning and late evening hours;
- consider the No. 3 Road edge condition; a potential empty edge along No. 3 Road could be hard to control; however, it could be mitigated through wayfinding, directing pedestrian traffic and enhancing the landscape treatment; the applicant is encouraged to give attention to this important issue;
- the design of the civic building should not only be iconic but its proposed uses should also help activate the plaza space during day and night times;
- overall, the project is unique and provides a historical opportunity for the whole development to be greater than its various parts;

- consider moving back the towers from the edges of the north-south greenway to maintain a human scale for pedestrian traffic along the greenway; the towers should not overpower pedestrian activities along this corridor;
- consider introducing traffic calming measures that include raised pedestrian crosswalks throughout the proposed development, especially along Cooney Road for pedestrian safety;
- support the proposed distribution of building heights and density on site based on the 400-meter walkshed;
- commend the design team for the high quality presentation and materials package provided to the Panel;
- the project is moving in the right direction in terms of sustainability;
- strongly recommend energy sharing between different types of uses;
- the design team needs to focus on central gravity for the energy; consider installing the central plant in Phase 2 (mixed use development) of the project where most of the energy sharing will occur;
- temporary energy centers are not generally supported as they are used for heating purposes only, rather than both heating and cooling, and will negatively impact future energy sharing;
- appreciate the applicant not indicating LEED targets as they are moving targets; however, the applicant needs to set tangible sustainability targets; the City is advised to encourage the applicant to set targets for thermal energy demand, energy use, and greenhouse gas emissions;
- net-zero building targets are a broad term; currently, the project does not include provisions to realistically identify the development as a net-zero development;
- building design excellence is evident in the project; however, it should not be limited to building shape and form but should include thermal performance; slab edges shown in the model will impact thermal performance;
- the applicant is advised to proactively set high energy targets at the start of the project as future energy codes will require more stringent energy targets;
- appreciate the ground level permeability and proposed density for Parcel 1A;
- not concerned with the 400-meter walkshed outlier tower on Parcel 11; provides a visual connection to the Lansdowne station;
- support an alternative road design for the south end of Hazelbridge Way;
- public art should be part of the design guidelines as the project moves forward; public art should be experiential; consider a Master Land Use Plan for public art in the project;
- the project should have a clear landscape plan that is included in the design guidelines;

- basically, the project should be treated as a development in a park; the buildings should include another layer of park and open space at the top of the buildings;
- design development is needed to simplify the connection between the plaza and the park; scale needs to be considered; and
- the project is a major development and will set the standard for other developments in the City; hope that the design team will continue to pursue design excellence until the completion of all phases of the project.

Panel Decision

It was moved and seconded

That CP-717017 be supported to move forward to Council's Planning Committee subject to the applicant giving consideration to the comments of the Panel.

CARRIED