



**Planning Committee  
Electronic Meeting**

**Council Chambers, City Hall  
6911 No. 3 Road**

**Tuesday, April 5, 2022  
4:00 p.m.**

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**MINUTES**

**PLN-4**      *Motion to adopt the **minutes** of the meeting of the Planning Committee held on March 22, 2022.*



**NEXT COMMITTEE MEETING DATE**

April 20, 2022, (tentative date) at 4:00 p.m. in the Anderson Room

**PLANNING AND DEVELOPMENT DIVISION**

- 1. REQUEST TO REVISE REZONING CONSIDERATIONS FOR THE 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. RZ 14-672055) (REDMS No. 6822556)

**PLN-12**

**See Page PLN-12 for full report**

*Designated Speakers: Wayne Craig and Sara Badyal*

STAFF RECOMMENDATION

*That the request to revise the rezoning considerations associated with 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, to remove the rezoning consideration limiting the subdivision of office space, be denied.*



2. **APPLICATION BY PRAISE DESIGN & CONSTRUCTION INC. FOR REZONING AT 7420/7440 LANGTON ROAD FROM THE “TWO-UNIT DWELLINGS (RD1)” ZONE TO THE “SINGLE DETACHED (RS2/B)” ZONE**

(File Ref. No. RZ 21-927633; 12-8060-20-010369) (REDMS No. 6853570)

PLN-70

See Page PLN-70 for full report

*Designated Speakers: Wayne Craig and Nathan Andrews*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 10369, for the rezoning of 7420/7440 Langton Road from the “Two-Unit Dwellings (RD1)” zone to the “Single Detached (RS2/B)” zone, be introduced and given first reading.*



3. **APPLICATION BY DOUG LOEWEN FOR REZONING AT 4880 GARRY STREET FROM THE “SINGLE DETACHED (RS1/E)” ZONE TO THE “SINGLE DETACHED (RS2/A)” ZONE**

(File Ref. No. RZ 21-936277; 12-8060-20-010370) (REDMS No. 6854836)

PLN-94

See Page PLN-94 for full report

*Designated Speakers: Wayne Craig and Cynthia Lussier*

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ITEM

### STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 10370, for the rezoning of 4880 Garry Street from the “Single Detached (RS1/E)” zone to the “Single Detached (RS2/A)” zone, be introduced and given first reading.*

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### 4. MANAGER’S REPORT

### ADJOURNMENT

☐



## Planning Committee

Date: Tuesday, March 22, 2022

Place: Council Chambers  
Richmond City Hall

Present: Councillor Bill McNulty, Chair  
Councillor Alexa Loo  
Councillor Chak Au  
Councillor Carol Day  
Councillor Andy Hobbs  
Councillor Harold Steves (by teleconference)

Also Present: Councillor Linda McPhail (by teleconference)  
Councillor Michael Wolfe (by teleconference)

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

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Planning Committee held on March 8, 2022, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

April 5, 2022, (tentative date) at 4:00 p.m. in the Council Chambers



**PLANNING AND DEVELOPMENT DIVISION**

**1. APPLICATION BY PAKLAND PROPERTIES FOR REZONING AT 11720 WILLIAMS ROAD FROM THE “SINGLE DETACHED (RS1/E)” ZONE TO THE “COMPACT SINGLE DETACHED (RC2)” ZONE**

(File Ref. No. RZ 21-936290; 12-8060-20-010359) (REDMS No. 6839252)

Discussion ensued with regard to (i) proposed balconies, (ii) alternatives to natural gas use, and (iii) the demolition and recycling process.

Concern was raised regarding the proposed configuration of the development and privacy of adjacent properties. In reply to queries, the applicant confirmed that (i) no balconies are proposed to face the lane, (ii) the proposed development will feature rough-ins for solar energy, and (iii) high efficiency electric boilers will be installed.

In reply to queries from Committee, staff noted that the proposed development will comply with the BC energy step code and the City’s demolition regulations. Staff added that a deposit is required in the demolition process to ensure recycling of materials such as concrete and wood. Staff further noted that a response to a referral on balconies and sundecks is forthcoming.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 10359, for the rezoning of 11720 Williams Road from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, be introduced and given first reading.*

**CARRIED**

**2. APPLICATION BY ZHAO XD ARCHITECT LTD. FOR REZONING AT 8031, 8051, 8071 NO. 2 ROAD AND 5760, 5780, 5786 BLUNDELL ROAD FROM THE “SINGLE DETACHED (RS1/E)” ZONE TO THE “MEDIUM DENSITY TOWNHOUSES (RTM3)” ZONE**

(File Ref. No. RZ 18-829337) (REDMS No. 6839337)

Staff reviewed the application and highlighted that (i) the proposed development is comprised of 25 townhouse units and will include four convertible units, (ii) the proposed development will provide frontage improvements and adjacent road intersection upgrades, (iii) the retention of two on-site and five off-site trees are proposed, and (iv) the proposed development will be providing a cash-in-lieu contribution towards the City’s Affordable Housing Reserve.

Discussion ensued with regard to (i) the potential loss of rental units, (ii) the proposed shared driveway configuration and communication with the neighbours, (iii) the proposed tandem parking for the units, and (iv) options to utilize geothermal energy.

In reply to queries from Committee, staff noted that (i) the proposed driveway access has been reviewed by Transportation staff and will be able to accommodate anticipated traffic, (ii) a legal review of the Statutory Right-of-Way agreement for the driveway concluded it provides the authority to use it, (iii) the applicant will be working with the adjacent property on shared driveway access and maintenance, and (iv) the proposed development will comply with BC energy step code 3. The applicant was able confirm that the proposed development will be using electric heat pumps.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 10001, for the rezoning of 8031, 8051, 8071 No. 2 Road and 5760, 5780, 5786 Blundell Road from the “Single Detached (RS1/E)” zone to the “Medium Density Townhouses (RTM3)” zone, be introduced and given first reading.*

The question on the motion was not called as discussion ensued with regard to the proposed development’s tree retention and replacement and the density of developments along arterial roads.

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

It was moved and seconded

*That the staff report titled “Application by Zhao XD Architect Ltd. for Rezoning at 8031, 8051, 8071 No. 2 Road and 5760, 5780, 5786 Blundell Road from the “Single Detached (RS1/E)” Zone to the “Medium Density Townhouses (RTM3)” Zone,” dated March 9, 2022, from the Director, Development, be referred back to examine the following:*

- (1) increasing rental development;*
- (2) more communication with the adjacent property and development of a wider shared driveway; and*
- (3) more density for the site.*

The question on the referral motion was not called as staff responded to queries noting that the proposed development has maximized the allowable density for the site and that Council has recently reviewed densities in the area as part of the Arterial Road Strategy.

The question on the referral motion was then called, and it was **DEFEATED** with Cllrs. Au, Hobbs, Loo, and McNulty opposed.

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

3. **HOUSING AGREEMENT BYLAW NO. 10129 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS AT 8131 WESTMINSTER HIGHWAY**

(File Ref. No. 08-4057-05) (REDMS No. 6821233)

Kathryn McCreary, Richmond resident, spoke on the proposed agreement and was in favour of the proposed affordable housing units. She expressed concern with regard to the proposed management of the affordable housing units and remarked that the managing company should have previous experience.

De Whalen, Richmond resident, referred to her submission (attached to and forming part of these minutes as Schedule 1), commented on the proposed agreement and encouraged the development of affordable housing for newcomers to the city and the prioritization of non-market housing.

Discussion ensued with regard to obtaining information on the proposed management company and the City's regulations related to affordable housing contributions by developments.

In reply to queries on the development, staff noted that staff can provide a memorandum to Committee with information related to the board of directors of the proposed management company, and the number of developments that qualify under the previous affordable housing contribution thresholds.

It was moved and seconded

*That Housing Agreement (8131 Westminster Highway) Bylaw No. 10129 to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with requirements of section 483 of the Local Government Act, to secure the Affordable Housing Units required by Development Permit DP 18-797127, be introduced and given first, second and third readings.*

**CARRIED**

4. **2017–2022 CHILD CARE NEEDS ASSESSMENT AND STRATEGY – 2021 UPDATE**

(File Ref. No. 07-3070-01) (REDMS No. 6841475)

Discussion ensued with regard to (i) options to increase the amount of child care spaces through developer amenity contributions, (ii) child care space demands in the city, (iii) other sources of child care spaces such as unlicensed spaces and spaces provided by Richmond School District. No. 38, (iv) City grants provided to child care providers, (v) Provincial contributions to child care, and (vi) development of child care in mixed housing developments and in agricultural zones.

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In reply to queries from Committee, staff noted that (i) child care is a permitted use throughout the City, (ii) staff are reviewing options to secure additional child care spaces through development amenity contributions, (iii) child care spaces data may not capture smaller non-licensed child care operations and informal child care arrangements with family caregivers, (iv) the City Centre Area Plan and some Area Plans requires developer child care contributions, and (v) child care contributions in higher density developments yield higher contributions and can lead to actual child care spaces.

It was moved and seconded

- (1) *That the 2017–2022 Child Care Needs Assessment and Strategy – 2021 Update (Attachment 1) as outlined in the staff report titled, “2017–2022 Child Care Needs Assessment and Strategy – 2021 Update,” dated February 14, 2022, from the Director, Community Social Development, be received for information; and*
- (2) *That the 2017–2022 Child Care Needs Assessment and Strategy – 2021 Update be distributed to key stakeholders, local Members of Parliament, local Members of the Legislative Assembly and posted on the City website.*

**CARRIED**

Discussion ensued with regard to developing a city-wide policy related to development child care contributions, and as a result, the following **referral motion** was introduced:

It was moved and seconded

*That staff investigate developing a city-wide child care contribution policy for all Richmond developments, and report back.*

The question on the motion was not called as discussion ensued with regard to current child care contribution fees. Staff noted that child care contributions normally apply to higher density projects. It was suggested that staff review the child care contribution fees and potential impact to housing costs and affordable housing.

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

**5. DRAFT SENIORS STRATEGY 2022–2032**

(File Ref. No. 08-4057-04) (REDMS No. 6787374)

Discussion ensued with regard to (i) encouraging the outreach to seniors and identifying senior needs such as safety and community involvement, (ii) supporting aging in place practices and connecting seniors to services that assist in rental of their secondary suites, (iii) supporting development of seniors housing, and (iv) reviewing needs of the various senior demographics and raising the qualifying senior age to 65 years old and above.

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In reply to queries to Committee, staff noted that the City uses a variety of methods to communicate to seniors, including newsletters, newspaper advertisement, emails, social media, and community organizations. Staff added staff will be providing information related to the changing senior demographics and other senior issues at a future report.

It was moved and seconded

- (1) *That the draft Seniors Strategy 2022–2032, as outlined in the staff report titled “Draft Seniors Strategy 2022–2032,” dated January 27, 2022 from the Director, Community Social Development, be approved;*
- (2) *That staff be authorized to seek public feedback on the draft Seniors Strategy for the purposes of finalizing the strategy; and*
- (3) *That staff report back to City Council with the final Seniors Strategy, including a summary of the public feedback received.*

**CARRIED**

**6. ZONING BYLAW AMENDMENT – PUBLIC HEARING REQUIREMENT**

(File Ref. No. 12-8060-01) (REDMS No. 6843205)

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw No. 10360, to provide for a Public Hearing requirement, be introduced and given first reading.*

**CARRIED**

**7. URBAN AGRICULTURE IN THE CITY CENTRE**

(File Ref. No.) (REDMS No.)

Discussion ensued with regard to (i) future demand for agricultural land, (ii) increasing agricultural productivity and efficiencies of vertical farming, (iii) other vertical farming projects developed in North America, and (iv) collaborating with Kwantlen Polytechnic University and local farmers on sustainable farming and urban agriculture.

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

It was moved and seconded

*That staff investigate the potential for urban agriculture and vertical farms in the city centre and other high density areas, and report back.*

**CARRIED**

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8. **MANAGER'S REPORT**

*School Site Acquisition Charge*

Staff advised that the Province has approved Richmond School District No. 38 Capital Project, and as such will enable the District to seek an increase to the School Site Acquisition Charge, which is applied to all new dwellings in the City and supports new school development. Staff will be working with the District on consultation with the development industry.

**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (5:47 p.m.).*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, March 22, 2022.

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Councillor Bill McNulty  
Chair

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Evangel Biason  
Legislative Services Associate

**Submission to City of Richmond Planning Committee**

**March 22, 2022**

My name is Deirdre Whalen and I have lived in Richmond since 1975. I've seen a lot of changes in the city I love since then, especially in the development of high-cost condo housing.

I would like to speak today on items 3, 4, and 5 as I see them as connected. I commend the excellent work of City staff on these reports. The Child Care strategy and the Seniors strategy both lay a framework for the future.

However, they both depend on the provision of rental housing, because seniors and families are two prominent groups that are part of the well-reported 20% of Richmond residents experiencing poverty. These are a large proportion of Richmondites who rent.

The City's Housing Needs report 2021 states that 94% of housing builds in the last 30 years have been condos and houses. Only 4% have been rentals.<sup>1</sup>

This outcome is exemplified in the City's Affordable Housing strategy, which is developer driven and depends on developers providing low-end market rental (LEMR) housing units.<sup>2</sup>

Item #3 is a good report and it is in line with the Affordable Housing strategy. It seeks approval for a housing agreement where the developer promises 13 LEMR units and 121 condos. In other words, only 10% of this new build is slated for rental, and market rental at that.

The City should not be depending only on private interests to provide housing our community so sorely needs. This community should be welcoming seniors, families, newcomers, single parents, people with disabilities, and low wage workers to come, stay and live here.

For any city to remain a vibrant and thriving community, it needs a variety of incomes, not just people who can afford \$mill condos. Service workers cannot afford to live here. Young professionals who grew up here can't afford to stay. Even first responders are finding it difficult to find housing they can afford.

Richmond deserves better. There have been no non-market rentals built for at least five years. With a burgeoning seniors' population and with more newcomer families moving here, non-market housing is the only thing that make sense. Federal and provincial funding is available. Why is City Council not prioritizing the construction of non-market housing?

Seniors and families needing childcare, especially need housing they can afford. These vulnerable groups are more likely to visit the food bank and to seek out free community meals than other residents. The Food Bank reports that they receive over 2,000 clients a week.<sup>3</sup> Hajira Hussain, Executive Director also reports at least 1/3 of their clients are children and about 52% of their households are living in market rentals.

Housing, Seniors, and Childcare are closely connected. Richmond City Council ignores this at their peril. Strategies are just reports sitting on a shelf if there is nowhere for ordinary people to live.

Thank you

Deirdre Whalen  
13631 Blundell Road  
Richmond, BC V6W 1B6

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<sup>1</sup> City of Richmond Housing Needs Report 2021  
<https://www.richmond.ca/shared/assets/housingneeds59652.pdf>

<sup>2</sup> City of Richmond Affordable Housing strategy 2017-2027  
[https://www.richmond.ca/shared/assets/City\\_of\\_Richmond\\_Affordable\\_Housing\\_Strategy54955.pdf](https://www.richmond.ca/shared/assets/City_of_Richmond_Affordable_Housing_Strategy54955.pdf)

<sup>3</sup> Richmond Food Bank Society <https://richmondfoodbank.org/about-us/>



# City of Richmond

## Report to Committee

**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

**Date:** March 16, 2022  
**File:** RZ 14-672055

**Re:** Request to Revise Rezoning Considerations for the 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

That the request to revise the rezoning considerations associated with 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, to remove the rezoning consideration limiting the subdivision of office space, be denied.

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

WC/SB:js  
Att. 3

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



## Staff Report

### Origin

Bene (No. 3) Road Development Ltd. has requested a revision to the rezoning considerations associated with the rezoning of 4700 No. 3 Road from the “Auto-oriented Commercial (CA)” zone to a new site-specific zone, “High Rise Office Commercial (ZC44) – Aberdeen Village”. The rezoning is to facilitate development of a 10-storey commercial and office mixed use building on a property in the Aberdeen Village of the City Centre Area Plan (CCAP). The rezoning included the provision of additional density in exchange for ensuring the development would provide large floorplate leasable office space. The rezoning considerations include registration of a legal agreement limiting subdivision (including stratification and/or air space parcels) of the office floor area within the proposed building to not more than one strata lot or one air space parcel per storey.

The applicant is requesting the rezoning consideration limiting subdivision be removed to allow office floor area to be subdivided. If this restriction is removed, the applicant would be permitted to subdivide the office space into distinct legal lots of any area (strata lot or air space parcel) without any City input. Effectively, the applicant is requesting the ability to keep the additional density granted without having to fulfill the primary condition (i.e. creation of large floorplate leasable office space) that was secured in exchange for the increase in density.

### Findings of Fact

#### Background

On December 11, 2017, Council granted First Reading to Official Community Plan (OCP) Bylaw 7100, Amendment Bylaw 9215, and Richmond Zoning Bylaw 8500, Amendment Bylaw 9216 associated with the subject rezoning application. The purpose of the OCP and Zoning Amendment Bylaw is to increase the Village Centre Bonus (VCB) permitted density bonus allowed on the subject site to facilitate the creation of large floorplate leasable office space. The bylaws were granted Second and Third Reading at the Public Hearing on January 22, 2018. The original Report to Council, dated November 20, 2017, is provided (Attachment AA – Attachment A).

The applicant was required to enter into a legal agreement prohibiting any form of subdivision (including stratification and/or air space parcels) of office space within the proposed building as a consideration of rezoning in exchange for the additional density granted through the VCB increase. Maintaining the office floor area as a single real estate entity was secured to facilitate large floorplate leasable office space in close proximity to transit and amenities. Leasable office space is well-suited to the needs of both large and small businesses as the space is easily adjusted to suit tenant needs and is thus attractive to firms looking to minimize capital investment and accommodate future growth. Firms in key City economic sectors such as Information Technology, Clean Tech and Digital Creatives are examples of industries that seek leasable office space in close proximity to transit. Providing large floorplate leasable office space in the City Centre can help to ensure a diversified and resilient local economy by facilitating the attraction, retention and expansion of a wide range of businesses with varying space needs.

On June 17, 2019, Council adopted OCP Bylaw 7100, Amendment Bylaw 10034, which amended the VCB provisions in the City Centre Area Plan. This policy requires that subdivision of office use within the VCB area be limited to one strata lot or one air space parcel per storey or a minimum floor area of 1,858 m<sup>2</sup> (20,000 ft<sup>2</sup>) where the VCB is increased beyond the 1.0 floor area ratio (FAR) allowed or when the VCB is added to a site that does not currently have this designation. This restriction is applied on sites that benefit from the provision of additional density as a way of encouraging the creation of large floorplate leasable office space close to transit and city centre amenities.

In light of adoption of the above referenced OCP Bylaw (Bylaw 10034), the applicant requested that the original rezoning consideration be amended to be consistent with the newly adopted OCP Policy. On July 22, 2019, Council approved the revision of the rezoning consideration from prohibiting any form of subdivision (stratification and/or air space parcels) of office space within the proposed building to limiting the subdivision of the office space to no more than one strata lot or one air space parcel per storey. The Report to Council regarding the revision request, dated June 24, 2019, is provided (Attachment AA).

The Development Permit application (DP 16-754766) associated with the rezoning application was endorsed by Development Permit Panel on January 29, 2020.

The applicant is now requesting a further revision to the rezoning considerations to allow any form of subdivision of the proposed office space within the proposed building (Attachment BB). No modifications are proposed to the development design as a result of the request.

Recently, on January 24, 2022, Council reaffirmed the existing OCP Policy limiting the subdivision of office space in situations where additional density is provided as part of the consideration of the report titled “Referral Response: Review of Office Stratification Regulations” and dated December 18, 2021. The Report indicated that within the City Centre, office space in close proximity to the Canada Line provides attractive and viable opportunities for leased office space. Council endorsed the staff recommendations that no further restrictions on the stratification and airspace subdivision of office space be considered at this time and that staff continue to monitor the effectiveness of the existing incentive based Office Stratification Policy and report back in two years. The applicant’s request is in direct contradiction to the incentive based policy for achieving leasable office space in exchange for additional density.

## **Related Policies & Studies**

### Official Community Plan/City Centre Area Plan

The CCAP includes an incentive based density bonus approach to encourage the creation of large floorplate leasable office space close to transit and city centre amenities by limiting subdivision of all office use to one strata lot or one air space parcel per storey or a minimum floor area of 1,858 m<sup>2</sup> (20,000 ft<sup>2</sup>) where the VCB is increased beyond 1.0 FAR or when the VCB is added to a site that does not currently have this designation.

The request to remove office space subdivision limitations while maintaining the additional density granted through the rezoning application is inconsistent with the CCAP as the proposed development involves increasing the VCB from 1.0 FAR to 1.5 FAR.

Should the applicant wish to pursue the development without the limitations on subdivision of the office space they should remove the additional density permitted by the additional 0.5 FAR density bonus (1,041 m<sup>2</sup> [11,205 ft<sup>2</sup>]) to comply with the requirements of the CCAP.

### **Analysis**

As noted in the original Staff Report (Attachment AA – Attachment A), the CCAP amendment and rezoning propose a total density of 3.5 FAR, including a VCB of 1.5 FAR limited to office floor area only. The development proposal includes total floor area of approximately 7,285 m<sup>2</sup> (78,416 ft<sup>2</sup>) comprised of commercial space on the bottom two floors and 5,897.4 m<sup>2</sup> (63,478.5 ft<sup>2</sup>) office space on the top six floors. The upper floor plate sizes are approximately 799 m<sup>2</sup> (8,600 ft<sup>2</sup>) on the 5<sup>th</sup> floor, and 1,002 m<sup>2</sup> (10,791 ft<sup>2</sup>) on the 6<sup>th</sup> to 10<sup>th</sup> floors.

### **Applicant Requested Change**

The applicant submitted a letter, dated August 18, 2021 (Attachment BB) requesting the removal of the rezoning consideration limiting subdivision of office space (item #7 of the rezoning considerations).

The applicant advises that in the midst of the Covid-19 pandemic, they have not been able to secure sales for the current floor size office units and construction costs have further increased.

The applicant also advises that in response to market demand for smaller office units, the rezoning consideration change is requested to provide smaller office units and conceptual draft strata subdivision sketches (Attachment CC) have been provided. The proposed office space is located on the 5<sup>th</sup> to 10<sup>th</sup> floor levels and the applicant proposes to create office space strata lots with approximate sizes of between 58.1 m<sup>2</sup> (625 ft<sup>2</sup>) and 173.6 m<sup>2</sup> (1,869 ft<sup>2</sup>).

### **Next Steps**

In response to the applicant request, staff provide the following three options for Council consideration:

1. That the applicant's request to amend the rezoning considerations be denied (recommended). This option is consistent with the OCP incentive based policy to secure large floorplate leasable office space close to rapid transit and city centre amenities when additional density is granted. The applicant would be required to satisfy the rezoning considerations prior to final adoption of the rezoning bylaw.
2. Remove the additional 0.5 FAR density bonus from the project. Without the provision of bonus density, there is no policy basis to limit subdivision of the office floor area. This option is consistent with the CCAP. The proposed zoning and OCP bylaws, rezoning considerations and proposed Development Permit would need to be amended accordingly. A new Public Hearing would be required on the revised rezoning bylaw and the Development Permit would need to be revised and represented to the Development Permit Panel for their consideration.

3. Amend the rezoning considerations to remove the limitation on the subdivision of office space while maintaining the currently proposed density. This option is not recommended as it is inconsistent with the CCAP. Proceeding in this fashion will undermine the current incentive based office stratification policy and likely generate similar requests from other developments that are proceeding in accordance with the policy. There are currently two other rezoning applications in the City Centre (RZ 18-807640 and RZ 18-821103) that could seek similar amendments to their rezoning considerations should the applicant's request be approved. In order to proceed in accordance with this option, Council must provide direction to staff direction to amend the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9216 by removing the rezoning consideration limiting subdivision of office space within the building (item #7 of the rezoning considerations). An additional Public Hearing would not be required, as this option would not change land use or density. The applicant would be required to satisfy the revised rezoning considerations prior to final adoption of the rezoning bylaw.

### Conclusion

Bene (No. 3) Road Development Ltd. has requested to revise the rezoning considerations associated with the application to rezone the property at 4700 No. 3 Road from the "Auto-oriented Commercial (CA)" zone to a new site-specific zone, "High Rise Office Commercial (ZC44) – Aberdeen Village", in order to remove limitations on the subdivision (including stratification and/or air space parcels) of office floor area, and proceed with the development of a high-density, mixed commercial and office use building in City Centre's Aberdeen Village.

Council granted Second and Third Reading to the Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, associated with the subject application, at the Public Hearing on January 22, 2018.

The rezoning consideration revision requested by the applicant is not consistent with OCP Policy, which requires that subdivision of office use within the VCB area be limited to one strata lot or one air space parcel per storey or a minimum floor area of 1,858 m<sup>2</sup> (20,000 ft<sup>2</sup>) where the VCB is increased beyond the 1.0 FAR allowed or when the VCB is added to a site that does not currently have this designation. On this basis, it is recommended that the applicant request to amend rezoning considerations be denied.



Sara Badyal  
Planner 3  
(604-276-4282)

SB:js

### Attachments:

- Attachment AA: Report to Council dated June 24, 2019 (including Original Staff Report, dated November 20, 2017, Location Map, Aerial Photo)
- Attachment BB: Letter from Applicant dated August 18, 2021
- Attachment CC: Draft Strata Subdivision Sketches dated January 10, 2022



# City of Richmond

## Report to Committee


**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

**Date:** June 24, 2019  
**File:** RZ 14-672055

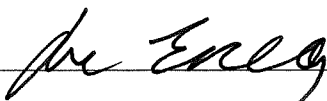
**Re:** **Revised Rezoning Considerations for the Application by Bene (No. 3) Road Development Ltd. for Rezoning of the Property at 4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" Zone to a New "High Rise Office Commercial (ZC44) – Aberdeen Village" Zone**

### Staff Recommendation

That the rezoning considerations associated with 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 revised to change the rezoning consideration from prohibiting subdivision (including stratification and/or air space parcels) of office space within the proposed building to limiting the subdivision of office space to no more than one strata lot or one air space parcel per storey.

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

WC:sb  
Att. 2

<b>REPORT CONCURRENCE</b>
<b>CONCURRENCE OF GENERAL MANAGER</b> 

## **Staff Report**

### **Origin**

Bene (No. 3) Road Development Ltd. has requested to revise the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, for the rezoning of 4700 No. 3 Road from “Auto-oriented Commercial (CA)” to a new site-specific zone, “High Rise Office Commercial (ZC44) – Aberdeen Village”. The rezoning is to facilitate development of a 10-storey commercial and office mixed use building on a property in the City Centre’s Aberdeen Village. The rezoning considerations include a restriction prohibiting subdivision (including stratification and/or air space parcels) of office floor area (single owner for office space). The applicant is requesting the rezoning consideration be revised to allow office floor area to be subdivided to no more than one strata lot or one air space parcel per storey.

On December 11, 2017, Council granted first reading to Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, to rezone the subject property to permit the development of a high-density, mixed commercial and office use building. Amendment Bylaw 9216 was subsequently granted Second and Third Reading at the Public Hearing on January 22, 2018. The original Report to Council, dated November 20, 2017, is provided (Attachment B). The Development Permit application (DP 16-754766) associated with the rezoning application is currently being reviewed by staff.

As a consideration of rezoning, the applicant was required to enter into a legal agreement prohibiting subdivision (including stratification and/or air space parcels) of the office space. However, the City Centre Area Plan was subsequently recently revised on June 17, 2019, allowing limited subdivision of office use within the higher density Village Centre Bonus area and construction costs have increased, resulting in the applicant requesting revised rezoning considerations to allow limited subdivision of the proposed office space. No modifications are proposed to the development design as a result of the request.

The applicant has requested that Council revise the original rezoning considerations prior to the rezoning application proceeding to final adoption. Due to the proposed changes being minor and not impacting land use or density, the revised proposal does not require a new Public Hearing.

### **Findings of Fact**

Please refer to the original Staff Report dated November 20, 2017 (Attachment A) for detailed information regarding the rezoning application.

## **Analysis**

### Original Proposal

As noted in the original Staff Report (Attachment A), the City Centre Area Plan (CCAP) amendment and rezoning include a total density of 3.5 floor area ratio (FAR), including a Village Centre Bonus of 1.5 FAR limited to office floor area only. The development proposal includes total floor area of approximately 7,285.4 m<sup>2</sup> (78,415.5 ft<sup>2</sup>) comprised of approximately 1,387.7 m<sup>2</sup> (14,937 ft<sup>2</sup>) or 0.67 FAR of commercial space and 5,897.4 m<sup>2</sup> (63,478.5 ft<sup>2</sup>) or 2.83 FAR of office space. The office space is proposed over six storeys on the 5<sup>th</sup> to 10<sup>th</sup> floors, with floor plate sizes of approximately 799 m<sup>2</sup> (8,600 ft<sup>2</sup>) on the 5<sup>th</sup> floor, and 1,002 m<sup>2</sup> (10,791 ft<sup>2</sup>) on the 6<sup>th</sup> to 10<sup>th</sup> floors.

The original rezoning considerations included the requirement to enter into a legal agreement prohibiting subdivision of the office floor area (including stratification and/or air space parcels).

### Proposed Changes

Subsequent to the Public Hearing for the subject rezoning application, the City Centre Area Plan was amended. On June 17, 2019, Council adopted Official Community Plan Bylaw 7100, Amendment Bylaw 10034, which amended the “Village Centre Bonus” definition, requiring that subdivision of all office use within the Village Centre Bonus (VCB) area be limited to one strata lot or one air space parcel per storey or a minimum floor area of 1,858 m<sup>2</sup> (20,000 ft<sup>2</sup>) where the VCB exceeds 1.0 FAR.

As the City Centre Area Plan has recently changed, and construction costs have increased significantly, the applicant has requested the rezoning considerations be amended to allow for limited subdivision of the proposed office floor area to one strata lot or one air space parcel per storey (Attachment B). A red-lined version of the proposed revised rezoning considerations is provided in Attachment C, which revises the office floor area subdivision prohibition requirement (item #7 of the rezoning considerations) to allow limited office floor area subdivision to no more than one strata lot or one air space parcel per storey, consistent with the City Centre Area Plan.

In order to move forward with the development, the applicant has requested to revise the rezoning considerations. An additional Public Hearing is not required, as the revised proposal does not impact land use or density and is relatively minor. No additional conditions from the previous rezoning considerations are proposed to change, other than that identified in this Report and the revised rezoning considerations provided in Attachment C.

### Next Steps

Should Council wish to proceed with the revised rezoning considerations, the applicant would be required to satisfy the revised rezoning considerations prior to final adoption of the Rezoning Bylaw.

The Development Permit application (DP 16-754766) associated with the rezoning application is currently being reviewed by staff. A Staff Report will be forwarded to the Development Permit Panel in the future and public notification, consistent with City procedures, will be provided through the Development Permit process to notify surrounding residents of the Development Permit application.

### **Conclusion**

Bene (No. 3) Road Development Ltd. has requested to revise the rezoning considerations associated with the application to rezone the property at 4700 No. 3 Road from “Auto-oriented Commercial (CA)” to a new site-specific zone, “High Rise Office Commercial (ZC44) – Aberdeen Village”, in order to allow limited subdivision (including stratification and/or air space parcels) of office floor area, and proceed with the development of a high-density, mixed commercial and office use building in City Centre’s Aberdeen Village.

Council granted Second and Third Reading to the Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, associated with the subject application, at the Public Hearing on January 22, 2018.

The revised rezoning considerations are consistent with recent amendments to the City Centre Area Plan to allow limited subdivision of all office use within the Village Centre Bonus (VCB) area.

On this basis, it is recommended the rezoning considerations be amended.



Sara Badyal, M. Arch, MCIP, RPP  
Planner 2  
(604-276-4282)

SB:blg

Attachment A: Original Report to Council dated November 20, 2017

Attachment B: Letter from Applicant dated July 3, 2019

Attachment C: Red-lined Version of the Revised Rezoning Considerations





**Report to Committee**  
Planning and Development Division

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**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**

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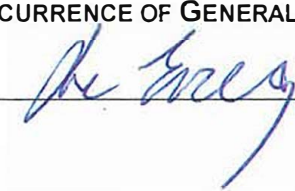
**Staff Recommendation**

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 m<sup>2</sup> (78,415.5 ft<sup>2</sup>) comprised of approximately:
  - 1,387.7 m<sup>2</sup> (14,937 ft<sup>2</sup>) of commercial space.
  - 5,897.4 m<sup>2</sup> (63,478.5 ft<sup>2</sup>) 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 ( $104 \text{ m}^2$  calculated using the proposed floor area  $[1.0 \times 0.05 \times 2,082 \text{ m}^2]$ ).
- 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 ( $104 \text{ m}^2$  calculated using the proposed floor area  $[0.05 \times 0.1 \times 2,082 \text{ m}^2]$ ).

Community Services staff have reviewed the property location, and limited amount of community amenity floor area that would be generated ( $208 \text{ m}^2$  or  $2,241.6 \text{ ft}^2$ ) 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  $[2,241.6 \text{ ft}^2 \times \$650 / \text{ft}^2]$ ). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier ( $\$650 / \text{ft}^2$ ) 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  $[78,421.16 \text{ ft}^2 \times \$0.25 / \text{ft}^2]$ ).

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  $[78,421.16 \text{ ft}^2 \times \$0.44 / \text{ft}^2]$ ).

### **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.



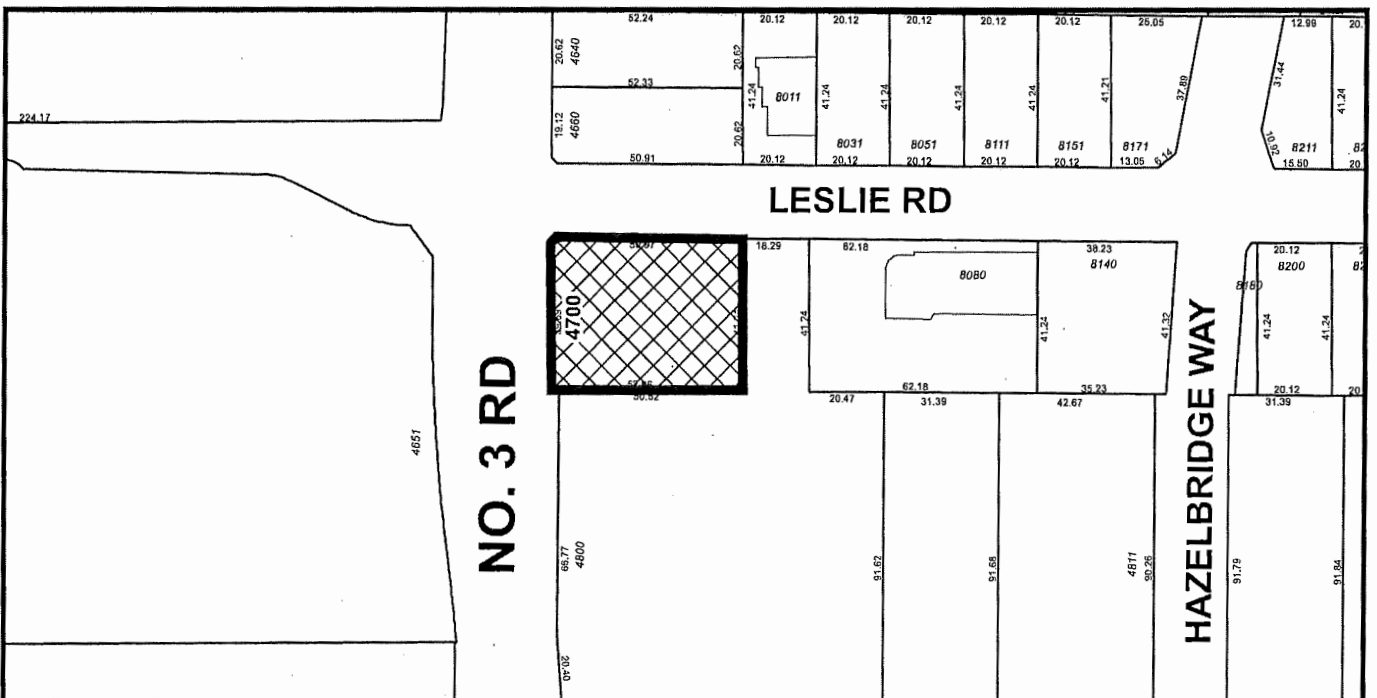
Sara Badyal  
Planner 2  
(604-276-4282)

SB:blg

**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

# PROPOSED REZONING



Note: Dimensions are in METRES





City of  
Richmond



RZ 14-672055

Original Date: 09/17/14

Revision Date:

Note: Dimensions are in METRES



Development Application (RZ)  
Data Summary

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 <sup>2</sup>	2,081.6 m <sup>2</sup>
Net Development Site Area (for floor area calculation):	N/A	2,081.6 m <sup>2</sup>
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 <sup>2</sup>	1,388 m <sup>2</sup>	
Office (Max.):	7,285.6 m <sup>2</sup>	5,897.4 m <sup>2</sup>	
Floor Area (Max.):	7,285.6 m <sup>2</sup>	7,285.4 m <sup>2</sup>	
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 <sup>2</sup>	2,081.5 m <sup>2</sup>	
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.



July 3, 2019

City of Richmond  
6911 No.3 Road  
Richmond, BC, V6Y 2C1  
Canada

Attn: Ms. Sara Badyal

**Re: 4700 No.3 Road Strata Proposal Rationale Request**

Dear Sara,

We request that the Mayor and City Councillors to revise the rezoning considerations for our project at 4700 No. 3 Road to allow the proposed six floors of office space to be subdivided by floor into six floor-size office spaces.

The City of Richmond and its region have been growing tremendously over the past decade. Such growth also led to a rapid increase in construction costs. According to the budget received from Graham construction, the construction cost for the proposed building has increased by 40% from 2014 proforma estimates, which represents a \$9M cost increase. The current estimate of the construction cost has yet to include off-site work.

Cost added by Translink required a \$1.2M letter of credit, which has been provided to Translink. That is for the costs for service agreements and monitoring during the preload and construction stages, which may take 36 months to complete.

Per our rezoning requirement, Developer is required to obtain approval from the Engineering Department before preload. The City's engineers ensured the sewage pipes and storm sewer would not have an impact on the future pump station and the neighbors, which has been approved. However, the cost of these works has incurred up-to-date, before preload, an additional of \$750,000.00 (no DCC recoverable).

The new pump station that city required inside the future building is underway. Our architect and the pump station consultants has worked studiously to provide additional space required for the generator in order to have the generator located separately from the pump station.

Due to the fact that we are facing dramatic changes in the market, we would like to emphasize that it is extremely difficult, if not infeasible, to market an office building under one strata title without the flexibility of subdividing the office space into several strata lots.

Both CBRE and Colliers commercial realtors advise that Richmond is traditionally an office market where tenants want to inspect completed buildings before executing leases and both recommend that the proposed building be subdivided on a floor by floor basis.

When we submitted the rezoning application in 2014, the owner of the property had the building very close to being able to be fully leased. However, the length of time required in the application process resulted in those prospective tenants making other arrangements. Although no pre-construction office leases have been secured, we have received interest from purchasers for office space. There are currently two Richmond companies who would like to purchase a floor each in the building to own their own office space.

The City Centre Area Plan has recently changed, restricting subdivision of office space in higher density village centre bonus area. In compliance with the revised City Centre Area Plan, this recent change provides an opportunity for the proposed office space in this project to be subdivided on a floor by floor basis into six floor-size office spaces.

Based on the challenges we anticipate and are facing, we sincerely and gratefully hope that the city will allow the rezoning considerations to be amended to allow the office space to be subdivided into six separate floor sized strata lots.

Yours Sincerely,



Danny Leung



## City of Richmond

### Rezoning Considerations

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

**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 m<sup>2</sup> (1,227 ft<sup>2</sup>) 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~~ limiting subdivision (including stratification and/or air space parcels) of the office space to no more than one strata lot or one air space parcel per storey (single owner ~~for~~ per storey of 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 /ft<sup>2</sup>) 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 original on file]

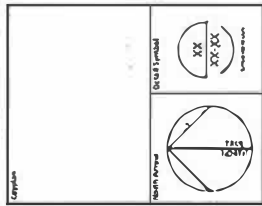
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Signed

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Date

DATE	ISSUED FOR	REV
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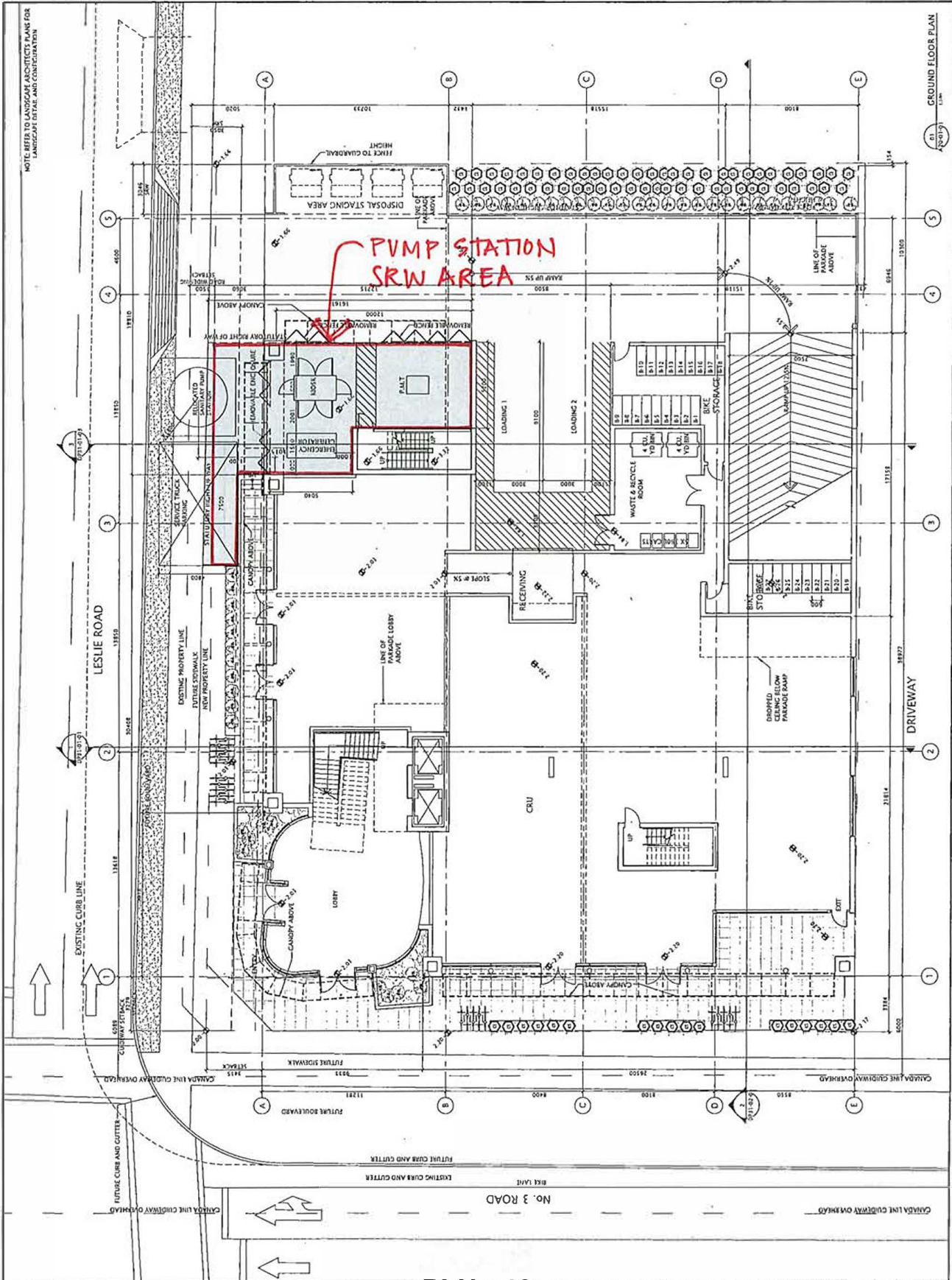


Consulting  
Civil  
Architectural  
Mechanical  
Electrical



MOBILIZATION PROJECT  
4700 No. 3 Road  
Office Building  
Ground Floor Plan  
Drawing No. DP20-01

Appendix A  
Ground Floor Plan  
Drawing No. DP20-01





August 18, 2021

City of Richmond  
6911 No.3 Road  
Richmond, BC, V6Y 2C1  
Canada

Attn: Ms. Sara Badyal

**Re: 4700 No.3 Road Removal of the RZC#7**

Dear Sara,

We request that the Mayor and City Councillors to revisit the rezoning consideration for our project at 4700 No.3 Road to remove the rezoning consideration item #7.

The COVID-19 pandemic has revealed an economic divide among Canadians when it comes to working from home.

Due to the fact that we are facing dramatic changes in the market, we would like to emphasize that it is extremely difficult, in not infeasible, to market an office building under one strata title per floor.

My client, the property owner, wishes to proceed with a request to maintain the proposed density at 3.5 FAR but remove the RZ consideration legal agreement restricting office subdivision (RZC#7). We understand this does not comply with the current office stratification policy for the department to recommended.

We have anticipated more difficulty after the COVID-19, in the fall of 2019. Today the construction cost/ labour/ material/ shipping, there has been 5% increase from our last budget, which is an additional \$4.5 million CDN Dollars.

My client has also spent over \$1.3 million CDN Dollars on marketing and rental display space costs for the showroom since the Fall of 2019. The COVID-19 has made them shut down the sales centre, which is all the funding they spent is non-recoverable.

I have also enclosed several surveys from news article for your reference on the office market today.

If you would like to discuss or have any questions or concerns, please feel free to contact me on my cellular phone at 604-813-2828.

Regards,

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

Danny Leung

Enclosed.

# Many Canadians want to keep working from home after pandemic: poll

BY JOHN ACKERMANN

Posted Dec 11, 2020 1:11 pm PST

Last Updated Dec 11, 2020 at 1:12 pm PST



(iStock Photo)

## SUMMARY



Most Canadians working from home don't want to come back to the office, even after pandemic passes



But British Columbians lead the country in missing their co-workers

VANCOUVER (NEWS 1130) – Working from home is easier than we thought, according to a new Research Co. survey. It finds the vast majority of Canadians would prefer not to return to the office, even after COVID-19 passes.

"This definitely has great connotations for whatever is going to be happening with the future of the office," explains Mario Canseco, president of Research Co. "When you have four out of five people saying, 'I want to continue to do this' even on a part-time basis from home, because we have seen over the past few months that is possible to work and not be at your specific office."

"Even if you miss specific aspects of office life, and we do see people who say that they miss the camaraderie of the workplace, talking to people, there's even some who say they miss their commute, but you still have four out of five who say, 'I would like to work from home as much possible once the pandemic is over.'"

Two-thirds of those surveyed admit to missing their colleagues, a proportion that is much higher here in B.C.

*RELATED: Many Canadians embrace work-from-home lifestyle, want to see more flexibility going forward*

"It has the largest proportion of people who say that they miss going to the office because of their workmates. We have 86 per cent of those who are working in British Columbia who say that they miss their co-workers, the highest number in the country by far."

The poll also found those aged 55-plus preferred working from home compared to their younger colleagues, who admitted to being prone to distractions around the house.

CORONAVIRUS|COVID-19|PANDEMIC|POLL|RESEARCH CO.|WORK FROM HOME

# Many British Columbians want to keep working from home post-COVID-19, poll finds

BY TARNJIT PARMAR AND DENISE WONG

Posted Mar 23, 2021 3:26 pm PDT

Last Updated Mar 23, 2021 at 9:12 pm PDT

VANCOUVER (NEWS 1130) – Do you prefer working from home during this pandemic? It appears many British Columbians want the change to be permanent even when life gets back to normal.

Mario Canseco with Research Co. says a ~~new~~ poll suggests people aren't in a rush to get back into the office.

"There was an expectation that people would be clamoring to be going back to the office and, essentially, have the same life we had back in 2019. The numbers haven't really supported that. Thirty-three per cent of British Columbians who have worked from home believe they will be able to keep doing this once or twice a week when the pandemic ends," he said.

Another 18 per cent of those asked in the poll expect they will be able to work from home three or four times a week, while 20 per cent believe they can do it five days a week.

The poll suggests many British Columbians expect fewer in-person meetings (47 per cent) or less business travel (44 per cent) even after the pandemic is behind us. It also finds half of those who are currently employed think their companies will continue to hold virtual staff meetings.

Canseco says many people are even considering finding another job, if they have to start going back into the office.

"The biggest difference that we have here is the willingness from younger British Columbians to switch jobs if they are not able to work from home. We have 66 per cent of

them who say that they would be likely to switch to a different job that can be performed from home," he said.

However, most employers haven't informed employees of plans around a return to work, or whether a continuation of working from home is an option.

*The results of this poll are based on an online study conducted on March 8 and March 9, 2021 among 700 adults who work in B.C. Research Co. says the data has been statistically weighted according to Canadian census figures for age, gender and region. The margin of error is +/- 3.7 percentage points, 19 times out of 20.*



# Working from home reveals economic divide among Canadians

BY AMANDA WAWRYK AND HANA MAE NASSAR

Posted Apr 13, 2021 2:44 pm PDT

Last Updated Apr 13, 2021 at 2:45 pm PDT

VANCOUVER (NEWS 1130) — The COVID-19 pandemic has revealed an economic divide among Canadians when it comes to working from home.

Office workers and professionals can work remotely, while more economically vulnerable employees often show up in-person at work. That, in turn, makes them more vulnerable to the coronavirus and to financial stress, according to a new survey from the Environics Institute.

"The inequalities that were there before the pandemic are now reproduced as inequalities in terms of ability to protect yourself from the virus," explained Andrew Parkin, Environics Institute executive director.

He adds some people worry working from home will negatively impact their career. That is especially true for young workers (56 per cent), immigrants (44 per cent), racialized workers (46 per cent), and Indigenous workers (60 per cent).

"They're finding it hard to juggle, finding it hard to have time for themselves. They worry that they can't be good at their job and a good parent at the same time," Parkin said.

The survey found two out of five people were concerned about juggling their work-life responsibilities while working remotely, with respondents saying they "are constantly working with no time for themselves or their families."



While many have found challenges with working from home, Environics found more than three out of five people surveyed find it to be easier than they expected.

"Finding it actually less stressful than going into the office," Parkin said. "They say they like it better than where they used to work and they want to continue, at least a couple of days a week, after the pandemic is over."

# Pandemic enabled small- and medium-sized businesses to work remotely: survey

**BY SALMAAN FAROOQUI, THE CANADIAN PRESS**

Posted Jun 15, 2021 3:00 am PDT

Last Updated Jun 15, 2021 at 3:03 am PDT

At Jeremy Shaki's tech education company, his workforce of around 75 people weren't always so keen on remote work.

But as the pandemic stretches on, and Lighthouse Labs invested more into the necessary infrastructure and employee programs to make remote work more enjoyable, perceptions have changed.

"As September to November of last year progressed, we started asking people 'do you want to come back to work or not?'" said Shaki, co-founder and CEO of Lighthouse Labs.

"And as we're seeing in surveys, most people wanted remote with the ability to sometimes come in."

Shaki said his business's investments in remote infrastructure and furniture allowances to improve employee workspaces were part of what made workers more comfortable at home.

In the end, it works great for the company too, Shaki said. Now he can increase his workforce without having to increase his office space and its associated costs.

A new survey from the Business Development Bank of Canada (BDC) found 74 per cent of small- and medium-sized business owners say they plan to offer employees the ability to work remotely post-pandemic.

It also found that 55 per cent of employees would prefer to continue working remotely as much as they have during the pandemic or more.

Pierre Cl  roux, chief economist at BDC, said it may seem like smaller companies would prefer a tight-knit and in-person office environment, but many of those organizations found remote work beneficial.

"They were kind of forced to do it but they realized that it's working, and there's a lot of benefits for both themselves and their employees," he said.

"Especially in large cities where people spend a lot of time commuting, the owners realized the flexibility of remote work is actually a great benefit."

The fact that employers were forced to set up remote work during the pandemic is important, Cl  roux said, because it meant they made investments in IT infrastructure and security measures.

That means small- and medium-sized businesses, which would have an even harder time making those investments because of limited capital, now have the capability to have a remote workforce.

The result is that businesses in most sectors of the economy that were surveyed plan to implement remote work post-pandemic.

There were only some sectors, such as manufacturing, where a minority of businesses considered remote work.

Tech is one sector where almost 90 per cent of businesses said they're going to give the opportunity for employees to work from home.

Shaki said while he believes remote work will be the way forward, he thinks companies like his own have a long road ahead to figure out the best balance for them.

Whether companies prefer their employees to be on-site or work remotely will often be a part of each workplace's culture. The same way he says some tech companies have Ping-Pong tables in common areas, while others are less social.

"As things come back somewhat to normal ... I think there's a lot that we're going to have to solve that everyone is willing to work with right now because it's a necessity," said Shaki.

This report by The Canadian Press was first published June 15, 2021.

Salmaan Farooqui, The Canadian Press

**PROPOSED STRATA PLAN OF LOT A  
SECTION 33 BLOCK 5 NORTH  
RANGE 6 WEST NWD PLAN EPP96961**

SHEET 1 OF 13 SHEETS

STRATA PLAN EPS

Attachment CC

BCGS 92G.015

PID: TO BE DETERMINED

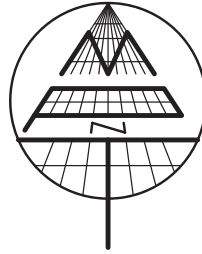
CITY OF RICHMOND

SCALE 1:250



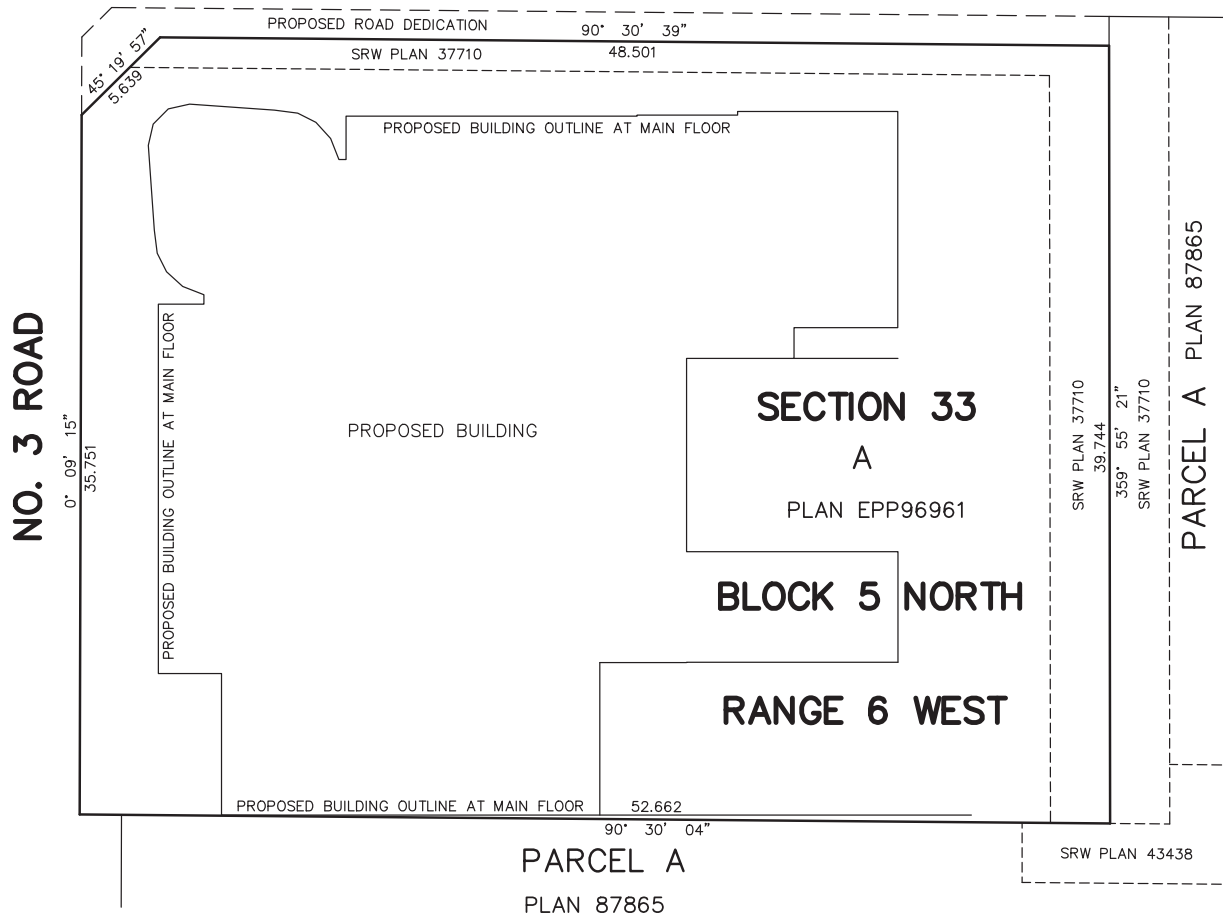
GRID BEARINGS AND LOT DIMENSIONS  
ARE DERIVED FROM PLAN EPP96961.

THE INTENDED PLOT SIZE OF THIS PLAN IS 280mm  
IN WIDTH BY 432mm IN HEIGHT (B-SIZE) WHEN  
PLOTTED AT THE SCALE INDICATED.



**DRAFT**

**LESLIE ROAD**



NAME OF DEVELOPMENT:

LANDMARK

CIVIC ADDRESS:

#4700 NO. 3 ROAD  
RICHMOND, B.C.

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**MATSON PECK & TOPLISS**

**SURVEYORS & ENGINEERS**

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

LEGEND:

ALL DIMENSIONS ARE IN METRES.

S.L. INDICATES STRATA LOT  
C.P. INDICATES COMMON PROPERTY  
L.C.P. INDICATES LIMITED COMMON PROPERTY  
PT. INDICATES PART  
m<sup>2</sup> INDICATES SQUARE METRES  
COMM. INDICATES COMMUNICATIONS ROOM  
ELEC. INDICATES ELECTRICAL ROOM  
ELEV. INDICATES ELEVATOR  
MECH. INDICATES MECHANICAL  
VEST. INDICATES VESTIBULE  
M INDICATES MECHANICAL SHAFT - C.P.

NOTES:

AREA CALCULATIONS ARE APPROXIMATE AND  
PRELIMINARY ONLY AND ARE BASED ON  
ARCHITECTURAL DRAWINGS, DATED AUGUST 30, 2019,  
AND SUBSEQUENT SKETCHES RECEIVED ON  
JANUARY 6, 2022.

BALCONIES AND ROOF DECKS ARE LIMITED COMMON  
PROPERTY FOR THE USE OF THE STRATA LOTS  
INDICATED.

FINAL NUMERICAL VALUES IN THE STRATA  
PLAN WILL BE BASED ON AS CONSTRUCTED  
DIMENSIONS.

PURSUANT TO SECTION 68 OF THE  
STRATA PROPERTY ACT,  
STRATA LOT BOUNDARIES ARE TAKEN TO:

- (1) THE OUTSIDE FACE OF EXTERIOR  
WALLS OR GLASS LINE, WHERE APPLICABLE.
- (2) THE CENTRELINE OF WALLS BETWEEN ADJACENT  
STRATA LOTS.
- (3) THE COMMON PROPERTY SIDE OF WALLS  
BETWEEN STRATA LOTS AND COMMON PROPERTY.
- (4) THE STRATA LOT SIDE OF LARGE CONCRETE  
CORE WALLS.

R-22-17551-PRO-STRATA

**PLN - 57**

**JANUARY 10, 2022**

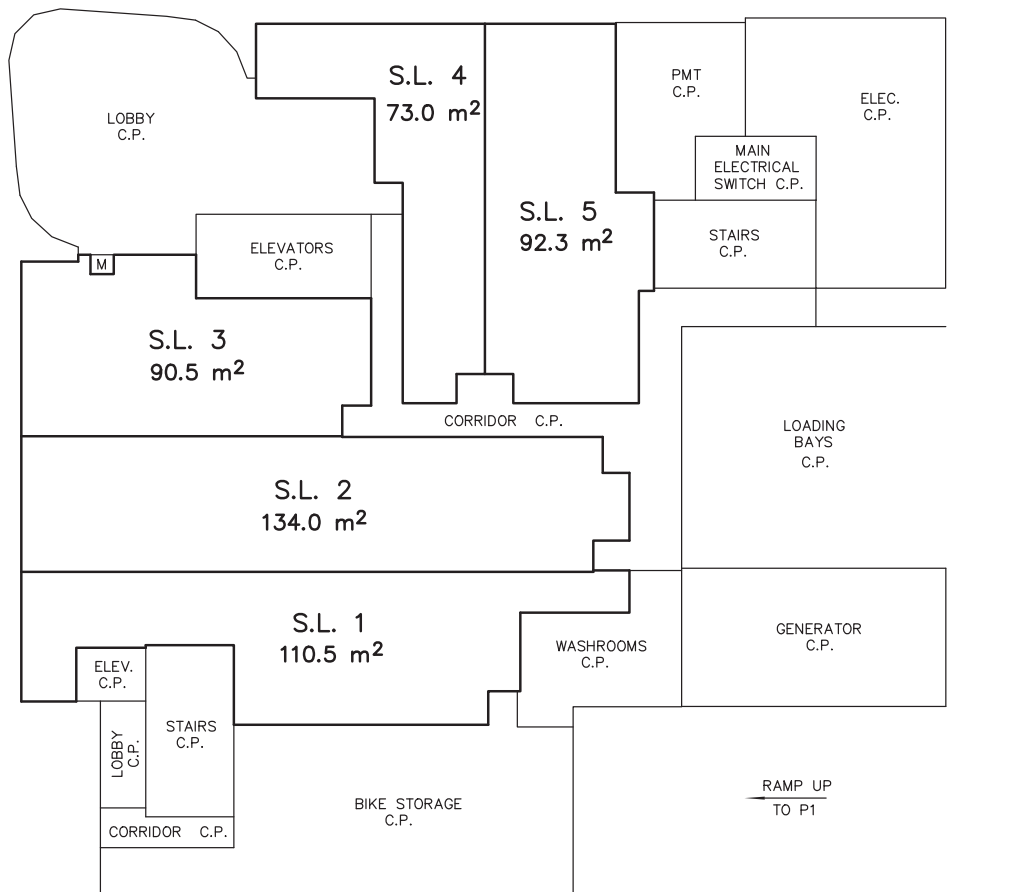
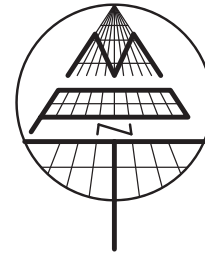
# MAIN FLOOR

SHEET 2 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS \_\_\_\_\_



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R-22-17551-PRO-STRATA

**PLN - 58**

JANUARY 10, 2022

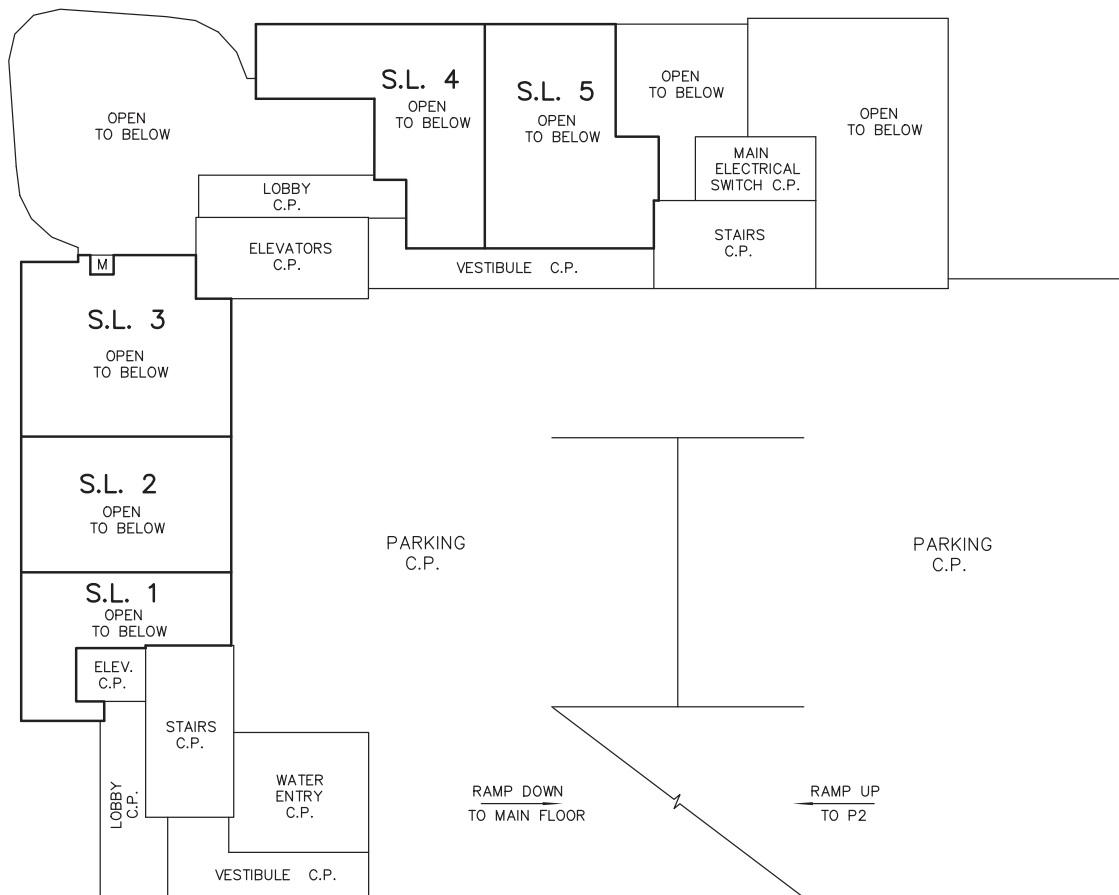
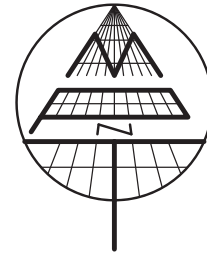
# P1 INTERMEDIATE PARKADE

SHEET 3 OF 13 SHEETS

SCALE 1:200



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R-22-17551-PRO-STRATA

**PLN - 59**

JANUARY 10, 2022

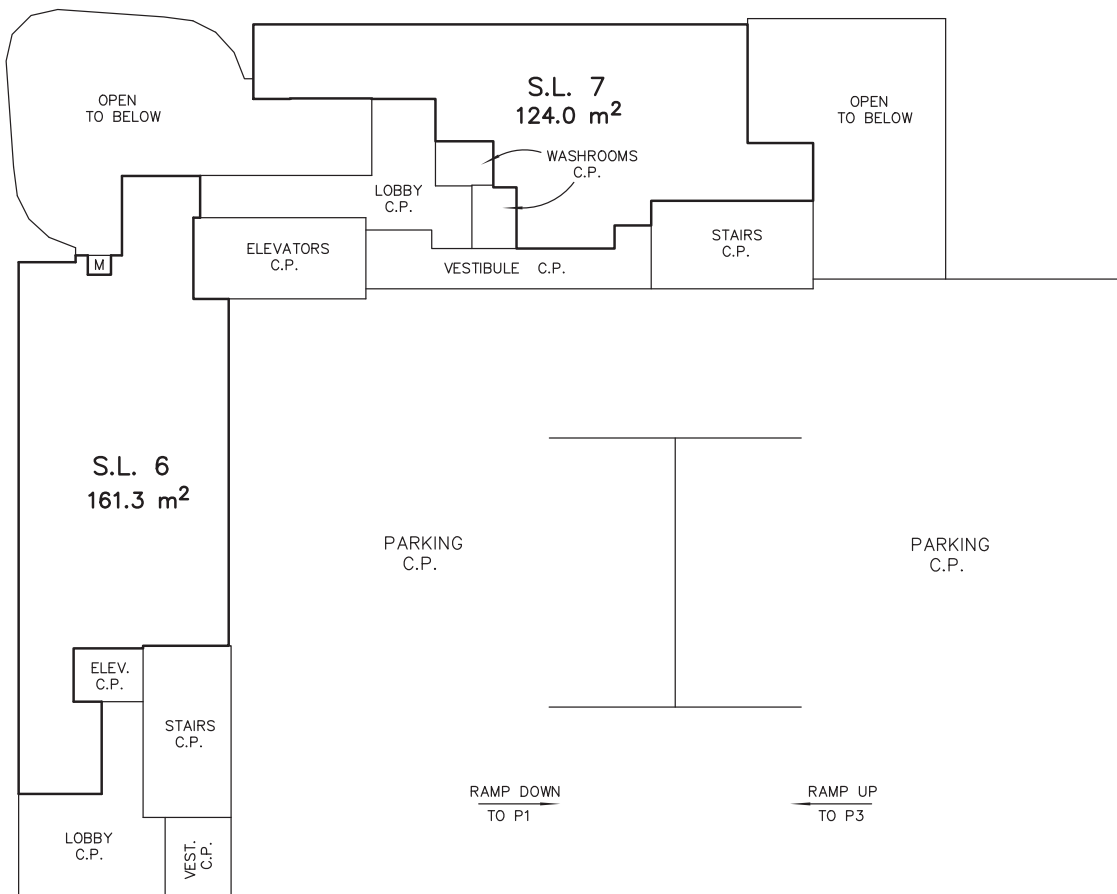
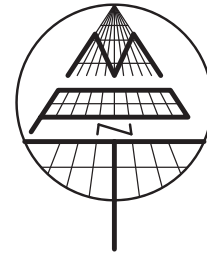
## P2 SECOND FLOOR

SHEET 4 OF 13 SHEETS

SCALE 1:200



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**PLN - 60**

JANUARY 10, 2022



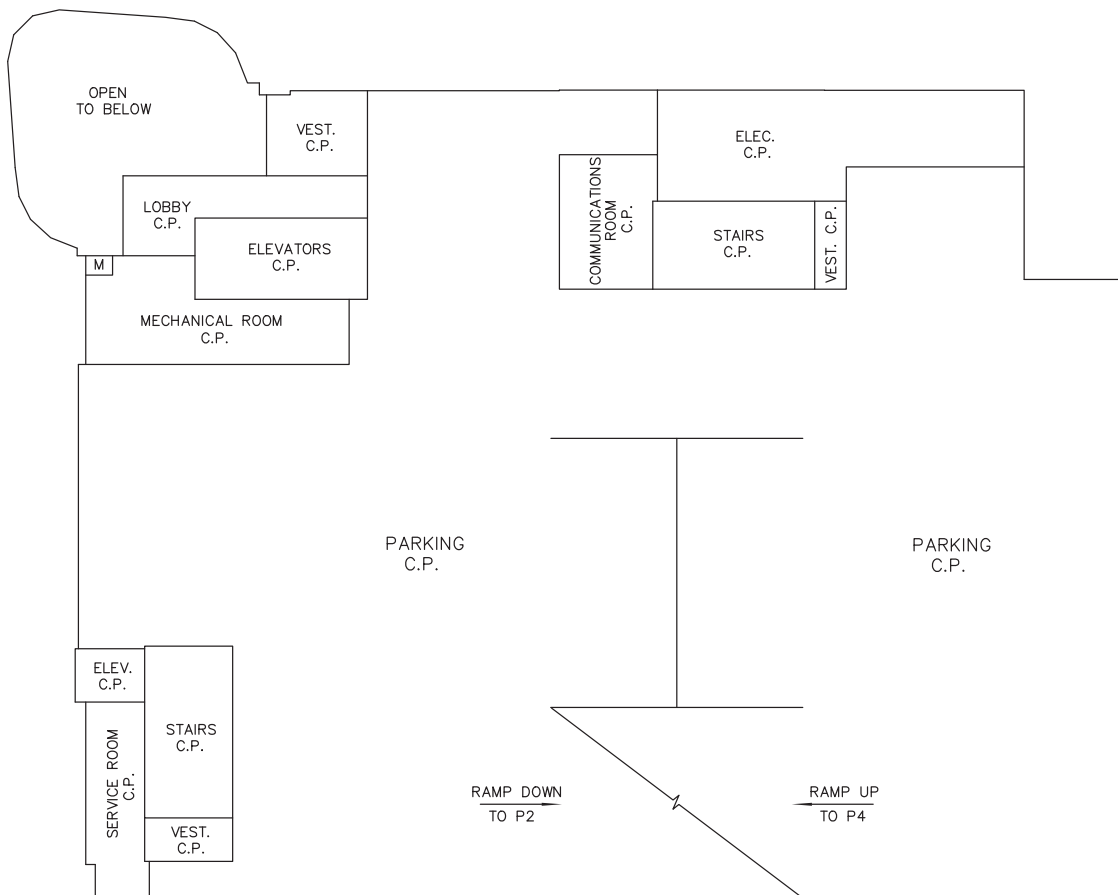
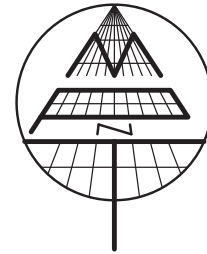
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SHEET 5 OF 13 SHEETS

SCALE 1:200



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**PLN - 61**

JANUARY 10, 2022

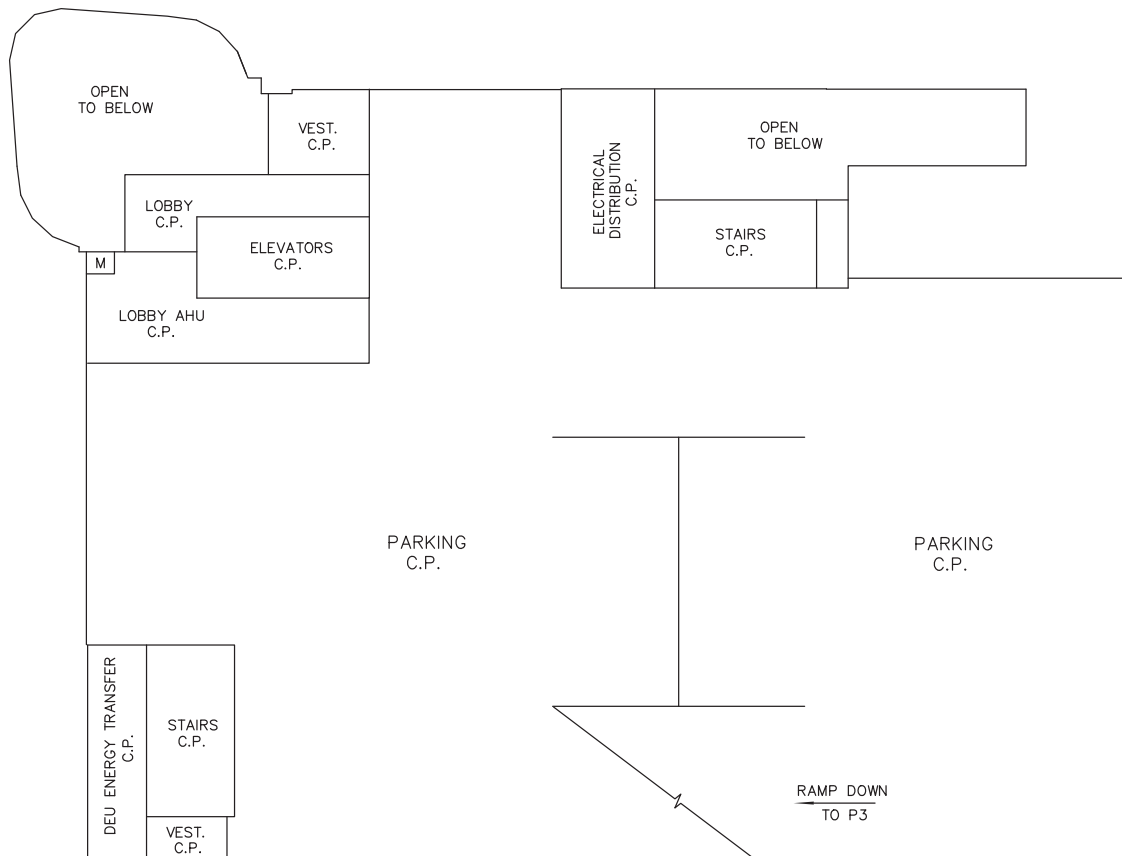
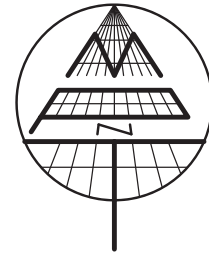
# P4 FOURTH FLOOR

SHEET 6 OF 13 SHEETS

SCALE 1:200



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CADFILE: 17551-PRO-STRATA.DWG

R-22-17551-PRO-STRATA

**PLN - 62**

JANUARY 10, 2022

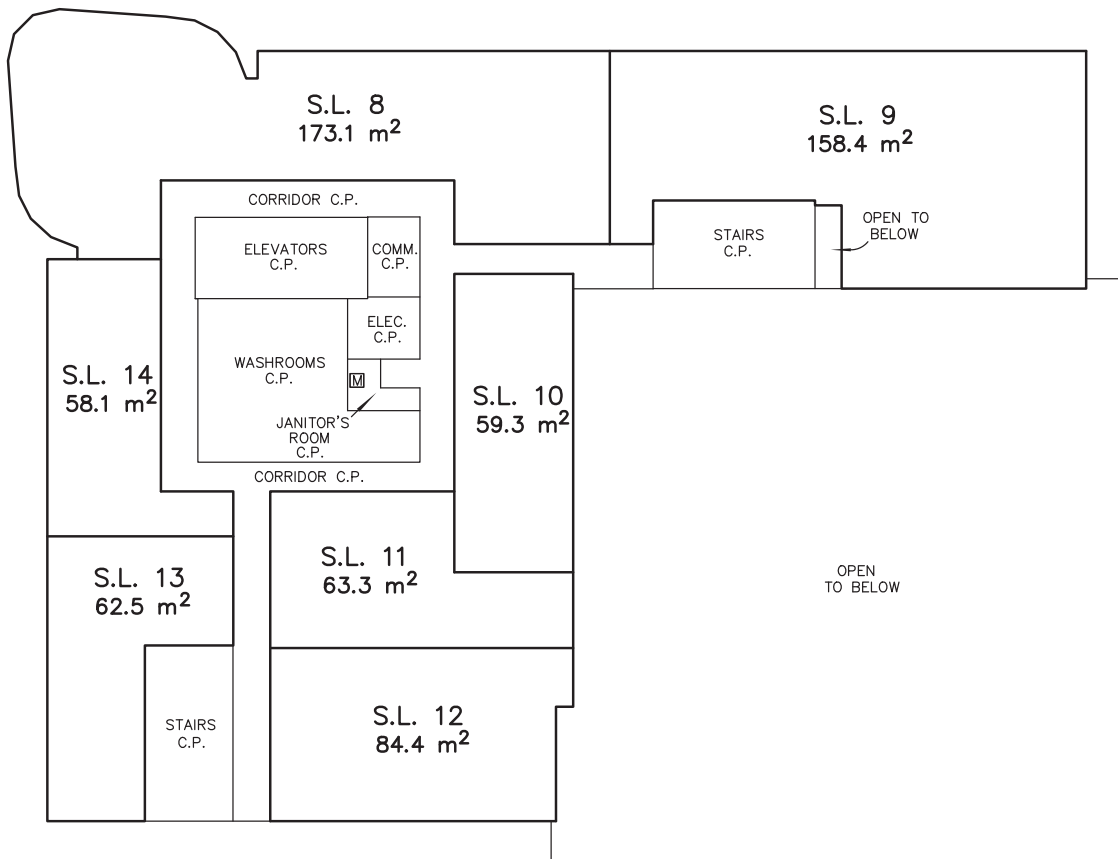
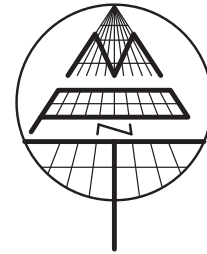
# FIFTH FLOOR

SHEET 7 OF 13 SHEETS

SCALE 1:200



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FAX: 604-270-4137

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**PLN - 63**

JANUARY 10, 2022

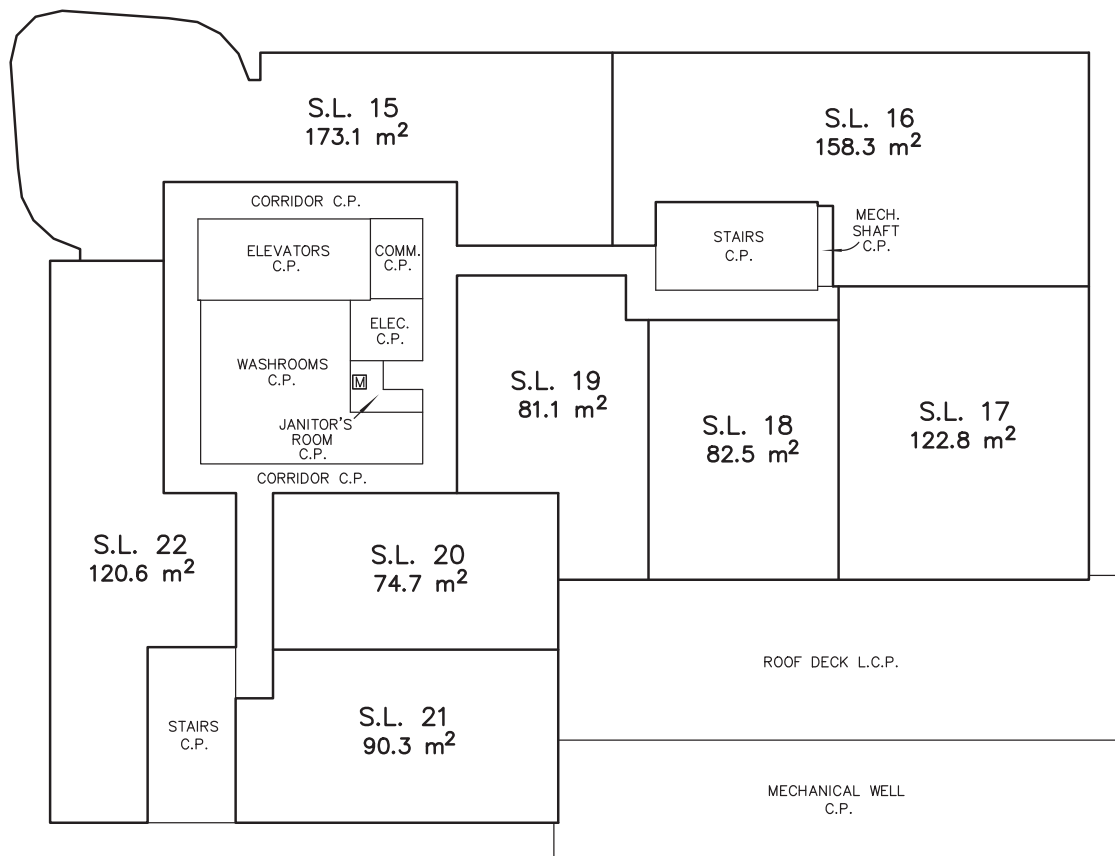
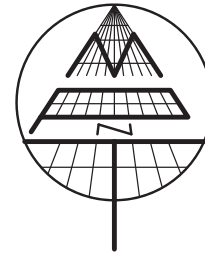
# SIXTH FLOOR

SHEET 8 OF 13 SHEETS

SCALE 1:200



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FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551-PRO-STRATA

**PLN - 64**

JANUARY 10, 2022

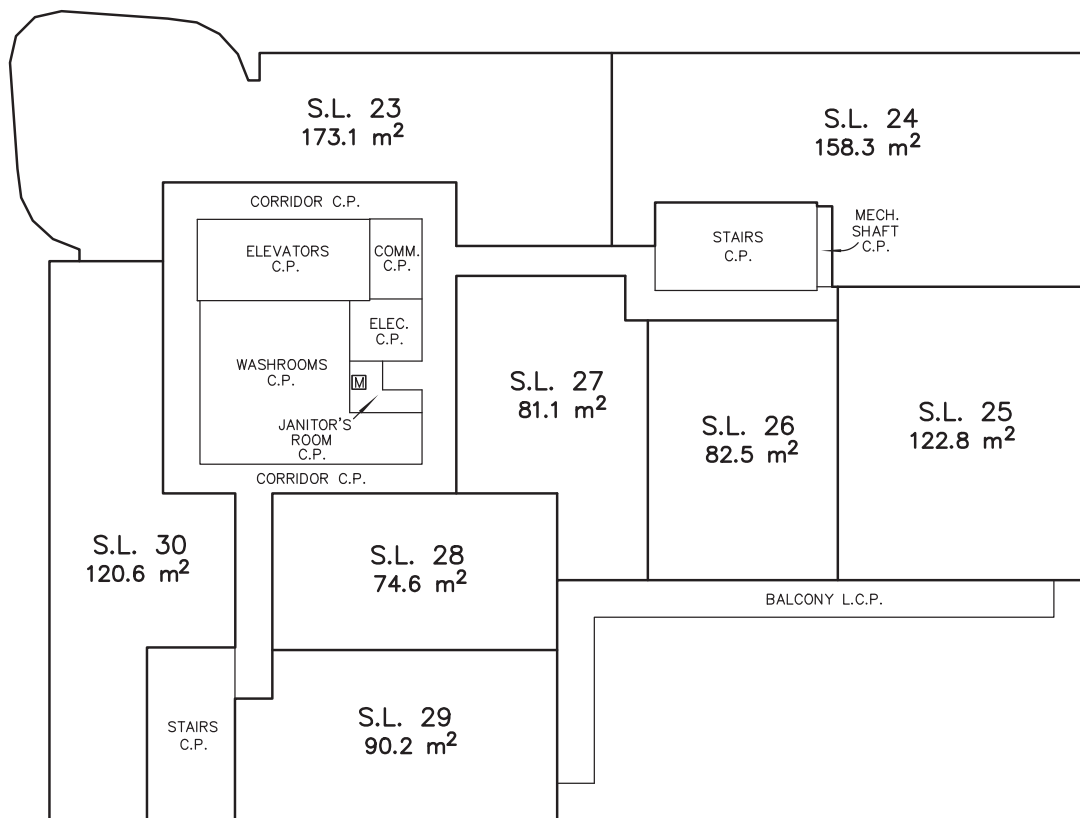
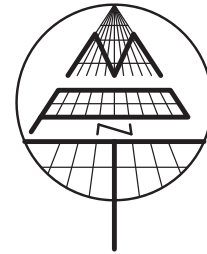
# SEVENTH FLOOR

SHEET 9 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS \_\_\_\_\_



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SURVEYORS & ENGINEERS

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FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551-PRO-STRATA

**PLN - 65**

JANUARY 10, 2022

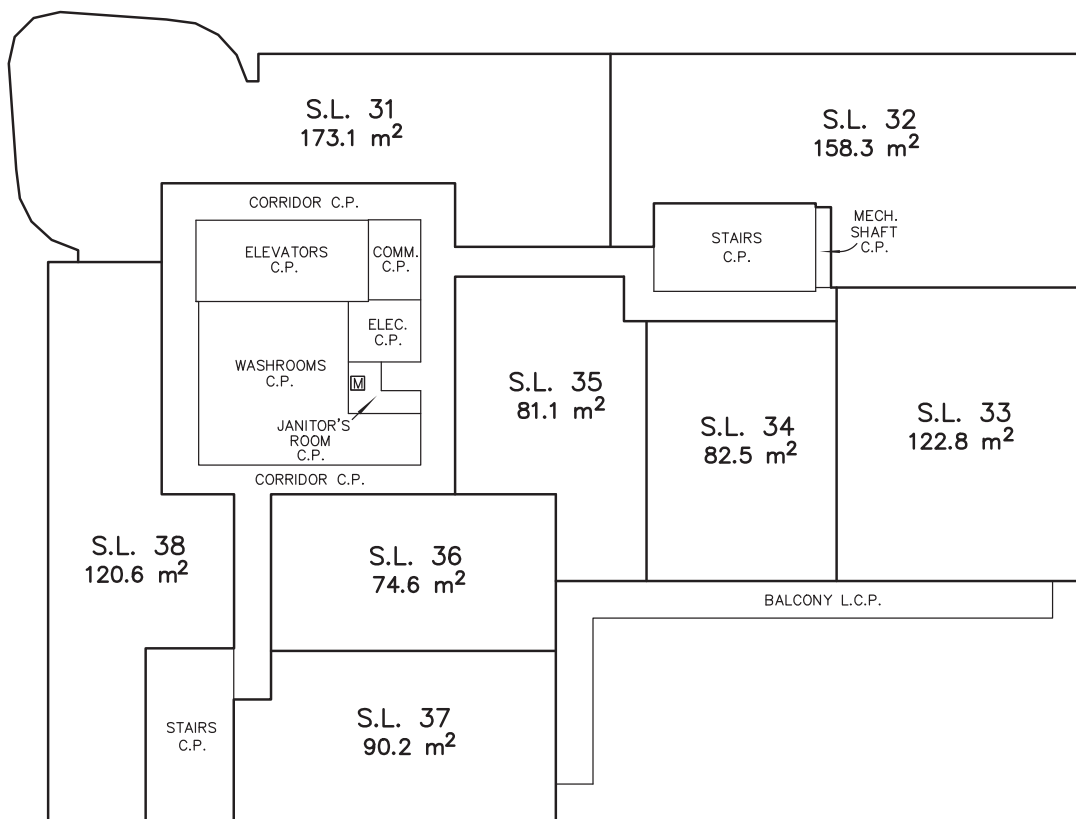
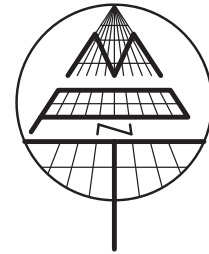
# EIGHTH FLOOR

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**PLN - 66**

JANUARY 10, 2022

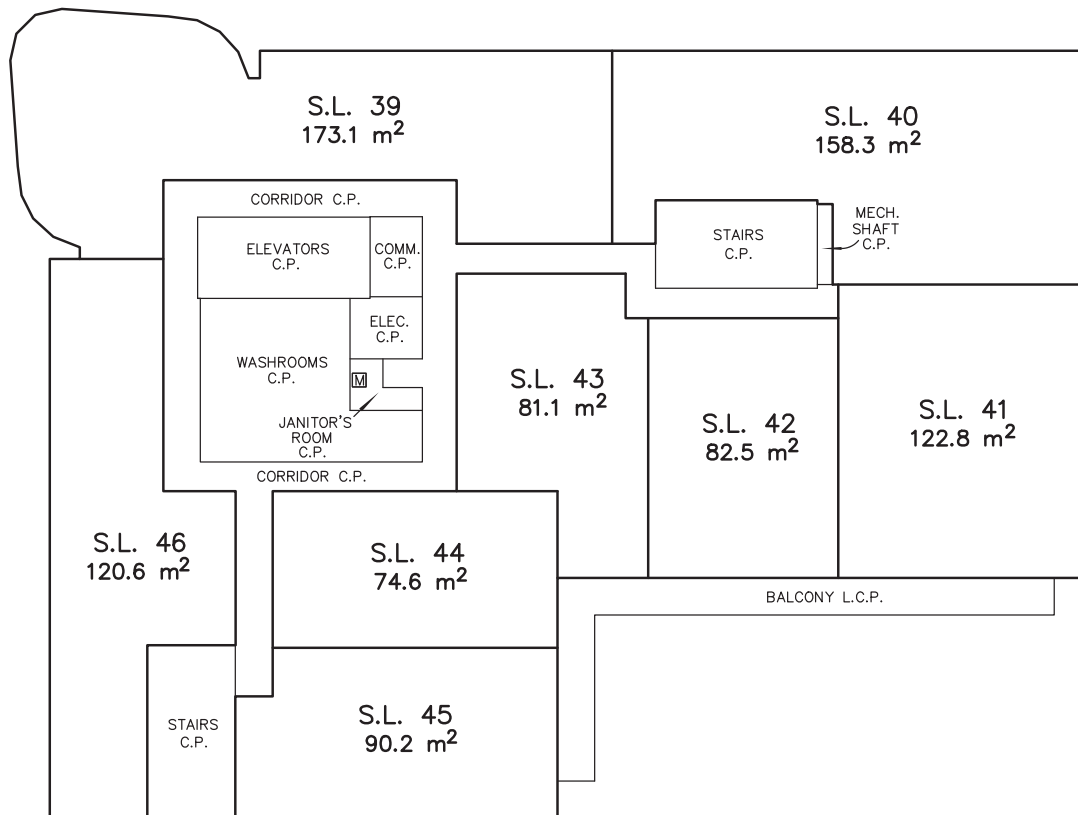
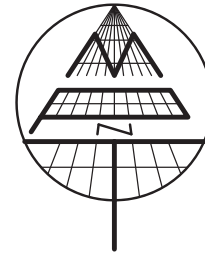
# NINETH FLOOR

SHEET 11 OF 13 SHEETS

SCALE 1:200



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R-22-17551-PRO-STRATA

**PLN - 67**

JANUARY 10, 2022

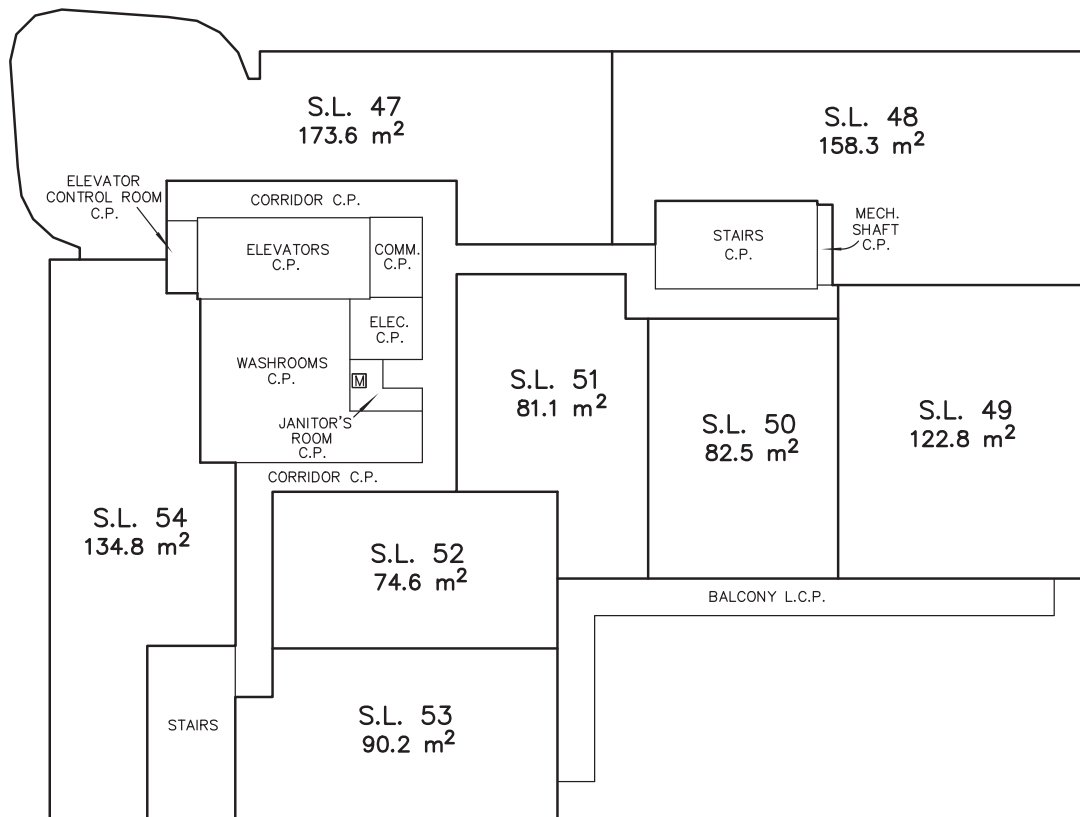
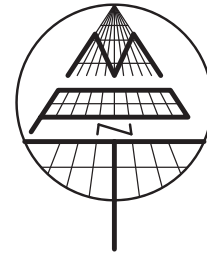
# TENTH FLOOR

SHEET 12 OF 13 SHEETS

SCALE 1:200



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FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551-PRO-STRATA

**PLN - 68**

JANUARY 10, 2022



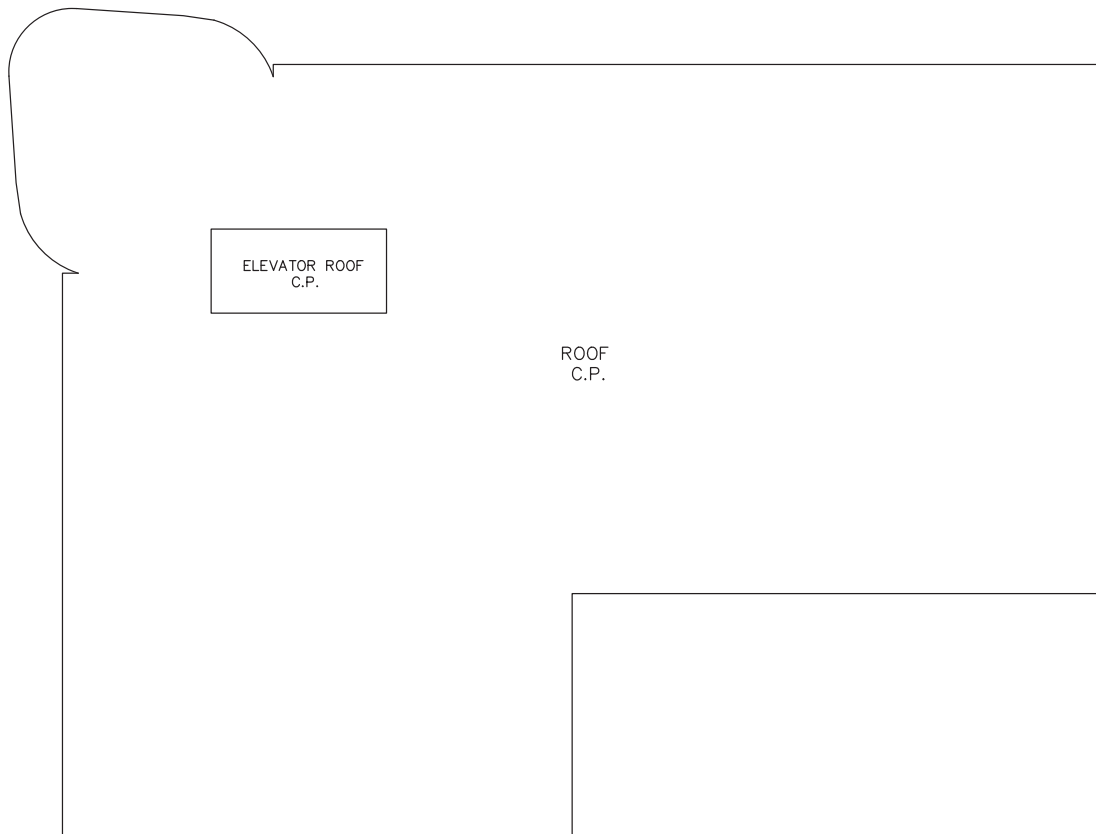
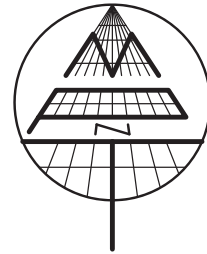
# ROOF

SHEET 13 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS \_\_\_\_\_



ELEVATOR ROOF  
C.P.

ROOF  
C.P.

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FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551-PRO-STRATA

**PLN - 69**

JANUARY 10, 2022



# City of Richmond

## Report to Committee

**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

**Date:** March 14, 2022  
**File:** RZ 21-927633

**Re:** Application by Praise Design & Construction Inc. for Rezoning at  
7420/7440 Langton Road from the "Two-Unit Dwellings (RD1)" Zone to the  
"Single Detached (RS2/B)" Zone

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10369, for the rezoning of 7420/7440 Langton Road from the "Two-Unit Dwellings (RD1)" zone to the "Single Detached (RS2/B)" zone, be introduced and given first reading.

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

WC/NA:blg  
Att. 7

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

## **Staff Report**

### **Origin**

Praise Design & Construction Inc. (Paul Sih) has applied, on behalf of the owner Hong Chen, to the City of Richmond for permission to rezone 7420/7440 Langton Road from the “Two-Unit Dwellings (RD1)” zone to the “Single Detached (RS2/B)” zone to permit the property to be subdivided to create two single-family lots with vehicle access from Langton Road (Attachment 1). The proposed subdivision plan is shown in Attachment 2. The conceptual development plans are shown in Attachment 3.

### **Findings of Fact**

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 4.

#### Subject Site Existing Housing Profile

The duplex on the property has been demolished and did not contain secondary suites.

### **Surrounding Development**

Development immediately surrounding the subject site is as follows:

To the North: A duplex on a lot zoned “Two-Unit Dwellings (RD1)” fronting Langton Road.

To the South: A single-family home on a lot zoned “Single Detached (RS1/E)” fronting Langton Road.

To the East: Single-family homes on lots zoned “Single Detached (RS1/E)” fronting No. 2 Road.

To the West: Across Langton Road, a single-family home on a lot zoned “Single Detached (RS1/E)” fronting Langtree Avenue.

### **Related Policies & Studies**

#### Official Community Plan

The Official Community Plan (OCP) designation for the subject property is “Neighbourhood Residential.” The proposed rezoning is consistent with this designation.

#### Zoning Bylaw 8500/Single-Family Lot Size Policy 5463

The subject property is located within the area governed by Single-Family Lot Size Policy 5463, adopted by Council on February 19, 1996, and subsequently amended on November 16, 2015 (Attachment 5).

This Single-Family Lot Size Policy permits properties with an existing duplex fronting Langton Road to be subdivided consistent with the requirements of the “Single Detached (RS2/B)” zoning bylaw. The proposed rezoning and subdivision are compliant with this Policy.

#### 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**

This redevelopment proposes to rezone and subdivide one two-unit dwelling property into two new single-family lots with vehicular access from Langton Road. One of the two new lots will provide a secondary suite and a contribution to the Affordable Housing Reserve Fund will be provided for the other.

The building footprint on the proposed southern lot (Lot A) has been purposely modified in order to accommodate the retention of a tree on the site by increasing the required setbacks in the southeast corner. The conceptual development plans in Attachment 3 show the proposed building envelope modifications required to accommodate the tree protective fencing for tree tag# 893. A legal agreement will be registered on Title as a condition of rezoning to ensure that the Tree Protection Zone and additional setback requirements are maintained.

#### Existing Legal Encumbrances

There is currently a covenant registered on title of the subject property, restricting the use of the site to one two-family dwelling only (charge #AE6889). Prior to final adoption of the rezoning bylaw, discharge of the covenant on title is required.

There is an existing 3.0 m wide statutory right-of-way (SRW) along the east and south property line for the sanitary sewer. The applicant is aware that encroachment into the SRW is not permitted.

### Transportation and Site Access

Vehicle access is proposed to be from Langton Road via existing separate driveway crossings to each new lot and off-street parking is to be provided per Zoning Bylaw 8500 requirements.

### Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses one bylaw-sized tree on the subject property, and one tree straddling the property line shared by the City and the neighbouring property to the south (7460 Langton Road). One untagged tree that was not part of the Report but shown on the survey plans is located on neighbouring property (7451 No. 2 Road) to north east of the subject property and will not be impacted.

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

- One on-site bylaw-sized tree (tag# 893 a 44 cm caliper Walnut) located in the rear yard of proposed Lot A is in good condition with no apparent significant structural defects and therefore should be retained and protected. The building footprint on Lot A has been adjusted to ensure the Critical Root Zone is accommodated for the Walnut tree (tag#893). The building footprint will be required to be setback a minimum of 4.8 m from the south property line and 14.0 m from the rear property line for the area of tree protection identified on the Tree Retention Plan (Attachment 6). A \$10,000.00 Tree Survival Security is required.
- One tree (tag# M1 a 46 cm caliper Cedar) located on adjacent shared City and neighbouring property (7460 Langton Road) is identified to be retained and protected. A \$10,000.00 Tree Survival Security is required. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.

### *Tree Replacement*

The applicant wishes to remove zero on-site trees. As per Council Policy 5032 and Zoning Bylaw 8500, with the redevelopment of the property, two trees must be provided on each new lot. Given that one tree is being retained on Lot A, the applicant must plant a minimum of one new tree on Lot A, and two new trees on Lot B for a total minimum of three trees. The one new tree on Lot A must be planted within 3.0 m of the front lot line, consistent with Richmond Zoning Bylaw 8500. Lot B must have a minimum of one new tree in the front yard and the rear yard. Prior to adoption of the rezoning bylaw, the applicant must submit a landscape security in the amount of \$2,250.00 to ensure that the three trees are planted. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
3	8 cm	4 m

### *Tree Protection*

One on-site tree (tag# 893) and one shared City-neighbouring tree (tag# M1) are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 6). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission of a Tree Survival Security of \$20,000.00 for the retention and protection of the one on-site and one off-site trees noted.
- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the Arborist to submit a post-construction impact assessment to the City for review.
- Prior to final adoption of the rezoning bylaw, a legal agreement will be required for modified setbacks of the southeast corner of the building footprint on Lot A to ensure tree retention of the Walnut tree (tag #893).
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

### Affordable Housing Strategy

The City's Affordable Housing Strategy requires a secondary suite or coach house on 100% of new lots created through single-family rezoning and subdivision applications; a secondary suite or coach house on 50% of new lots created and a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of the total buildable area of the remaining lots; or a cash-in-lieu contribution of the total buildable area of all lots where a secondary suite cannot be accommodated in the development.

The applicant proposes to contribute \$11,236.00 toward the City's Affordable Housing Reserve Fund for proposed Lot A, as no secondary suite is provided. The applicant has indicated that a secondary suite can not be accommodated on Lot A as the required tree protection zone is impacting the potential building footprint. The contribution is equivalent to \$4.00/ft<sup>2</sup> of the total buildable area of the lot to be created, and is consistent with the Affordable Housing Strategy requirements for single-family rezoning applications received prior to November 15, 2021.

A minimum one-bedroom secondary suite of approximately 44.3 m<sup>2</sup> (477 ft<sup>2</sup>) will be provided on proposed Lot B.

**Site Servicing and Frontage Improvements**

At future development stage, the applicant must complete the required water works, storm sewer, and sanitary sewer servicing works via City Work Order as described in Attachment 7. The existing frontage improvements are to be retained. No further improvements are required.

**Financial Impact or Economic Impact**

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

**Conclusion**

The purpose of this application is to rezone 7420/7440 Langton Road from the “Two-Unit Dwellings (RD1)” zone to the “Single Detached (RS2/B)” zone, to permit the property to be subdivided to create two single-family lots.

This rezoning application complies with the land use designation and applicable policies for the subject site contained within the OCP and the 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 10369 be introduced and given first reading.



Nathan Andrews  
Planning Technician  
(604-247-4911)

NA:blg

**Attachments:**

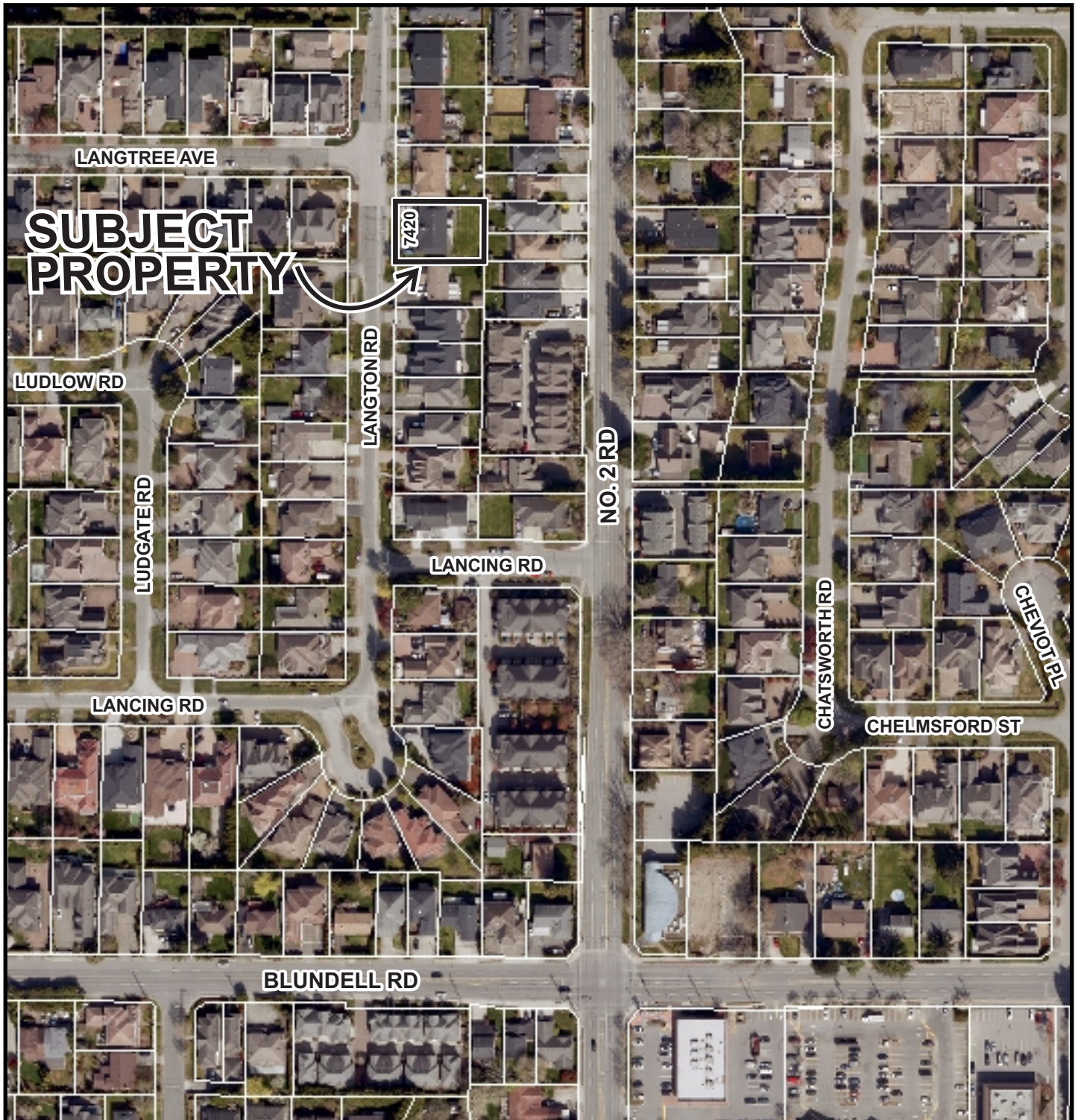
- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Survey Plan and Proposed Subdivision Plan
- Attachment 3: Conceptual Development Plans
- Attachment 4: Development Application Data Sheet
- Attachment 5: Lot Size Policy 5463
- Attachment 6: Tree Retention Plan
- Attachment 7: Rezoning Considerations







# City of Richmond



RZ 21-927633

Original Date: 03/11/21

Revision Date:

Note: Dimensions are in METRES

PLN - 77



TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF  
THE WEST 138.4 FEET LOT 2 EXCEPT:

PART SUBDIVIDED BY PLAN 45279:

SECTION 13 BLOCK 4 NORTH RANGE 7 WEST

NEW WESTMINSTER DISTRICT PLAN 10280

#7420/7440 LANGTON ROAD,  
RICHMOND, B.C.  
P.I.D. 003-488-721

**NOTE:**  
Elevations shown are based on  
City of Richmond HPN  
Benchmark network.  
Benchmark: HPN #202  
Control Monument 77H4623  
Elevation: 1.452m  
Benchmark: HPN #234  
Control Monument 77H4891  
Elevation: 1.125m

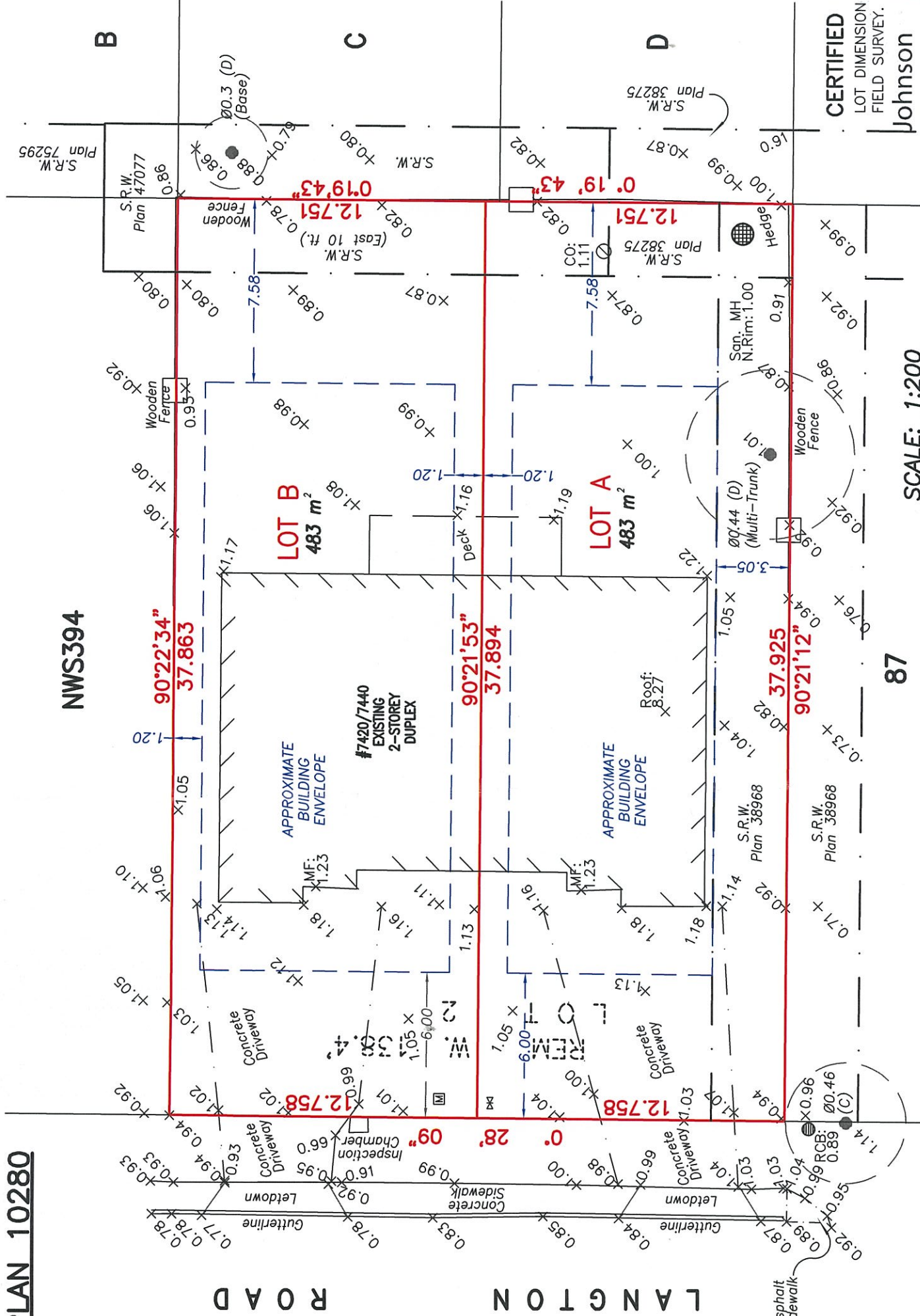
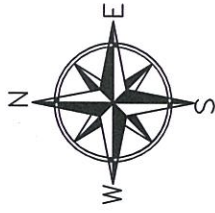
**NOTE:**  
Use site Benchmark Tag #123 for  
construction elevation control.

**LEGEND:**

- (c) denotes conifer
- (d) denotes deciduous
- denotes round catch basin
- ⌘ denotes water valve
- ⌘ denotes water meter
- denotes manhole
- denotes cleanout
- MF denotes main floor

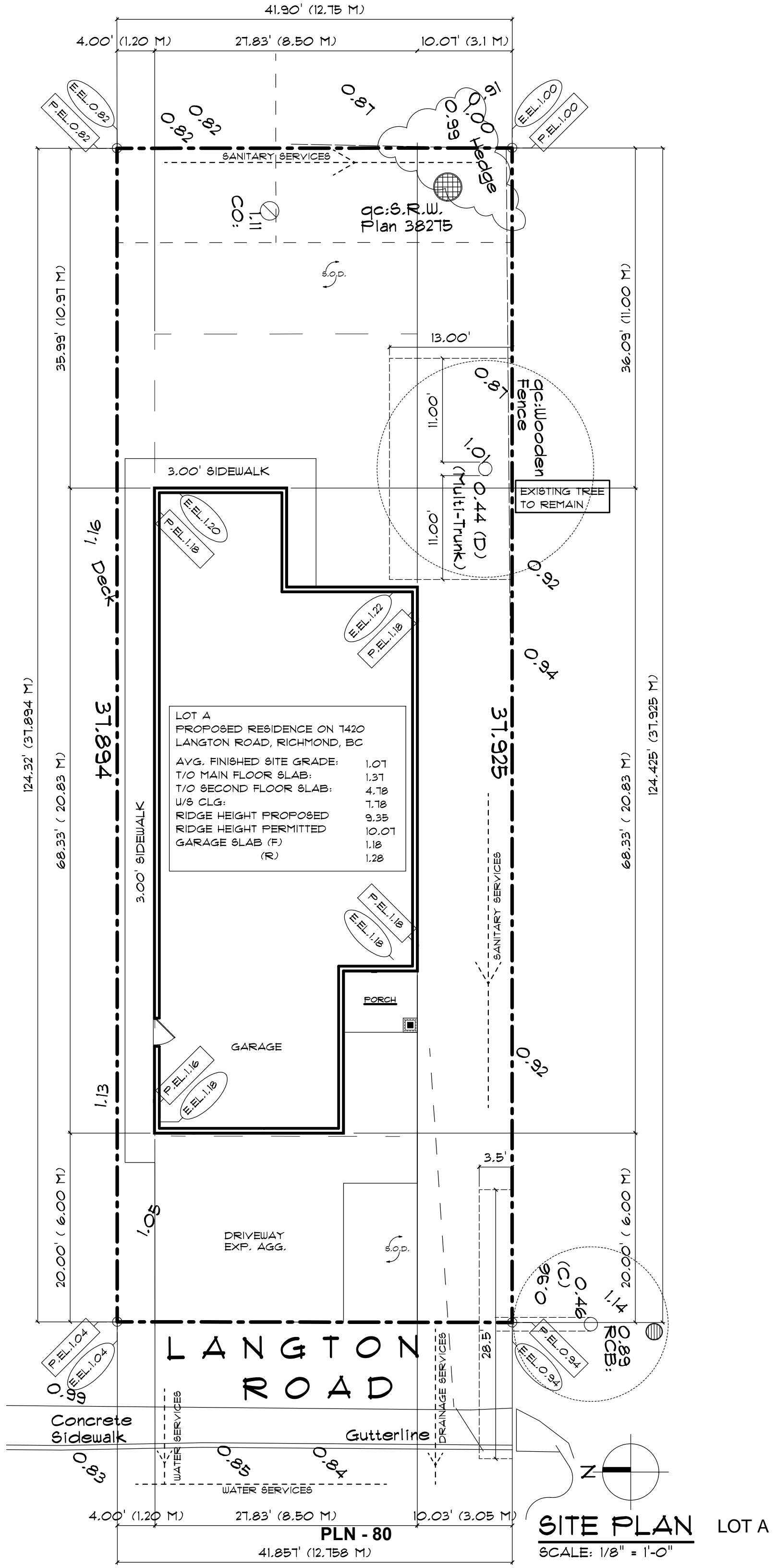
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J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 6697  
FB-315 P31-32  
Drawn By: IO

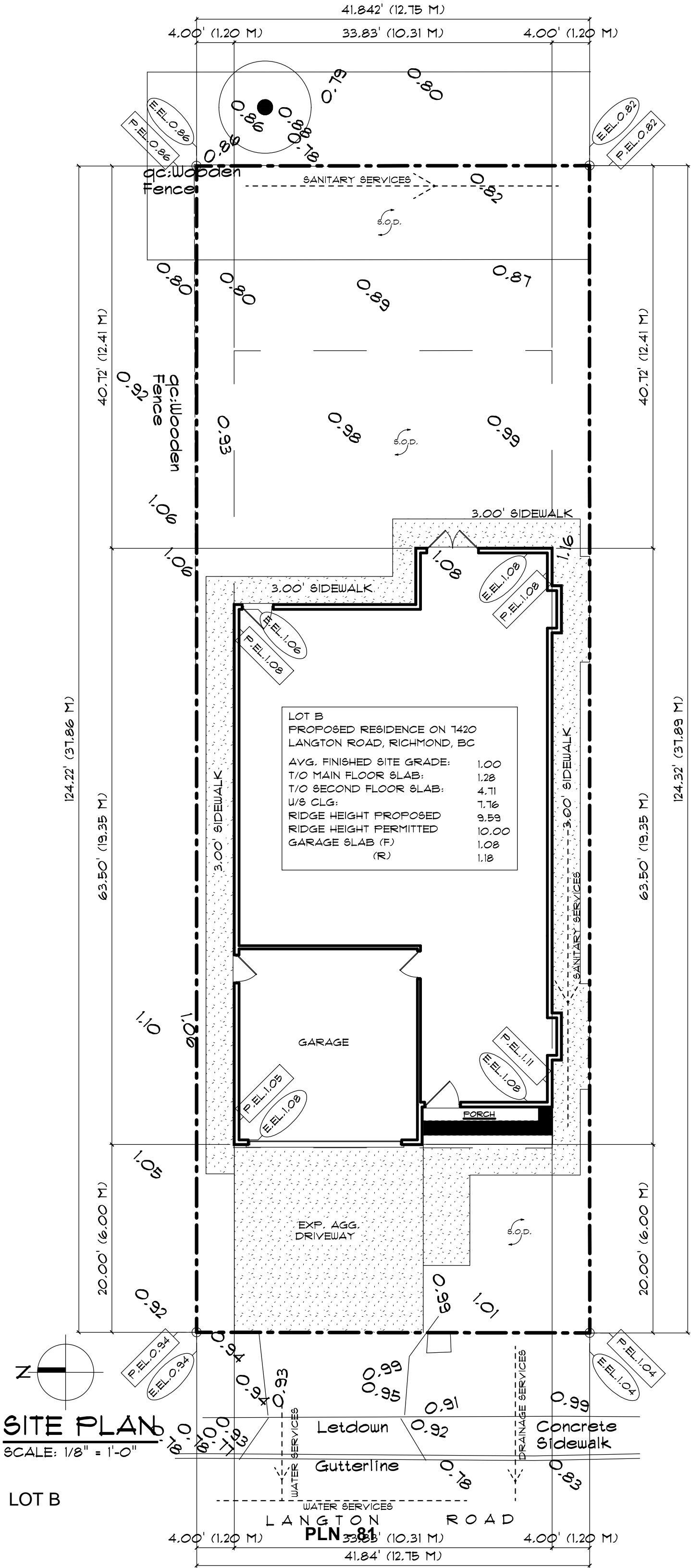
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# SITE PLAN

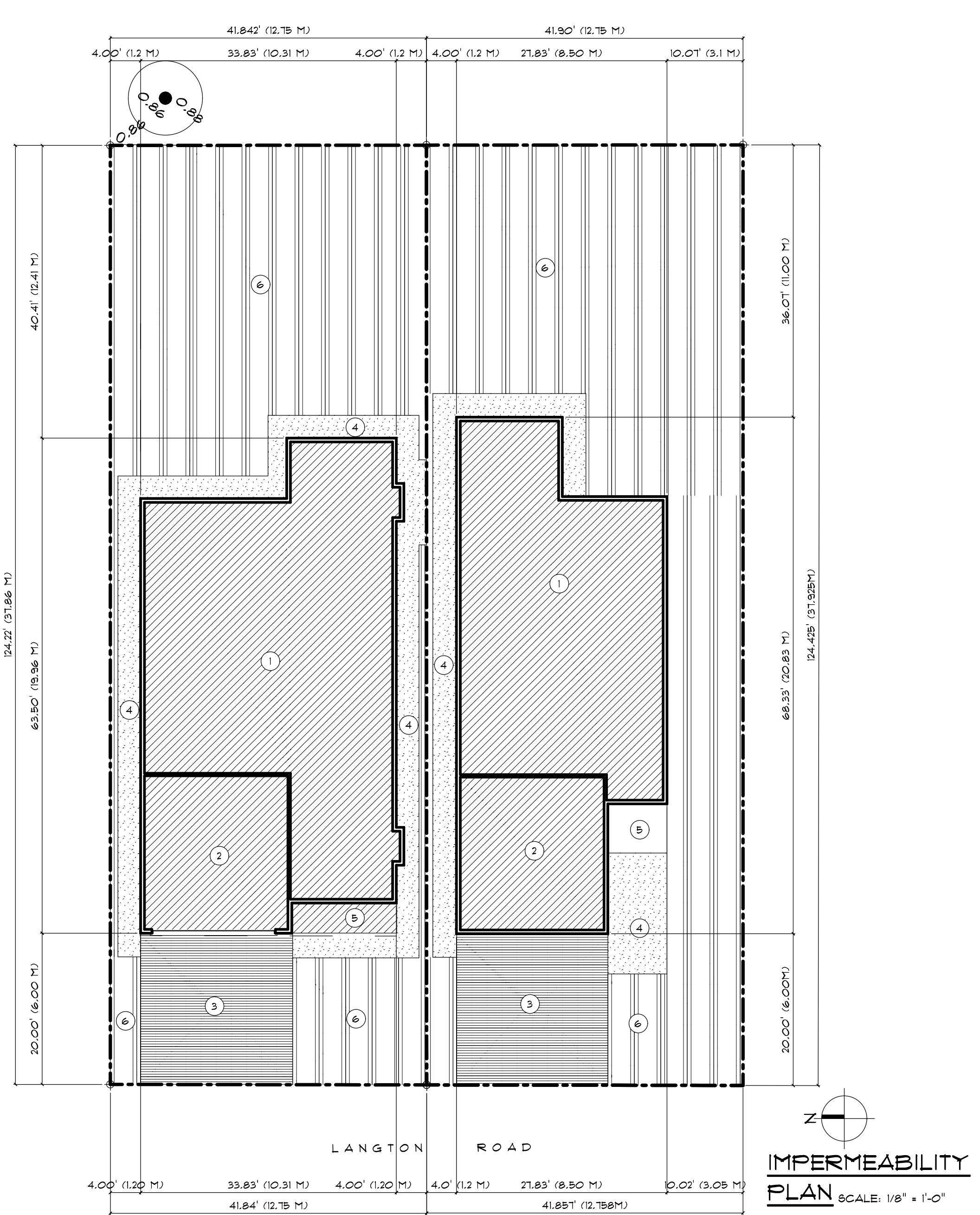
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LOT B

PLN-81

[illegible]

MAIN FLOOR PLAN	
LIVING FLOOR AREA	1 483.50 SF
GARAGE AREA	420.00 SF
TOTAL FLOOR AREA	1 903.50 SF



IMPERMEABLE TABLE			
DESIGNATION	SYMBOL	DESCRIPTION	AREA
①		DWELLING	1 489.50 SF
②		GARAGE	420.00 SF
③		CONCRETE DRIVEWAY	400.00 SF
④		CONCRETE SIDEWALK	636.00 SF
⑤		DECK, PORCH AND STAIRS	55.00 SF
IMPERMEABLE SITE COVERAGE ALLOWED (70%)			3 639.30 SF
TOTAL IMPERMEABILITY			3 000.05 SF
⑥		LANDSCAPING	
LANDSCAPING ALLOWED (MIN 30%)			1 559.70 SF
LANDSCAPING PROPOSED			3 017.80 SF

IMPERMEABLE TABLE			
DESIGNATION	SYMBOL	DESCRIPTION	AREA
①		DWELLING	1 207.00 SF
②		GARAGE	420.00 SF
③		CONCRETE DRIVEWAY	398.30 SF
④		CONCRETE SIDEWALK	433.30 SF
⑤		DECK, PORCH AND STAIRS	51.00 SF
IMPERMEABLE SITE COVERAGE ALLOWED (70%)			3 639.30 SF
TOTAL IMPERMEABILITY			2 509.60 SF
⑥		LANDSCAPING	
LANDSCAPING ALLOWED (MIN 30%)			1 559.70 SF
LANDSCAPING PROPOSED			2 616.00 SF



**RZ 21-927633**

**Attachment 4**

Address: 7420/7440 Langton Road

Applicant: Praise Design & Construction Inc.

Planning Area(s): Blundell

	Existing	Proposed
<b>Owner:</b>	Hong Chen	To be determined
<b>Site Size (m<sup>2</sup>):</b>	966 m <sup>2</sup>	Lot A: 483 m <sup>2</sup> Lot B: 483 m <sup>2</sup>
<b>Land Uses:</b>	One (1) duplex	Two (2) single-family homes
<b>OCP Designation:</b>	Neighbourhood residential	No change
<b>Area Plan Designation:</b>	Neighbourhood residential	No change
<b>702 Policy Designation:</b>	Two-Unit Dwellings (RD1)	Single Detached (RS2/B)
<b>Zoning:</b>	Two-Unit Dwellings (RD1)	Single Detached (RS2/B)
<b>Number of Units:</b>	2	2

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m <sup>2</sup> plus 0.30 for area in excess of 464.5 m <sup>2</sup>	Max. 0.55 for lot area up to 464.5 m <sup>2</sup> plus 0.30 for area in excess of 464.5 m <sup>2</sup>	None permitted
Buildable Floor Area (m <sup>2</sup> ):*	Lot A: Max. 261 m <sup>2</sup> (2,809 ft <sup>2</sup> ) Lot B: Max. 261 m <sup>2</sup> (2,809 ft <sup>2</sup> )	Lot A: Max. 261 m <sup>2</sup> (2,809 ft <sup>2</sup> ) Lot B: Max. 261 m <sup>2</sup> (2,809 ft <sup>2</sup> )	None permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70%	Building: Max. 45% Non-porous Surfaces: Max. 70%	None
Lot Size:	Min. 360 m <sup>2</sup>	Lot A: 483 m <sup>2</sup> Lot B: 483 m <sup>2</sup>	None
Lot Dimensions (m):	Width: Min. 12.0 m Depth: Min. 24.0 m	Width: 12.75 m Depth: 37.90 m	None



On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Setbacks (m):	Front: Min. 6.0 m Rear: Greater of 6.0 m or 20% of the total lot depth, for max. width of 60% of the rear wall of the first storey; and 25% of the total lot depth, for the remaining 40% of the rear wall of the first storey and any second storey, or half storey above, up to max. required setback of 10.7m Side: Min. 1.2 m	Front: Min. 6.0 m Rear: Min. 7.58 m for 60% of the rear wall of the first storey and min. 9.47 m for remaining 40% of the first storey and any second storey Rear for tree retention area of tag# 893 (Lot A): Min. 14.0 m Side: Min. 1.2 m Lot A south side: 3.0 m; with the exception of side for tree retention area of tag# 893: 4.8 m	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.



# City of Richmond

# Policy Manual

Page 1 of 2

Adopted by Council: February 19, 1996

**POLICY 5463**

Amended by Council: November 16, 2015

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 13-4-7

## **POLICY 5463:**

The following policy establishes lot sizes for properties within the area generally bounded by **Railway Avenue, Blundell Road and No. 2 Road**, in a portion of Section 13-4-7 as shown on the attached map:

That properties within the area generally bounded by Railway Avenue, Blundell Road and No. 2 Road, in a portion of Section 13-4-7, be permitted to rezone and subdivide in accordance with the provisions of the "Single Detached (RS2/H)" zone in Richmond Zoning Bylaw 8500, with the exception that:

1. The "Single Detached (RS2/E)" zone applies to lots with frontage on No. 2 Road and Blundell Road that do not have a lane or internal road access;
2. The "Single Detached (RS2/B)" zone applies to properties with duplexes on them with the exception that the "Single Detached (RS2/E)" zone applies to those properties with frontage on No. 2 Road and Blundell Road that do not have lane or internal road access;
3. The "Single Detached (RS2/B)" zone applies to properties generally fronting Lindsay Road and Linfield Gate in the western portion of Section 13-4-7; and

That this policy be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless amended according to Richmond Zoning Bylaw 8500.



PROPOSED SUBDIVISION OF

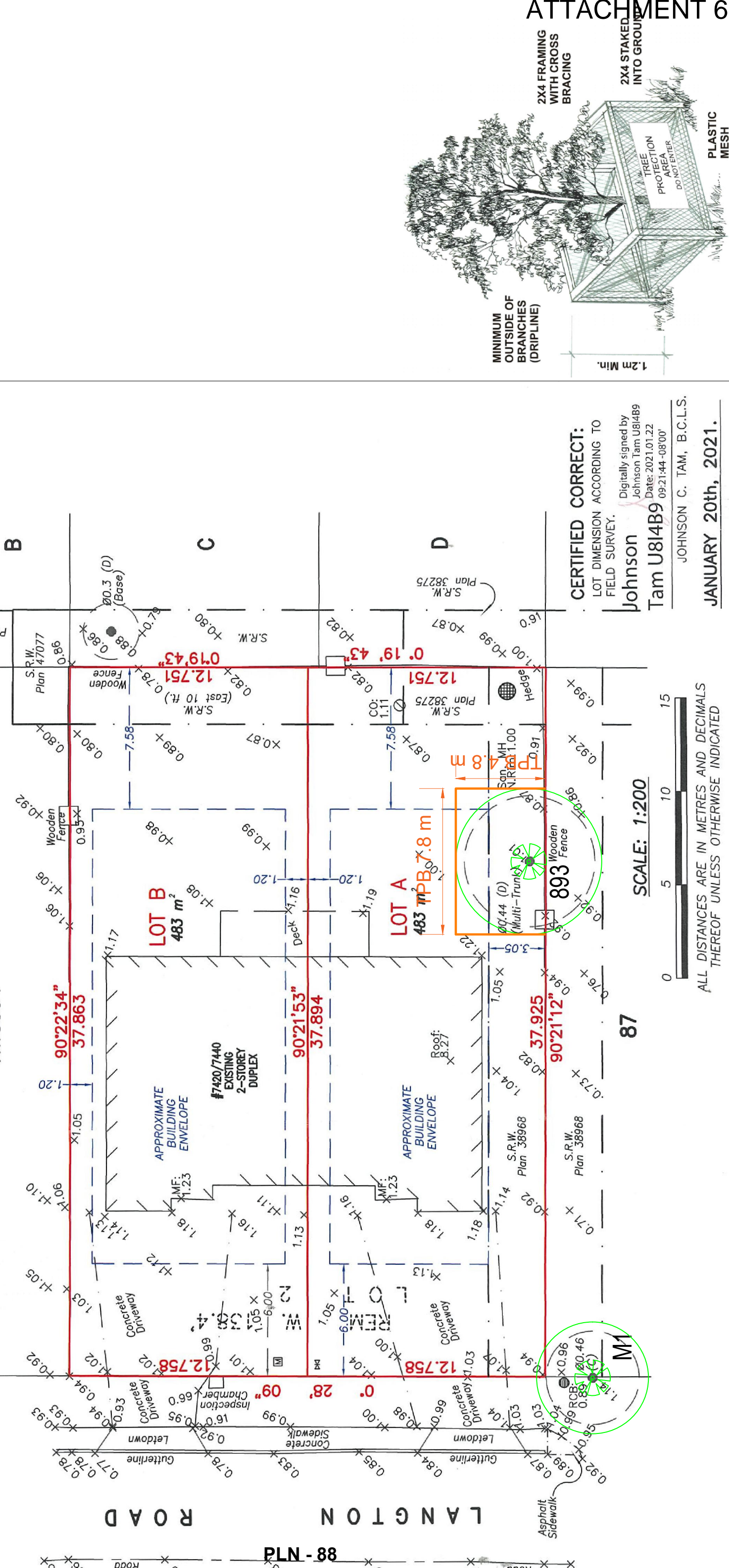
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45279;

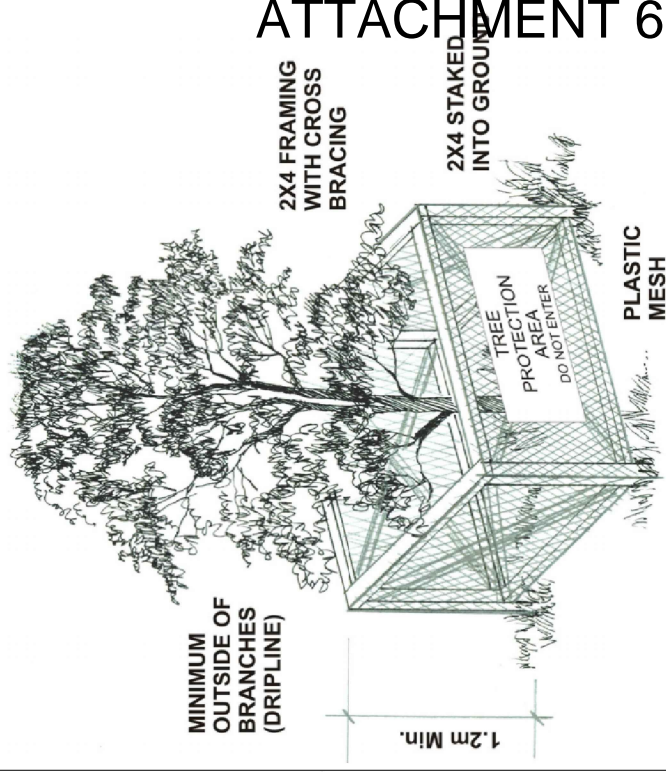
TH RANGE 7 WEST

PLAN 10280

Tag #	Common Name	DBH (cm)	CRZ Radius (m)	CRZ Diameter (m)	Health	TRAQ Rating	Retention Suitability	Comments	Retain / Remove
893	Walnut	60	3.60	7.80	Fair	Low	Poor	No conflict with proposed development	Retain Crown clean
M1	Deodar cedar	46	2.76	5.98	Fair	-	-	No conflict with proposed development	Retain



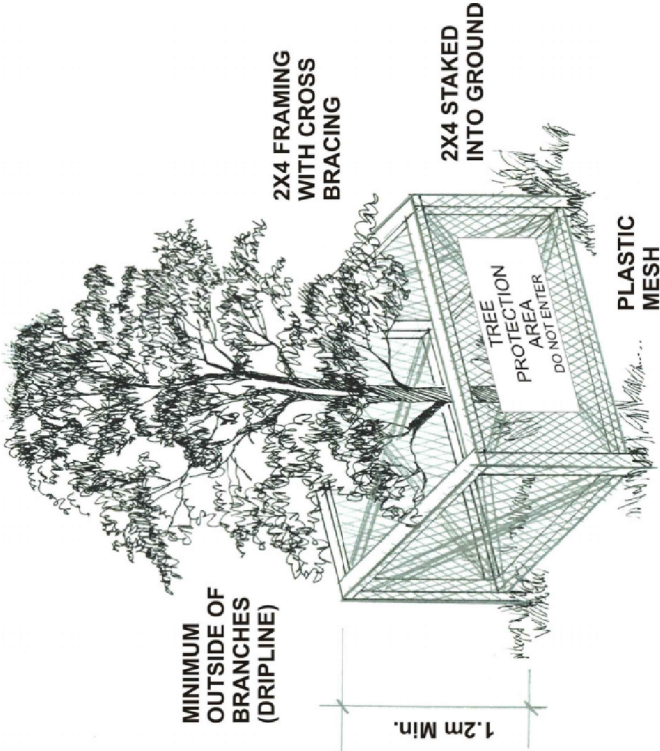
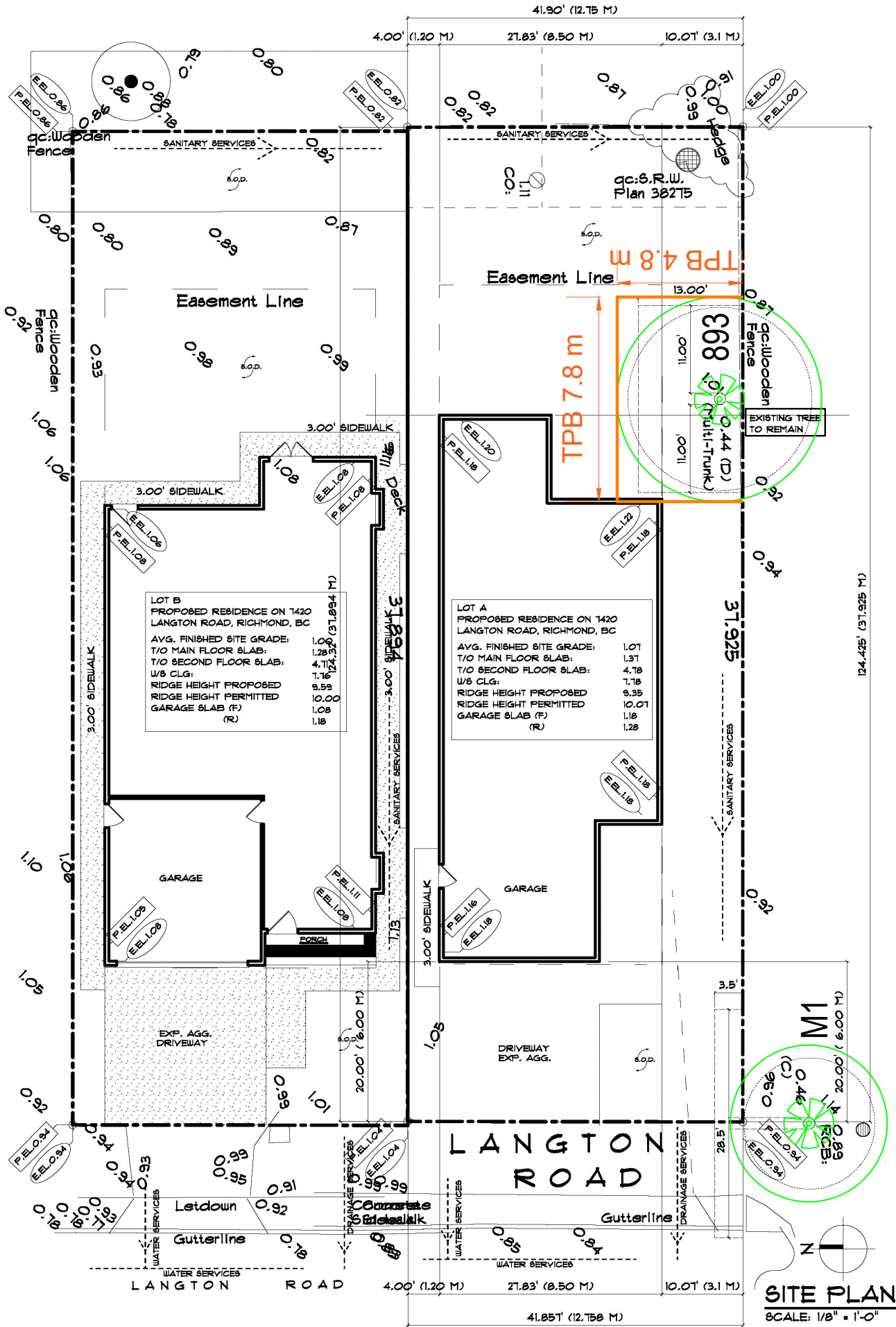
**CERTIFIED CORRECT:**  
LOT DIMENSION ACCORDING TO  
FIELD SURVEY.  
**Johnson**  
Tam U8I4B9  
Digitally signed by  
Johnson Tam U8I4B9  
Date: 2021.01.22  
09:21:44 -08'00'  
JOHNSON C. TAM, B.C.L.S.  
**JANUARY 20th, 2021.**



Drawing No.	Sheet Title	Job Name	Project Title	Philip Kin Cho	BC Plant Health Care Inc.
3 of 5	Tree Removal and Retention Plan	Praise Design and Construction 20210413	Arborist Report for Development Purposes	ISA Certified Arborist #HK-1086AM ISA Tree Risk Assessment Specialist Forester in Training #5727 BSSc, MSc, MSFM	18465 53 <sup>rd</sup> Avenue, Surrey, BC. P: 604-575-8727 F: 604-576-2972 E: info@bcplanthealthcare.com 24 Hour Emergency Pager: 604-607-1616
Page 12 of 17	Revision No. 2	Client Name	Site Address	Revision Date	March 9 <sup>th</sup> , 2022
		Praise Design & Construction Inc. - Paul Sih	7440 Langdon Rd, Richmond - Lot A		



Tag #	Common Name	DBH (cm)	CRZ Radius (m)	CRZ Diameter (m)	Health	TRAQ Rating	Retention Suitability	Comments	Retain / Remove
893	Walnut	60	3.60	7.80	Fair	Low	Poor	No conflict with proposed development	Retain Crown clean
M1	Deodar cedar	46	2.76	5.98	Fair	-	-	No conflict with proposed development	Retain



Drawing No.	4 of 5	Page 13 of 17	Sheet Title	Site Development Plan	Revision No.	2	Job Name	Praise Design and Construction 20210413	Client Name	Praise Design & Construction Inc. - Paul Sih	Project Title	Arborist Report for Development Purposes	Philip Kin Cho ISA Certified Arborist #HK-1086AM ISA Certified Arborist Municipal Specialist ISA Tree Risk Assessment Qualification Forester in Training #5727 BSSc, MSc, MSFM	BC Plant Health Care Inc. 18465 53 <sup>rd</sup> Avenue, Surrey, BC. P: 604-575-8727 F: 604-576-2972 E: info@bcplanthealthcare.com 24 Hour Emergency Pager: 604-607-1616	LEGEND	Tree Protection Barrier (TPB)	Property Line	Tree Reference	Critical Root Zone



**Address:** 7420/7440 Langton Road

**File No.:** RZ 21-927633

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10369, the developer is required to complete the following:**

1. Discharge of existing covenant AE6889 registered on title, which restricts the use of the property to a two-family dwelling only.
2. Registration of a flood indemnity covenant on Title (2.9 m GSC – Area A).
3. Submission of a Landscape Security in the amount of \$2,250 (\$750/tree) to ensure that a total of three trees are planted and maintained (one tree on Lot A and two trees on Lot B) minimum 8 cm deciduous caliper or 4 m high conifers). **NOTE: minimum replacement size to be as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees.**
4. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
5. Submission of a Tree Survival Security to the City in the amount of \$20,000.00 for the two trees (tag# 893 and M1) to be retained.
6. Registration of a legal agreement on title, ensuring that additional setbacks on Lot A are maintained for the building envelope as it relates to tree retention of tree tag# 893. The increased rear yard setback from 7.58 m to minimum 14.0 m and side yard setback from 3.0 m to minimum 4.8 m for the southeast corner façade for Lot A is to be maintained to ensure retention of the Walnut tree (tag# 893). Specific setbacks are to follow the Conceptual Development plan (Attachment 3 of the staff report) and the Tree Retention Plan (Attachment 6 of the staff report).
7. The City's acceptance of the applicant's voluntary contribution of \$4.00 per buildable square foot of Lot A (i.e. \$11,236.00) to the City's Affordable Housing Reserve Fund.
8. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a minimum 1-bedroom secondary suite of approximately 44.3 m<sup>2</sup> (477 ft<sup>2</sup>) is constructed on Lot B, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

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

1. Complete the following servicing works and off-site improvements. These may be completed through a City work order.

**Water Works:**

- a) Using the OCP Model, there is 363 L/s of water available at a 20 psi residual at the Langton Road frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- b) At Developer's cost, the Developer is required to:
  - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
  - ii) Retain the existing water connections to serve the proposed lots.
- c) At Developer's cost, the City will:
  - i) Remove and replace the existing water meters as required during construction.

#### Storm Sewer Works:

- d) At Developer's cost, the City will:
  - i) Install a new storm connection, complete with inspection chamber, to serve the proposed northern lot.
  - ii) Confirm the capacity and condition of the existing storm connection and inspection chamber. If the connection is sized adequately, and in good condition, then it may be retained to serve the proposed southern lot. If not, the existing connection shall be capped and the inspection chamber removed, and a new connection and inspection chamber installed – all at the developer's cost.

#### Sanitary Sewer Works:

- e) At Developer's cost, the Developer is required to:
  - i) Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews.
- f) At Developer's cost, the City will:
  - i) Cap the existing sanitary connection and remove the inspection chamber.
  - ii) Install a new sanitary connection at the common property line of the newly subdivided lots, complete with inspection chamber and dual service leads.

#### General Items:

- g) At Developer's cost, the Developer is required to:
  - i) Complete other frontage improvements as per Transportation requirements:
    - a. The existing frontage improvements are to be retained. No further improvements are required.
    - b. Vehicle access is to be from the Langton Road development frontage via existing separate driveway crossings to each new lot.
    - c. Design standards: The new driveways are to be constructed to the following City design standards (refer to City Engineering Design Specifications, Drawing R-9-DS):
      - 4.0 m wide at the property line with 0.9 m flares at the curb to meet the grade of sidewalk/boulevard.
      - A minimum separation of 0.5 m between the driveway flare (measured at the curb) and the nearest common property line with the neighbouring site is required.
      - Maximum depth and grade of driveway letdown are set at 2.0 m and 8% respectively.
    - d. Off-Street Parking: Off-street parking is to be provided per bylaw requirements (2 spaces/dwelling unit).
    - e. Electric Vehicle Charging Equipment: Per 8500 Amendment Bylaw No. 9756, the Developer is required to provide, for all resident parking spaces, Level 2 EV charging outlets (208V to 240V AC and current of 16A to 80A).
  - ii) Coordinate with BC Hydro, Telus and other private communication service providers:
    - (1) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - (2) To locate all proposed above-ground third-party utility structures onsite within a right-of-way.
  - iii) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.

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

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

1. 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.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

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

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

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

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

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Signed

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Date





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 10369 (RZ 21-927633)  
7420/7440 Langton Road**

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/B)”**.

P.I.D. 003-488-721

West 138.4 Feet Lot 2 Except: Part Subdivided By Plan 45279; Section 13 Block 4 North Range 7 West New Westminster District Plan 10280

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10369”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER





# City of Richmond

## Report to Committee

**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

**Date:** March 17, 2022  
**File:** RZ 21-936277

**Re:** Application by Doug Loewen for Rezoning at 4880 Garry Street from the "Single Detached (RS1/E)" Zone to the "Single Detached (RS2/A)" Zone

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10370, for the rezoning of 4880 Garry Street from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/A)" zone, be introduced and given first reading.

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

WC/CL:blg  
Att. 6

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

## **Staff Report**

### **Origin**

Doug Loewen, on behalf of the property owner (1312563 B.C. Ltd; Directors: Doug Loewen and Dave Mander), has applied to the City of Richmond for permission to rezone 4880 Garry Street from the “Single Detached (RS1/E)” zone to the “Single Detached (RS1/A)” zone, to permit the property to be subdivided to create two lots. A location map and aerial photo are provided in Attachment 1.

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 2.

### **Existing Site Condition and Context**

A survey of the subject site is included in Attachment 3. The subject site is located on the south side of Garry Street and west of Railway Avenue. The subject site is the last remaining large single-family lot on the south side of this block to pursue infill development.

#### Subject Site Existing Housing Profile

The subject site consists of a large lot containing a single-family dwelling that is occupied by a rental tenant. There are no secondary suites in the dwelling. The existing dwelling is proposed to be demolished at future development stage.

#### Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- To the North, immediately across Garry Street, are small lots zoned “Single Detached (RS1/A)”.
- To the South, are small and large lots zoned “Single Detached (RS1/A)” fronting Dunfell Road.
- To the East, is a small lot zoned “Single Detached (RS1/A)”.
- To the West, is a small lot zoned “Single Detached (RS1/A)”.

#### Existing Legal Encumbrances

There is an existing Statutory Right-of-Way (SRW) registered on title of the property for the sanitary sewer along the rear (south) property line. The applicant has been advised that encroachment into the SRW is not permitted.

## **Related Policies & Studies**

### Official Community Plan/Steveston Area Plan

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential”. The Steveston Area Plan land use designation for the subject site is “Single-Family”. This redevelopment proposal is consistent with these designations.

### Single-Family Lot Size Policy 5471

The subject site is located within the area governed by Single-Family Lot Size Policy 5471, which was adopted by City Council on July 29, 2002 (Attachment 4). The Policy permits properties along Garry Street to rezone and subdivide in accordance with the “Single Detached (RS2/A)” zone (minimum 9.0 m wide lots and 270 m<sup>2</sup> lot area).

This redevelopment proposal is consistent with the Lot Size Policy as it would allow for the creation of two lots, each approximately 9.7 m in width and 386 m<sup>2</sup> in area.

### Affordable Housing Strategy

Consistent with the City’s Affordable Housing Strategy, the applicant has proposed to construct a one-bedroom secondary suite in the dwelling on one of the future lots and to provide a cash contribution to the City’s Affordable Housing Reserve Fund in-lieu of constructing a secondary suite on the other future lot. Prior to final adoption of the rezoning bylaw, the applicant is required to:

- Submit a cash-in-lieu contribution in the amount of \$9,140.72 to the City’s Affordable Housing Reserve Fund (single-family rezoning applications received prior to November 15, 2021 are required to provide a cash-in-lieu contribution of \$4.00 per buildable square foot).
- Register a legal agreement on title stating that no final Building Permit inspection will be granted until a secondary suite with a minimum one-bedroom is constructed in the dwelling on one of the future lots to the satisfaction of the City in accordance with the BC Building Code and the City’s Zoning Bylaw.

### 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**

### **Site Access**

Vehicle access to the subject site is to be from Garry Street. There is an existing driveway crossing to service the proposed west lot, and the applicant is required to install another driveway crossing to service the proposed east lot. This work is to be undertaken via a City work order at future Building Permit stage.

### **Tree Retention and Replacement**

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

- Three trees on the subject property.
- Two street trees in the Garry Street boulevard on City-owned property.
- A total of five trees on neighbouring properties to the west, east, and south.

The City's Tree Preservation Coordinator and Parks Department arboriculture staff have reviewed the Arborist's Report and provided the following comments:

- Two trees (Cherry and Dogwood) located on-site in the rear yard have been heavily topped and are in very poor condition (Trees # 164, 167). These trees should be removed and replaced at a 2:1 ratio consistent with the Official Community Plan (OCP) and in accordance with the size requirements of the City's Tree Protection Bylaw No. 8057 (i.e., minimum 8 cm calliper or 4 m high).
- One on-site Pear tree (Tree # 170) in the rear yard is in fair condition and must be retained and protected.
- Two street trees (Trees # 161, 162) in the Garry Street boulevard on City-owned property are in good health and condition. It appears that Tree # 162 will be in conflict with the required vehicle access to the proposed east lot. Since the tree is a good candidate for relocation due to its size and species, the applicant is required to relocate the tree at future Building Permit stage by a certified tree moving company (coordinated by the project Arborist), to a location chosen by the City's Parks Department.
- Five trees on the neighbouring properties must be retained and protected (Trees # 165, 166, 168, 171, 173).

### *Tree Protection*

The applicant has submitted a Tree Retention Plan showing the trees to be removed and retained (Attachment 5). To ensure that the trees identified for retention are protected at future development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of:
  - A contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones, including tree relocation, and installation or removal of servicing infrastructure and driveway crossings. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
  - A contract with a certified tree moving company for relocation of Tree # 162 in the City boulevard (coordinated by the project Arborist) to a location chosen by the City's Parks Department.
  - A tree survival security in the amount of \$5,000.00 for the on-site tree (Tree # 170) and in the amount of \$10,000.00 for the City street trees (Trees # 161, 162). The City may retain a portion of the securities for a one-year maintenance period from the date of landscape inspection to ensure that the trees survive. To accompany the tree survival securities, a legal agreement that sets the terms for release of the security must be entered into between the applicant and the City.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the Arborist's Report recommendations and the City's Tree Protection Information Bulletin TREE-03 prior to any works being conducted on-site and must remain in place until construction and landscaping is completed.

### *Tree Replacement*

To ensure that the four required replacement trees are planted and maintained on the proposed new lots (two trees per lot, i.e., one in the front yard and one in the rear yard; minimum 8 cm calliper or 4 m high), the applicant is required to submit a Landscaping Security in the amount of \$3,000.00 prior to final adoption of the rezoning bylaw. The City may retain a portion of the security for a one-year maintenance period from the date of landscape inspection to ensure that the trees survive. To accompany the landscaping security, a legal agreement that sets the terms for the release of the security must be entered into between the applicant and the City.

### Site Servicing

At subdivision stage, the applicant is required to pay Development Cost Charges (City, GVS & DD and TransLink), School Site Acquisition Charge, Address Assignment Fees, and other costs associated with the completion of the servicing works (water, storm, sanitary, and driveway installation) as described in Attachment 6.

**Financial 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**

This application is to rezone the property at 4880 Garry Street from the “Single Detached (RS1/E)” zone to the “Single Detached (RS2/A)” zone, to permit the property to be subdivided to create two lots.

This rezoning application complies with the land use designations and applicable policies for the subject site that are contained within the OCP, Steveston Area Plan, and Single-Family Lot Size Policy 5471.

The list of rezoning considerations is included in Attachment 6, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10370 be introduced and given first reading.



Cynthia Lussier  
Planner 2  
(604-276-4108)

CL:blg

**Attachments:**

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Site Survey
- Attachment 4: Single-Family Lot Size Policy 5471
- Attachment 5: Tree Retention Plan
- Attachment 6: Rezoning Considerations







# City of Richmond



RZ 21-936277

Original Date: 08/27/21

Revision Date:

Note: Dimensions are in METRES





**RZ 21-936277**

Address: 4880 Garry Street

Applicant: Doug Loewen

Planning Area(s): Steveston

	<b>Existing</b>	<b>Proposed</b>
<b>Owner:</b>	1312563 B.C. Ltd (i.e., Doug Loewen & Dave Mander)	To be determined
<b>Site Size (m<sup>2</sup>):</b>	772 m <sup>2</sup> (approx. 8,309 ft <sup>2</sup> )	Two lots, each 386 m <sup>2</sup> (approx. 4,154 ft <sup>2</sup> )
<b>Land Uses:</b>	Single-family dwelling	Two residential lots
<b>OCP Designation:</b>	Neighbourhood Residential	No change
<b>Area Plan Designation:</b>	Single-Family	No change
<b>Single-Family Lot Size Policy Designation:</b>	Single Detached (RS2/A)	No change
<b>Zoning:</b>	Single Detached (RS1/E)	Single Detached (RS2/A)

<b>On Future Subdivided Lots</b>	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Buildable Floor Area:*	Max. 212.3 m <sup>2</sup> (approx. 2,285 ft <sup>2</sup> ) on each lot proposed	Max. 212.3 m <sup>2</sup> (approx. 2,285 ft <sup>2</sup> ) on each lot proposed	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Live landscaping: Min. 20%	Building: Max. 45% Non-porous Surfaces: Max. 70% Live landscaping: Min. 20%	none
Min. Lot Size:	270 m <sup>2</sup>	386 m <sup>2</sup>	none
Min. Lot Dimensions:	Width: 9.0 m Depth: 24 m	Width: 9.7 m Depth: 39.6 m	none
Setbacks:	Front: Min. 6.0 m	Front: Min. 6.0 m	none
	Side: Min. 1.2 m	Side: Min. 1.2 m	
	Rear: Min. approx. 7.92 m for up to 60% of the 1 <sup>st</sup> storey rear wall; and 9.99 m for at least 40% of 1 <sup>st</sup> storey rear wall and all of 2 <sup>nd</sup> storey rear wall	Rear: Min. approx. 7.92 m for up to 60% of the 1 <sup>st</sup> storey rear wall; and 9.99 m for at least 40% of 1 <sup>st</sup> storey rear wall and all of 2 <sup>nd</sup> storey rear wall	
Building Height:	2 ½ storeys	2 storeys	none

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

**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION PLAN OF  
LOT 60 SECTION 2 BLOCK 3 NORTH RANGE 7 WEST  
NEW WESTMINSTER DISTRICT PLAN 31520**

#4880 GARRY STREET,  
RICHMOND, B.C.  
P.I.D. 006-602-550

**GARRY STREET**

Nail in aluminum  
Tag #5278  
Site Benchmark  
Elevation: 1.68m



SCALE: 1:200

0 5 10 15

ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED

**LEGEND:**

- (c) denotes conifer
- (d) denotes deciduous
- ☐ denotes catch basin
- ⊙ denotes power post
- ⊙ denotes round catch basin
- WM denotes water meter
- co denotes cleanout
- T denotes top of retaining wall

**NOTE:**

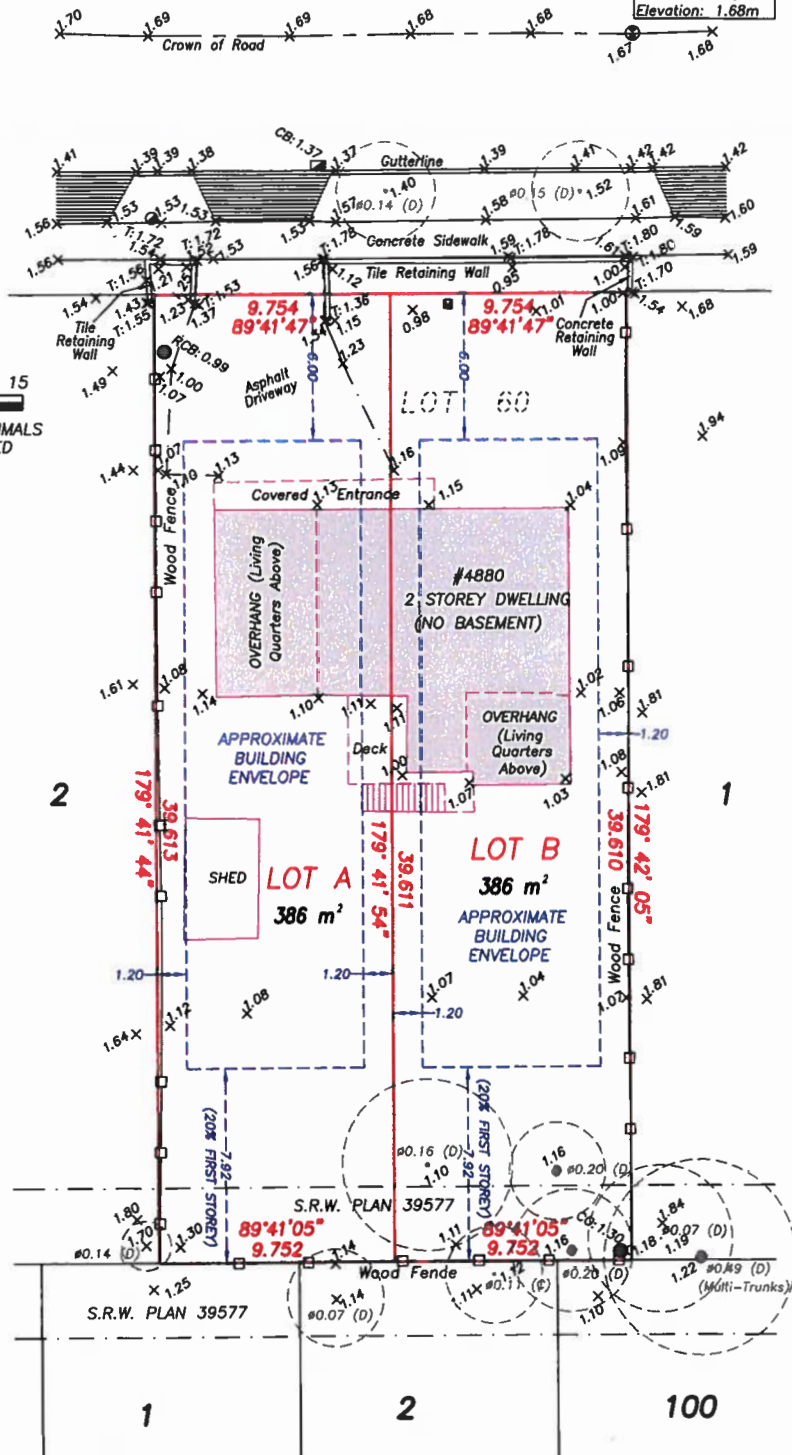
Use site Benchmark Tag #5278 for  
construction elevation control.

**NOTE:**

Elevations shown are based on  
City of Richmond HPN  
Benchmark network.  
Benchmark: HPN #235  
Control Monument 77H4885  
Elevation: 1.103m

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J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 7719  
FB-402 P57-60  
Drawn By: KA

DWG No. 7719-TOPO



**CERTIFIED CORRECT:**

LOT DIMENSION ACCORDING TO  
FIELD SURVEY.

Johnson

Tam U814B9

Digitally signed by  
Johnson Tam U814B9  
Date: 2021.06.18  
15:43:01 -0700

JOHNSON C. TAM, B.C.L.S., C.L.S.

PLN - 103

JUNE 7th, 2021.



# City of Richmond

# Policy Manual

Page 1 of 2

Adopted by Council – July 29, 2002

**POLICY 5471**

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 2-3-7

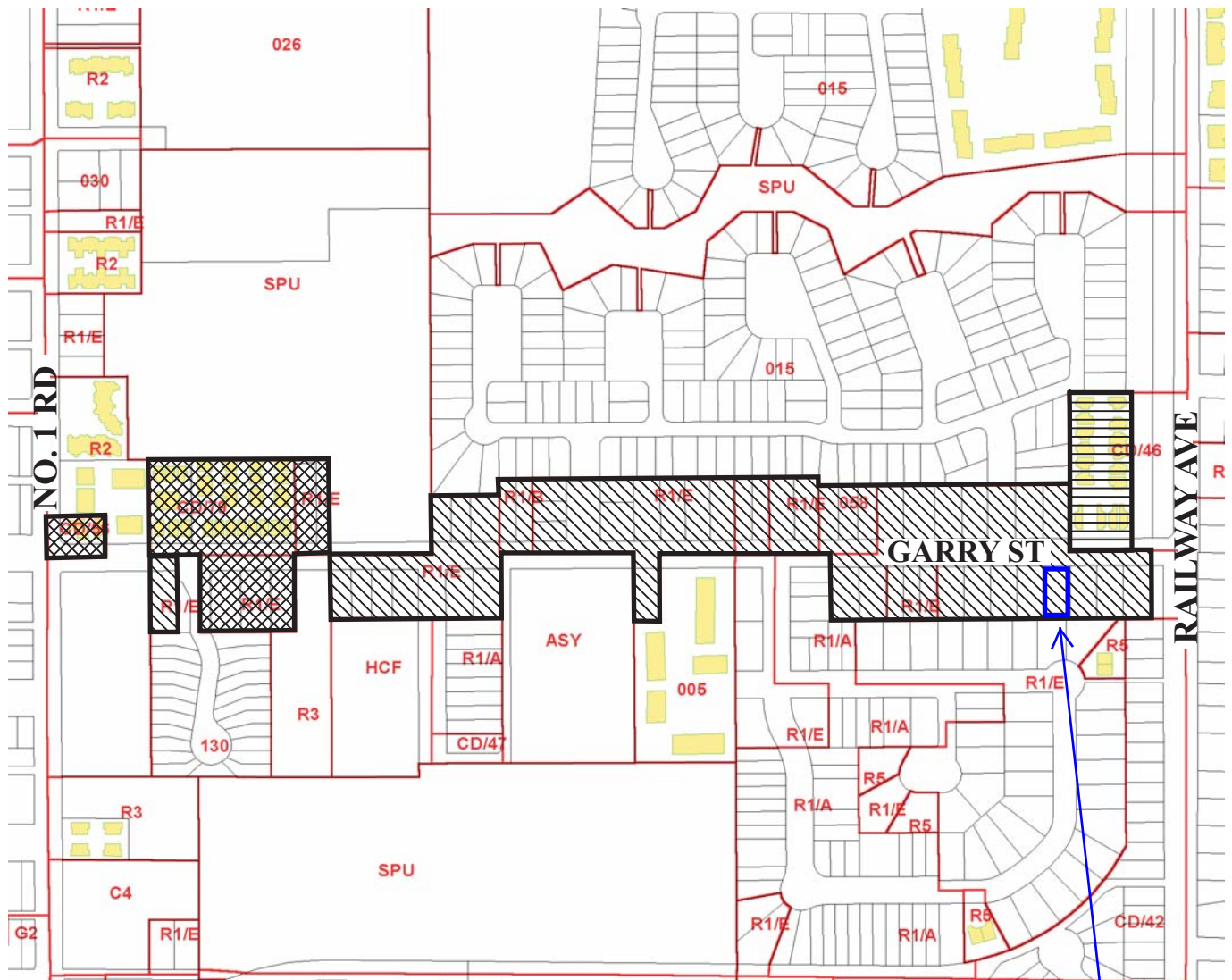
## **POLICY 5471:**

The following policy establishes lot sizes for properties along **Garry Street, between No. 1 Road and Railway Avenue** (in a portion of Section 2-3-7):



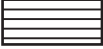
That properties located along Garry Street between No. 1 Road and Railway Avenue, in a portion of Section 2-3-7, be permitted to subdivide in accordance with the provisions of Single-Family Housing District Subdivision Area A (R1/A) in Zoning and Development Bylaw 5300 provided that no new accesses are created onto Railway Avenue and No. 1 Road; and

That properties located at 4771, 4109, 4111, 4211, 4160, 4180, 4011 Garry Street and the north-westerly portion of 4200 Garry Street be deemed eligible for townhouse development; and

That this policy be used to determine the disposition of future single-family and townhouse rezoning applications in this area for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



Subject  
Property

-  Rezoning would be permitted to R1/A.  
(9 m or 29.527 ft. Wide lots)
-  Townhouse or single-family lots.
-  16 detached townhouse units that  
resemble single-family homes.

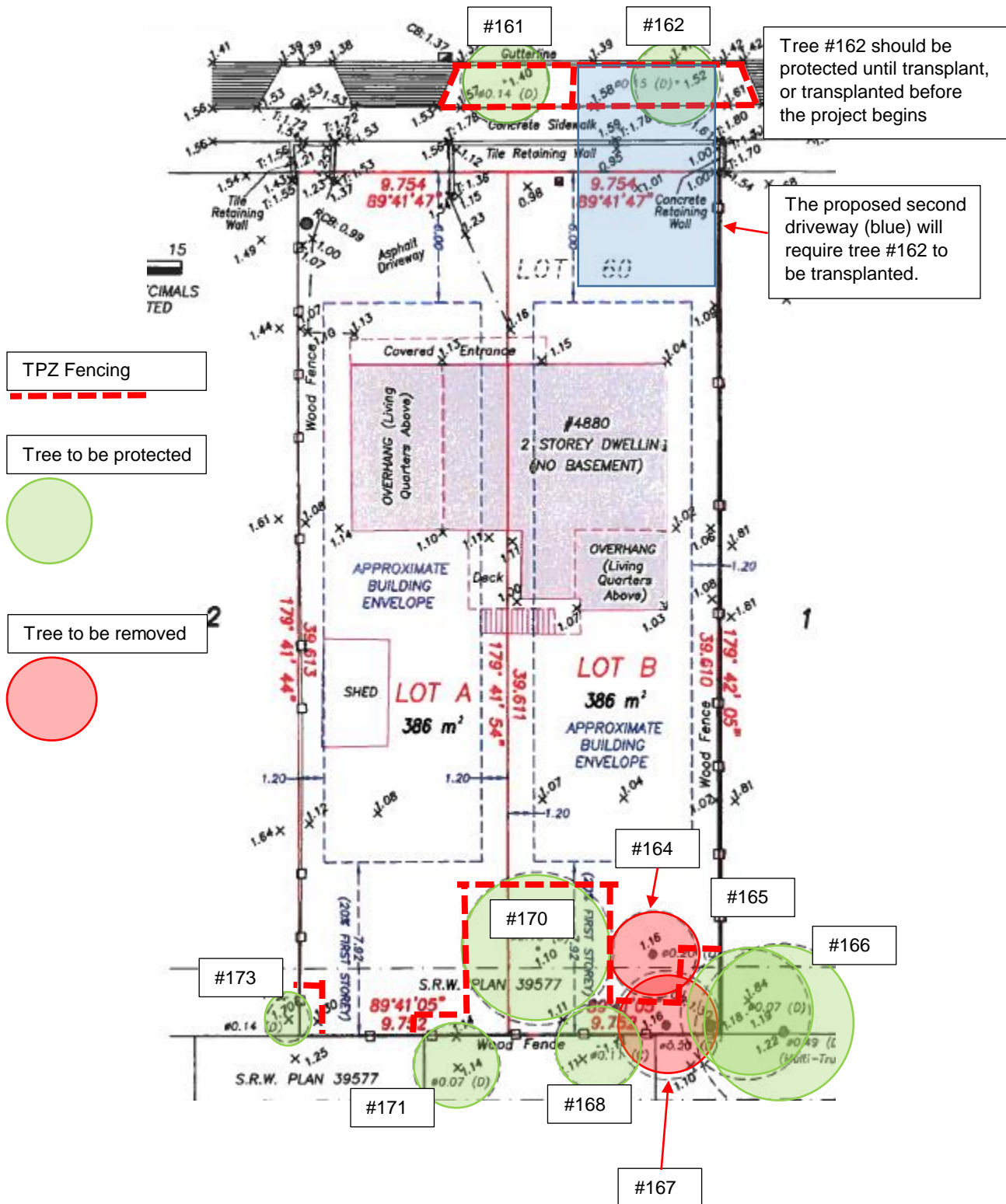


## Policy 5471 Section 02-3-7

Original Date: 07/29/02

Revision Date:

Note: Dimensions are in METRES







**Address:** 4880 Garry Street

**File No.:** RZ 21-936277

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10370, the applicant is required to complete the following:**

1. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any works conducted within, or in close proximity to, the tree protection zone of the trees to be retained/relocated (Trees # 161, 162, 170). The Contract should include the scope of work to be undertaken, including (but not limited to): tree relocation, installation or removal of servicing infrastructure and driveway crossings, the proposed number of site monitoring inspections, any special measures required to ensure tree protection, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
2. Submission of a Contract entered into between the applicant and a certified tree moving company for relocation of the Tree # 162 at future Building Permit stage (coordinated by the project Arborist) to a location chosen by the City's Parks Department.
3. Submission of a Tree Survival Security to the City in the amount of \$5,000 for Tree # 170 and \$10,000 for Trees # 161 and 162 to be retained/relocated. The City may retain a portion of the securities for a one-year maintenance period from the date of landscape inspection to ensure that the trees survive. To accompany the tree survival securities, a legal agreement that sets the terms for release of the security must be entered into between the applicant and the City.
4. Submission of a Landscaping Security to the City in the amount of 3,000 (\$750/tree) to ensure that a total of four replacement trees are planted and maintained on the proposed lots (two per lot, i.e., one in the front yard and one in the rear yard; minimum 8 cm caliper or 4 m high). To accompany the landscaping security, a legal agreement that sets the terms for release of the security must be entered into between the applicant and the City.
5. Submission of a contribution to the City's Affordable Housing Reserve Fund in the amount of \$9,140.72 in-lieu of constructing a secondary suite on one of the future lots (single-family rezoning applications received prior to November 15, 2021 are required to provide a cash-in-lieu contribution of \$4.00 per buildable square foot).
6. Registration of a legal agreement on title to ensure that no final Building Permit inspection is granted until a minimum one-bedroom secondary suite is constructed in the dwelling on one of the future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
7. Registration of a flood indemnity covenant on title.

**Prior to Demolition Permit\* issuance, the applicant must complete the following requirements:**

- Installation of tree protection fencing around all trees to be retained as part of the development. Tree protection fencing must be installed to City standard in accordance with the project Arborist's Report recommendations and the City's Tree Protection Information Bulletin TREE-03 prior to any works being conducted on-site and must remain in place until construction and landscaping is completed.

**At Subdivision\* stage, the applicant must complete the following requirements:**

- Pay Development Cost Charges (City, GVS & DD and Translink), School Site Acquisition Charge, Address Assignment Fees, and other costs associated with the completion of the required servicing works (water, storm, sanitary, and driveway crossing installation), including (but not limited to):

*Water Works*

- Using the OCP Model, there is 337.0 L/s of water available at a 20 psi residual at the road frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.

- The applicant is required to coordinate with Richmond Fire Rescue to confirm whether fire hydrants are required along the proposed development's frontage. If required by RFR, the necessary water main and hydrant installations shall be reviewed by Engineering and added to the scope of servicing works.
- At the applicant's cost, the applicant is required to:
  - Retain the existing 25mm water service connection for the east lot complete with water meter and water meter box as per standard City drawings. Water meter to be installed within the area between the sidewalk and property line.
  - Install a new water service connection complete with water meter and water meter box as per standard City drawings to service the west lot. Water meter to be installed within the area between the sidewalk and property line.
  - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
  - Provide a Statutory Right-Of-Way (SRW) for the water meter. Minimum SRW dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized during the Subdivision or Building Permit application process.
- At the applicant's cost, the City will:
  - Complete all tie-ins for the proposed works to existing City infrastructure.

#### *Storm Sewer Works*

- At the applicant's cost, the applicant is required to
  - Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
  - Remove the existing IC at the northwest corner of the proposed site. Confirm the condition and capacity of existing service connection at the northwest corner. Retain if in good condition to service the west lot.
  - Confirm the condition and capacity of existing east storm service connection. Retain if in good condition to service the east lot.
- The applicant's cost, the City will:
  - Complete all tie-ins for the proposed works to existing City infrastructure.

#### *Sanitary Sewer Works*

- At the applicant's cost, the applicant is required to:
  - Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews.
  - Install a new sanitary service connection at the common property line to service both the east and west lot complete with inspection chamber with dual connection.
  - Cut and cap the existing sanitary service connection at the south east side of the lot.
- At the applicant's cost, the City will:
  - Complete all tie-ins for the proposed works to existing City infrastructure.

#### *Frontage works*

- At the applicant's cost, the applicant is required to install a new driveway crossing to Garry Street for the proposed east lot via a City work order.

#### *Street Lighting*

- At the applicant's cost, the applicant is required to:
  - Review street lighting levels along all road and lane frontages, and upgrade as required.

#### *General Items*

- At the applicant's cost, the applicant is required to:
  - Complete other frontage improvements as per the City's Transportation Department requirements.



- 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.
  - Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
  - To underground overhead service lines.
  - Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and proposed undergrounding works, and all above ground utility cabinets and kiosks located along the development's frontages, within the development's site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:

BC Hydro PMT – 4.0 x 5.0 m	Traffic signal UPS – 1.0 x 1.0 m
BC Hydro LPT – 3.5 x 3.5 m	Shaw cable kiosk – 1.0 x 1.0 m
Street light kiosk – 1.5 x 1.5 m	Telus FDH cabinet – 1.1 x 1.0 m
Traffic signal kiosk – 2.0 x 1.5 m	
- Provide, prior to start of site preparation works or within the first servicing agreement submission (if applicable), whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
- Provide a video inspection report of the existing utilities along the road frontages prior to start of site preparation works or within the first servicing agreement submission (if applicable), whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the applicant's cost.
- Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the applicant's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design (if applicable).
- Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- Submit a proposed strategy at the Building Permit stage for managing excavation de-watering. Note that the City's preference is to manage groundwater onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the applicant will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of groundwater, the applicant will be required to enter into a de-watering agreement with the City wherein the applicant will be required to treat the groundwater before discharging it to the City's storm sewer system.
- Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
- Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream (if applicable). The applicant's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are

consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:

- Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
- Pipe sizes, material and slopes.
- Location of manholes and fire hydrants.
- Road grades, high points and low points.
- Alignment of ultimate and interim curbs.
- Proposed street lights design.
- Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

- Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. The Management Plan shall include location for parking for services, deliveries, workers, loading, application for any traffic 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.
- If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
- 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 concurrence on file)

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Signed

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Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 10370 (RZ 21-936277)  
4880 Garry Street**

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/A)”**.

P.I.D. 006-602-550

Lot 60 Section 2 Block 3 North Range 7 West New Westminster District Plan 31520

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10370”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER