



**Planning Committee
Electronic Meeting**

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

**Tuesday, April 8, 2025
4:00 p.m.**

Pg. # ITEM

MINUTES

PLN-3 *Motion to adopt the **minutes** of the meeting of the Planning Committee held on March 18, 2025.*



NEXT COMMITTEE MEETING DATE

April 23, 2025, (tentative date) at 4:00 p.m. in the Anderson Room.

PLANNING AND DEVELOPMENT DIVISION

- 1. APPLICATION BY WILTON PROPERTIES LTD FOR REZONING AT 6840 AND 6860 NO. 3 ROAD AND 8051 ANDERSON ROAD FROM “DOWNTOWN COMMERCIAL (CDT1)” ZONE TO “RESIDENTIAL/LIMITED COMMERCIAL (ZMU59) – BRIGHOUSE VILLAGE (CITY CENTRE)” ZONE**
(File Ref. No. RZ 22-015455) (REDMS No. 7910475)

PLN-7

See Page PLN-7 for full report

Designated Speakers: Virendra Kallianpur & Joshua Reis

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10644 to create the “Residential/Limited Commercial (ZMU59)” zone, and to rezone 6840 and 6860 No. 3 Road and 8051 Anderson Road from “Downtown Commercial (CDT1)” zone to “Residential/Limited Commercial (ZMU59) – Brighthouse Village (City Centre)” zone, be introduced and given first, second and third reading.



2. **APPLICATION BY CITY OF RICHMOND FOR A TEMPORARY COMMERCIAL USE PERMIT AT 8620 AND 8660 BECKWITH ROAD**
(File Ref. No. TU 25-008196) (REDMS No. 7985059)

PLN-95

See Page PLN-95 for full report

Designated Speakers: Emma Lovas & Joshua Reis

STAFF RECOMMENDATIONS

- (1) *That the application by City of Richmond for a Temporary Commercial Use Permit (TU 25-008196) for the properties at 8620 and 8660 Beckwith Road, to allow “Parking, non-accessory” as a permitted use, be considered for a period of three years from the date of issuance; and*
- (2) *That this application be forwarded to the May 20, 2025, Public Hearing at 5:30 pm in the Council Chambers of Richmond City Hall.*



3. **MANAGER’S REPORT**

ADJOURNMENT





Planning Committee

Date: Tuesday, March 18, 2025

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Alexa Loo
Councillor Chak Au
Councillor Carol Day
Councillor Andy Hobbs

Also Present: 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 4, 2025, be adopted as circulated.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

1. **TO RESCIND THE APPOINTMENT OF AN APPROVING OFFICER**
(File Ref. No. 01-0172-02) (REDMS No. 7969178)

It was moved and seconded

That the appointment of Suzanne Smith as Approving Officer for the City, as per Council Resolution S03/5-02, adopted by Council on October 26, 2020, be rescinded.

CARRIED

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**2. RICHMOND ADVISORY COMMITTEE ON THE ENVIRONMENT
2024 ANNUAL REPORT AND 2025 WORK PROGRAM**

(File Ref. No. 01-0100-30-ACEN1-01) (REDMS No. 7927679)

It was moved and seconded

- (1) *That the Richmond Advisory Committee on the Environment 2024 Annual Report as presented in the staff report titled "Richmond Advisory Committee on the Environment 2024 Annual Report and 2025 Work Program", dated February 20, 2025 from the Director, Policy Planning, be received for information; and*
- (2) *That the Advisory Committee on the Environment's 2025 Work Program be approved.*

CARRIED

**3. RICHMOND HERITAGE COMMISSION 2024 ANNUAL REPORT
AND 2025 WORK PROGRAM AND BUDGET ALLOCATION**

(File Ref. No. 01-0100-30-HCOM1-01) (REDMS No. 7979548)

It was moved and seconded

- (1) *That the Richmond Heritage Commission 2024 Annual Report, as presented in the staff report titled "Richmond Heritage Commission 2024 Annual Report and 2025 Work Program and Budget Allocation" dated February 20, 2025 from the Director, Policy Planning, be received for information; and*
- (2) *That the Richmond Heritage Commission's 2025 Work Program and Budget Allocation be approved.*

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

4. RENTAL DEVELOPMENT PARKING REQUIREMENTS

(File Ref. No. 10-6455-04) (REDMS No. 7923762)

Discussion ensued with respect to streamlining parking provisions for rental developments.

It was moved and seconded

- (1) *That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10640 be introduced and given first reading;*
- (2) *That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10640, having been considered in conjunction with:*
 - (a) *the City's Financial Plan and Capital Program; and*

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(b) the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act;

(3) That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10640, having been considered in accordance with Section 475 of the Local Government Act and the City's Official Community Plan Bylaw Preparation Consultation Policy 5043, is found not to require further consultation; and

(4) That Richmond Zoning Bylaw 8500, Amendment Bylaw 10641 be introduced and given first reading.

CARRIED

5. MANAGER'S REPORT

(i) Update on 2024 British Columbia Building Code

Staff updated Committee on the implementation of the Seismic and Accessibility Provisions to the BC Building Code, noting that the Adaptable Dwelling Unit Provisions require one in every five dwelling units be adaptable, providing enhanced accessibility for people living with disabilities.

(ii) Rezoning Application at 13031 No 2 Road

Staff advised that a rezoning application to permit a mixed-use development consisting of approximately 19,000 square feet of commercial use, 43 low-end market rental units, 48 market rental units and 132 strata units has been received from Jim Pattison Developments. Early Notification notices will be sent to area residents within 100 metres of the subject property and the project will be brought forward to Committee for early input within 2-3 months.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:10 p.m.).

CARRIED

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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 18, 2025.

Councillor Bill McNulty
Chair

Raman Grewal
Legislative Services Associate



To: Planning Committee
From: Joshua Reis
Director, Development

Date: March 26, 2025
File: RZ 22-015455

Re: Application by Wilton Properties Ltd for Rezoning at 6840 and 6860 No. 3 Road and 8051 Anderson Road from “Downtown Commercial (CDT1)” Zone to “Residential/Limited Commercial (ZMU59) – Brighthouse Village (City Centre)” Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10644 to create the “Residential/Limited Commercial (ZMU59)” zone, and to rezone 6840 and 6860 No. 3 Road and 8051 Anderson Road from “Downtown Commercial (CDT1)” zone to “Residential/Limited Commercial (ZMU59) – Brighthouse Village (City Centre)” zone, be introduced and given first, second and third reading.

Joshua Reis, MCIP, RPP, AICP
Director, Development
(604-247-4625)

JR:vk

Att. 8

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Housing Office	<input checked="" type="checkbox"/>	 _____
Transportation	<input checked="" type="checkbox"/>	
LIEC	<input checked="" type="checkbox"/>	

Staff Report

Origin

Wilton Properties Ltd. on behalf of owner 1004732 BC Ltd. (Directors: Jun Hu, Junjie Tao and Danyang Yang), has applied to the City of Richmond to rezone 6840 and 6860 No. 3 Road and 8051 Anderson Road from “Downtown Commercial (CDT1)” zone to a new “Residential/Limited Commercial (ZMU59) – Brighthouse Village (City Centre)” site specific zone to facilitate a mixed-use commercial and 100 per cent rental development. A location map and aerial photo of the subject property are attached (Attachment 1).

Key components of the proposal include:

- A podium and tower form of development with ground floor commercial units and a total of 319 dwelling units, including 269 market rental units and 50 Moderate Market Rental (MMR) units with rent charge and household income restrictions based on BC Housing’s Housing Income Limits (HILS).
- A total floor area of 20,742 m² (223,265 ft²) comprised of approximately:
 - 1,755.59 m² (18,897 ft²) of retail space on the ground level; and
 - 18,986.45 m² (204,368 ft²) of multi-family residential space including 3,167.16 m² (34,091 ft²) of purpose-built MMR and 15,819.29 m² (170,277 ft²) of purpose-built market rental housing.
- All units will be secured in perpetuity with rental tenure zoning, the market rental units will be governed by a housing covenant registered on Title and the MMR units will be secured with a housing agreement and covenant registered on Title, which will include (but is not limited to) rental rate and household income level restrictions. The units in each tenure type will be maintained under a single ownership.
- Road dedication along No. 3 Road and Lane dedication along the north property on the northeast portion of the site.
- New publicly accessible North-South Lane being secured through a Statutory Right-of-Way (SRW).
- Voluntary contributions of \$910,835.40 to Richmond’s Leisure Facilities Reserve Fund – City Centre Facility Development Sub-Fund and \$1,641,470.28 to the City’s child care fund for child care.

Road and servicing improvements are required with redevelopment and will be secured through the City’s standard Servicing Agreement (SA) process prior to final adoption of the rezoning bylaw. The works include, but are not limited to, the design and construction of frontage improvements on No. 3 Road and Anderson Road, laneway construction, as well as new water, storm and sanitary service connections.

Findings of Fact

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

Existing Site Condition and Surrounding Development Context

The subject site is currently vacant.

Existing development immediately surrounding the subject site is as follows:

To the North: Properties fronting No. 3 Road and Park Road developed with low-scale commercial buildings and surface parking and zoned “Downtown Commercial (CDT1)” and designated for commercial or mixed-use podium and tower development.

To the South: Across Anderson Road, four sites fronting No. 3 Road developed with low-scale commercial buildings and surface parking and zoned “Downtown Commercial (CDT1)” and designated for commercial or mixed-use podium and tower development. Also, at 8080 Anderson Road a 14-storey mixed-use development.

To the East: An existing 14-storey mixed-use building commercial and residential podium and tower development, with internal parking on a site zoned “Downtown Commercial (CDT1)”. Further to the east, a 15-storey mixed-use development on a site zoned “Downtown Commercial (CDT1)”.

To the West: Across No. 3 Road, the Richmond City Hall precinct with an eight-storey civic building, landscaped grounds and a combination of underground and surface parking. Additionally, across No. 3 Road, the Richmond Centre shopping mall and associated parking on a site zoned “Downtown Commercial (CDT1)” and for which a Development Permit (DP 24-014255) for a mixed-use development with six high-rise towers is currently under review and which will be subject to a future and separate report for Council’s consideration.

Existing Legal Encumbrances

There are a number of existing legal charges and SRWs currently registered on Title of the subject site, including but not limited to:

- SRWs for City utilities. The utilities have since been relocated, and as a result of the relocation of these utilities, the Developer is required to discharge the SRWs (287391C, 285751C, 285759C, 284721C, 285746C and 285752C).

The applicant is required to discharge and/or replace any charges and notations existing on Title to any of the applicable lands, as may be required by the City, and at no cost to the City. All lands to be dedicated to the City are to be free and clear of legal encumbrances unless otherwise acceptable to the City.

Related Policies & Studies

Official Community Plan /City Centre Area Plan (CCAP)

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject site is “Downtown Mixed Use”. This redevelopment proposal is consistent with this designation.

Specific Land Use Map: Brighthouse Village (2031)

In the CCAP, the subject site is designated “Urban Core T6” in the Specific Land Use Map: Brighthouse Village (2031) (Attachment 3), which provides for up to 3.0 FAR for residential uses. In accordance with the OCP market rental housing provisions, additional density may be considered on a site-specific basis for 100 per cent rental application that provide additional market rental or below market rental housing to address community need.

Additional density (up to 1.0 FAR) may also be considered provided the additional density is used for non-residential uses only and the subject site is also subject to overlays in the CCAP for Pedestrian-Oriented Retail Precincts- High Streets and Secondary Retail Streets and Linkages that encourage a vibrant realm through the provision of ground-oriented retail uses.

This redevelopment proposal is consistent with this designation.

Sub-Area Guidelines

Under the Development Permit (DP) Guidelines in the CCAP, the subject site is located within “Sub-Area B.4: Mixed Use – High-Rise Commercial & Mixed Use” area, which is intended for high-density, high-rise commercial and mixed-use development in the form of towers with substantial streetwall bases and street-oriented retail uses on the ground floor fronting onto City streets. Maximum building height is 45 m (148 ft.). Further consideration of the DP Guidelines and form and character will take place at the DP stage of the process.

City Centre Development

The subject development site is surrounded by properties with development potential subject to the CCAP. Registration of a legal agreement on Title is required before final adoption of the rezoning bylaw, stipulating that the residential development is subject to potential impacts due to other development that may be approved within the City Centre.

OCP & Rental Housing Policies

In recognition of rental housing comprising an important piece of Richmond’s housing supply, the OCP encourages the development of new purpose-built rental housing units secured through rental tenure, as well as a housing agreement and covenant on Title. A series of incentives are identified in the OCP to encourage the development of new rental housing, such as additional density and exemptions from all or part of public art, community planning and affordable housing contributions.

The proposal at the subject site is consistent with the intent of the Market Rental Housing Policy as 100 per cent of the residential units are proposed to be rental apartments secured through rental tenure zoning and the registration of legal agreements on Title, of which the applicant is proposing 269 market rental units (approximately 84.3 per cent) and 50 MMR units (approximately 15.7 per cent).

Noise Management Policy

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject development site is located within Area 4 (Aircraft Noise Notification Area) on the OCP Aircraft Noise Sensitive Development Map. An Aircraft Noise Sensitive Use Covenant will be registered on Title to address aircraft noise mitigation and public awareness is required prior to final adoption of the rezoning bylaw.

At the DP stage, submission of an acoustic report, prepared by a qualified professional, will be required to address indoor sound level mitigation criteria as set out in the OCP and identify how noise mitigation measures will be incorporated into the building design.

Mixed-Use Noise

As a proposed mixed-use building, there is the potential for noise to be generated by the internal non-residential uses. Consistent with OCP Noise Management Policies, the submission of an acoustic report regarding sound attenuation measures is required at the DP stage and registration of associated noise covenants is required before final adoption of the rezoning 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 received the following comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

The occupants of one of the mid-level residential units in the building immediately east of the subject site (8111 Anderson Road) had initially expressed concerns on privacy, program and use of the common outdoor area on level 5 (Attachment 4). The applicant has responded to the neighbour's privacy and use of the common outdoor area with multiple changes to the eastern end of the development, which will be further reviewed through the DP.

Changes include:

- The program and use of the common outdoor area was revised from the children's play area and replaced with more passive uses such as urban agriculture lounge, BBQ, seating and landscaping. The children's play area is proposed further west of the neighbouring development, between the two wings of the C-shaped tower.
- The proposed design of the outdoor area was amended to have enough buffer, with a trellis, egress stair providing sufficient separation from the neighbouring building on the east. The design is required to comply with City bylaws and will be reviewed by Richmond Fire Rescue during the DP and Building Permit (BP) stages.

The Province has granted Royal Assent to Bill 44, Housing Statutes (Residential Development) Amendment Act, 2023. Bill 44 prohibits a Local Government from holding a Public Hearing on a residential rezoning bylaw that is consistent with the OCP. The proposed rezoning meets the conditions established in Bill 44 and is consistent with the OCP/CCAP. Accordingly, City Council may not hold a Public Hearing on the proposed rezoning.

Analysis

The applicant has applied to rezone the subject site to permit the construction of a high-rise mixed-use commercial and residential development comprising 269 market rental units and 50 MMR units and ground floor commercial uses at the northeast corner of No. 3 Road and Anderson Road. The proposed development site would be approximately 4,880.48m² (52,533ft²) in area after the required road and lane dedications. Conceptual development plans proposed by the applicant are included in Attachment 5.

Proposed Zoning Amendment

To facilitate the subject development a new site-specific zone, “Residential/Limited Commercial (ZMU59) – Brighthouse Village (City Centre)”, is proposed. The proposed ZMU59 zone provides for a range of commercial uses and services on the ground floor that are intended to serve the surrounding community and residential rental tenure apartment housing units above the ground floor along with other compatible secondary uses. Without limitation, the proposed ZMU 59 zone provides for:

- A maximum density of 4.25 FAR calculated against the net site area of the subject site, which includes:
 - For residential uses, 3.25 FAR;
 - For non-residential uses, 0.36 FAR; and
 - An additional density of 0.64 FAR, if prior to first occupancy of the building, in whole or in part:
 - The owner provides no less than 50 MMR units on the site, having a combined floor area of at least 3,167 m² (34,091 ft²), excluding the building area of market rental units; and
 - The owner enters into an MMR Housing Agreement to apply in perpetuity with respect to the MMR units and registers the MMR Housing Agreement against Title to the lot and files a notice in the Land Title Office.
- A maximum building height of 47 m GSC.
- Maximum lot coverage and minimum setbacks in keeping with other high-rise multiple family zones, and specific parking requirements as discussed in the Transportation and Site Access section of this report.
- Large size loading spaces shall not be required.

Density Benefits Zoning

Proposed Zoning Bylaw 8500, Amendment Bylaw 10644 is considered a density benefits zoning bylaw for affordable housing under Section 482 of the *Local Government Act*, as it provides for additional density where MMR units are included in the proposed development. The proposed zoning bylaw has been prepared in accordance with Section 482 of the *Local Government Act* and in consideration of the City's Interim Housing Need Report, the financial feasibility of the project as demonstrated by the applicant, and their desire to proceed undeterred with the proposed development.

Built Form and Architectural Character

The developer proposes to construct a high-density, mixed-use residential and retail development (Attachment 5) and is generally consistent with the CCAP's DP Guidelines.

The residential tower form rising above the podium, is configured as a 'U' shape mass; broken down vertically into three distinct segments of 14 and 15 storeys, framing a shared south-facing outdoor area including children's play space. This configuration minimizes building mass along the Anderson Road frontage and introduces varied architectural treatments through balcony design, window pattern and cladding materials. The main west elevator tower lobbies on the upper levels are positioned to provide access to natural light and a visual connection to the central outdoor amenity space below.

A seven-storey residential wing located at the east further defines the outdoor active fitness spaces from the more passive resident gardening spaces, while also respecting the scale of the neighbouring building podium to the east. The tower itself is pulled back from the north property line, maximizing the area available for a shared linear landscaped open space running the entire length of the site from west to east.

The applicant's architect has confirmed that the proposed building height complies with Transport Canada's maximum permitted building height under the Aeronautical Zoning Regulations.

Housing Type and Tenure

Staff are supportive of the proposed development as it is consistent with the Market Rental Housing Policy and other OCP policies encouraging the provision of a variety of housing types and sizes to accommodate the needs of a diverse and aging population. Specifically, the proposal includes:

- 50 MMR units (approximately 15.7 per cent of all units), having a combined net habitable area of 3,167.16 m² (34,091 ft²), which are proposed to be located on floors 3-14 of the building and are dispersed among the market rental units. These units are to be secured in perpetuity through the proposed residential rental tenure zoning and registration of a housing agreement and covenant on Title prior to final adoption of the rezoning bylaw. The tenancy of the units will be restricted based on HILs established by BC Housing, and prescribed maximum rental rates will be no higher than 30 per cent of

the income limits. Given the number of MMR units and their location among the market rental units, a non-profit housing operator is not required.

- 269 market rental units (approximately 84.3 per cent of all units), having a combined net habitable area of 15,819.29 m² (170,277 ft²). These units are to be secured in perpetuity through the proposed residential rental tenure zoning and registration of a housing covenant on Title. There will be no restriction on tenant incomes, and the ability remains for the units to be rented at prevailing market rates.
- One of the proposed market rental units is a large penthouse unit with an area of 566 m² (6,092 ft²). The applicant has indicated that this penthouse unit is intended to be rented to an owner's family member who has a large extended family and that the unit has been specifically designed to meet the needs of a large family (Attachment 6).
- A mix of residential unit types (Table 1), including approximately 45.1 per cent of all units and 38 per cent of the MMR units being designed with two bedrooms and above that are suitable for families (i.e., 144 two-bedroom units and above in total, of which 19 are MMR units). These percentages of family-friendly units are to be secured through the legal agreements registered on Title prior to final adoption of the rezoning bylaw.

Table 1: Unit mix, rental rates, and income limits

Unit Type	MMR Units (1)	Market Rental Units (1)	Total	Proposed Unit Area (1)	MMR Unit Max. Rent Charge (2) (3)	MMR Unit Max. Household Income (2) (3)
Studio	3 units (6.0%)	125 units (46.4%)	128 units (40.1%)	33 m ² (355 ft ²) to 45 m ² (490 ft ²)	\$1,450/ month	\$58,000 or less
1-Bedroom	28 units (56.0%)	19 units (7.0%)	47 units (14.7%)	45 m ² (484 ft ²) to 73 m ² (794 ft ²)	\$1,450/ month	\$58,000 or less
2- Bedroom	13 units (26.0%)	94 units (35.0%)	107 units (33.5%)	59 m ² (638 ft ²) to 77 m ² (831 ft ²)	\$1,800/ month	\$72,000 or less
3-Bedroom	6 units (12.0%)	30 units (11.2%)	36 units (11.3%)	78 m ² (839 ft ²) to 92 m ² (997 ft ²)	\$2,150/ month	\$86,000 or less
3-Bedroom +	N/A	1 unit (0.4%)	1unit (0.3%)	566 m ² (6,092 ft ²)	N/A	N/A
Total # Units	50 units (100%)	269 Units (100%)	319 Units (100%)		N/A	N/A

(1) Unit area and mix in the above table may be adjusted to the satisfaction of the City through the DP application review process subject to at least 50 MMR units having a combined floor area of at least 3,167.16 m² (34,091 ft²), being provided with the same percentage or greater of family-friendly units (2+bedrooms).

(2) Maximum rent charge and household incomes are for reference to the MMR units only.

⁽³⁾ The maximum household income is based on the Housing Income Limits (HILs) established by BC Housing. The maximum monthly rents and household incomes may be adjusted in accordance with the MMR Housing Agreement. The above-listed total maximum monthly rents and household incomes are as listed in the 2023 BC Housing HILs rates and they will be updated to reflect the HILs of the year that the units are tenanted.

A Housing Agreement and covenant will be required to secure the MMR unit affordability and tenant eligibility in perpetuity. The Housing Agreement will ensure that:

- The maximum rental rates, income thresholds and minimum unit sizes for the MMR units apply in Table 1 above. The maximum monthly rents and annual household incomes may be adjusted based on the latest HILs released by BC Housing or increased annually based on the Consumer Price index if BC Housing no longer publishes HILs, consistent with the Residential Tenancy Act.
- Secure the minimum unit area and identify the unit location.
- At least 15 per cent of the MMR units are required to be provided as 2-bedroom units, and at least five percent must be provided as 3-bedroom units.
- 100 per cent of the units will be designed to meet the City's BUH standard.
- Occupants of the units in each tenure type enjoy full and unlimited access and use of all on-site indoor and outdoor amenity spaces at no additional cost.
- The units are maintained under a single ownership.
- Developers/owners may not impose restrictions on the age of tenants within any residential units.
- The terms of the Housing Agreement shall apply in perpetuity.

In addition, a Housing Covenant registered on Title will be used to set the minimum unit area and identify unit location. As the proposed units are dispersed throughout the building, a Non-Profit Housing Operator is not required.

Community Amenity Contributions

Village Centre Bonus (VCB)

Under the CCAP and Zoning Bylaw, developments that make use of the Village Centre Bonus (VCB) density provisions (i.e. up to 1.0 FAR for commercial uses) provide an amenity contribution (based on five per cent of the VCB floor area – Table 2 below) and as applicable, utilize the permitted VCB floor area for commercial uses that are selected for their ability to enhance the vitality and amenity of the applicable City Centre Village (e.g., Brighthouse Village). The voluntary contribution will go to Richmond's Leisure Facilities Reserve Fund – City Centre Facility Development Sub-Fund for the construction of child care and/or other use(s) that provide a community amenity.

Table 2: VCB contribution

VCB Density Area	5% of Maximum VCB Density Floor Area	Rate	Minimum Voluntary Contribution
1,755.59 m ² (18,897 ft ²)	87.78 m ² (944.85 ft ²)	\$964/ ft ²	\$ 910,835.40

Urban Core Transect (T6)

Under the CCAP and Zoning Bylaw, development sites that are located within the Urban Core Transect (T6) must make an amenity contribution, based on one per cent of total residential floor area excluding MMR housing for Area within Urban Core Transect (T6 area) (Table 3 below) to enhance the vitality and amenity of the applicable City Centre Village (e.g., Brighthouse Village). The voluntary contribution will go to City's child care fund to the construction of child care facilities in the city.

Table 3: Urban Core Transect (T6) contribution

Urban Core Transect (T6) Residential Floor Area	1% of total residential floor area	Rate	Minimum Voluntary Contribution
15,819.29 m ² (170,277 ft ²)	158.19 m ² (1,702.77 ft ²)	\$964/ ft ²	\$1,641,470.28

Transportation and Site Access

The proposed vehicle access for residents, visitors and commercial users, and together with the proposed loading facilities, is from the new publicly accessible north-south lane. The main pedestrian entrance for the residential units is from the residential lobby located at the southwest corner along Anderson Road.

The proposed development provides for transportation improvements and related features, at the developer's sole cost, to be secured through a combination of road dedication, lane dedication, SRWs and legal agreements registered on Title, to the satisfaction of the Director, Transportation and the City's standard SA process (secured with Letters of Credit), as applicable, prior to final adoption of the rezoning bylaw.

Prior to final adoption of the rezoning bylaw, the applicant must provide road and lane dedication and enter into a SA for the design and construction of the following frontage and transportation-related improvements:

- Frontage improvements along No. 3 Road to accommodate road, off-street bike path, sidewalk, planted boulevard, new north-south lane and related upgrades. This includes relocation of the existing North Bound bus stop on No. 3 Road (Stop ID: 58069) to along the development's frontage on No. 3 Road, and revised intersection at Anderson Road and No. 3 Road.
- Special crosswalk on No. 3 Road at Anderson Road, which includes street lighting, street signs, upgraded traffic signal infrastructure and related upgrades.
- Frontage improvements along Anderson Road to accommodate road, sidewalk, planted boulevard, street lighting, traffic signal infrastructure and related upgrades. This includes curb and gutter improvements, sidewalk improvements and hardscape improvements.
- A new North-South Lane that connects Anderson Road to the East-West Lane, owned and maintained by the developer and publicly accessible, secured via SRW, to accommodate sidewalk and lighting.

- Frontage improvement along the East-West Lane that is on the north side of the property to accommodate sidewalk and lighting.

Off Street Parking

Bill 47, the Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023, prohibits local governments to require minimum off-street parking (except for accessible parking spaces) for residential uses in transit-oriented areas (TOAs). This development is within a TOA as defined in the City of Richmond's Transit-Oriented Areas Designation – Bylaw No. 10560, adopted on June 24, 2024. The proposal includes the following:

- A total of 118 parking spaces, including 63 residential spaces (including six accessible parking spaces) and 55 commercial parking spaces.
- A total of 580 bicycle parking stalls.
- All on-site vehicle and bicycle parking spaces shall comply with the location, design, operation and other specifications and requirements set out in the Zoning Bylaw.
- Mandatory Transportation Demand Management measures are required as per section 7.9A of City of Richmond Zoning Bylaw No. 8500, including:
 - Provision of a minimum of one 2-zone transit pass per dwelling unit for one year, or an equivalent contribution to the Transportation Demand Management Reserve Fund;
 - Provision of four car-share parking stalls, to be secured through legal agreements on Title prior to final adoption of the rezoning bylaw;
 - Provision of one Class 1 bicycle parking space per bedroom, with a minimum of one Class 1 bicycle parking space per dwelling unit (504 Residential Class 1 bicycle parking spaces are being proposed);
 - Enhanced Class 2 Bicycle Parking with 64 per cent of the required Class 2 bicycle parking be provided indoors with weather protection;
 - Voluntary provision of standard 120V outlets for 25 per cent of the proposed Class 1 bicycle parking spaces to allow for electric bicycle charging;
 - Provision of one bicycle maintenance facility for every 40 Class 1 bicycle parking spaces provided, each of which shall be provided through the DP in a designated and secure area within the building with sufficient workspace and bicycle maintenance equipment, to the satisfaction of the Director, Transportation; and
 - Provision of two small-sized loading spaces (in addition to the required medium-sized loading space), to be secured through legal agreements on Title prior to final adoption of the rezoning bylaw.
- This parking strategy and associated TDM measures would be secured through registration of a legal agreement to secure the property owner's commitment at their sole cost.
- City's EV Ready requirements for residential and non-residential parking spaces will apply to this development.

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 indicates that there are no trees on the subject property and neighbouring properties and assesses five street trees on City property.

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

- Four City trees (Tag # C01-04) Armstrong maples (48-55 cm Dbh; low to good health) are identified to be retained and protected. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
- One City tree (Tag # C05) Armstrong maple (55 cm Dbh; good health) is authorized for removal due to conflict with frontage improvement, including sidewalk and bike path. Tree compensation \$2,250.00 for the removal of the tree is required to be provided prior to final adoption of the rezoning bylaw.

According to the Preliminary Landscape Plan, the applicant proposes to plant 37 new trees on-site. The size and species of trees will be reviewed in detail through DP and overall landscape design.

Tree Protection

Four City trees (Tag # C01-04) on City property are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during the development stage (Attachment 7). To ensure that the trees identified for retention are protected at the development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to final adoption of the rezoning bylaw, enter into a Tree Survival Security legal agreement and submission to the City of a Tree Survival Security in the amount of \$42,800.00 to ensure that the four City trees (tag # 01-C04) identified for retention will be protected.
- 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.

Site Servicing and Frontage Improvements

Prior to the rezoning adoption, the developer will enter into a standard City Servicing Agreement for the design and construction of water, storm sewer and sanitary sewer upgrades, together with related public and private utility improvements arising as a result of the proposed development, as determined to the satisfaction of the City. These works will be secured with a Letter of Credit for the design and construction of required off-site works (Attachment 8).

Sustainability and District Energy

In compliance with the City's sustainability requirements set out in the applicable sections of Richmond's Building Regulation Bylaw regarding BC Energy Step Code requirements for the proposed mixed-use residential buildings, the developer proposes Step 2 with EL-2 and a low carbon energy system with the capability to connect to the City Centre District Energy Utility once it becomes available.

Registration of a legal agreement on Title to secure the owner's commitment to connect to District Energy Utility (DEU) and granting the SRW(s) necessary for supplying the DEU services to the building(s) is required prior to final adoption of the rezoning bylaw.

Future Development Permit (DP) Application Considerations

DP approval, to the satisfaction of the Director, Development, is required prior to final adoption of the rezoning bylaw. At DP stage, additional design development is encouraged with respect to the following items:

- Architectural Design: Refinement of the proposal to address all outstanding issues including but not limited to comments related to loading and site access, fire access, parking, waste management and district energy connections, etc.
- Pedestrian access and safety: Prioritize pedestrian access and safety.
- Sustainability: Opportunities to enhance building performance in coordination with architectural expression.
- Crime Prevention through Environmental Design (CPTED): Opportunities to incorporate CPTED measures including surveillance and territoriality to promote a sense of security.
- Parking, Loading & Waste Management: Further design of vehicle parking including car share spaces and circulation, truck manoeuvring, waste management activities and related features and spaces.

Financial Impact

As a result of the proposed development, the City will take ownership of developer contributed assets constructed to City Standards, such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The rezoning application results in \$5,786.07 Operational Budget Impact (OBI) for ongoing maintenance of these assets.

Conclusion

Wilton Properties Ltd. has applied to the City of Richmond to rezone 6840 and 6860 No. 3 Road and 8051 Anderson Road from “Downtown Commercial (CDT1)” zone to a new site-specific zone, “Residential/Limited Commercial (ZMU59) – Brighthouse Village (City Centre)”. The proposed rezoning would permit the development of a mixed-use and residential rental tenure building. Proposed residential units include MMR units and Market Rental units in City Centre’s Brighthouse Village.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10644 be introduced and given first, second and third reading.



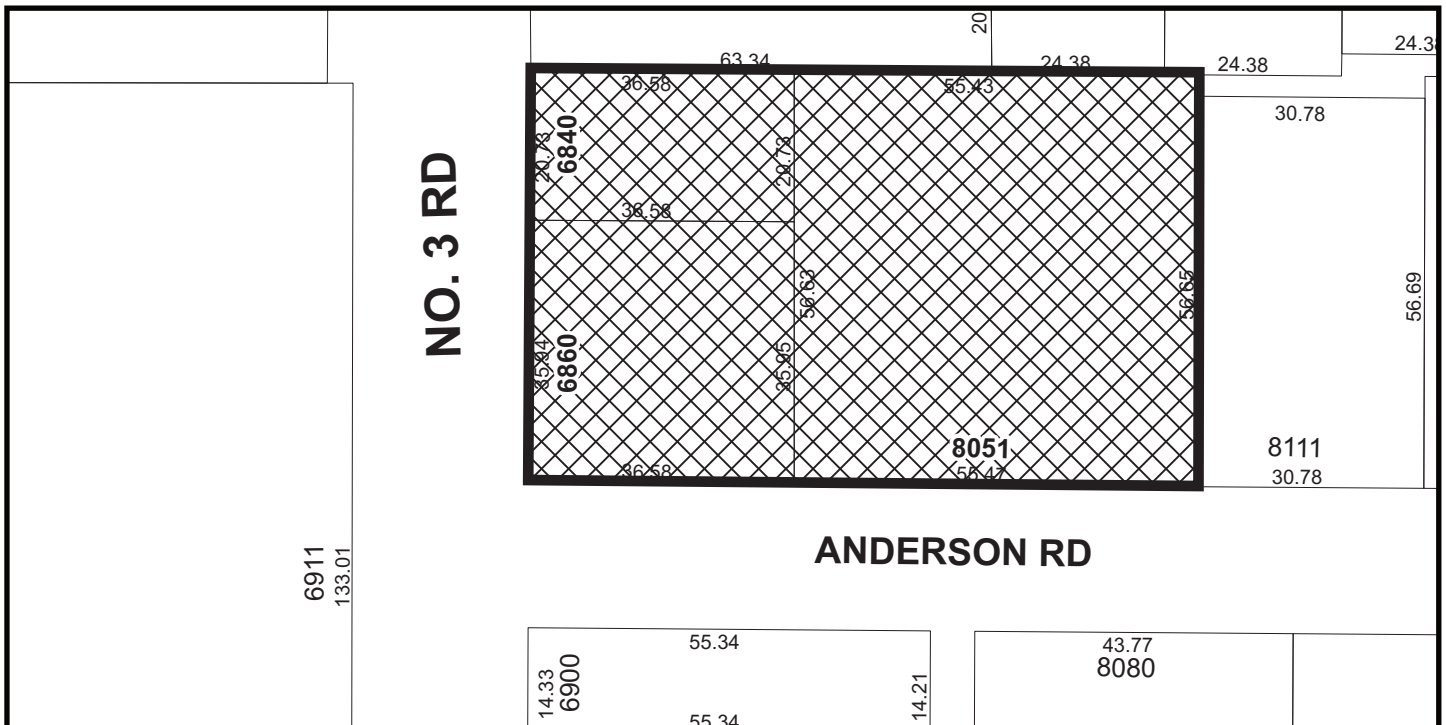
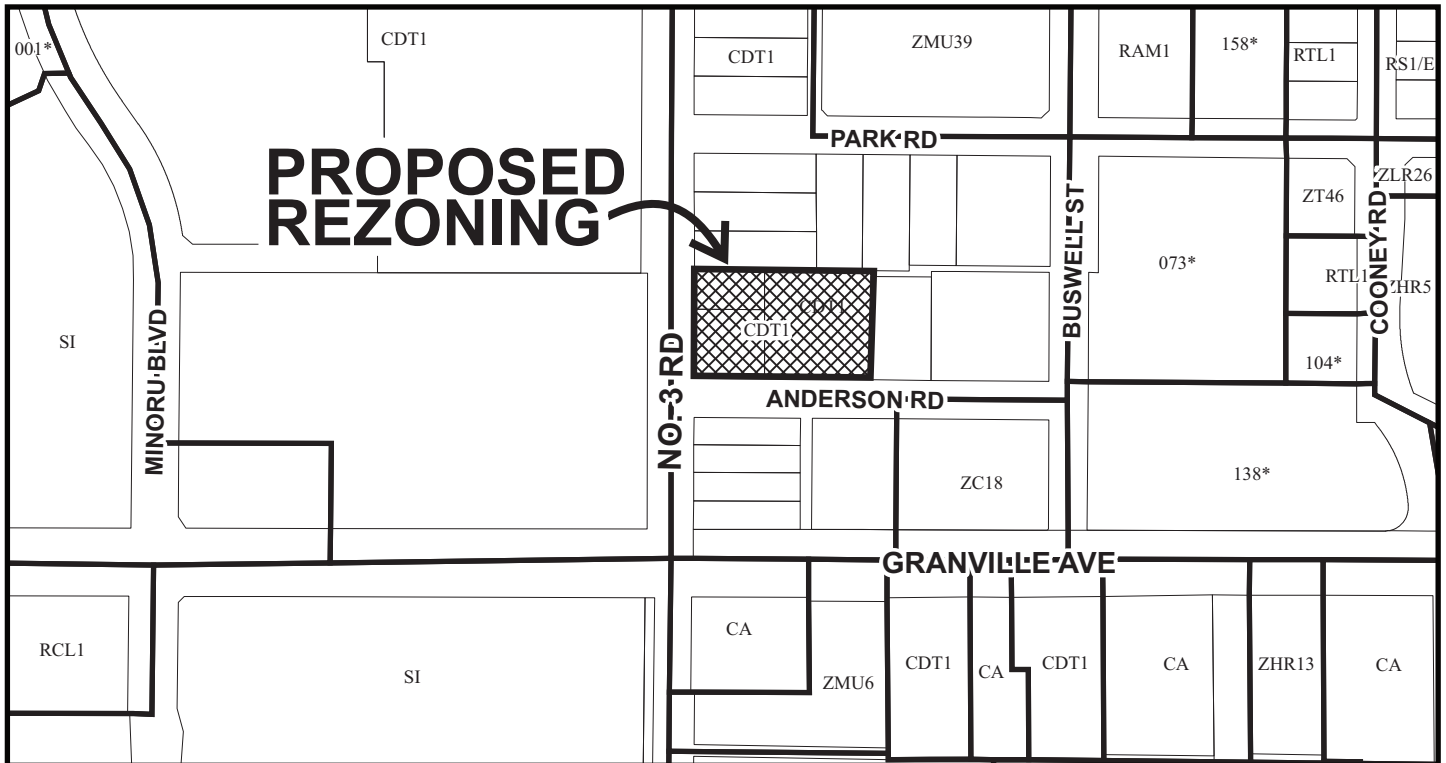
Virendra Kallianpur
Program Manager, Urban Design
(604-247-4620)

VK:js

- Att. 1: Location Map
 2: Development Application Data Sheet
 3: Brighthouse Land Use Plan
 4: Public Correspondence
 5: Concept Development Plans
 6: Letter from Owner
 7: Tree Management Plan
 8: Rezoning Considerations



City of Richmond



RZ 22-015455

PLN - 21

Original Date: 07/18/22

Revision Date:

Note: Dimensions are in METRES



City of Richmond



RZ 22-015455

PLN - 22

Original Date: 07/18/22

Revision Date:

Note: Dimensions are in METRES



RZ 2020015455

Attachment 2

Address: 6840-6860 No.3 Road and 8051 Anderson Road

Applicant: Wilton Properties Ltd

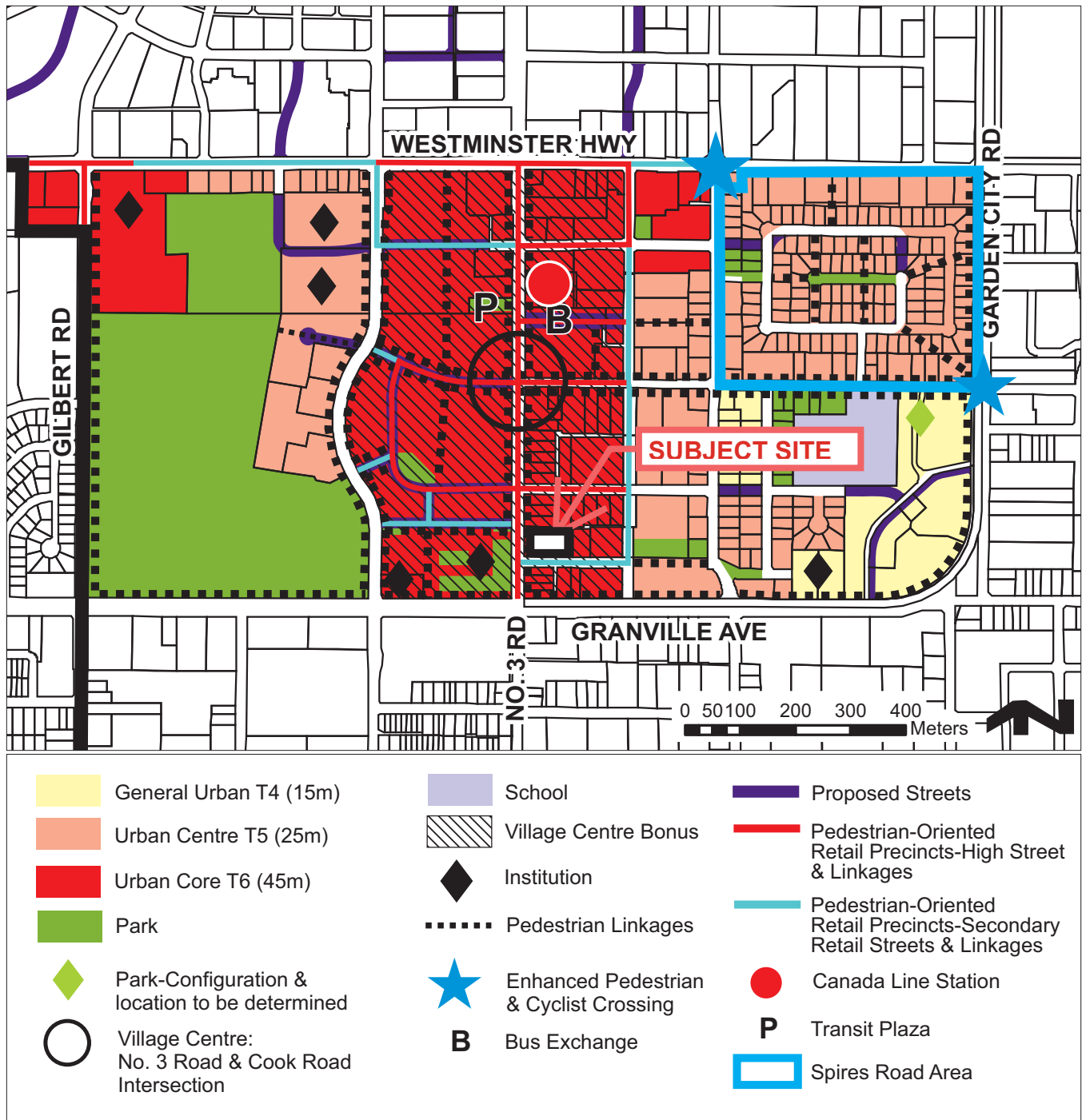
Planning Area(s): City Centre- Brighthouse Village Area

	Existing	Proposed
Owner:	1004732 BC Ltd.	No change
Site Size (m²):	5,216.60 m ²	4,880.48 m ² (after dedication)
Land Uses:	Vacant	Mixed Use
OCP Designation:	Downtown Mixed Use (DTMU)	No Change
Area Plan Designation:	Specific Land Use- Brighthouse Village: Urban Core Transect (T6) Sub-Area B.4: Mixed Use – High-Rise Commercial & Mixed Use	No Change
Zoning:	Downtown Commercial (CDT1)	Residential/ Limited Commercial (ZMU59) – Brighthouse Village (City Centre)
Number of Units:	N/A	50 MMR units 269 market rental units 319 total residential units 1,755.59 m ² (18,897 ft ²) CRU
Other Designations:	N/A	No Change

	Requirement	Proposed	Variance
Floor Area Ratio:	4.25	4.25	none permitted
Buildable Floor Area (m ²):	Max. 20,742.04 m ² (223,265 ft ²)	20,742.04 m ² (223,265 ft ²)	none permitted
Lot Coverage (%):	Building: Max. 90%	Building: Max. 90%	none
Setbacks (m):	Front: Min. 3 m Rear: Min. 0 m Interior Side: Min. 0 m Exterior Side: Min. 3 m	Front: Min. 3 m Rear: Min. 0 m Interior Side: Min. 0 m Exterior Side: Min. 3 m	None
Height (m):	47 m geodetic	47 m geodetic	None

	Requirement	Proposed	Variance
Off-street Parking Spaces – Commercial	53	55 (Shared use by residential visitors)	None
Off-street Parking Spaces – Accessible	6	6	None
Off-street Residential Parking Spaces (excluding accessible)	0	57	None
Off-street Loading Spaces	Residential Small: 2 Medium: 2 Commercial Medium: 2	Residential Small: 2 Medium: 2 Commercial Medium: 2	None
Amenity Space – Indoor:	100 m ² minimum	268.68 m ²	none
Amenity Space – Outdoor:	1,914 m ² (20,602 ft ²)	1,998.47 m ² (21,511 ft ²)	none

Specific Land Use Map: Brighthouse Village (2031)

Bylaw 9892
2020/07/13

Bylaw 10020
2019/05/21

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

From: [Jun Chen](#)
To: [Kallianpur, Virendra](#)
Subject: Re: Concern about Application No. RZ 22-015455 -- from Neighbor Ann
Date: Thursday, July 4, 2024 10:41:20 AM

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

Hello Viren:

Thank you for taking your time to meet us yesterday!

But I feel it is disaster for us when I know BBQ area close to us.

It is a serious concern for us.

We don't know how many units and how many people will be in the new building. It should be lots. **The BBQ area is for public area. The residences will take turns to enjoy it during summer time very often. Even though once a week.**

It will bring more issues for us. We will open our windows during summer time.

1. Smelling always;
2. BBQ Smoke always to bring health issue;
3. Fire safety; (I am sure it will have by law, but it is very often. So I am still concern about it)

To be honest, I didn't sleep well because of BBQ issue last night. Therefore, I decide to let you know right away.

It really will bring our health problem and bother our further life.

Please move BBQ area away! Hope you will understand!

We are really appreciative of what you did.

Best Regards,
Ann

On Wednesday, June 26, 2024 at 04:29:08 p.m. PDT, Jun Chen <annjunchen@yahoo.ca> wrote:

Hello Viren:

Yes, we will meet you on July 3 at 4:00 pm at city hall.

We will let front desk know when we arrive.

Thank you so much!

Best Regards,
Ann

On Wednesday, June 26, 2024 at 04:16:38 p.m. PDT, Kallianpur, Virendra <vkallianpur@richmond.ca> wrote:

Dear Ms. Ann,
I could meet on July 3: 4:00pm-4:30 pm at City Hall. Please let Front Desk know when you arrive and they will let me know.
Please confirm if this works for you.
Best,
Viren

Virendra Kallianpur MCIP-I, AICP, RELi AP, WELL AP, LEED AP BD+C
Program Manager, Urban Design | Planning & Development | City of Richmond
T : 604.247.4620 | E : vkallianpur@richmond.ca

From: Jun Chen <annjunchen@yahoo.ca>
Sent: June 26, 2024 4:10 PM
To: Kallianpur, Virendra <VKallianpur@richmond.ca>
Subject: Re: Concern about Application No. RZ 22-015455 -- from Neighbor Ann

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

Hello Viren:

We would like to meet you for viewing the revised design.

We also will be available to meet you at 3:45pm or after 3:45pm

some date in next week (From July 2nd to July 5th).

Which date will you be available?

Please let us know!

Best Regards,
Ann

On Wednesday, June 26, 2024 at 03:53:21 p.m. PDT, Kallianpur, Virendra <vkallianpur@richmond.ca> wrote:

Dear Ms. Ann,
Good afternoon.

Unfortunately, I am not available, but I will have the drawing set available for your viewing at the Front Desk.

Thank you

Best,

Viren

Virendra Kallianpur MCIP-I, AICP, RELi AP, WELL AP, LEED AP BD+C

Program Manager, Urban Design | Planning & Development | City of Richmond

T : 604.247.4620 | E : vkallianpur@richmond.ca

From: Jun Chen <annjunchen@yahoo.ca>

Sent: June 26, 2024 3:50 PM

To: Kallianpur, Virendra <VKallianpur@richmond.ca>

Subject: Re: Concern about Application No. RZ 22-015455 -- from Neighbor Ann

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

Hello Viren:

Thank you for your reply and explain!

We would like to view the revised design.

We will be available to meet you at 3:45pm tomorrow.

Please let us know whether it will work for you!

Best Regards,
Ann

On Wednesday, June 26, 2024 at 02:39:10 p.m. PDT, Kallianpur, Virendra <vkallianpur@richmond.ca> wrote:

Dear Ms. Ann,

Thank you for reaching out.

Please note the updates on the application and response to your query:

- a. Please note the design consultants and design has changed.
- b. The subject site is zoned for development , and needs to comply with the OCP, guidelines, and related policies. The west wall is a partii wall/demising wall, and the adjacent site can be developed up to the property line for the podium to 25m (~ 8 storeys), similar to the development you reside in 8111 Anderson Rd. Above 25m, the proposed tower would be set 24m from the existing tower on 8111 Anderson.

- c. The program for the roof deck on Level 5 has changed. The current proposal includes urban agriculture, lounge/BBQ, Seating, and landscaping.
- d. All public including developments and their residents (e.g. proposed development, your development) need to comply with Noise Regulation Bylaw 8856, which prohibits sound levels beyond the permitted levels identified in the Bylaw.

If you would like to view the revised design, I could arrange a meeting at the Front Desk for you. Please let me know.

Thank you

Have a nice day.

Best,
Viren

Virendra Kallianpur MCIP-I, AICP, RELi AP, WELL AP, LEED AP BD+C
Program Manager, Urban Design | Planning & Development | City of Richmond
T : 604.247.4620 | E : vkallianpur@richmond.ca

From: Jun Chen <annjunchen@yahoo.ca>
Sent: June 26, 2024 11:38 AM
To: Kallianpur, Virendra <VKallianpur@richmond.ca>
Subject: Re: Concern about Application No. RZ 22-015455 -- from Neighbor Ann

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

Hello Viren:

I am Ann who is living in 8111 Anderson Road Richmond.

We met to each other before and let you know our concerns about
the new building 8051 Anderson Road Richmond.

Concerns:

1. Private issue;
2. Avoid noise on the top of the building away from my building;
3. Safety issue; Away from big deck of my building.

Recently, I noticed a new sign about 8051 Anderson Road Richmond
to show up. I am sending it by attachment.

Please let us know update information for our concerns!

Thank you for taking your time!

Best Regards,

Ann

8111 Anderson Road

On Monday, September 12, 2022 at 08:13:11 p.m. PDT, Jun Chen <annjunchen@yahoo.ca> wrote:

Hello, Viren:

Thank you for taking your time with us on Sep 8th !

Hope to update and keep in touch!

8111 Anderson Road Richmond

Best Regards,

Ann

8111 Anderson Road Richmond

On Tuesday, September 6, 2022 at 04:40:30 p.m. PDT, Jun Chen <annjunchen@yahoo.ca> wrote:

Hello, Viren:

That's great.

See you on Sept 8 at 3:30pm!

Thank you so much!

Best Regards,

Ann

[Sent from Yahoo Mail on Android](#)

On Tue., 6 Sep. 2022 at 4:30 p.m., Kallianpur,Virendra
<VKallianpur@richmond.ca> wrote:

Hi Ann,

Yes, I can make that happen.

I have sent you an invite-confirmation for Sep 8/ 3.30 pm at Richmond City Hall.

When you reach City Hall, proceed to the Front Desk and please ask for me.

See you on Thu, Sep 8.

Best,

Viren

Virendra Kallianpur MCIP-I, AICP, RELi AP, WELL AP, LEED AP BD+C
Senior Urban Designer | Planning & Development | City of Richmond
T : 604.247.4620 | E : vkallianpur@richmond.ca

From: Jun Chen <annjunchen@yahoo.ca>
Sent: September 6, 2022 4:15 PM
To: Kallianpur,Virendra <VKallianpur@richmond.ca>
Subject: Re: Concern about Application No. RZ 22-015455 -- from Neighbor Ann

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Please do not click or open attachments unless you recognize the source of this email and the content is safe.

Hello, Viren:

We will be available to meet you at 3:30 pm on:

1. Sep 8th -- Thursday
2. Sep 13th -- Tuesday
3. Sep 15th -- Thursday

We hope to meet you soon on **Sep 8th** if it will work for you!

Please let me know what date and time will meet your schedule!

Best Regards,
Ann

On Tuesday, September 6, 2022 at 01:30:25 p.m. PDT, Kallianpur,Virendra
<vkallianpur@richmond.ca> wrote:

Dear Ms. Ann,

Good afternoon. Please note my responses (in blue) below:

Thank you

Best,
Viren

Virendra Kallianpur MCIP-I, AICP, RELi AP, WELL AP, LEED AP BD+C

Senior Urban Designer | Planning & Development | City of Richmond
T : 604.247.4620 | E : vkallianpur@richmond.ca

From: Jun Chen <annjunchen@yahoo.ca>
Sent: September 6, 2022 10:51 AM
To: Kallianpur, Virendra <VKallianpur@richmond.ca>
Subject: Re: Concern about Application No. RZ 22-015455 -- from Neighbor Ann

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

Hello, Viren:

Thank you for your quick reply!

I have some questions.

1. I am not clearly how to calculate the distance between the two buildings.

with adequate tower separation of 24m (for portion of tower above 25m).
>> The tower separation requirement of min. 24m is required for the portion of the building (tower) beyond 25m/82'. In other words, for example, a tower of 45m height, the upper 20m (45m-25m) is required to have a minimum distance of 24m from the adjacent or existing towers.

2. Are there windows, balconies or public areas at the east side of the new building?

If there are, we won't have our own private space. My bedroom will be shown in public eye

all the time. That is the main reason what we concerned about it.

>> Based on the proposed design, there are residential units with windows and balconies along the east (facing 8111 Anderson). There are no public areas proposed on the east side of the proposed building.

Please note that, however, the proposed design includes a roof deck on level 5 as amenity space for the residents (not general public).

3. We would like to come for viewing the plans with you together. So we will understand

more and better.

Do we need to make an appointment to meet you?

Please let me know!

Yes, sure, you are welcome to view the plans along with me, and I could help answer any questions you may have, to better understand the proposed design.

Yes, it will be preferable to coordinate our schedules. Please let me know few dates and times that work for you so I can coordinate it on my end too. Once a date and time works for all of us, I will confirm it. When you arrive at the City Hall, please ask for me at the Front Counter.

Best Regards,

Ann Chen

On Tuesday, September 6, 2022 at 08:26:16 a.m. PDT, Kallianpur,Virendra

<vkallianpur@richmond.ca> wrote:

Dear Ms. Ann,

Good Morning. Thank you for reaching out. We understand your concern.

The rezoning application RZ 22-015455, is to permit the development of a 14-storey tower to accommodate residential rental units and commercial space.

The site is currently zoned as Downtown Commercial (CDT1), which includes a broad range of commercial, service, business, entertainment, and residential uses. The site, falls within Sub-Area B.4 within the City Centre Area Plan in the OCP and is designated as *Mixed Use-High Rise Commercial and Mixed Use*.

The current zone (without rezoning) currently permits a building of 45m height (14+ storeys) on the site, with adequate tower separation of 24m (for portion of tower above 25m). The current proposal which is still under staff review, provides a 14 storey building with 45.6m height and 24m separation from the existing tower at 8111 Anderson, with the top two floors further setback by 1.6m.

Please note that all applications are reviewed for compliance against design guidelines to encourage the best interface possible with existing developments (24m tower separation is intended to ensure access to natural light and ventilation).

You are welcome to come in and view the plans or to reach out directly to the applicant for more information on the exact impact of views which they may be able to speak to. The contact information for the applicant is:

Mr. Nathan Stolarz, James KM Cheng Architects Inc.

604-873-4333

If you have any questions or want clarifications, please reach out to me.

Have a good day.

Best,

Viren

Virendra Kallianpur MCIP-I, AICP, RELi AP, WELL AP, LEED AP BD+C

Senior Urban Designer | Planning & Development | City of Richmond

T : 604.247.4620 | E : vkallianpur@richmond.ca

From: Jun Chen <annjunchen@yahoo.ca>

Sent: September 5, 2022 5:33 PM

To: Kallianpur, Virendra <VKallianpur@richmond.ca>

Subject: Concern about Application No. RZ 22-015455 -- from Neighbor Ann

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

Hello, Virendra Kallianpur:

I am Ann who is living 8111 Anderson Road Richmond.

Recently, the sign is posting on. Please see my attachment!

We have some concerns about the developing building

on the west side of my building. My bedroom is facing the

west side on the 8 floor.

Please let me know the detail about it.

You can contact me by the email.

Thank you for taking your time!

Best Regards,

Ann Chen

Site Context and Design

- This vacant site is situated at the corner of No.3 Road and Anderson, easy walking distance from the Bighouse Skytrain Station to the north, and neighbouring Richmond City Hall to the west.
- The proposed development is designed to respect both the existing built context as well as future development expected in the immediate area.
- West: Immediately west across No.3 Road is City Hall. The public realm along the west side of the site will be improved to City standard that includes planting, bike lane and generous sidewalk. Commercial storefronts will animate this public space.
- North: The site to the north is currently occupied by low-rise commercial buildings and surface parking that ultimately will be retrofitted into a high-density development of similar scale. The anticipated future massing for that site will include a commercial base along No.3 Road that aligns with our west façade. Our commercial parking podium has been designed to meet the north property line with upper residential levels setback to provide significant area for landscaped open space.
- East: An existing 14-storey residential building with commercial uses at grade is situated immediately to the east of the site, built up to the property line. The proposed development respects this neighbouring building by massing the podium and tower to not impede access to sunlight.
- South: South across Anderson Road is a series of modest one-and-two-storey retail and commercial buildings with surface parking. As per the City's OCP this site can expect to be developed as a similar high-density high-rise mixed-use development in the coming years.

Streetscape

- The proposal is designed to meet or exceed all required building setbacks that will provide a generous public realm for both the residents as well as the commercial tenants and the public.
- The intent has been to build upon the recently established character along both No. 3 Road further to the north and Anderson to the east while exploring opportunities to further enhance the public realm with a suitable and inspired architectural response.

- The project program is made up of rental residential apartments situated above a mixed-use podium including residential, commercial retail and parking uses.

- The ground level features along both No.3 Road and Anderson Road includes a series of retail units in addition to the main residential entry lobby that opens to a large public plaza.
- Access to the at-grade parking and loading as well as above-grade parking is found off Anderson Road via a mid-block internal lane. All waste removal, recycling and loading for both commercial and residential uses will take place fully within the site. A secondary access from the north has been provided for future use once proposed final line improvements are completed north of the project site.
- A total of 312 rental residential units, including 43% family units, and one owner-occupied penthouse suite, are located on the upper levels of the building, complemented by both indoor and outdoor amenity spaces. All residential units are designed to meet the Building Universal Housing standards per city guidelines. The project will meet Step Code 2 + EL2.

odium

- The proposed building massing is composed to clearly define the public realm with a highly articulated commercial street wall podium. Individual retail units characterized by generous ceiling heights and large display windows from both No.3 Road and Anderson Road.
- Above the commercial units are two levels of residential apartments that together create a strong podium street wall. Recessed balconies and vertical sunshade fins break down the scale and add detail and unique expression for both the No.3 Rd and Anderson Rd facades.
- Two levels of commercial and residential parking are discreetly situated behind the residences at levels 2 and 3. An elevator lobby

and stair located off No 3 Rd at the north end of the commercial provides convenient access to the commercial parking above.

- A contemporary aesthetic featuring high quality durable materials define the podium character.
- The podium features a rich, warm colour palette punctuated by light brown metal profiles that provide visual screening for residential at Levels 3 & 4 and create a varying expression along the respective street facades.
- 4-storey street wall is created through large frame elements that front both streets, while opening up at the corner of No 3 & Anderson, as well as at the lane.
- Large format tile cladding with stone pattern and texture breaks down the scale of the frame elements.
- The retail display windows stand out with light metal cladding against the dark metal panel and mechanical louvers that accentuate the depth of the podium street wall.
- Light frit pattern punctuates the residential balconies along Anderson, creating a tie-in with the frit pattern on the balconies in the tower.

- The main residential lobby features prominently at the southwest corner of the project opening out to a large public landscaped plaza. This generous interior space will serve as both a lantern and landmark for the neighbourhood.

- The plaza promises to be vibrant throughout the day and evening as it is frequented by hundreds of residents in the building, as well as those visiting the numerous shops, services and restaurants being offered.
- A secondary residential elevator lobby and stairs are conveniently located adjacent to the internal loading bays and recycling areas, providing direct access to bike storage at the mezzanine level above.
- The residential tower form rising above the podium is configured as a 'U' shape mass, broken down vertically into three distinct segments of 14 and 15 stories; all forming a shared outdoor south-facing child play space. This layout minimizes building mass along Anderson and introduces varied architectural treatments through balcony design, window pattern and cladding materials.
- The main west elevator tower located on the upper levels are positioned to provide access to natural light and a visual connection to the central outdoor amenity space below.
- A seven-storey residential wing located at the east further defines the outdoor active fitness spaces from the more passive resident gardenage spaces, while also respecting the scale of the

The proposed rental housing development not only responds to its urban context with sensitivity, but also aims to enrich the local streetscape through contemporary design, materials, and landscape. This project strives to balance the needs of both residents and the public in creating a welcoming, vibrant, multi-functional urban experience.

neighbouring building podium to the east.

- The tower itself is pulled back from the north property line maximizing the area available for a shared linear landscaped outdoor amenity space running the entire length of the site from west to east.
- The visual weight and warm coloration of the podium mass is contrasted by the lightness and cool tones of the tower.
- Architectural language of the tower form is defined by interplay and contrast between the strong vertical expression of window wall juxtaposed against staggered two-storey window pattern.
- Dark mullions and cool blue spandrel accents accentuate the depth and verticality of the tower form.
- East and West wings of the tower are clad in white-grey metal panel punctuated by areas of window wall glazing, while the "connector" volume is expressed in dark metal panel in order to visually recede.
- The west wing has a light, hovering expression off No 3 Road, with the strong window frame and dark spandrel glass at L5, while the east wing is grounded in the podium mass.
- Balcony expression features strong geometric pattern of light frit glass that animates all sides of the project, while alternating with more understated black slab-cover frit at the courtyard and 7-storey east connector volume.
- 2-storey pattern of spandrel glass and window openings at the penthouse Levels 14-15a long No 3 Road defines the tower top, punctuated by dramatic horizontal cantilever of the Level 14 terrace.



>> 200-1014 HOMER STREET, VANCOUVER
BRITISH COLUMBIA, CANADA V6B 2W9
T 604 685 6312 www.d-a-r-d-i-o-ct.ca

NO. 3 & ANDERSON, RICHMOND
8051 ANDERSON ROAD
5860 NO. 3 ROAD
5840 NO. 3 ROAD

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Job No.	23-25-000	Sheet No. A0.02
Code	N/A	
Program	KS	



No.	Description	Date
	Reissued for Reasoning	Feb. 14, 2025
	Issued for Development Permit	Oct. 3, 2024
	Issued for Reasoning	Apr. 5, 2024

Remarks: Road Up
Approved for (M) [Name]



SITE CONTEXT

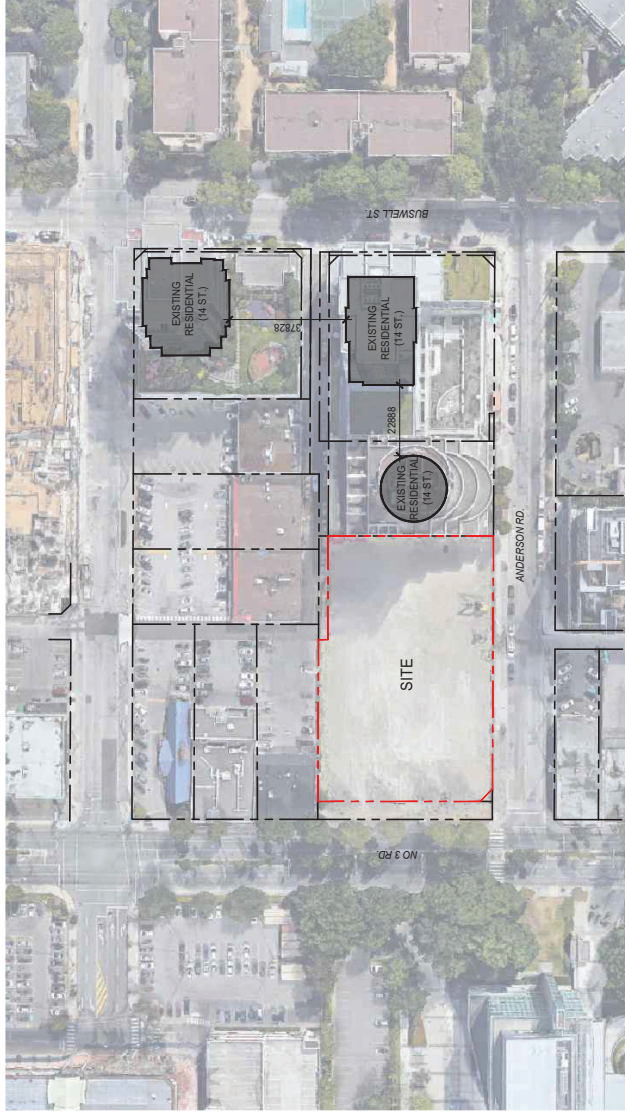
Job No.	23-26-000	Sheet No.	
Scale	AS NOTED	A0.03	
Drawn	KS		
Checked			
Approved			

23-26 A0.02 Front End.dwg

No.	Description	Date
	Issued for Reasoning	Apr 5, 2024
	Issued for Development Permit	Oct 3, 2024
	Resubmitted for Reasoning	Feb 14, 2025

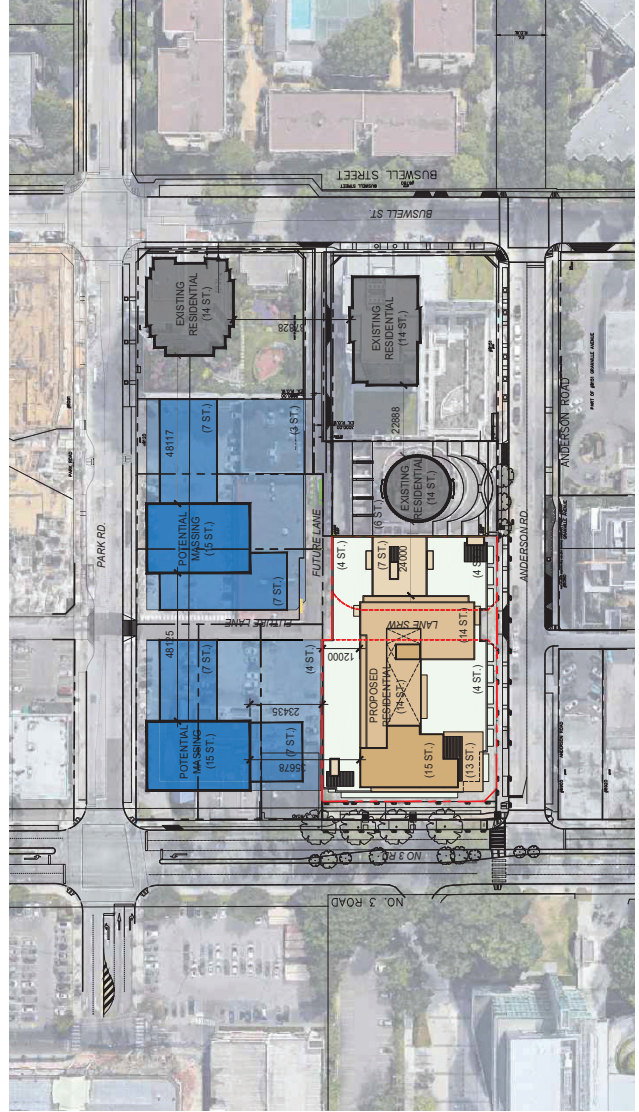
Remissions: Road Up

Remission for 2024/2025

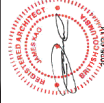


1 CONTEXT PLAN - EXISTING
1/50

PLN - 40



2 CONTEXT PLAN - POTENTIAL DEVELOPMENT



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6860 NO. 3 ROAD
6840 NO. 3 ROAD

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Context Plan

Job No.	23-26-000	Sheet No.	
Scale	1/750	A0.04	
Drawn	KS		
Checked			
Approved			



2 WEST ELEVATION AT NO 3 RD.



4 SOUTH-EAST ELEVATION AT ANDERSON

3 SOUTH ELEVATION AT ANDERSON



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D VIEWS

File No.	23-26-000	Sheet No.	A0.07
Date	N/A		
Drawn	KS		
Checked			
Approved			



2 SOUTH-EAST ELEVATION



4 NORTH-WEST ELEVATION



3 NORTH-EAST ELEVATION



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Print Title

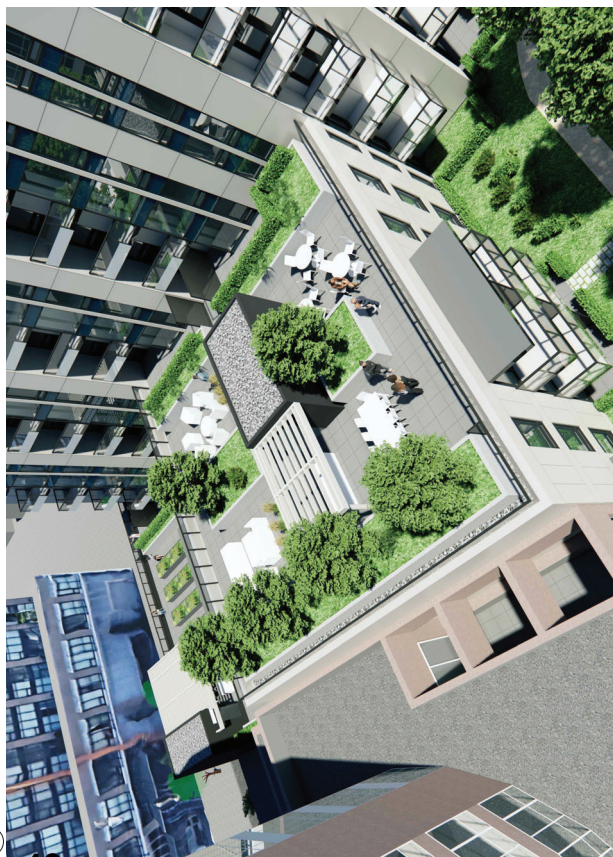
3D VIEWS

Job No.	23-265-000	Sheet No. A0.08
Scale	N/A	
Team	KS	
Checked		
Approved		

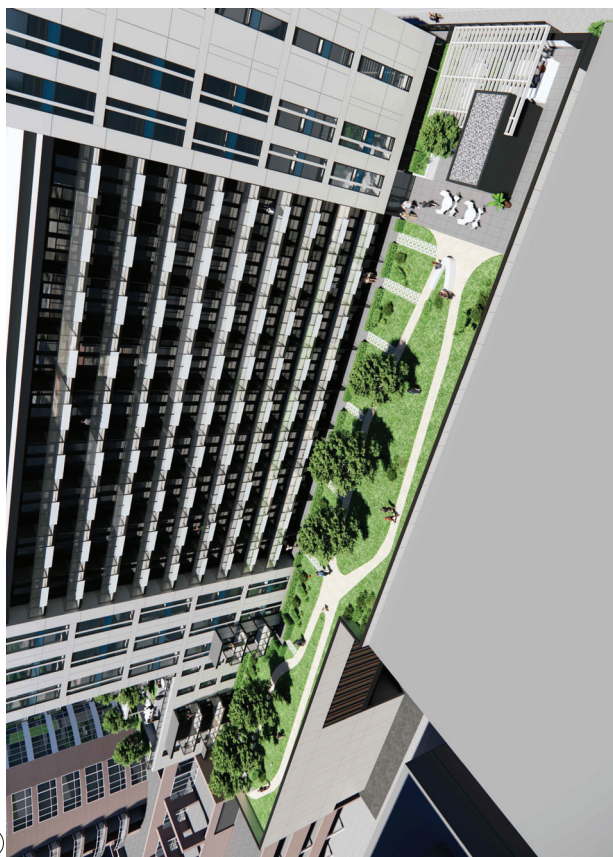
1 L5 SOUTH-WEST OUTDOOR AMENITY



2 L5 SOUTH-EAST OUTDOOR AMENITY



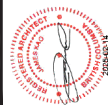
3 L8 EAST OUTDOOR AMENITY



4 L5 NORTH OUTDOOR AMENITY

[illegible]

Reserved for AMU storage



AC A

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6840 NO. 3 ROAD

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Font Type

3D VIEWS

Job No.	23-26-000	<div style="writing-mode: vertical-rl; transform: rotate(180deg);"> A0.09 </div>
Scale	N/A	
Drawn	KS	
Checked		
Approved		

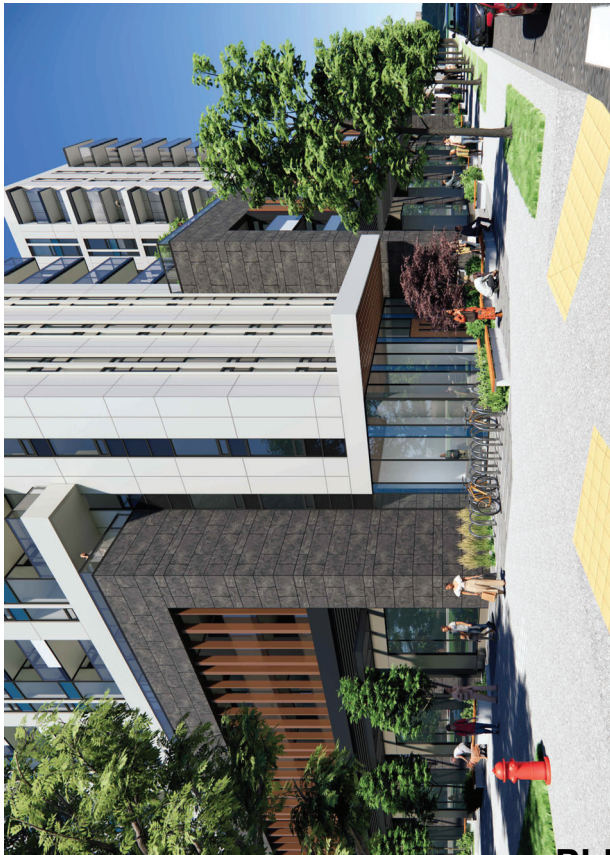
09-07

An architectural rendering of a modern building facade. The building features a series of large, vertical glass windows separated by dark frames. A prominent wooden slat screen runs horizontally across the upper portion of the facade. The ground floor has large glass entrances with 'SIGNAGE' and 'SUITE' signs above them. People are shown walking on the sidewalk, and a bicycle is parked near the entrance. The scene is set outdoors with trees and a clear sky.

No.	Description	Date
	Returned for Reasoning	Feb. 14, 2025
	Issued for Development Permit	Oct. 3, 2024
	Issued for Reasoning	Apr. 5, 2024

Revisions: Road Up

Revisions for (A4) Notes



1 PUBLIC REALM AT CORNER OF NO 3 & ANDERSON



4 EAST NEIGHBOUR INTERFACE STUDY



3 STREETSCAPE AT ANDERSON RD



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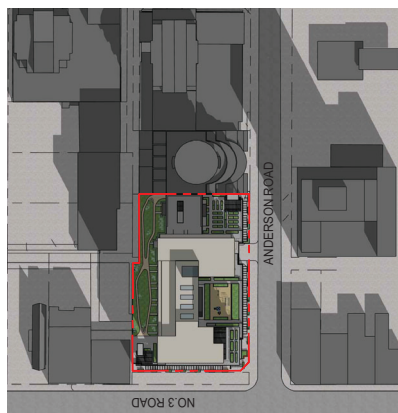
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6860 NO. 3 ROAD
6840 NO. 3 ROAD

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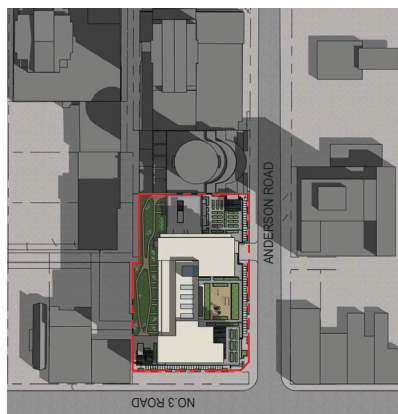
3D VIEWS

Job No.	23-26-000	Sheet No.	
Scale	N/A		
Drawn	RK		
Checked			
Approved			

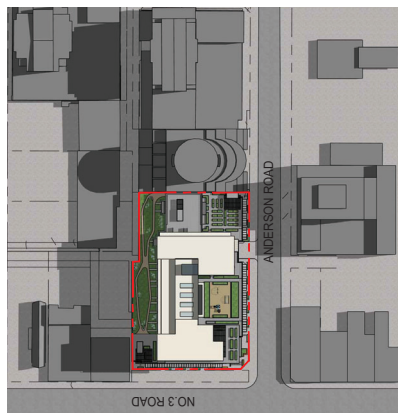
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[illegible]

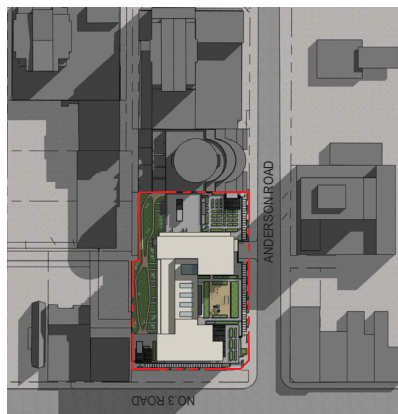
4 EQUINOX - 4 PM



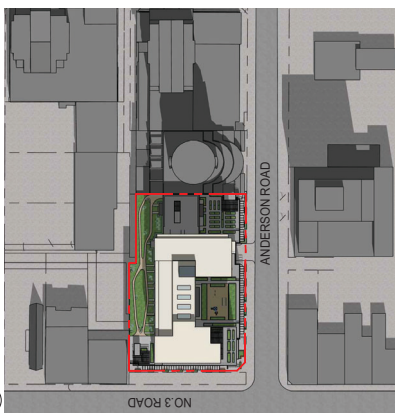
3 EQUINOX - 2 PM



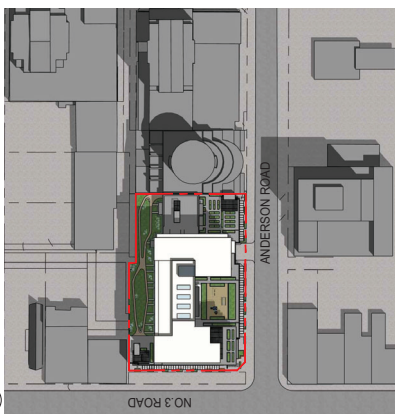
2 EQUINOX - 12 PM



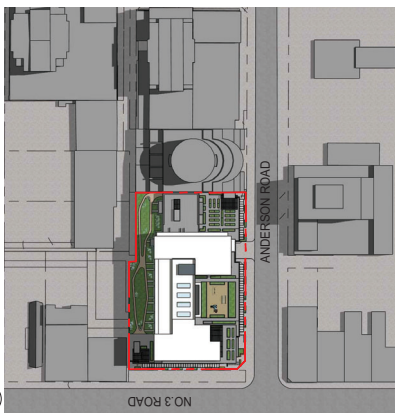
1 EQUINOX - 10 AM



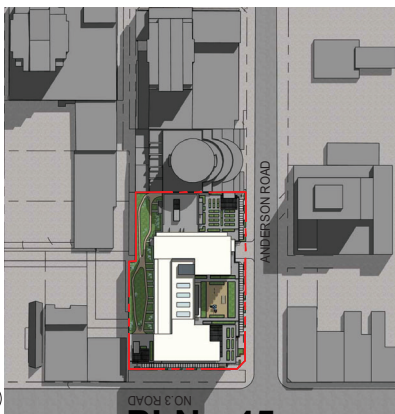
8 JUNE 21ST - 4 PM



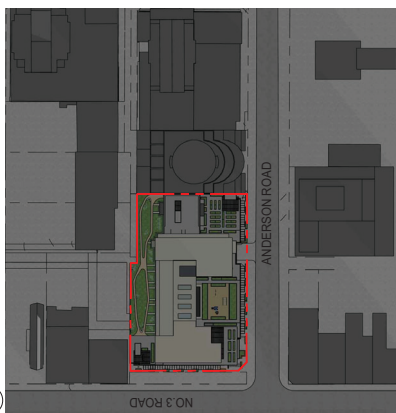
7 JUNE 21ST - 2 PM



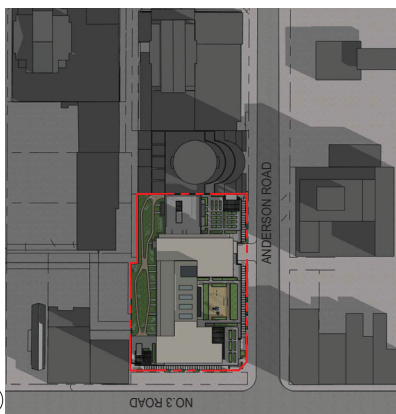
6 JUNE 21ST - 12 PM



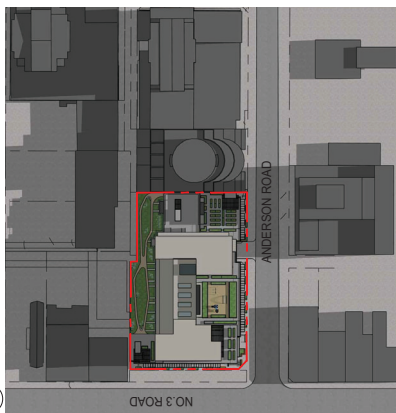
5 JUNE 21ST - 10 AM



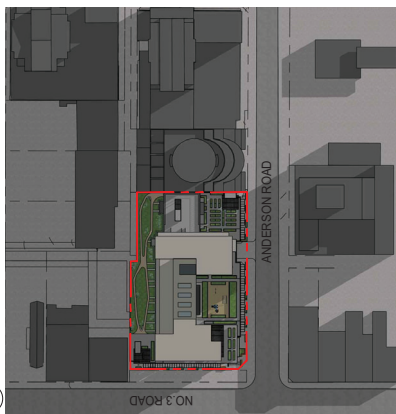
12 DECEMBER 21ST - 4 PM



11 DECEMBER 21ST - 2 PM



10 DECEMBER 21ST - 12 PM



9 DECEMBER 21ST - 10 AM



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SHADOW STUDY

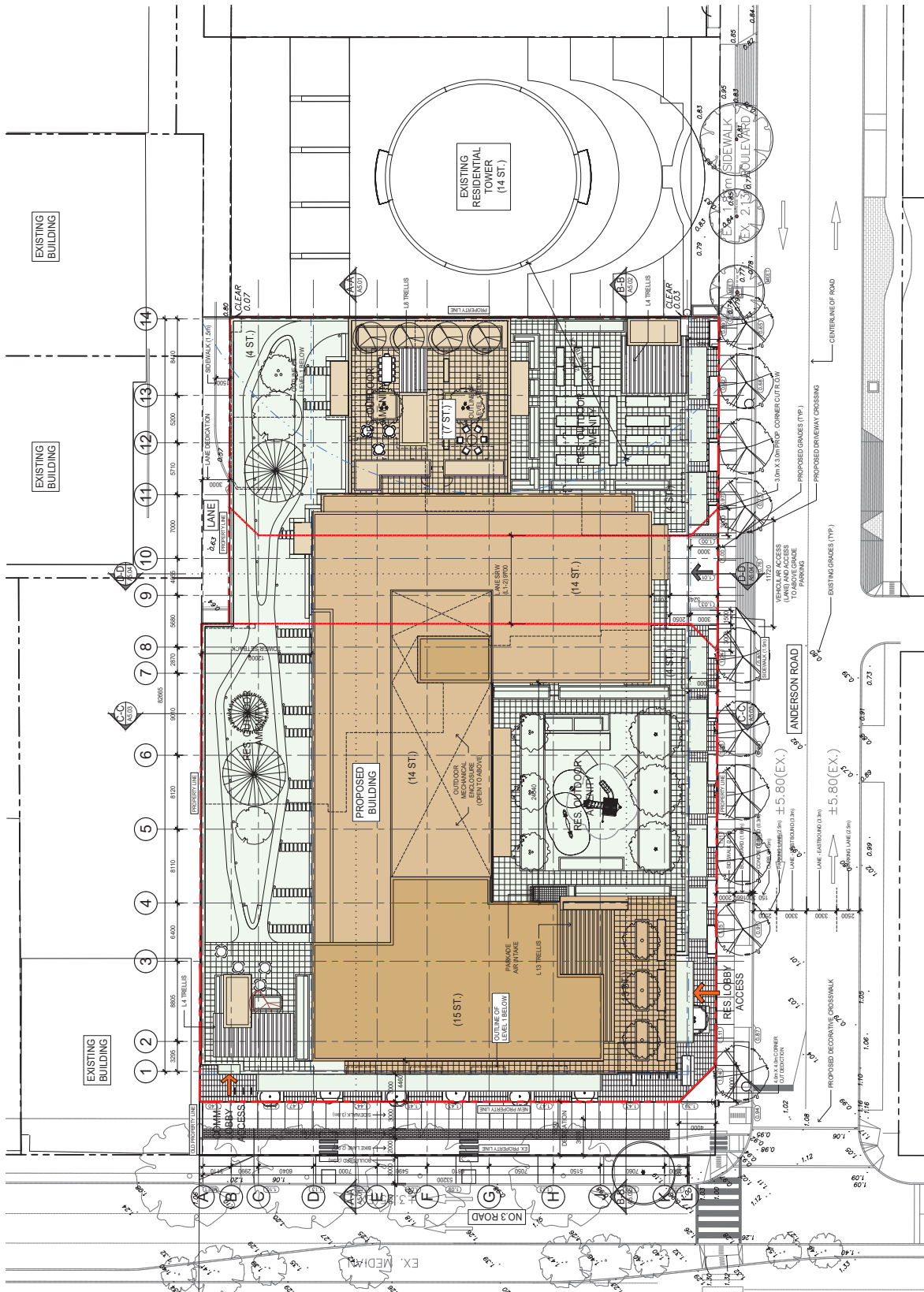
Job No.	23-265-000	Sheet No.	
Scale	NTS	A0.11	
Drawn	KS		
Checked			
Approved			

23-26 A0.11 Shadow Study dwg

KEY PLAN



NO.	DESCRIPTION	DATE
1	Requested for Planning	Feb 14, 2025
2	Issued for Development Permit	Oct 3, 2024
3	Issued for Planning	Apr 5, 2024
4	Revised Road Up	
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PLN - 46



DA
David A. Anderson
Professional Engineer (P.Eng.)
No. 12345
British Columbia, Canada
www.davidanderson.ca

NO 3 ANDERSON RICHMOND
805 ANDERSON ROAD
680 NO 3 ROAD
680 NO 3 ROAD

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Sheet 1 of 1
SITE PLAN - ROOF

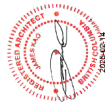
Job No.	22-05-000
Scale	1:200
Drawn	KS
Checked	
Approved	



A circle with a horizontal radius extending from the center to the left edge, labeled with the letter 'z'.

No.	Description	Date
	Refused for Reasoning	Feb 14, 2005
	Issued for Development Permit	Oct 3, 2004
	Issued for Reasoning	Apr 5, 2004

Revisions: Road Up
 Approved for A/E Stamp



AC

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Speed Time

FLOOR PLAN 1

[illegible]

Scale	1:150
Drawn	RK

A2.01

Checked

2020 A2 04 E-Case Blue 14 Aug



1 FLOOR PLAN L1

PLN - 47

LEGEND		GLASS RECYCLE STAIRS	LOADING BAY SIZE
BT - STAMPEO CAN	SC - SMALL COR		
BT - STAMPEO CAN	AC - ACCESSIBLE		
BT - STAMPEO CAN	WC - NON-ACCESSIBLE		
BT - STAMPEO CAN	WC - ACCESSIBLE		
BT - STAMPEO CAN	SC - SMALL COR		
BT - STAMPEO CAN	AC - ACCESSIBLE		
BT - STAMPEO CAN	WC - NON-ACCESSIBLE		
BT - STAMPEO CAN	WC - ACCESSIBLE		
BT - STAMPEO CAN	SC - SMALL COR		
BT - STAMPEO CAN	AC - ACCESSIBLE		
BT - STAMPEO CAN	WC - NON-ACCESSIBLE		
BT - STAMPEO CAN	WC - ACCESSIBLE		
BT - STAMPEO CAN	SC - SMALL COR		
BT - STAMPEO CAN	AC - ACCESSIBLE		
BT - STAMPEO CAN	WC - NON-ACCESSIBLE		
BT - STAMPEO CAN	WC - ACCESSIBLE		
BT - STAMPEO CAN	SC - SMALL COR		
BT - STAMPEO CAN	AC - ACCESSIBLE		
BT - STAMPEO CAN	WC - NON-ACCESSIBLE		
BT - STAMPEO CAN	WC - ACCESSIBLE		
BT - STAMPEO CAN	SC - SMALL COR		
BT - STAMPEO CAN	AC - ACCESSIBLE		
BT - STAMPEO CAN	WC - NON-ACCESSIBLE		
BT - STAMPEO CAN	WC - ACCESSIBLE		
BT - STAMPEO CAN	SC - SMALL COR		
BT - STAMPEO CAN	AC - ACCESSIBLE		
BT - STAMPEO CAN	WC - NON-ACCESSIBLE		
BT - STAMPEO CAN	WC - ACCESSIBLE		
BT - STAMPEO CAN	SC - SMALL COR		
BT - STAMPEO CAN	AC - ACCESSIBLE		
BT - STAMPEO CAN	WC - NON-ACCESSIBLE		
BT - STAMPEO CAN	WC - ACCESSIBLE		
BT - STAMPEO CAN	SC - SMALL COR		
BT - STAMPEO CAN	AC - ACCESSIBLE		
BT - STAMPEO CAN	WC - NON-ACCESSIBLE		
BT - STAMPEO CAN	WC - ACCESSIBLE		
BT - STAMPEO CAN	SC - SMALL COR		
BT - STAMPEO CAN	AC - ACCESSIBLE		
BT - STAMPEO CAN	WC - NON-ACCESSIBLE		
BT - STAMPEO CAN	WC - ACCESSIBLE		
BT - STAMPEO CAN	SC - SMALL COR		

No.	Description	Date
	Issued for Reasoning	Feb 14, 2025
	Issued for Development Permit	Oct 3, 2024
	Issued for Reasoning	Apr 5, 2024

Revisions: Road Up
 Approved for A/E/Engineer



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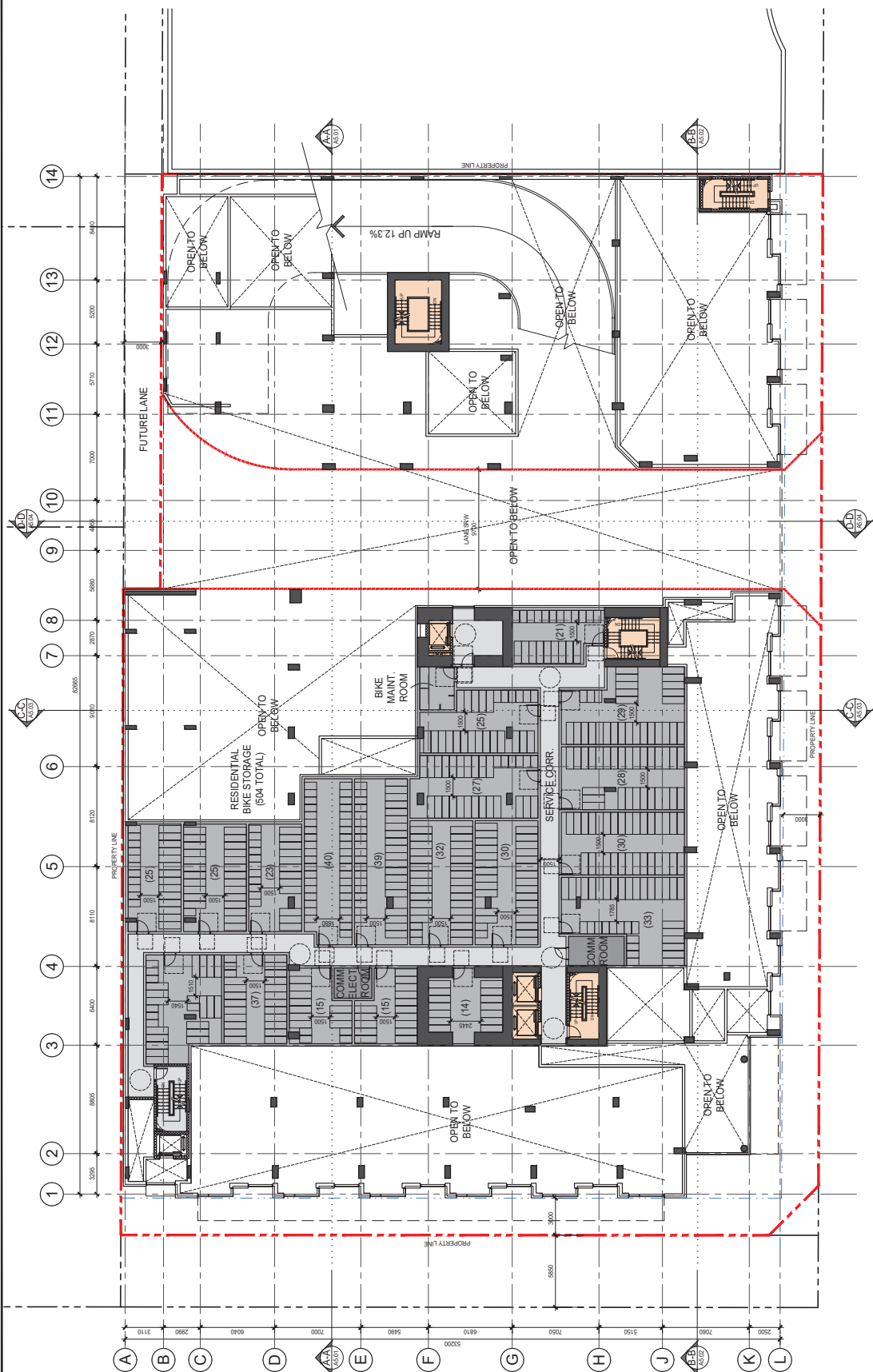
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6840 NO. 3 ROAD

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3/1/2017 11:10 AM
FLOOR PLAN L2

Job No.	23-26-000	<div>Sheet No.</div> <div>A2.02</div>
Scale	1:150	
Drawn	RK	
Checked		
Approved		

23-26 A2.02 Floor Plan L2.dwg



ANDERSON RD.

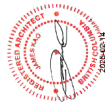
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1 FLOOR PLAN L2

PLN - 48

No.	Description	Date
	Refused for Reasoning	Feb 14, 2005
	Issued for Development Permit	Oct 3, 2004
	Issued for Reasoning	Apr 5, 2004

Revisions: Road Up
 Approved for A/E Stamp



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3/1/2017 11:10 AM
FLOOR PLAN L3

Sub No.	23-26-000	<div style="text-align: center;"> <h1>A2.03</h1> </div>
Scale	1:150	
Drawn	RK	
Checked		
Approved		

23-26 A2.03 Floor Plan L3.dwg



PRIVATE OUTDOOR AREA				
UNIT TYPE	BALCONY TYPE	LENGTH (m)	WIDTH (m)	PATIO AREA (sqm)
B1	A	4.01	1.96	7.56
B1	B	3.20	1.96	6.27
C1	A	6.67	2.97	12.84
C1	B	6.62	2.96	12.99
C1	C	4.90	2.97	14.97
C2	A	4.51	2.40	10.22
C3	A	3.20	1.96	6.27

PARKING STALL SIZES		LEGEND	
<p>20'0" x 55'0"</p>	<p>20'0" x 55'0"</p>	<p>20'0" x 55'0"</p>	<p>20'0" x 55'0"</p>
STANDARD CAR	SMALL CAR	ACCESSIBLE	UNACCESSIBLE
<p>NOTE: 1. 3.0' CIRCULAR W/INLET A PAVING STALL 2. 10'0" x 10'0"</p>			

			</		

ANDERSON RD.

1 FLOOR PLAN L3

PLN - 49

No.	Description	Date
	Retained for Reopening	Feb 14, 2005
	Issued for Development Permit	Oct 3, 2004
	Issued for Reopening	Apr 5, 2004

Revisions: Read Up
 Revision for A-11 map



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Print Title
FLOOR PLAN L4

Job No.	23-26-000
Scale	1:150
Drawn	RK
Thickened	
Approved	

Sheet No.
A2.04

13-26 A2.04 Floor Plan L4.dwg



PRIVATE OUTDOOR AREA				PATIO AREA (sqm)
UNIT TYPE	BALCONY TYPE	LENGTH (m)	WIDTH (m)	
B1	A	4.01	1.96	7.56
B1	B	3.20	1.96	6.27
C1	A	6.67	2.97	12.84
C1	B	6.62	2.96	12.99
C1	C	4.90	2.97	14.97
C2	A	4.51	2.40	10.22
C3	A	3.20	1.96	6.27

[illegible]

ANDERSON RD.

1 FLOOR PLAN L4
1:150

PLN - 50

No.	Description	Date
	Refused for Reasoning	Feb 14, 2005
	Issued for Development Permit	Oct 3, 2004
	Issued for Reasoning	Apr 5, 2004

Revisions: Road Up
 Approved for A/E Stamp



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6840 NO. 3 ROAD

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Spent Yr(s)

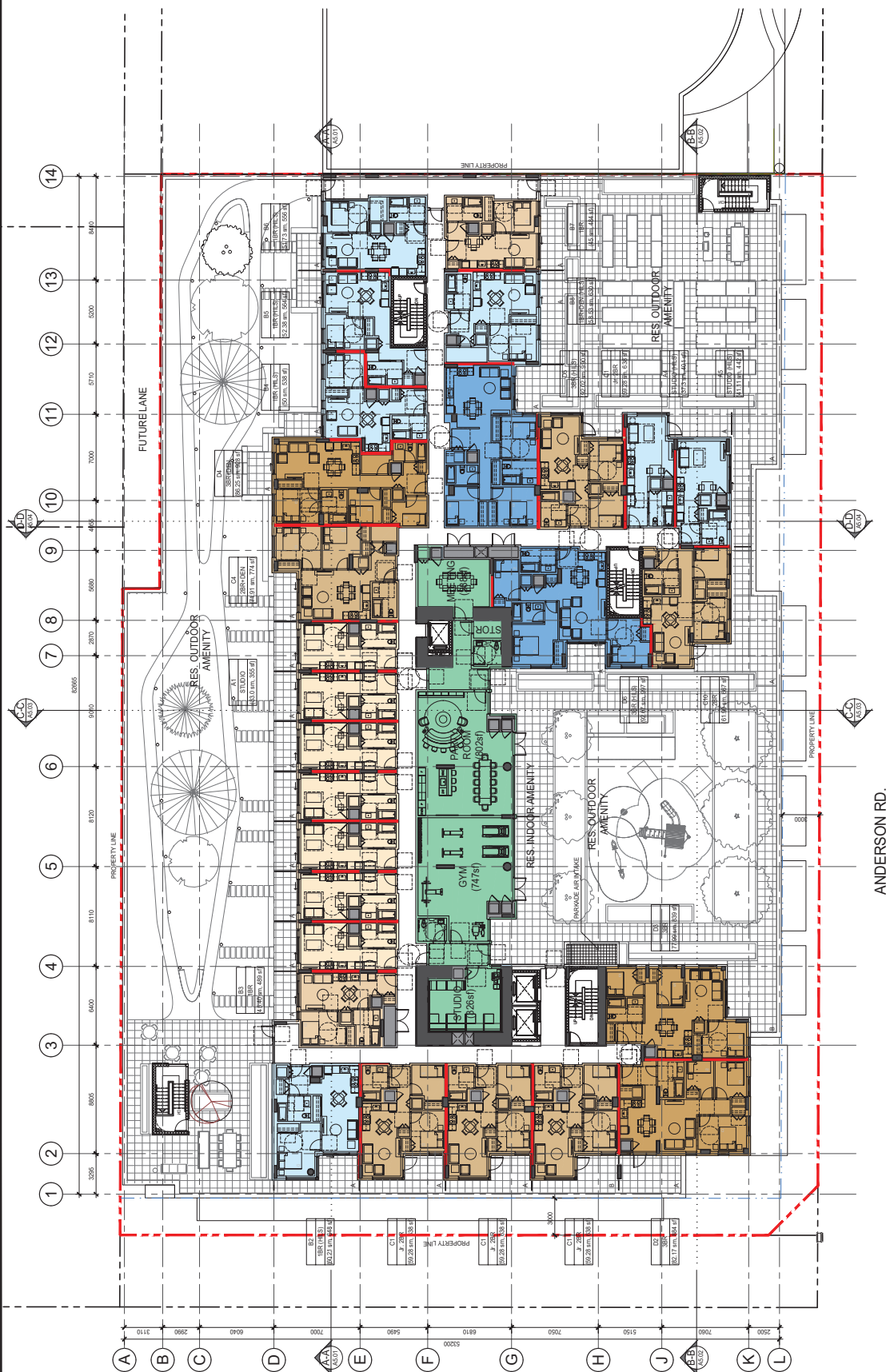
FLOOR PLAN 1.5

Job No.	23-26-000	Sheet No.
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Drawn	FX

1000000

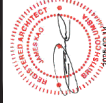
23-26 A2.05 Floor Plan L5.dwg

[illegible]

1 FLOOR PLAN L5
1:150

PLN - 51

No.	Description	Date
	Issued for Reasoning	Apr 5, 2024
	Issued for Development Permit	Oct 3, 2024
	Resubmitted for Reasoning	Feb 14, 2025



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Sheet Title
FLOOR PLAN L6 - L7

Job No.	23-26-000	Sheet No.	
Scale	1:150	A2.06	
Drawn	PK		
Checked			
Approved			

23-26 A2.06 Floor Plan L6-L7.dwg

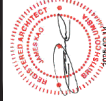


BROAD CLOUTIER AREA			BROAD CLOUTIER AREA		
UNIT	BALCON LENGTH (m)	WIDTH (m)	UNIT	BALCON LENGTH (m)	WIDTH (m)
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A2	4.00	1.60	A2	4.00	1.60
A3	4.00	1.60	A3	4.00	1.60
A4	4.00	1.60	A4	4.00	1.60
A5	4.00	1.60	A5	4.00	1.60
A6	4.00	1.60	A6	4.00	1.60
A7	4.00	1.60	A7	4.00	1.60
A8	4.00	1.60	A8	4.00	1.60
A9	4.00	1.60	A9	4.00	1.60
A10	4.00	1.60	A10	4.00	1.60
A11	4.00	1.60	A11	4.00	1.60
A12	4.00	1.60	A12	4.00	1.60
A13	4.00	1.60	A13	4.00	1.60
A14	4.00	1.60	A14	4.00	1.60
A15	4.00	1.60	A15	4.00	1.60
A16	4.00	1.60	A16	4.00	1.60
A17	4.00	1.60	A17	4.00	1.60
A18	4.00	1.60	A18	4.00	1.60
A19	4.00	1.60	A19	4.00	1.60
A20	4.00	1.60	A20	4.00	1.60
A21	4.00	1.60	A21	4.00	1.60
A22	4.00	1.60	A22	4.00	1.60
A23	4.00	1.60	A23	4.00	1.60
A24	4.00	1.60	A24	4.00	1.60
A25	4.00	1.60	A25	4.00	1.60
A26	4.00	1.60	A26	4.00	1.60
A27	4.00	1.60	A27	4.00	1.60
A28	4.00	1.60	A28	4.00	1.60
A29	4.00	1.60	A29	4.00	1.60
A30	4.00	1.60	A30	4.00	1.60
A31	4.00	1.60	A31	4.00	1.60
A32	4.00	1.60	A32	4.00	1.60
A33	4.00	1.60	A33	4.00	1.60
A34	4.00	1.60	A34	4.00	1.60
A35	4.00	1.60	A35	4.00	1.60
A36	4.00	1.60	A36	4.00	1.60
A37	4.00	1.60	A37	4.00	1.60
A38	4.00	1.60	A38	4.00	1.60
A39	4.00	1.60	A39	4.00	1.60
A40	4.00	1.60	A40	4.00	1.60
A41	4.00	1.60	A41	4.00	1.60
A42	4.00	1.60	A42	4.00	1.60
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A46	4.00	1.60	A46	4.00	1.60
A47	4.00	1.60	A47	4.00	1.60
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A50	4.00	1.60	A50	4.00	1.60
A51	4.00	1.60	A51	4.00	1.60
A52	4.00	1.60	A52	4.00	1.60
A53	4.00	1.60	A53	4.00	1.60
A54	4.00	1.60	A54	4.00	1.60
A55	4.00	1.60	A55	4.00	1.60
A56	4.00	1.60	A56	4.00	1.60
A57	4.00	1.60	A57	4.00	1.60
A58	4.00	1.60	A58	4.00	1.60
A59	4.00	1.60	A59	4.00	1.60
A60	4.00	1.60	A60	4.00	1.60
A61	4.00	1.60	A61	4.00	1.60
A62	4.00	1.60	A62	4.00	1.60
A63	4.00	1.60	A63	4.00	1.60
A64	4.00	1.60	A64	4.00	1.60

ANDERSON RD.

1 FLOOR PLAN L6-L7
1:150

PLN - 52

[illegible]

>> 200-1014 HOMER STREET, VANCOUVER
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NO. 3 & ANDERSON, RICHMOND
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6860 NO. 3 ROAD
6840 NO. 3 ROAD

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Student Title

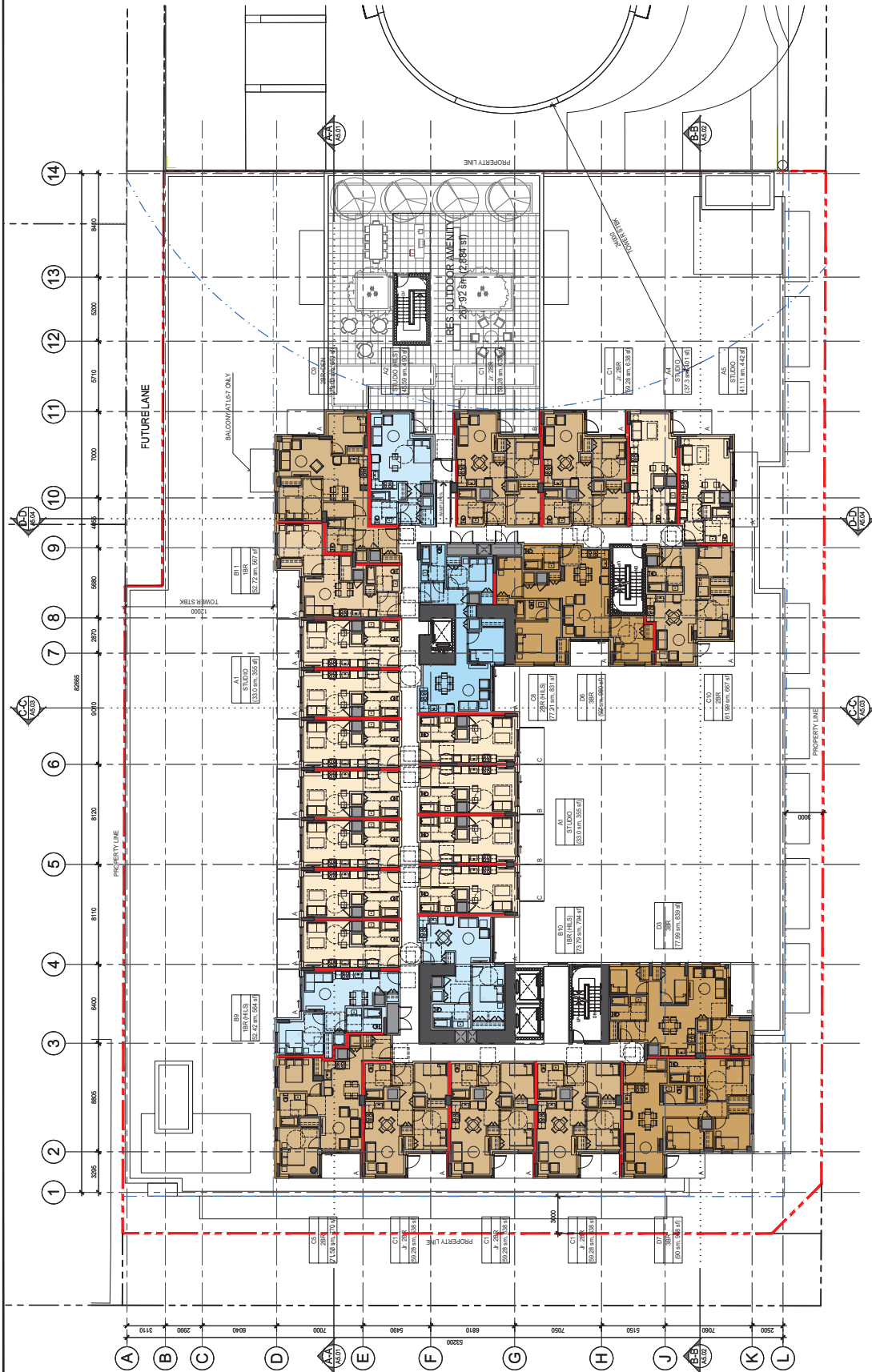
Sheet Title
FLOOR PLAN 18

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Job No.	23-26-000
Scale	1:150
Drawn	RK

8500000

03 06 49 07 Elenco Pagine 18 di 40



BEAN CUTOFF AREA			BEAN CUTOFF AREA		
UNIT	BEAN LENGTH	BEAN WIDTH	UNIT	BEAN LENGTH	BEAN WIDTH
TYPE	TYPE	TYPE	TYPE	TYPE	TYPE
A1	4.00	3.00	A1	4.00	3.00
A2	4.00	3.00	A2	4.00	3.00
A3	4.00	3.00	A3	4.00	3.00
A4	4.00	3.00	A4	4.00	3.00
A5	4.00	3.00	A5	4.00	3.00
A6	4.00	3.00	A6	4.00	3.00
A7	4.00	3.00	A7	4.00	3.00
A8	4.00	3.00	A8	4.00	3.00
A9	4.00	3.00	A9	4.00	3.00
A10	4.00	3.00	A10	4.00	3.00
A11	4.00	3.00	A11	4.00	3.00
A12	4.00	3.00	A12	4.00	3.00
A13	4.00	3.00	A13	4.00	3.00
A14	4.00	3.00	A14	4.00	3.00
A15	4.00	3.00	A15	4.00	3.00
A16	4.00	3.00	A16	4.00	3.00
A17	4.00	3.00	A17	4.00	3.00
A18	4.00	3.00	A18	4.00	3.00
A19	4.00	3.00	A19	4.00	3.00
A20	4.00	3.00	A20	4.00	3.00
A21	4.00	3.00	A21	4.00	3.00
A22	4.00	3.00	A22	4.00	3.00
A23	4.00	3.00	A23	4.00	3.00
A24	4.00	3.00	A24	4.00	3.00
A25	4.00	3.00	A25	4.00	3.00
A26	4.00	3.00	A26	4.00	3.00
A27	4.00	3.00	A27	4.00	3.00
A28	4.00	3.00	A28	4.00	3.00
A29	4.00	3.00	A29	4.00	3.00
A30	4.00	3.00	A30	4.00	3.00
A31	4.00	3.00	A31	4.00	3.00
A32	4.00	3.00	A32	4.00	3.00
A33	4.00	3.00	A33	4.00	3.00
A34	4.00	3.00	A34	4.00	3.00
A35	4.00	3.00	A35	4.00	3.00
A36	4.00	3.00	A36	4.00	3.00
A37	4.00	3.00	A37	4.00	3.00
A38	4.00	3.00	A38	4.00	3.00
A39	4.00	3.00	A39	4.00	3.00
A40	4.00	3.00	A40	4.00	3.00
A41	4.00	3.00	A41	4.00	3.00
A42	4.00	3.00	A42	4.00	3.00
A43	4.00	3.00	A43	4.00	3.00
A44	4.00	3.00	A44	4.00	3.00
A45	4.00	3.00	A45	4.00	3.00
A46	4.00	3.00	A46	4.00	3.00
A47	4.00	3.00	A47	4.00	3.00
A48	4.00	3.00	A48	4.00	3.00
A49	4.00	3.00	A49	4.00	3.00
A50	4.00	3.00	A50	4.00	3.00
A51	4.00	3.00	A51	4.00	3.00
A52	4.00	3.00	A52	4.00	3.00
A53	4.00	3.00	A53	4.00	3.00
A54	4.00	3.00	A54	4.00	3.00
A55	4.00	3.00	A55	4.00	3.00
A56	4.00	3.00	A56	4.00	3.00
A57	4.00	3.00	A57	4.00	3.00
A58	4.00	3.00	A58	4.00	3.00
A59	4.00	3.00	A59	4.00	3.00
A60	4.00	3.00	A60	4.00	3.00
A61	4.00	3.00	A61	4.00	3.00
A62	4.00	3.00	A62	4.00	3.00
A63	4.00	3.00	A63	4.00	3.00

ANDERSON RD.

1 FLOOR PLAN L8

PLN - 53

A circle with a horizontal radius extending from the center to the left edge, labeled with the letter 'z'.

No.	Description	Date
	Reissued for Reasoning	Feb 14, 2005
	Issued for Development Permit	Oct 3, 2004
	Issued for Reasoning	Apr 5, 2004

Revisions: Road Up
 Approved by AEG Group



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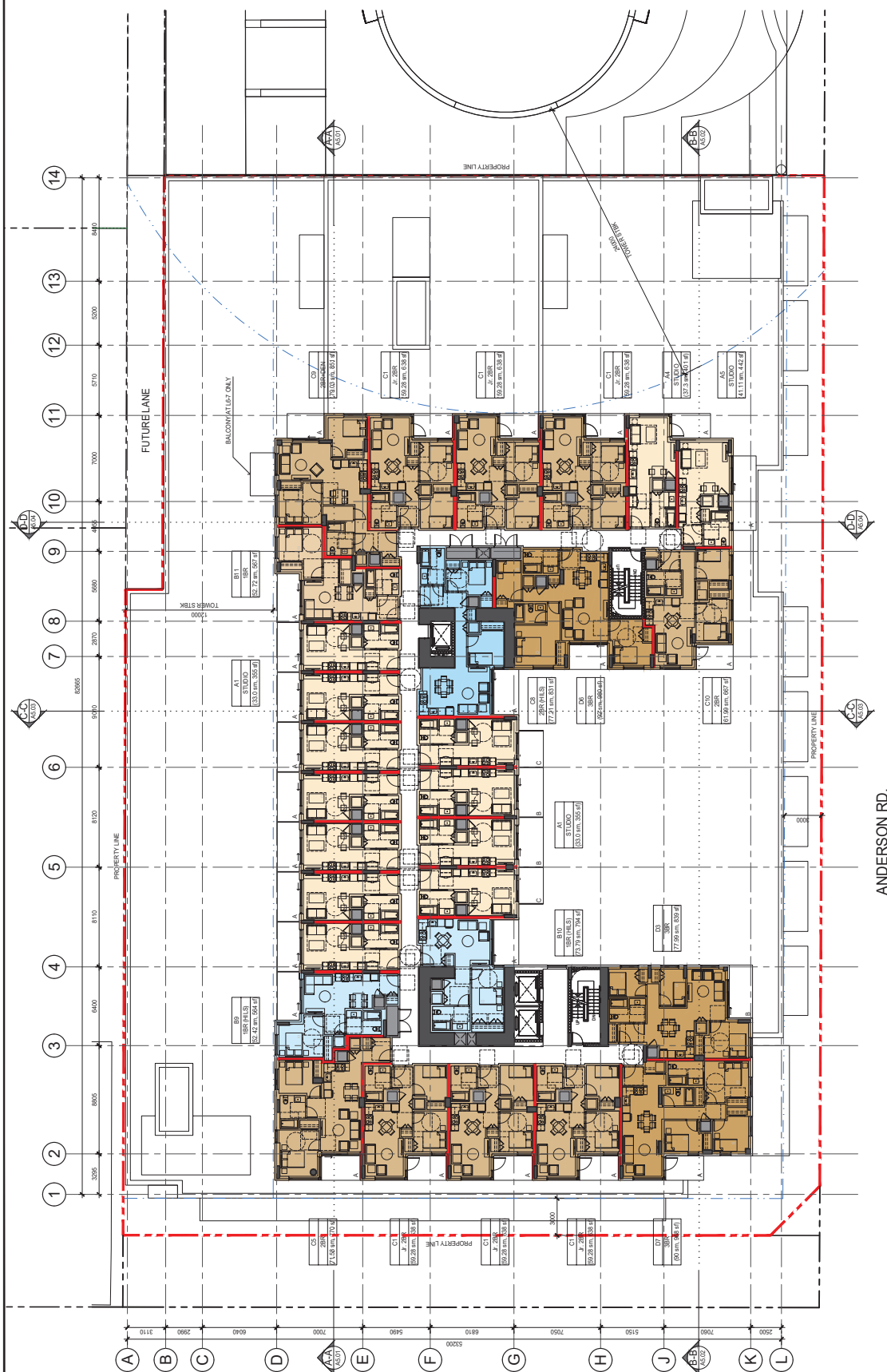
NO.3 & ANDERSON, RICHMOND
8051 ANDERSON ROAD
6860 NO. 3 ROAD
6840 NO. 3 ROAD

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3/20/2018 11:50 AM
FLOOR PLAN L9 - L13

Job No.	23-26-000	<div>Sheet No.</div> <div>A2.08</div>
Scale	1:150	
Drawn	RK	
Checked		
Approved		

23-26 A2.08 Floor Plan L9-L 13.dwg



UNIT TYPE	PRIVATE OUTDOOR AREA		PATIO AREA (sq. m)
	BALCONY LENGTH (m)	WIDTH (m)	
A1	4.05	1.75	7.31
A2	4.06	2.00	8.13
A3	4.07	2.00	8.13
A4	3.14	2.00	6.28
A5	3.14	2.00	6.28
B10	3.01	2.00	6.02
B9	3.56	1.80	7.50
B10	3.56	2.00	7.15
C1	3.58	2.00	7.15
C2	3.14	2.00	6.28
C3	3.14	2.00	6.28
C4	3.00	2.00	6.00
D3	4.31	1.85	8.14
D4	3.10	2.00	6.20
D5	3.10	2.00	6.20

1 FLOOR PLAN L9-L13
1:150

PLN - 54

No.	Description	Date
	Refused for Reasoning	Feb 14, 2005
	Issued for Development Permit	Oct 3, 2004
	Issued for Reasoning	Apr 5, 2004

Revisions: Road Up
 Approved by AEG Group



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6840 NO. 3 ROAD

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Street, Y 760
FLOOR PLAN L14

Job No.	23-26-000	Sheet No.
Scale	1:150	A2.09
Drawn	RK	
Checked		
Approved		

23-28 A2.09 Floor Plan L14.dwg



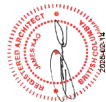
UNIT	PRIVATE OUTDOOR AREA			PARTO AREA (sqm)
	BALCONY TYPE	LENGTH (m)	WIDTH (m)	
A1	A	4.00	1.80	7.21
A1	B	4.00	2.00	8.12
A1	C	3.00	2.00	6.00
A3	A	3.50	1.80	7.10
A3	B	3.50	2.00	7.00
A5	A	6.00	1.80	11.28
C10	A	3.00	2.00	6.00
B10	A	3.60	2.00	7.45
B11	A	3.50	1.80	7.10
C8	A	3.50	2.00	7.00
C8	B	3.60	2.00	7.45
C9	A	3.00	2.00	6.00
C9	B	3.10	2.00	6.20

1 FLOOR PLAN L14
1:150

PLN - 55

No.	Description	Date
	Refused for Reasoning	Feb 14, 2005
	Issued for Development Permit	Oct 3, 2004
	Issued for Reasoning	Apr 5, 2004

Revisions: Road Up
 Approved for A/E Stamp



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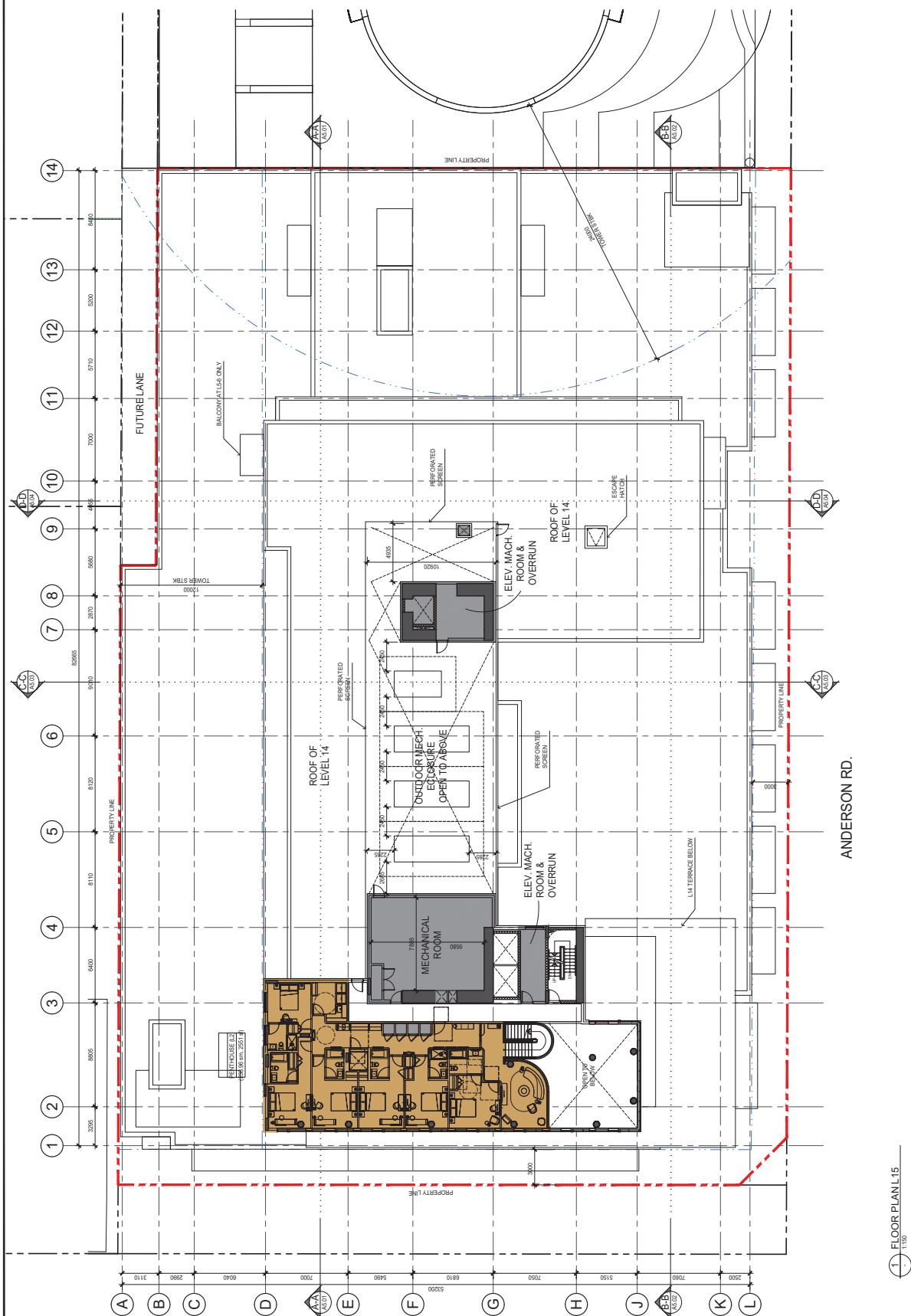
Spent Yr(s)

FLOOR PLAN L15

Job No.	23-26-000	Sheet No.	
Scale	1:150		
Drawn	RK		
Checked			
Approved			

A2.10

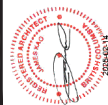
23-26 A2.10 Floor Plan L15.dwg



PLN - 56

A circle with a horizontal radius extending from the center to the left edge, labeled with the letter 'z'.

	a.	Description	Date
		Retained for Rezoning	Feb. 14, 2025
		Issued for Development Permit	Oct 3, 2024
		Issued for Rezoning	Apr 5, 2024



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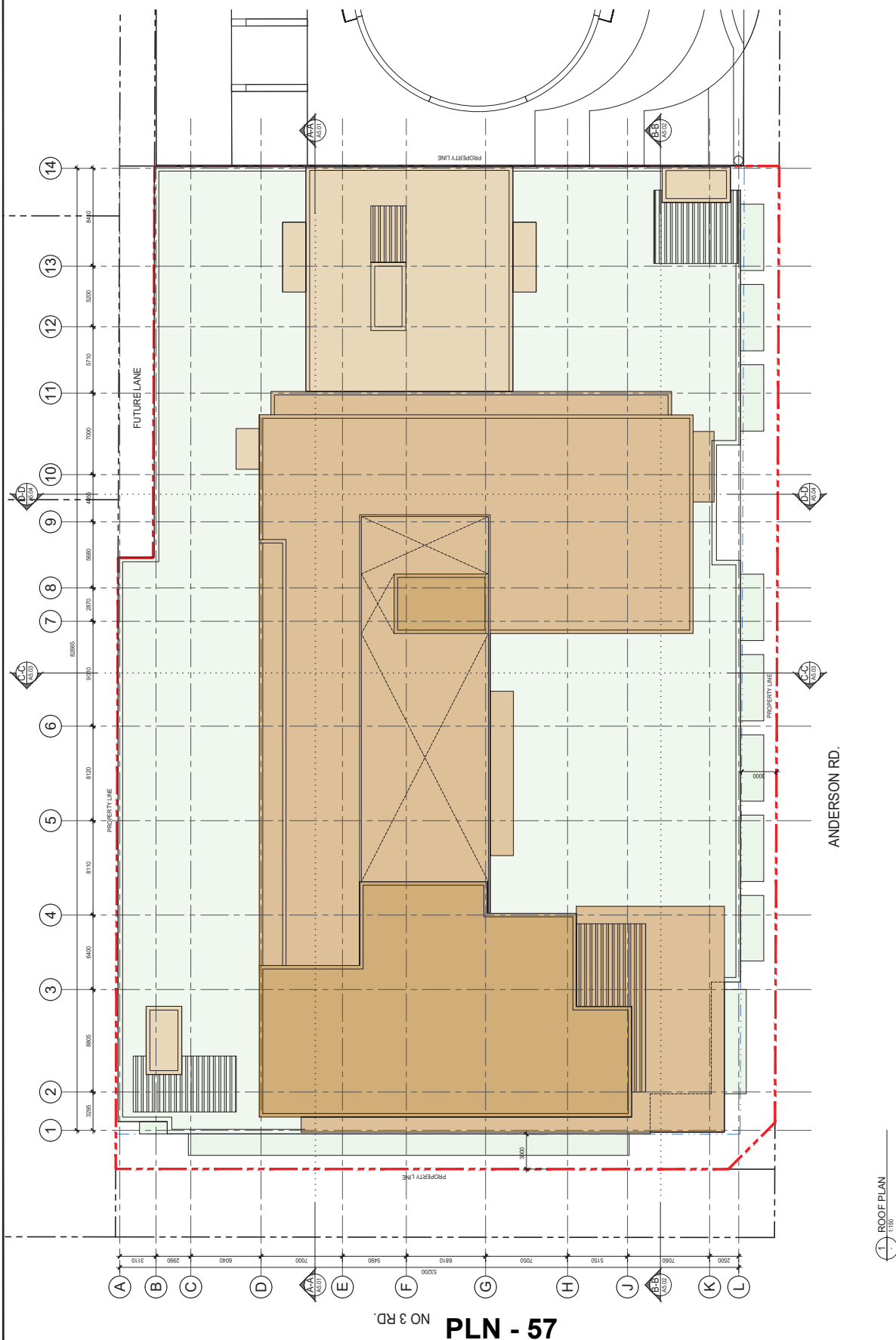
NO.3 & ANDERSON, RICHMOND
8051 ANDERSON ROAD
8860 NO. 3 ROAD
8840 NO. 3 ROAD

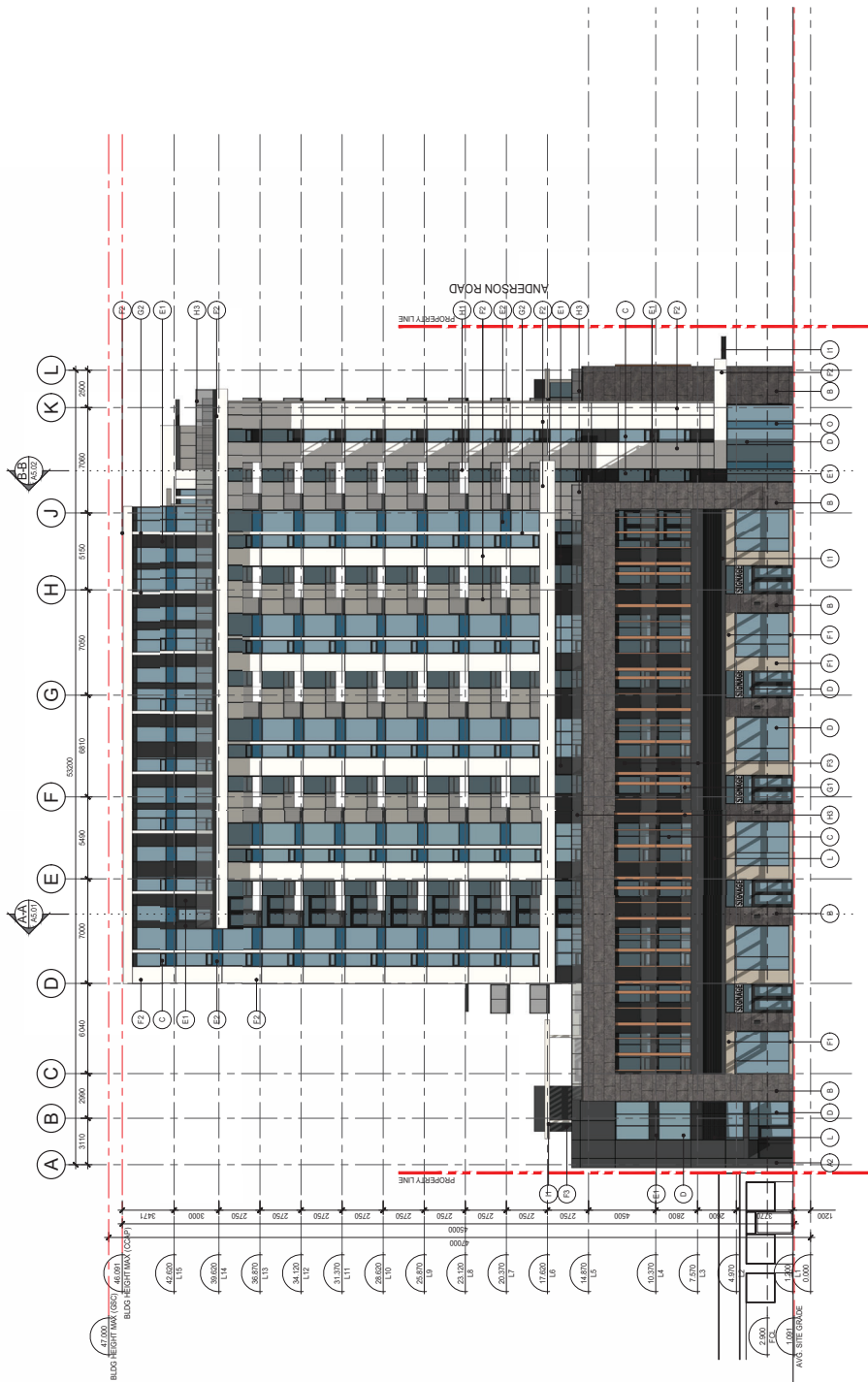
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ROOF PLAN

Job No.	23-26-000
Scale	1:150
Drawn	RK
Checked	
Approved	

23-26 A2.11 Roof Plan.dwg





PLN - 58

1 WEST ELEVATION
1:150

MATERIALS LEGEND

A	CAST IN PLACE ARCH CONCRETE A1 - WARM WHITE A2 - SLATE BLACK	E	SPANDREL GLASS E1 - CHARCOAL E2 - BLUE	H	ALUMINUM GUARD RAIL SYSTEM H1 - BLACK METAL CW H2 - BLACK METAL ON CLEAR GLASS	J	BALCONY PRIVACY SCREEN COLOUR: BLACK GLAZING: GREY, FROSTED
B	LARGE FORMAT CERAMIC TILE COLOUR: BROWN	F	REFINISHED METAL PANEL F1 - CHAMPAGNE F2 - WARM WHITE F3 - SLATE BLACK F4 - COPPER	I	PAINTED STEEL AND GLASS CANOPY COLOUR: 11 - WHITE 12 - BLACK	K	METAL DOOR COLOUR: BLACK
C	REFINISHED ALUMINUM WINDOW WALL SYSTEM COLOUR: BLACK GLAZING: CLEAR LOW-E	G	VERTICAL METAL PANEL SUNSHADE COLOUR: G1 - COPPER G2 - WARM WHITE	L	PREFINISHED METAL LOUVER COLOUR: DARK GREY	M	OVERHEAD SECURITY GATE COLOUR: BLACK
D	PREFINISHED ALUMINUM CURTAIN WALL SYSTEM COLOUR: BLACK GLAZING: CLEAR LOW-E	O	TRANSLUCENT COLOURED GLASS COLOUR: BLUE	N	PREFINISHED METAL SCREEN COLOUR: BLACK		

NO 3 & ANDERSON RICHMOND 805 ANDERSON ROAD 6860 NO 3 ROAD 6840 NO 3 ROAD
NO 3 & ANDERSON RICHMOND 805 ANDERSON ROAD 6860 NO 3 ROAD 6840 NO 3 ROAD
NO 3 & ANDERSON RICHMOND 805 ANDERSON ROAD 6860 NO 3 ROAD 6840 NO 3 ROAD

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NO 3 & ANDERSON RICHMOND
805 ANDERSON ROAD
6860 NO 3 ROAD
6840 NO 3 ROAD

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805 ANDERSON ROAD
6860 NO 3 ROAD
6840 NO 3 ROAD

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805 ANDERSON ROAD
6860 NO 3 ROAD
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Street View

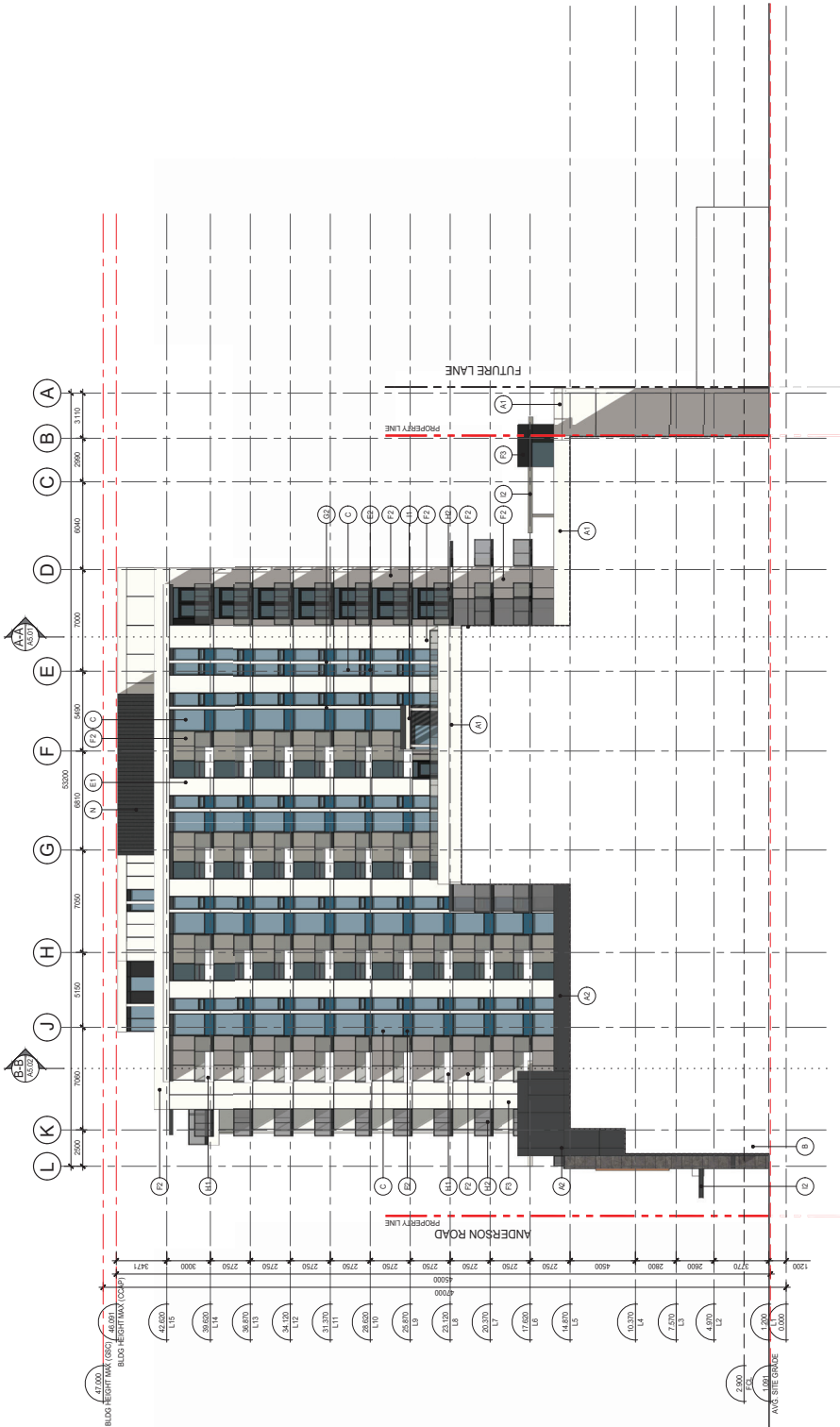
SOUTH ELEVATION

Order No.	23-26-000	<div style="writing-mode: vertical-rl; transform: rotate(180deg);"> Sheet No. A4.02 </div>
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Drawn	RK	
Checked		
Approved		

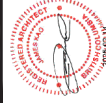
23-26 A4.01 Elevations.dwg

A	CAST IN PLACE ARCH CONCRETE A1 - WARM WHITE A2 - SLATE BLACK	E	SPANDREL GLASS E1 - CHARCOAL E2 BLUE	H	ALUMINUM GUARD RAIL SYSTEM H1 - BLACK METAL CW H2 - BLACK METAL CW H3 - WHITE FRT ON CLEAR GLASS H4 - BLACK FRT ON CLEAR GLASS	J	BALCONY PRIVITY SCREEN J1 - BLACK J2 - GREY, FROSTED
B	PREFINISHED ALUMINUM WINDOW WALL SYSTEM COLOUR: BLACK GLAZING: CLEAR LOWE	F	PREFINISHED METAL PANEL F1 - CHAMPAGNE F2 - WARM WHITE F3 - BLACK F4 - COPPER	I	PAINTER STEEL AND GLASS CANOPY I1 - WHITE I2 - BLACK	K	OVERHEAD SECURITY GATE K1 - BLACK K2 - GREY
C	PREFINISHED ALUMINUM WINDOW WALL SYSTEM COLOUR: BROWN GLAZING: CLEAR LOWE	G	VERTICAL METAL SUNSHADE G1 - COPPER G2 - WARM WHITE	L	TRANSLUCENT COLOURED GLASS COLOUR: BLUE	N	PREFINISHED METAL SCREEN N1 - BLACK N2 - BLACK

KEY PLAN



PLN - 60



AC

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6840 NO. 3 ROAD

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Sheet Title
EAST ELEVATION

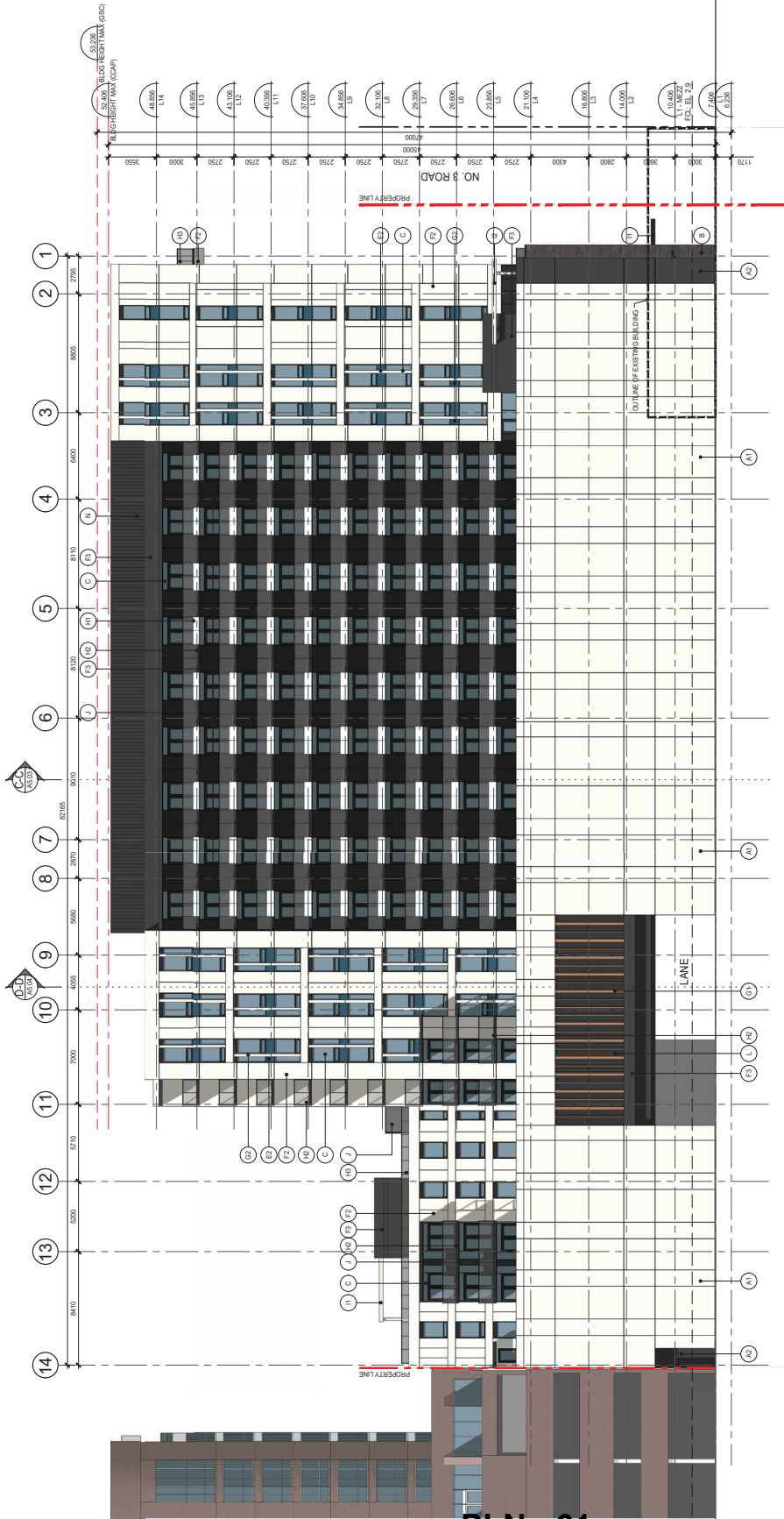
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Scale	1:150	
Drawn	RK	
Checked		
Approved		

23-26 A4.01 Elevations.dwg

1 EAST ELEVATION
1:150

MATERIALS LEGEND			
(A)	CAST IN PLACE ARCH CONCRETE A1 - SLATE WHITE A2 - WARM BLACK	(E)	SPANDREL GLASS COLOUR: E1 CHARCOAL E2 BLUE
(B)	LARGE FORMAT CERAMIC TILE COLOUR: BROWN	(F)	REFINISHED METAL PANEL F1 - CHAMPAGNE F2 - WARM WHITE F3 - BLACK F4 - COPPER
(C)	REFINISHED ALUMINUM WINDOW WALL SYSTEM COLOUR: BLACK GLAZING: CLEAR LOW-E	(G)	VERTICAL METAL PANEL SUNSHADE COLOUR: G1 - COPPER G2 - WARM WHITE
(D)	REFINISHED ALUMINUM CURTAIN WALL SYSTEM COLOUR: BLACK GLAZING: CLEAR LOW-E	(H)	ALUMINUM GUARD RAIL SYSTEM H1 - BLACK METAL C/W WHITE FRIT ON CLEAR COLOUR: H2 - BLACK METAL C/W H2 - BLACK FRIT ON CLEAR GLASS H3 - BLACK METAL ON CLEAR GLASS
		(J)	BALCONY PRIVACY SCREEN COLOUR: GREY GLAZING: GREY, FROSTED
		(K)	METAL DOOR COLOUR: BLACK
		(L)	REFINISHED METAL LOWER COLOUR: DARK GREY
		(M)	OVERHEAD SECURITY GATE COLOUR: BLACK
		(N)	REFINISHED METAL SCREEN COLOUR: BLACK

KEY PLAN



PLN - 61

1 NORTH ELEVATION
1:150

MATERIALS LEGEND

(A) CAST IN PLACE ARCH CONCRETE A1 - WARM WHITE A2 - SLATE BLACK	(E) SPANDREL GLASS COLOUR: E1 CHARCOAL E2 BLUE	(H) ALUMINUM GUARD RAIL SYSTEM H1 - BLACK METAL CW COLOUR: WHITE FRT ON CLEAR GLAZING	(J) BALCONY PRIVACY SCREEN COLOUR: BLACK GLAZING: GREY, FROSTED
(B) LARGE FORMAT CERAMIC TILE COLOUR: BROWN	(F) PREFINISHED METAL PANEL F1 - CHAMPAGNE F2 - WARM WHITE F3 - SLATE BLACK F4 - COPPER	(I) H2 - BLACK METAL CW GLASS H3 - BLACK METAL ON CLEAR GLAZING	(K) METAL DOOR COLOUR: BLACK
(C) PREFINISHED ALUMINUM WINDOW WALL SYSTEM COLOUR: BLACK GLAZING: CLEAR LOW-E	(G) VERTICAL METAL PANEL SUNSHADE COLOUR: G1 - WHITE G2 - WARM WHITE	(L) PREFINISHED METAL LOUVER COLOUR: DARK GREY	(M) PREFINISHED METAL LOUVER COLOUR: DARK GREY
(D) PREFINISHED ALUMINUM CURTAIN WALL SYSTEM COLOUR: BLACK GLAZING: CLEAR LOW-E	(O) TRANSLUCENT COLOURED GLASS COLOUR: BLUE	(N) OVERHEAD STEEL AND GLASS CANOPY COLOUR: I1 - WHITE I2 - BLACK	(P) OVERHEAD SECURITY GATE COLOUR: BLACK

NO. 3 ANDERSON RICHMOND
805 ANDERSON ROAD
6840 NO. 3 ROAD
6840 NO. 3 ROAD

2024-01-14 JAMES STREET - HANCOCKER
BRITISH COLUMBIA, CANADA V6B 2W8
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DA
2024-01-14
2024-01-14

NO. 3 ANDERSON RICHMOND
805 ANDERSON ROAD
6840 NO. 3 ROAD
6840 NO. 3 ROAD

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Sheet No. 1
NORTH ELEVATION

Job No. 23-06-007
Scale: 1:150
Drawn: RK
Checked: RK
Approved: RK

23-06 A4.01 Elevations.dwg

PLN - 62

MATERIALS | LEGEND

Order No.	23-26-000
Scale	1:150
Drawn	RK
Checked	
Approved	

>> 200-1014 HOMER STREET, VANCOUVER
BRITISH COLUMBIA, CANADA V6B 2W9
T 604 685 6312 www.da-architects.ca

NO. 3 & ANDERSON, RICHMOND
8051 ANDERSON ROAD
6860 NO. 3 ROAD
6840 NO. 3 ROAD

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David Y. Ho

EAST COURTYARD ELEVATION

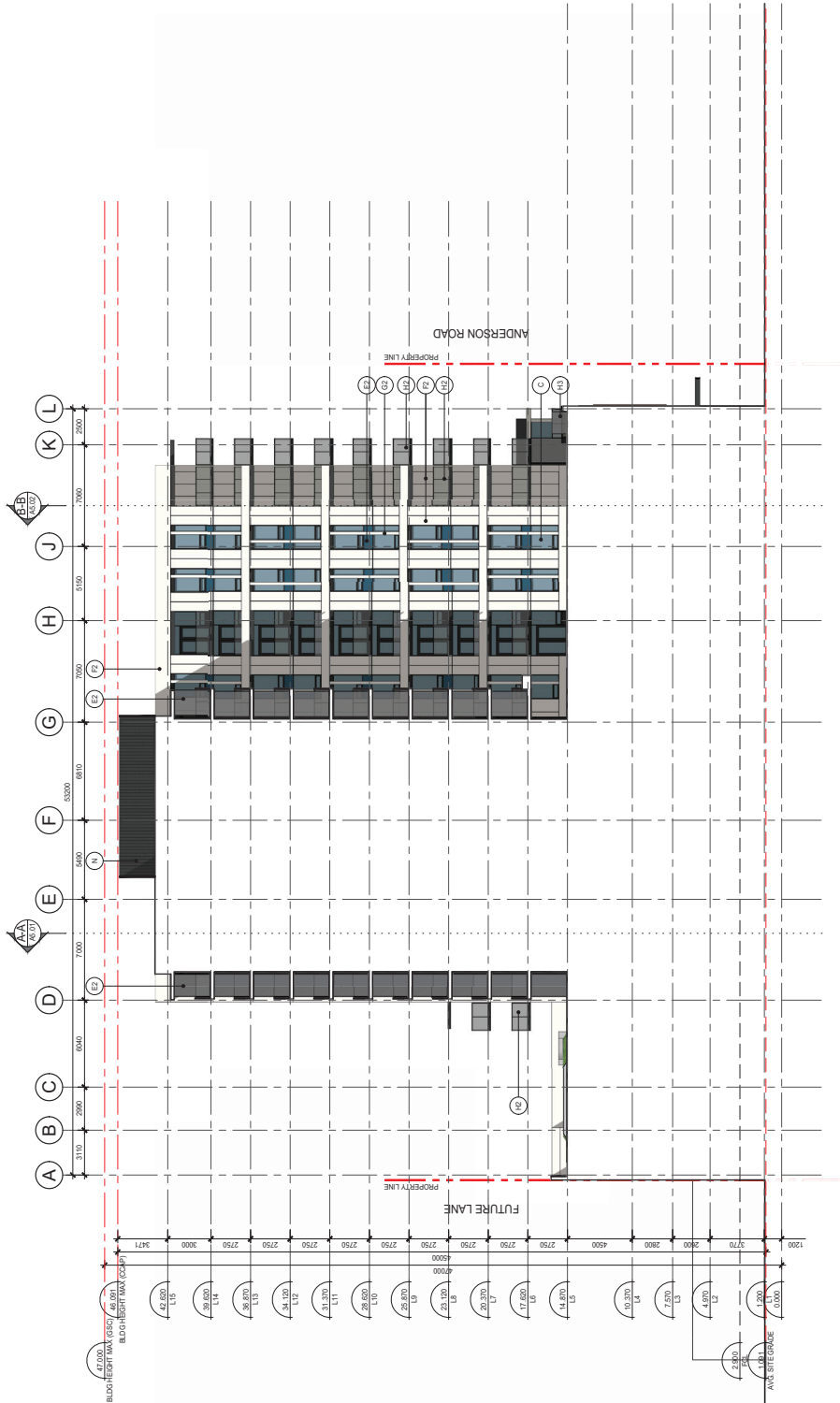
Job No.	23-26-000	Sheet No.
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Drain	RK
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Checked	
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23-26 A4.01 Elevational

KEY PLAN



PLN - 63

1 WEST COURTYARD ELEVATION
1:150

MATERIALS LEGEND

A	CAST IN PLACE ARCH CONCRETE A1 - WARM WHITE A2 - SLATE BLACK	E	SPANDREL GLASS COLOUR: E1 CHARCOAL E2 BLUE	H	ALUMINUM GUARD RAIL SYSTEM H1 - BLACK METAL CW H2 - BLACK METAL CW GLASS: WHITE FRIT ON CLEAR GLAZING: BLACK	J	BALCONY PRIVACY SCREEN COLOUR: BLACK GLAZING: GREY, FROSTED
B	LARGE FORMAT CERAMIC TILE COLOUR: BROWN	F	PREFINISHED METAL PANEL F1 - CHAMPAGNE F2 - WARM WHITE F3 - SLATE BLACK F4 - COPPER	I	PAINTED STEEL AND GLASS CANOPY COLOUR: I1 - WHITE I2 - BLACK	K	METAL DOOR COLOUR: BLACK
C	PREFINISHED ALUMINUM WINDOW WALL SYSTEM COLOUR: BLACK GLAZING: CLEAR LOW-E	G	VERTICAL METAL PANEL SUNSHADE COLOUR: G1 - WARM WHITE G2 - WARM WHITE	L	TRANSLUCENT COLOURED GLASS COLOUR: BLUE	M	OVERHEAD SECURITY GATE COLOUR: BLACK
D	PREFINISHED ALUMINUM CURTAIN WALL SYSTEM COLOUR: BLACK GLAZING: CLEAR LOW-E					N	PREFINISHED METAL LOUVER COLOUR: DARK GREY

NO. 3 ANDERSON RICHMOND
805 ANDERSON ROAD
680 NO. 3 ROAD
684 NO. 3 ROAD

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Scale: 1:150

Drawn: RK

Checked: RK

Approved: RK

22-06-007

Sheet No.

WEST COURTYARD ELEVATION

A4.06

22-06 14.07 Elevations.dwg

PLN - 64



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Job No.	23-26-000	Sheet No.	
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Drawn	KS		
Checked			
Approved			

PLN - 65



NO. 3 & ANDERSON, RICHMOND
38051 ANDERSON ROAD
S8860 NO. 3 ROAD
S8840 NO. 3 ROAD

Point Y (in)

Sheet No.	22.28.000	Sheet No.
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Job No.	23-26-000	Sheet No.
Scale	1:150	A5.02
Team	KS	
Checked		
Approved		

PLN - 66

NO. 3 & ANDERSON, RICHMOND
8051 ANDERSON ROAD
6860 NO. 3 ROAD
6840 NO. 3 ROAD

United States

Job No.	23-26-000	Sheet No.
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Job No.	23-26-000	Sheet No.	A5.03
Scale	1:150		
Drawn	KS		
Checked			
Approved			

PLN - 67

NO. 3 & ANDERSON, RICHMOND
8051 ANDERSON ROAD
6860 NO. 3 ROAD
6840 NO. 3 ROAD

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Job No.	23-26-000	Sheet No. A5.0
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Drawn	KS	

Junjie Tao

Director

Wilton Properties Ltd

111 Shellbridge Way Date

Richmond, BC

V6X 2W8

March 26, 2025

City of Richmond,

RE: 6840-6860 No.3 Road and 8051 Anderson Road Development

This letter is to confirm that the penthouse unit on Level 14 and Level 15 of 6840-6860 No.3 Road and 8051 Anderson Road development will be part of single ownership of all market rental units in the project, and market rental charge rates will be applied. There will not be any sublet of the space. The unit will not be owner occupied or occupied by any of the directors of the company.

This large unit will be used as a rental unit for an extended family, which is common in Asian Canadian communities in Richmond. The number of bedrooms size of living space has been designed to meet the specific needs of a large family. 2 parking stalls are intended to be reserved for this unit.

Please contact me at 604 7261338 if you have any questions or need more information.

Sincerely,

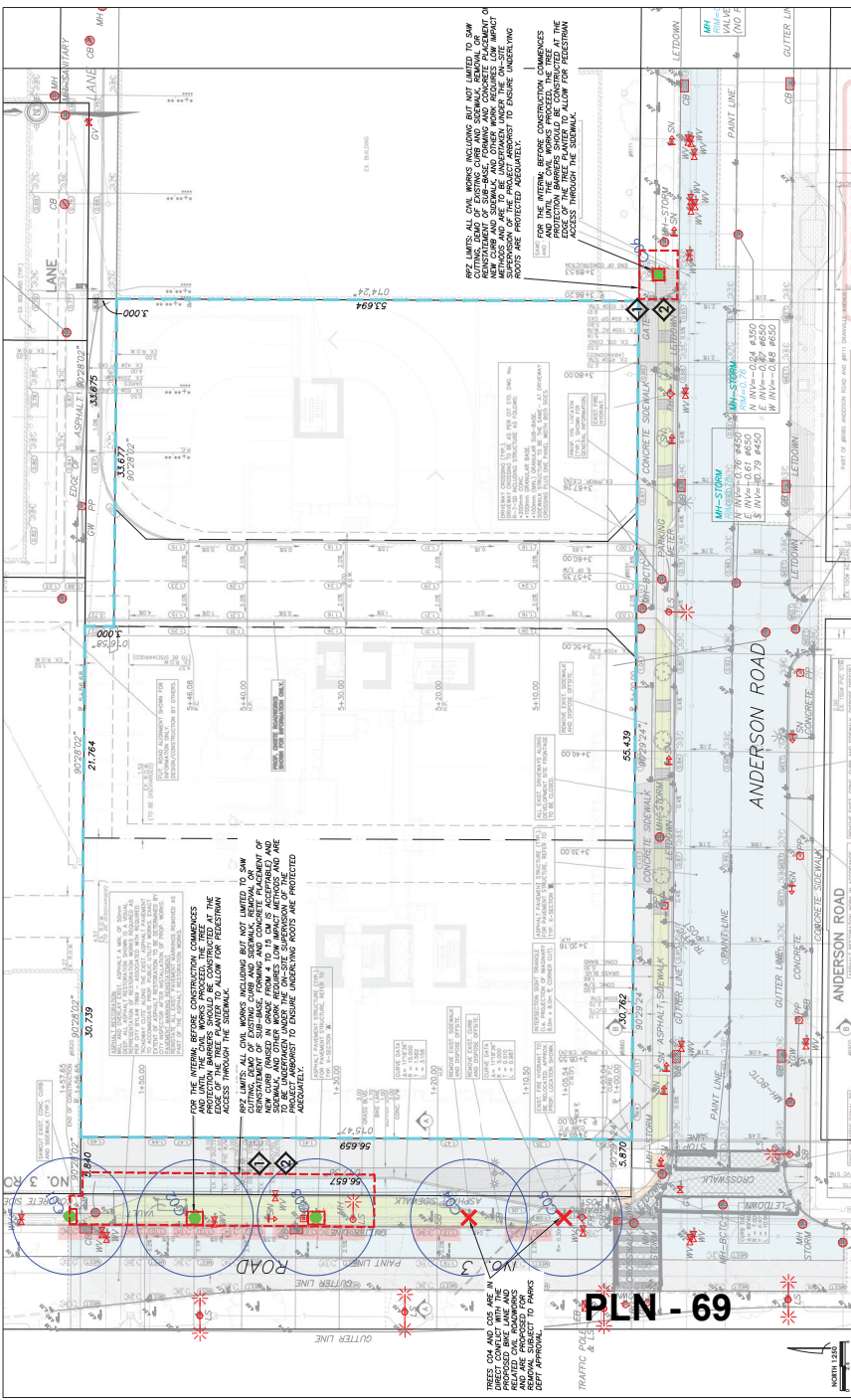


Junjie Tao

ATTACHMENT 7

APPENDIX C: TREE MANAGEMENT DRAWING SHT 2 OF 2

ARBORTECH CONSULTING	ACL GROUP	PROJECT: PROPOSED MIXED USE DEVELOPMENT
404 DAVIS BLVD SUITE 400 ST LOUIS MO 63101-3131	604 DAVIS BLVD THIRD FLOOR ST LOUIS MO 63101-3131	ADDRESS: 6840 - 6840 NO 3 RD AND BO 51 ANDERSON RD BROMOND BC
CITY REF:	CITY REF:	CLIENT: WILTON PROPERTIES LTD - OF ARCHITECTURE
PLOT SIZE: 22' X 34'	PLOT SIZE: 22' X 34'	JACI FILE #: 22149
DATE: SEP 17, 2024	DATE: SEP 17, 2024	DATE: SEP 17, 2024

[illegible][illegible]

TREE RETENTION AND PROTECTION DETAIL - PROJECT DESIGN BASE
PRESCRIPTION FOR EXISTING TREES RELATED TO THE PROPOSED DEVELOPMENT





**City of
Richmond**

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

Address: 6840-6860 No.3 Road and 8051 Anderson Road

File No.: RZ 22-015455

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10644, the developer is required to complete the following:

1. **(Development Permit*)** The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
2. **(Transport Canada Building Heights)** Submission of a signed/sealed letter from a surveyor assuring that the proposed building height complies with all applicable Airport Zoning Regulations. Letter on file dated March 20, 2025 (REDMS #8003405).
3. **(Consolidation, Subdivision, Dedication, and Land Transfer)** Registration of a Subdivision Plan to the satisfaction of the City. Prior to the registration of a Subdivision Plan, the following conditions shall be satisfied:
 - 3.1. Consolidation:
Consolidation of all the lots into one development parcel
 - 3.2. Road Dedication:
Dedication of approximately 440.76 m² (0.11 Ac.) for road and related purposes, as indicated generally on the Preliminary Subdivision Plan (Schedule 1) and Preliminary Road Functional Plan (Schedule 2).
All land dedication identified can be further refined in the rezoning and Servicing Agreement* process to accommodate roadway improvements and is subject to the discretion and satisfaction of the Director of Transportation.
Final extents and amounts to be determined through the required Servicing Agreement* application process, to the satisfaction of the Director of Transportation. Road dedication areas include:
 - 3.2.1. No.3 Road
 - i) Generally, a 5.85 m wide strip of land dedication required along the entire length of the west property line. The exact measurement of the required road dedication is to be confirmed through legal surveys as part of the Servicing Agreement (SA) design review process.
 - ii) Minimum 4 m x 4 m corner cut at the intersection of No. 3 Road and Anderson Road
 - 3.2.2. East-West Future Lane
 - i) Generally, a 3.0 m wide strip of land dedication required along the north property line, extending between the east property line to the western extent of the North-South Internal Lane. The exact measurement of the required lane dedication is to be confirmed through legal surveys as part of the Servicing Agreement (SA) design review process.
4. **(Site Contamination- Dedicated and/or Transferred Land)** Prior to rezoning bylaw adoption, submission to the City of sufficient information and/or other assurances satisfactory to the City in its sole discretion to support the City's acceptance of the proposed dedicated and/or transferred land. Such assurances could include one or more of the following:
 - 4.1. A contaminated sites legal instrument (e.g. Certificate of Compliance (COC) or Final Site Determination (FSD) showing no contamination in the dedication and/or transferred lands);

- 4.2. Evidence satisfactory to the City, in its sole discretion, that the lands to be dedicated and/or transferred to the City are in a satisfactory state from an environmental perspective; and
- 4.3. The registration of a legal agreement on the title to the Lands which provides that:
 - 4.3.1. No occupancy of any building on the Lands shall be granted until such time that the Owner/Developer has satisfied the City in its sole discretion that the lands to be dedicated to the City are in a satisfactory state from an environmental perspective and a contaminated sites legal instrument has been obtained for the proposed dedication lands; and
 - 4.3.2. The Owner/Developer shall release and indemnify the City from and against any and all claims or actions that may arise in connection with those portions of the lands being dedicated to the City being contaminated in whole or in part.

5. **(Discharge and/or Replacement of Charges and Notations)** Discharge and/or replacement of any charges, SRWs and notations existing on title to any of the applicable lands, as may be required by the City, which may include, without limitation, discharges or replacements relating to any applicable lands which are to be transferred in fee-simple or dedicated to the City, which lands or interests shall be free and clear of legal encumbrances, charges, and notations unless otherwise acceptable to the City, to the satisfaction of the City Solicitor. The owner shall be responsible for obtaining all appropriate authorizations from the charge holders, at no cost to the City.

6. **(Public Rights of Passage Statutory-Rights-of-Way – SRWs)** Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment to provide right-of-ways for the purposes of public passage to facilitate 24/7 unrestricted public access and to maintain all landscaping and infrastructure to facilitate unrestricted public access.

Construction of infrastructure 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 good engineering practice with the objective to optimize public safety and after completion of the works, the Owner is required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design.

6.1. North-South Internal Lane (Between Anderson Road and East-West Future Lane): Granting a volumetric public right of passage statutory right-of-way of approximately area of 548.9 m² (5,689.23 ft²) and volume of 2,644 m³ as indicated generally on the Preliminary SRW Plan (Schedule 3). :

6.1.1. An approximately 9.7 m wide x 53.8 m long x 5.0 m high with corner curvature at the intersection with the East-West lane; (to accommodate vehicular traffic);

6.1.2. Minimum 3m x 3 m corner cut on either side of the Anderson Road intersection.

generally, as shown in the related draft sketch survey plan (Schedule 3) and subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation, providing for:

- i) universal accessibility;
- ii) design and construction requirements, including decorative finishing and lighting for the ground,
- iii) wall and ceiling surfaces in the south portion, as determined through the Development Permit* and
- iv) Servicing Agreement* processes;
- v) design and construction at owner's cost; and
- vi) maintenance and repair at owner's cost.

6.2. Vehicular Turn-around (East of the North-South Internal Lane): Granting a public right of passage statutory right-of-way of approximately area of 89m²(957 ft²) to accommodate vehicular turnaround until such time that the laneway network has been completed.

6.3. Car Share:

Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the City, securing the owner's commitment to provide an SRW(s) in the City's favour to secure four car share spaces including any space required to ensure and enable 24 hr. public access and use of the car share spaces. This includes but is not limited to any part of the private property such as driveways, drive aisle, corridors, hallways, stairwells, walking paths, elevators, gates etc. needed.

7. **(Parking Strategy)** City acceptance of the developer's offer to voluntarily contribute towards various transportation-related improvements and secure parking for specific purposes in compliance with Zoning Bylaw requirements. This

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Initial: _____

includes electrical vehicle charging infrastructure, which shall be installed in accordance with the City Zoning Bylaw 8500/ Section 7.15. Registration of a restrictive covenant or alternative legal agreement(s) to the satisfaction of the Director of Transportation, securing the owner's commitment to maintain all required bicycle parking spaces and other bicycle facilities for their intended uses, as well as, securing the owner's commitment to maintain the bicycle parking areas for shared common use, securing the owner's commitment to provide:

7.1. Off-Street Vehicle Parking:

A total of 118 vehicle parking spaces are provided based as follows:

7.1.1. Residential parking: In addition to on-site vehicle parking provided to meet zoning requirements, the developer commits to providing a minimum of 63 residential parking spaces (0.19 stalls per residential unit).

7.1.2. Residential Parking: Electrical vehicle charging infrastructure shall be installed in accordance with the City Zoning Bylaw 8500/ Section 7.15. Refer to EV Ready Construction Bulletin https://www.richmond.ca/__shared/assets/engineering0673140.pdf

7.2. Transportation Demand Management (TDM):

Registration of a legal agreement to secure the property owner's commitment to provide, at their sole cost, various Transportation Demand Management (TDM) measures for the purpose of facilitating alternative modes of transportation to support the site. TDM strategies as determined to the satisfaction of the Director of Transportation are below:

7.2.1. Transit Pass Program: Registration of a legal agreement on title to ensure the execution and completion of a transit pass program, including the following method of administration and terms, or an equivalent cash contribution to the City's Transportation Demand Management Reserve Fund to the satisfaction of the Director of Transportation. If registration of an agreement to deliver the transit pass program is pursued, it shall include the following method of administration and terms:

- i) Provide one year of two-zone monthly transit passes for 100% of market rental and moderate market rental units. The approximate value of this is \$549,318 in 2025 dollars.
- ii) Letter of Credit provided to the City for 100% of the transit pass program value or submission of an executed agreement with Translink demonstrating that payment to Translink to facilitate the program has been provided, to the satisfaction of the Director of Transportation.
- iii) Administration by TransLink, housing society or management company. The owner is not responsible for the monitoring of use of the transit passes but only noting number of "subscribed" users to the program, until full unit count is exhausted over a period of two year.
- iv) If the transit pass program is not fully subscribed within two years, the program is to be extended until the equivalence of the cost of the full one year transit pass program has been exhausted. Should not all transit passes be utilized by the end of the second year, the remaining funds equivalent to the value of the unsubscribed transit passes are to be transferred to the City of Richmond for alternate transportation initiatives at the City's discretion.
- v) The availability and method of accessing the two-zone transit passes is to be clearly explained in the tenancy and sales agreements.

7.2.2. Car-Share Parking: Registration of a legal agreement on title requiring that no development shall be permitted on site, restricting Development Permit* issuance until the developer provides for parking for the lot's required proportion of four (4) car-share vehicles together with electric vehicle (EV) charging stations. More specifically, the four (4) car-share parking stalls shall satisfy the following requirements:

- i) The car-share parking spaces shall be located together on the ground floor where they will be with safe, convenient, universally accessible, and provide for 24/7 public pedestrian and vehicle access.
- ii) The car-share spaces shall be provided in addition to commercial and visitor parking requirements.
- iii) Users of the car-share spaces shall not be subject to parking fees, except as otherwise determined at the sole discretion of the City.
- iv) Use of the car-share spaces shall be at the discretion of the Director of Transportation for any time that a car-share operator is not operating within such facility.
- v) "No development" shall be permitted on the lot, restricting Development Permit* issuance, until the developer:

- a. Designs the lot to provide for the required car-share facility, including car-share parking spaces, 24/7 public access for vehicles and pedestrians, and related features (eg. EV 240V chargers, signage).
 - b. Secures the car-share facility on the lot via a statutory right-of-way(s) and easement(s) registered on title and/or other legal agreements.
 - c. Provides written confirmation from minimum one (1) car-share operator outlining the availability of the parking stalls for car-share usage and the car-share operator's interest in operating in such stalls.
 - d. Registers legal agreement(s) on title requiring that, unless otherwise agreed to in advance by the City, in the event that the car-share facility is not operated for car-share purposes as intended via the subject rezoning application (eg. operator's contract is terminated or expires), control of the car-share facility shall be transferred to the City, at no cost to the City, and the City at its sole discretion, without penalty or cost, shall determine how the facility shall be used going forward.
- vi) No Building Permit* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required car-share facility.
- vii) "No occupancy" shall be permitted on the lot, restricting final Building Permit* inspection granting occupancy for any building, in whole or in part, until the developer:
- a. Completes the required car-share facility on the lot and it has received final Building Permit* inspection granting occupancy.
 - b. Enters a contract with a car-share operator for the operation of the car-share spaces on the lot for a minimum term of three (3) years, unless demonstrated to the satisfaction of the Director, Transportation that car-share operators are not willing or able to operate car-share at such facilities. Such contract shall include, that:
The required car-share facility and vehicles(s) will be 100% available for use upon Building Permit* inspection granting occupancy of the first building of the lot, in whole or in part (excluding parking intended as an ancillary use to non-parking uses), unless otherwise determined to the satisfaction of the car-share operator and the City.

7.2.3.Enhanced Bicycle Facilities: The developer/owner shall, at its sole cost, design, install, and maintain on the lot, to the satisfaction of the City as determined via the Development Permit*:

- i) Provision of Bicycle Maintenance Facility, including bicycle repair stand with tools, foot pump, house and drainage for bicycle washing and increased Class 1 bicycle parking shall be in accordance with Section 7.9A.1.d of the City's Zoning Bylaw.
- ii) Provision of standard 120V outlets for 25% of the proposed Class 1 bicycle parking spaces to allow for electric bicycle charging.
- iii) Enhanced Class 2 Bicycle Parking:
 - a. Provision of minimum 64% of required Class 2 bicycle parking shall be provided indoors with weather protection.
- iv) "No development" shall be permitted, restricting Development Permit* issuance for any building on the lot, until the developer provides for the required enhanced bicycle facilities.
- v) No Building Permit* shall be issued for a building on the lot, in whole or in part, until the developer provides for the required enhanced bicycle facilities and a letter of confirmation is submitted by the architect assuring that the facilities satisfy all applicable City requirements.
- vi) "No occupancy" shall be permitted, restricting final Building Permit* inspection granting occupancy for any building on the lot, in whole or in part, until the required enhanced bicycle facilities are completed and have received final Building Permit* inspection granting occupancy.

7.2.4.Shared Commercial and Residential Visitor Parking: Registration of legal agreement on title for shared use of the provided commercial parking for shared use for residential and commercial.

8. (Tree removal, Replacement, & Relocation) Removal and protection of City trees, providing tree survival securities entering into legal agreement(s) to the satisfaction of the City (as generally indicated on the Preliminary Tree Management Plan /Attachment 6), including:

8.1. Landscape Plan and Security:

Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:

- i) include a mix of coniferous and deciduous trees; and
- ii) include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report;

8.2. City Trees:

8.2.1. City Tree Removal Compensation:

City acceptance of the developer's offer to voluntarily contribute \$2,250.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City.

8.2.2. City Tree Survival Security

- i) No. 3 Road East Frontage:
Enter into a legal agreement and submission of a tree survival security (Letter of Credit) in the amount of \$42,800.00, to secure the required protection of four (4) existing City trees along the boulevard along No. 3 Road (tag# C01-C04), at the developer's sole cost, through the project's Servicing Agreement* process. Subject to tree survival, the security is to be released 90% at completion of Servicing Agreement* works and the remaining 10% at the end of a one-year maintenance period. In the event tree survival is not achieved, the developer shall be required to make a cash-in-lieu contribution for the planting of replacement trees elsewhere in Richmond (based on a rate of at least 2:1 for each tree removed and a cost per replacement tree determined to the sole satisfaction of the City).
- ii) Tree Survival Security Agreements:
Execution of legal agreements with respect to each tree survival security regarding use and return of each security, to the satisfaction of the City.
- iii) Certified Arborist Contract:
Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any work conducted within the tree protection zone of the City trees to be protected. 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.
- iv) Tree Protection Fencing:
Installation of appropriate tree protection fencing around all City trees to be retained as part of the development prior to any construction activities.

9. **(Mixed Use Noise)** Registration of a legal agreement on title that identifies the building as a mixed use building, and indicating that they are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal non-residential use from penetrating into residential areas on-site and on neighbouring sites that exceed noise levels allowed in the City's Noise Bylaw and noise generated from rooftop HVAC units will comply with the City's Noise Bylaw.

10. **(Aircraft Noise Design)** Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential aircraft noises to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:

10.1. CMHC guidelines for interior noise levels as indicated in the chart below:

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

10.2. the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.

11. **(Flood Indemnity Covenant)** Registration of a flood indemnity covenant on title as per Flood Plain Designation and Protection Bylaw No. 8204, Area "A".

12. **(City Centre Future Development Impacts)** Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner

provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts

13. (Moderate Market Rental Housing) The City's acceptance of the developer's offer to voluntarily contribute moderate market rental housing, in the form of moderate market rental units, constructed to a turnkey level of finish, at the sole cost of the developer, the terms of which voluntary contribution shall include, but will not be limited to, the registration of a Moderate Market Rental Housing Agreement and Covenant on title to secure the moderate market rental housing units. The form of the Moderate Market Rental Housing Agreement and Covenant shall be agreed to by the developer and the City prior to final adoption of the subject rezoning; after which time, only the Housing Covenants may be amended or replaced and any such changes will only be permitted for the purpose of accurately reflecting the specifics of the Development Permit* and other non-material changes resulting thereof and made necessary by the Development Permit* approval requirements, as determined to the satisfaction of the Director of Development. The terms of the Moderate Market Rental Housing Agreement and Covenant shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements

- 13.1. The required minimum floor area within the moderate market rental units shall be equal to a combined habitable floor area of at least 3,167.16 m² (34,091 ft²), excluding standard Floor Area Ratio (FAR) exemptions and any other minor deviations recognized within the issuance of the Development Permit* and to the satisfaction of the Director of Development, for the provision of 50 moderate market rental units.
- 13.2. All moderate market rental units shall be maintained under single ownership (within one air space parcel or one strata lot or legal agreement to the satisfaction of the Director of Development) on a building-by-building basis.
- 13.3. The imposition of any age-based restrictions on occupants of any moderate market rental unit is prohibited.
- 13.4. The developer shall, as generally indicated in the table below, ensure that the rental rates and occupant income restrictions for the moderate market rental units are in accordance with the BC Housing Housing Income Limits (HILs) rates and guidelines, unless otherwise agreed to by the Director of Development and the Director, Housing Office; and
 - 13.4.1. Achieve the Project Targets for unit mix and Basic Universal Housing (BUH) standard compliance or as otherwise determined to the satisfaction of the Director of Development through an approved Development Permit*.

Unit Type	Maximum Rent Charge (1)	Total Maximum Household Income (2)	Unit Mix (3)
Studio	\$1,450/month	\$58,000 or less	6.0% (3 units)
1 Bed Room	\$1,450/month	\$58,000 or less	56.0% (28 units)
2 Bed Room	\$1,800/month	\$72,000 or less	26.0% (13 units)
3 Bed Room	\$2,150/month	\$86,000 or less	12% (6 units)
Total	N/A	N/A	100% (50 units) 3,167.15 m² (34,091 ft²)

(1) Based on BC Housing's Housing Income Limits. The maximum monthly rents may be adjusted annually in accordance with the Moderate Market Rental Housing Agreement. The above-listed rents are the 2023 BC Housing HILs rates, and the maximum monthly rents will be adjusted according to the year the units are tenanted.

(2) Based on BC Housing's Housing Income Limits. The maximum household income may be adjusted annually in accordance with the Moderate Market Rental Housing Agreement. The above-listed total maximum household incomes are as listed in the 2023 BC Housing HILs rates, and the maximum incomes will be updated to reflect the BC HILs of the year that the units are tenanted.

(3) Unit mix in the above table may be adjusted through the Development Permit* Process provided that at least 50 moderate market rental units are provided.

- 13.4.2. Occupants of the moderate market rental units shall, to the satisfaction of the City (as determined prior to Development Permit* approval), enjoy full and unlimited access to and use of all on-site indoor amenity spaces provided for residents of the building and outdoor amenity spaces provided on the lot as per OCP, City Centre Area Plan, and Development Permit* requirements, at no additional charge to the moderate market rental unit tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of any amenities).

- 13.4.3. On-site parking, “Class 1” bike storage, and related electric vehicle (EV) charging stations shall be provided for the use of moderate market rental units as per the OCP, Zoning Bylaw, and approved Development Permit* at no additional charge to the moderate market rental unit tenants unless otherwise stipulated in a Moderate Market Rental Housing Agreement (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of the parking spaces, bike storage, EV charging stations, or related facilities by Moderate Market Rental housing tenants). These features may be secured via legal agreement(s) on title prior to Development Permit* issuance.
- 13.4.4. The moderate market rental units, related uses (e.g., parking, garbage/recycling, hallways, amenities, lobbies), and associated landscaped areas shall be completed to a turnkey level of finish, at the sole cost of the developer, to the satisfaction of the Director of Development.
- 13.4.5. “No development” shall be permitted, restricting Development Permit* issuance for any building in whole or in part, until the developer, to the City’s satisfaction:
 - i) Designs the lot to provide for the moderate market rental units and ancillary spaces and uses;
 - ii) If applicable, amends or replaces the Housing Covenant to accurately reflect the specifics of the moderate market rental units and ancillary spaces and uses as per the approved Development Permit*; and
 - iii) As required, registers additional legal agreements on title to the lots to facilitate the detailed design and/or construction of the moderate market rental units and/or ancillary spaces and uses (e.g., parking) as determined by the City via the Development Permit* review and approval processes.
- 13.4.6. No Building Permit* shall be issued for any building, in whole or in part, until the developer provides for the required moderate market rental units and ancillary spaces and uses to the satisfaction of the City.
- 13.4.7. “No occupancy” shall be permitted, restricting final Building Permit inspection granting occupancy for any building, in whole or in part, until the required moderate market rental units and ancillary spaces and uses are completed to the satisfaction of the City and have received final Building Permit inspection granting occupancy.

14. (Market Rental Housing) Registration of a Covenant to secure the provision of market rental housing, to the satisfaction of the City. The terms shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements:

- 14.1. All market rental housing units shall be maintained under single ownership (within one air space parcel or one strata lot or legal agreement to the satisfaction of the Director of Development) on a building-by-building basis.
- 14.2. The imposition of any age-based restrictions on occupants of any market rental housing unit is prohibited.
- 14.3. “No development” shall be permitted, restricting Development Permit* issuance for a building, in whole or in part, until the developer:
 - 14.3.1. Designs the lot to provide for the market rental housing units and ancillary spaces;
 - 14.3.2. If applicable, amends or replaces the Housing Covenant to accurately reflect the specifics of the market rental housing units and ancillary spaces as per the approved Development Permit*.
- 14.4. No Building Permit* shall be issued for a building, in whole or in part, until the developer provides for the required market rental housing units and ancillary spaces.
- 14.5. “No occupancy” shall be permitted, restricting final Building Permit inspection granting occupancy for any building, in whole or in part, until the required market rental housing units and ancillary spaces are completed and have received final Building Permit inspection granting occupancy.

15. (Leisure Facilities Reserve Fund Contribution) City acceptance of the developer’s voluntary contribute of \$910,835.40 to Richmond’s Leisure Facilities Reserve Fund – City Centre Facility Development Sub-Fund, in lieu of constructing community amenity space on-site, as determined based on a Construction-Value Amenity Transfer Contribution Rate of \$964/ft² and an amount of amenity transferred off-site based on 5% of additional non-residential buildable floor area permitted on the subject site under the proposed ZMU59 zone, If the payment is not made within one year of third reading of the zoning amendment bylaw, the Council-approved “equivalent to construction value” community amenity contribution rate in effect for the City Centre at the time of final reading of the zoning amendment bylaw will be applicable.

- 16. (Child Care Fund Contribution)** City acceptance of the developer's offer to voluntarily contribute \$1,641,470.28 to the City's child care fund as determined based on a Construction-Value Amenity Transfer Contribution Rate of \$964/ft² and an amount of amenity transferred off-site based on 1% of the total Residential buildable floor area excluding moderate market rental housing within Urban Core Transect (T6 area) permitted on the subject site under the proposed ZMU59 zone. If the payment is not made within one year of third reading of the zoning amendment bylaw, the Council-approved "equivalent to construction value" community amenity contribution rate in effect for the City Centre at the time of final reading of the zoning amendment bylaw will be applicable.
- 17. (DEU)** Registration of a restrictive covenant and statutory right of way and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU) and granting the statutory right of way(s) necessary for supplying the DEU service(s) to the building(s), which covenant and statutory right of way and/or legal agreement(s) will include, at minimum, the following terms and conditions:
- 17.1. No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
- 17.2. A CCDEU Bylaw, which applies to the site, has been adopted by Council prior to the issuance of any Development Permit* for the subject site, thus no building permit will be issued for a building on the subject site unless:
- 17.2.1. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
- 17.2.2. the owner designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), a low carbon energy plant to provide any combination of heating, cooling, and/or domestic hot water heating to the building(s), as directed by the City's service provider (LIEC), to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU;
- 17.2.3. The owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
- 17.2.4. the owner enters into an asset transfer agreement with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City to transfer ownership of the low carbon energy plant to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to issuance of an occupancy certificate for the first building on the site. Such restrictive covenant and/or asset transfer agreement shall include a warranty from the owner with respect to the on-site DEU works (including the low carbon energy plant) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City;
- 17.2.5. prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all additional Covenants, Statutory Right-of-Way(s) and/or easements necessary for supplying the services to the building and the operation of the low carbon energy plant by the City and/or the City's DEU service provider, LIEC.
- 17.3. The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC.
- 17.4. If a DEU is available for connection and the City has directed the owner to connect, no issuance of an occupancy certificate for a building will be granted unless, and until:
- 17.4.1. the building is connected to the DEU for the provision of heating, cooling, and/or domestic hot water heating, as applicable;
- 17.4.2. the owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
- 17.4.3. prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
- 17.5. If a DEU is not available for connection, then no occupancy certificate for a building will be issued unless and until:

- 17.5.1. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
- 17.5.2. the building is connected to a low carbon energy plant supplied and installed by the owner, at the owner's sole cost, to provide any combination of heating, cooling and/or domestic hot water heating to the building(s), as directed by the City's service provider, which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;
- 17.5.3. The Owner has paid the City the ETS and Service Connection Installation Fee (as defined in the City Centre District Energy Utility Bylaw No. 9895), as estimated by the City and/or the Service Provider for the purposes of facilitating such connection to the DEU; and
- 17.5.4. the owner transfers ownership of the low carbon energy plant on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
- 17.5.5. prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
- 17.5.6. prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all additional Covenants, Statutory Right-of-Way(s) and/or easements necessary for supplying the services to the building and the operation of the low carbon energy plant by the City and/or the City's DEU service provider, LIEC.

18. (Servicing Agreement*) Enter into a Servicing Agreement* for the design and construction of works noted below. A Letter of Credit or cash security for the value of the Service Agreement* works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

18.1. Frontage Works:

The developer shall be responsible for the design and construction of the frontage works, to the satisfaction of the City, subject to the review and approval of the detailed SA designs, which shall include, but may not be limited to, the following.

The following cross-sections are intended to be "typical". The approved design may be required to vary from the "typical" conditions to address site-specific conditions and/or requirements, as determined to the sole satisfaction of the City through the SA design/approval processes. While the list below provides a general description of the minimum frontage work requirements to the standards of which are schematically shown in the approved road functional plan prepared by MPT, the exact details and scope of the frontage works to be completed by the developer will be confirmed through the detailed design (SA) process to the satisfaction of the City.

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

- 18.1.1. No. 3 Road frontage, measured west to east from the existing curb, including transition to meet existing condition to the north of the subject site and letdown and line painting modifications and other minor modifications of the No. 3 Road and Anderson Road intersection to transition to meet existing condition to the south of the subject site:
 - i) 0.15 m curb
 - ii) 3 m planted boulevard with street trees and irrigation serviced by the onsite water supply
 - iii) 2 m bicycle lane
 - iv) 1 m lighting/furnishing buffer strip
 - v) 3 m concrete sidewalk
 - vi) Proposed property line
 - vii) Sidewalk tie-ins to the existing sidewalk north of the subject site
 - viii) Functional bike lane transition to the north of the subject site
 - ix) Site furnishings, including but not limited to benches and waste receptacles
- 18.1.2. Anderson Road frontage, measured south to north from the existing curb, including transition to meet existing condition to the east of the subject site

- i) 0.15 m curb
- ii) 1.96 m mixed hardscaped and planted boulevard with street trees and irrigation supplied by the onsite water supply
- iii) 2 m concrete sidewalk
- iv) Existing property line
- v) Sidewalk tie-ins to the existing sidewalk east of the subject site

18.1.3. Special crosswalk on No.3 Road at Anderson Road:

Upgrade the following signal components of the special crosswalk on No. 3 Road at Anderson Road as follows:

- i) Upgrade overhead intersection street lighting to LED. Intersection lighting criteria calculations shall be completed as part of the Servicing Agreement* process .
- ii) Replace existing overhead Lexan sign blades.
- iii) Upgrade existing LED street name signs to new standard.
- iv) Install new pole on the north east corner. Upgrade all existing signal hardware on this pole. Special crosswalk design drawings will be required.
- v) Upgrade existing APS push buttons.
- vi) Existing traffic poles shall be sanded, primed and re-painted.

18.1.4. Bus Stops on No. 3 Road and Anderson Road:

- i) Relocate and upgrade existing bus stops along No. 3 Road and Anderson Road with minimum 9 m x 3 m concrete landing pad, complete with bus shelters, benches, bus ID poles, waste collection receptacles, electrical conduits and other ancillary items.
- ii) Design of bus stops shall meet accessible standards and Translink guidelines for bus stops adjacent to cycling infrastructure.

18.1.5. North-South Internal Lane: Construction of the following from west to east along the north-south internal lane:

- i) 1.5 m wide sidewalk with lighting strip;
- ii) 0.15 m rollover curb
- iii) 7.9 m paved driving surface
- iv) 0.15 m rollover curb

18.1.6. East-West Lane: Construction of the following from south to north from the new north property line:

- i) 1.5 m wide sidewalk with lighting strip;
- ii) 0.15 m rollover curb
- iii) Pavement to existing north property line.

18.2. Water Works:

18.2.1. Using the OCP Model, there is 683.6 L/s of water available at a 20 psi residual at the No 3 Rd frontage and 145.3 L/s at the Anderson Road frontage. Based on your proposed Development your site requires a minimum fire flow of 230 L/s.

18.2.2. Prior to the rezoning staff report being written, the Developer is required to coordinate with Richmond Fire Rescue to confirm whether fire hydrants are required along the proposed development's lane frontage along the north property line. If required by RFR, the necessary water main and hydrant installations shall be reviewed by Engineering and added to the servicing agreement scope.

18.2.3. The Developer is required to:

- i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.

- ii) Upgrade the existing 150 mm AC water main along Anderson Road frontage (approximately 130 meters) to a 200mm watermain and install additional hydrants as required to achieve minimum 75m spacing along Anderson Road frontage. Tie-in to the west shall be to the existing 300mm watermain at No 3 Rd and tie-in to the east shall be to the west end of the existing 200mm watermain at Anderson Road. Subject to funding approval, the City will pay for the water works beyond the applicant's frontage (i.e., frontage of 8111 Anderson Road).
- iii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use. Install a hydrant along Anderson Road frontage to meet City's maximum 75m spacing requirement.
- iv) Install a new water service connection. Water meter to be located on-site (e.g. in a mechanical room)

18.2.4. At Developer's cost, the City is to:

- i) Cut and cap the existing water service connection at the watermain along the No 3 Road frontage.
- ii) Complete all tie-ins to existing water mains.

18.3. Storm Sewer Works:

18.3.1. The Developer is required to:

- i) Upgrade to 750mm diameter the existing 525 mm diameter storm sewer that is aligned north-south at the junction of No 3 Rd and Anderson Road. The required upgrade is approximately 18 meters. Tie-in to the north shall be to the existing 750mm storm sewer and tie-in to the south shall be to the existing 450mm storm sewer via a new manhole
- ii) Install a new storm sewer, approximately 65 meters in length, within the center of Anderson Road from the required 750mm diameter storm sewer to No 3 Road complete with manholes as per City specifications. Sizing shall be via capacity analyses in the servicing agreement design review or minimum 600mm diameter, as per City's Engineering specifications.
- iii) Remove the adjacent existing storm sewers along both sides of the Anderson Road frontage, and tie-in the upstream portions and all existing service connections and catch basins to the proposed storm sewer along the centreline of Anderson Road. Removal of the existing storm sewer on the south side of Anderson Road will require curb, gutter, sidewalk restoration and pole relocation and/or removal.
- iv) Extend north the existing lane drainage at the south side of Anderson Road to tie in to the proposed storm sewer via a new manhole.
- v) Install a new storm service connection complete with an inspection chamber located on-site within a proposed 1.5 m-deep, 3.0 m-wide SRW along the Anderson Road frontage. Exact SRW dimensions to be determined during the servicing agreement design review.
- vi) Cut and cap the existing service connections and remove existing inspection chambers along the No 3 Road and Anderson Road frontages.
- vii) Install approximately 87 m of lane drainage in the east-west lane along the north property line from 8051 Anderson Road to the east property line of 8111 Anderson Road to City specifications, complete with catch basins and manholes. The pipes shall be sized via a capacity analysis, minimum 200 mm diameter. Note: no service connections are permitted to connect to lane drainage.
- viii) Remove the existing diagonally-aligned drainage line within the east-west lane along the frontage of 8111 Anderson Road.
- ix) Confirm the actual settlement of the storm sewer at the No 3 Road frontage (due to previous pre-loading and previous site preparation works) via a CCTV inspection and submit to the City. If unacceptable settlement has occurred, the replacement of the storm sewer along the effected length shall be added into the Servicing Agreement scope of works at the Developer's cost.
- x) 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.

18.3.2. At Developer's cost, the City is to:

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

18.4. Sanitary Sewer Works:

18.4.1. The Developer is required to:

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i) Discharge* of the following Statutory Rights of Way as a result of relocation of works:

- a) with respect to 6840 No. 3 Road,
 - SRW – Township of Richmond – 287391C;
- b) with respect to 6860 No. 3 Road,
 - SRW – Township of Richmond – 285751C;
 - SRW – Township of Richmond – 285759C;
- c) with respect to 8051 Anderson Road,
 - SRW – Township of Richmond – 284721C;
 - SRW – Township of Richmond – 285746C; and
 - SRW – Township of Richmond – 285752C.

* Existing SRWs may be replaced where relevant to implementing new SRW requirements, with the agreement of the City Solicitor.

- ii) Provide a proposed 1.5 m-deep, 3.0 m-wide SRW along the Anderson Road frontage for a new sanitary service connection inspection chamber. Exact SRW dimensions to be determined during the servicing agreement design review.
- iii) Perform all other tasks required by the related servicing agreement SA 16-731504. Provide a video inspection report of the service connections serving 6820 No 3 Road and 8111 Anderson Road to confirm if there has been impact as a result of the preload. The video inspection scope should be from the sanitary main to inspection chamber, and then from the inspection chamber towards the existing building a minimum of 10 meters (or as far as physically possible). This is an outstanding comment from SA 16-731504 that needs to be addressed through the Servicing Agreement (i.e., servicing agreement for RZ22-015455) scope of works, at the Developer's cost

18.4.2. At Developer's cost, the City is to:

- i) Complete all tie-ins of the proposed works to existing City infrastructure.
- ii) Install a new sanitary service connection complete with an inspection chamber located on-site within a proposed 1.5 m-deep, 3.0 m-wide SRW along the Anderson Road frontage. Exact SRW dimensions to be determined during the servicing agreement design review.

18.5. Frontage Improvements (Street Lighting and Utilities):

18.5.1. The Developer is required to:

- i) Review street lighting levels and street light type along No. 3 Road and Anderson Road frontages and upgrade lighting as required to meet City standards.
 - a) City Streets:
 - No 3 Road (East side of street):
 - Pole colour: Grey
 - Roadway lighting: N/A (No change to existing lighting in centre median)
 - Pedestrian lighting between sidewalk & bike path: Type 8 (LED) INCLUDING 2 pedestrian luminaires set perpendicular to the roadway, flower basket holders, and 1 duplex receptacle, but EXCLUDING any banner arms or irrigation.
 - NOTE: For pedestrian (Type 8) lighting poles, the developer is required to install a Custom Type S9 Sonotube Concrete Base (600 mm dia. x 1800 mm long). Concrete base details must be shown on the contract drawings to the City's satisfaction.
 - Cambie Road (North side of street)
 - Anderson Road (North side of street)
 - Pole colour: Blue
 - Roadway lighting @ back of curb: City Centre Type Roadway/Pedestrian Luminaire Pole (LED) – Drawing L12.3 INCLUDING 1 street luminaire, banner arms, and 1 duplex receptacle, but EXCLUDING pedestrian luminaires, flower basket holders and irrigation.
 - Pedestrian lighting: Not applicable (i.e. no stand-alone pedestrian poles)
 - Lane
 - Pole colour: Blue

- Roadway lighting @ back of curb: City Centre Type Laneway Luminaire Pole (Custom height 4.57 m) (LED) – Drawing L12.1, EXCLUDING duplex receptacle, flower basket holders, and irrigation.
 - Off-Street Publicly-Accessible Walkways & Open Spaces
 - Not applicable
 - Traffic Signals No. 3 Road @ Anderson Road (as applicable)
 - Pole colour: Grey
 - Style: To match Type 7
 - Private streets (secured via SRW) – developer owned and maintained
 - Not applicable
 - Street tree receptacle – Required frontages
 - Not applicable
- ii) Coordinate with BC Hydro, Telus and other private communication service providers
- To underground proposed Hydro service lines.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc). All such structures are to located within the subject site's property line.
- iii) 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 developments 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
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
 - Complete other frontage improvements as per Transportation's requirements

18.6. General Items:

18.6.1. The Developer is required to:

- i) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit*(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- ii) 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 Developer 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 Developer will be required to enter into a de-watering agreement with the City wherein the developer will be required to treat the groundwater before discharging it to the City's storm sewer system.

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

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

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

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

1. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit* processes.
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. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit* processes.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading,

ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

- If the development intends to create one or more air space parcels, an [Air Space Parcel Subdivision Application](#) is required. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

[signed copy on file]

Signed _____

Date _____

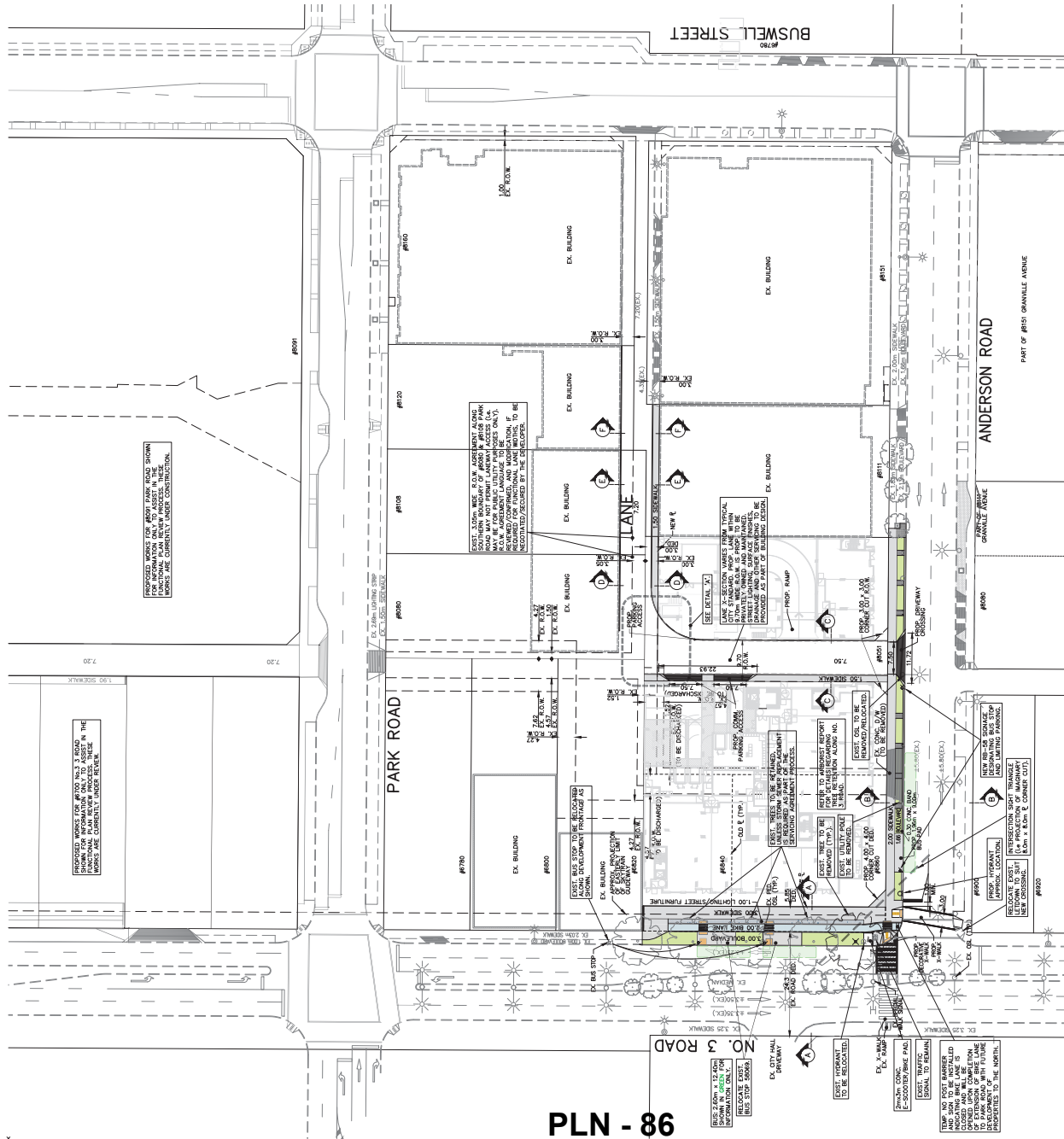
Schedule 1: Preliminary Sub-division Plan

Schedule 2: Preliminary Road Functional Plan

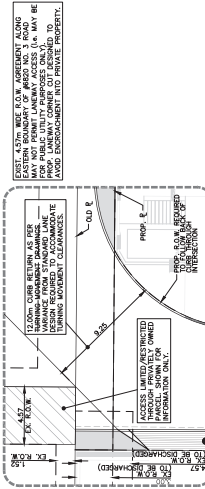
Schedule 3: Preliminary SRW Plan



SCHEDULE 2 Preliminary Functional Road Plan



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DETAIL 'A'
SCALE: 1:200

REFER TO MPT DWG. 04-22-0584
FOR PRELIMINARY ROAD PLAN
24 NOV/22

City of Richmond
4311 12th AVE. S.W. RICHMOND, B.C. V6X 1A1

TITLE:

'INTERIM'
FUNCTIONAL PLAN

6840, 6860 NO. 3 ROAD & 8051 ANDERSON ROAD
CITY FILE: RZ 22-015455

DESIGN: CM	DWG. No.:	DATE: JUL/22
CHECKED: JNC/AD	SCALE: 1:500	SEC. No.: 9, 4-6
ENGINEER: JNC	SHT. No.: 1 OF 2	

MPT ENGINEERING CO. LTD.

WILTON PROPERTIES LTD.

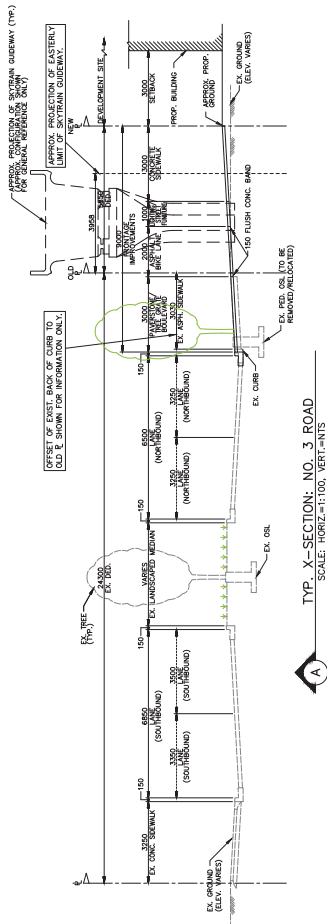
NOTES:

- ALL ELEVATIONS ARE DERIVED FROM CITY OF RICHMOND SPIN MONUMENT 91H831.
ELEVATION = 1.21m.
- CONTRACTOR TO CONFIRM BENCHMARK WITH MPT ENGINEERING, PRIOR TO CONSTRUCTION.
- DISCREPANCIES TO CONFIRM LOCATIONS OF ALL EXISTING UTILITIES AND REPORT ANY DISCREPANCIES TO MPT ENGINEERING, PRIOR TO CONSTRUCTION.
- ALL MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH THE CURRENT 'MASTER MATERIALS' CONSTRUCTION DOCUMENTS (MMD) AND THE CURRENT CITY OF RICHMOND SUPPLEMENTARY SPECIFICATIONS AND DETAIL DRAWINGS.

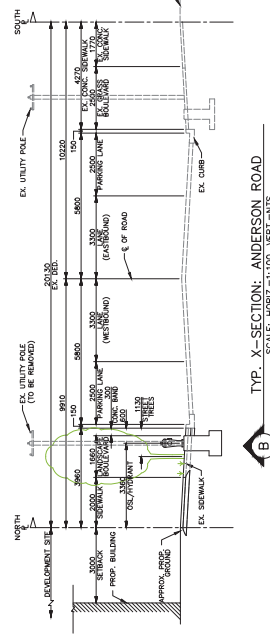
MPT DWG. No.: R16064-FP
SHT. No.: 1 OF 3

REVISIONS

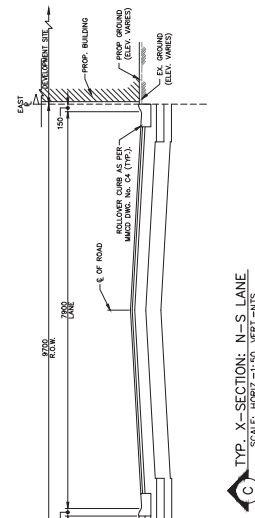
NO.	DATE	BY	CHK.	DESCRIPTION
1.	18 FEB/25	CM	AD	FOURTH SUBMISSION
2.	27 SEP/24	CM	AD	THIRD SUBMISSION
3.	15 MAR/23	CM	JNC	SECOND SUBMISSION
4.	25 MAR/22	CM	JNC	FIRST SUBMISSION



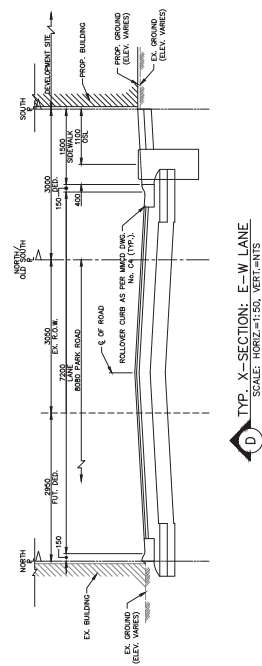
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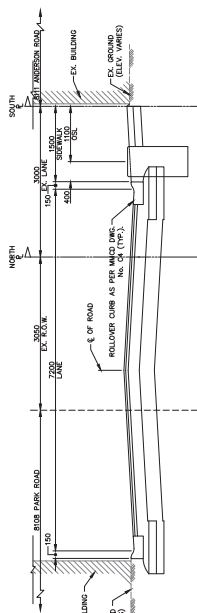
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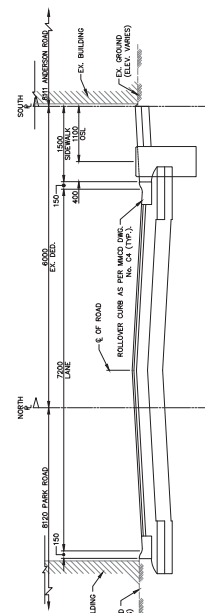
C



D



E



F

City of Richmond
4311 12th St. S. Richmond, BC V6V 1G1

INTERIM FUNCTIONAL PLAN

6840, 6860 NO. 3 ROAD & 8051 ANDERSON ROAD
CITY FILE: RZ 22-015455

DESIGN: CN
DRAWN: CN
CHECKED: JNC/AO
ENGINEER: JNC

DWG. No.:
SCALE: 1:500
DATE: JUL/22
SHT. No.: 2 OF 2

NOTES:

- ALL ELEVATIONS ARE DERIVED FROM CITY OF RICHMOND 4PM MONUMENT 9148831. ELEV.= 1.21m.
- CONTRACTOR TO CONFIRM BENCHMARK WITH MPT ENGINEERING, PRIOR TO CONSTRUCTION.
- CONTRACTOR TO CONFIRM LOCATIONS OF ALL EXISTING UTILITIES AND REPORT ANY DISCREPANCIES TO MPT ENGINEERING, PRIOR TO CONSTRUCTION.
- ALL MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH THE CURRENT "MASTER MUNICIPAL CONSTRUCTION DOCUMENTS (MMD)" AND THE CURRENT CITY OF RICHMOND SUPPLEMENTARY SPECIFICATIONS AND DETAIL DRAWINGS.

MPT ENGINEERING CO. LTD.
4825-1120 HORSeshoe AVE. RICHMOND, BC V6V 1S7 TEL: 604-270-0381 FAX: 604-270-4137

WILTON PROPERTIES LTD.

MPT DWG. No.: R16064-FP
SHT. No.: 2 OF 3

NO.	DATE	BY	CHK.	DESCRIPTION
1.	18 FEB/25	CN	AO	FOURTH SUBMISSION
2.	27 SEP/24	CN	AO	THIRD SUBMISSION
3.	15 MAR/23	CN	JNC	SECOND SUBMISSION
4.	25 MAR/22	CN	JNC	PROT SUBMISSION
REV'S	DATE	BY	CHK.	DESCRIPTION

REVISIONS

EXPLANATORY PLAN OF STATUTORY RIGHT OF WAY OF PART OF
LOT 1 SECTION 9 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN EPP144434
PURSUANT TO SECTION 99(1)(a) OF THE LAND TITLE ACT
BCGS 920.015

PLAN EPP144435



SCALE 1 : 500 DISTANCES ARE IN METRES
THE INTENDED PLOT SCALE OF THIS PLAN IS 864 mm
IN WIDTH BY 560 mm IN HEIGHT (D SIZE) WHEN
PLOTTED AT A SCALE OF 1:500.

INTEGRATED SURVEY AREA No. 18, RICHMOND
THIS PLAN SHOWS HORIZONTAL GROUND-LEVEL DISTANCES UNLESS
OTHERWISE SPECIFIED. TO COMPUTE GRID DISTANCES, MULTIPLY
GROUND DISTANCES BY THE APPROPRIATE CORRECTION FACTOR OF
COS(PPM/1000000).

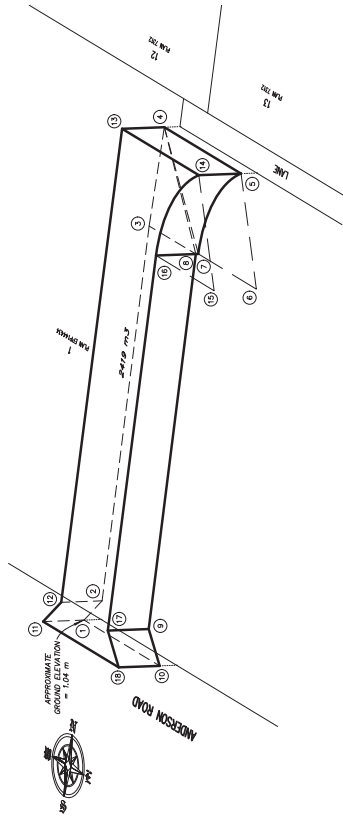
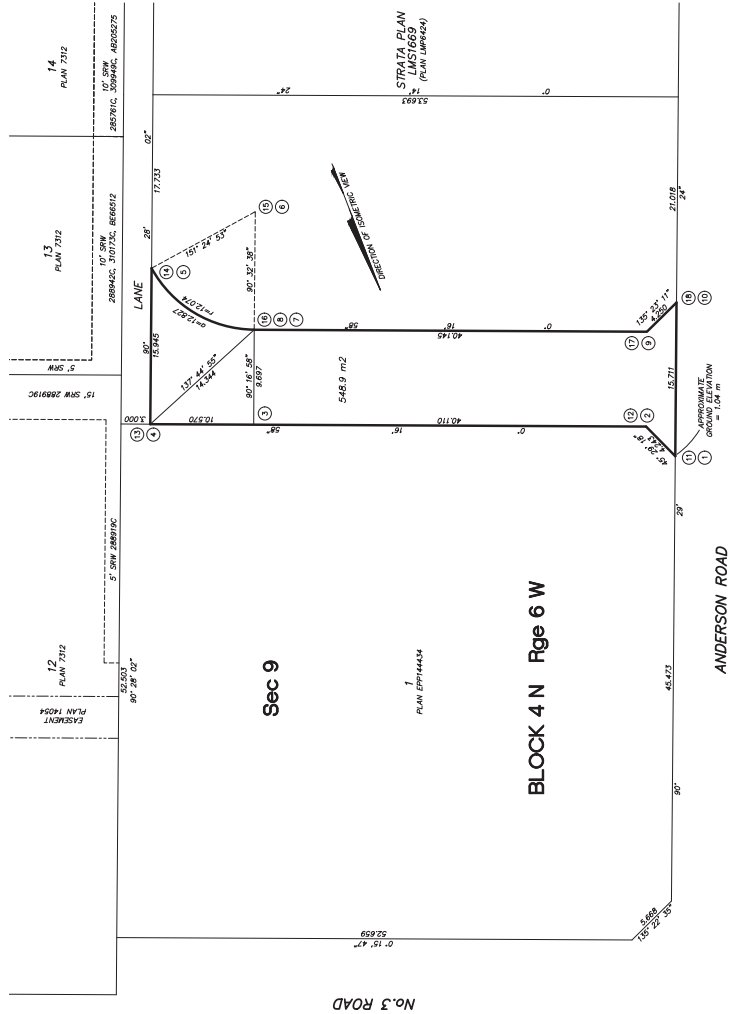
LEGEND
m² DENOTES SQUARE METRES
m³ DENOTES CUBIC METRES

ELEVATION DERIVATION
ELEVATIONS ARE DERIVED FROM CITY
AND DISTRICT SURVEY DATA
DATE: COORDINATES(2020)

BOOK OF REFERENCE		
DESCRIPTION	AREA	VOLUME
PART OF LOT 1, SECTION 9, BLOCK 4, NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN EPP144434	548.9 m ²	264 m ³

TABLE OF COORDINATES		
POINT NUMBER	NORTHING	EASTING
1	5005.942	5003.305
2	5005.942	5003.305
3	5005.942	5003.305
4	5005.942	5003.305
5	5005.942	5003.305
6	5005.942	5003.305
7	5005.942	5003.305
8	5005.942	5003.305
9	5005.942	5003.305
10	5005.942	5003.305
11	5005.942	5003.305
12	5005.942	5003.305
13	5005.942	5003.305
14	5005.942	5003.305
15	5005.942	5003.305
16	5005.942	5003.305
17	5005.942	5003.305
18	5005.942	5003.305

COORDINATES WITHIN THIS TABLE ARE BASED
ON THE DATUM OF 1984 AND ARE NOT TO BE
SHOWN TO THE RELATIVE LOCATION BETWEEN
THESE COORDINATES AND NOTION GRID DRAWING
PURPOSES



THE FIELD SURVEY REPRESENTED BY THIS PLAN WAS
CONDUCTED BY THE SURVEYOR ON OR ABOUT OCTOBER, 2020.
ECCP MAP, B.C.L. (86)

THIS PLAN LIES WITHIN THE METRO VANCOUVER REGIONAL DISTRICT

ISOMETRIC VIEW
NOT TO SCALE

SCHEDULE 3 Preliminary SRW Plan

DRAFT
MARCH 7, 2025
4 - 15000 9445
www.bccolombus.ca
PTE: 4554
Dwg: 4554-SRW-VOL



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10644 (RZ 22-015455)
6840 & 6860 No. 3 Road and 8051 Anderson Road**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 20 (Site Specific Mixed Use Zones), in numerical order:

“20.59 Residential/ Limited Commercial (ZMU59) – Brighthouse Village (City Centre)”

20.59.1 Purpose

The **zone** accommodates low rise and high-rise apartments within the **City Centre**, plus a limited amount of **commercial use** and compatible **secondary uses** and additional uses. Increased **density** is provided to achieve, among other things, **City** objectives in respect to **moderate market rental housing units, market rental units, child care use**, amenity, and **commercial use**.

20.59.2 Permitted Uses

- child care
- education, commercial
- government service
- health service, minor
- housing, apartment
- library and exhibit
- office
- restaurant
- retail, convenience
- retail, general
- retail, second hand
- service, business support
- service, financial
- service, household repair
- service, personal
- studio
- veterinary services

20.59.3 Secondary Uses

- animal grooming
- community care facility, minor

- **home business**

20.59.4 Permitted Density

1. For the purposes of this **zone**, the calculation of **floor area ratio** is based on a **site** area of 4,880.48 sq. m.
2. The maximum **floor area ratio** is:
 - a) for residential **uses**, 3.25; and
 - b) for non-residential **uses**, 0.36,
3. Notwithstanding Section 20.59.5.2(a), the reference to “3.25” is increased to a higher **floor area ratio** of “3.89” if prior to first occupancy of the **building**, in whole or in part:
 - a) the **owner** provides no less than 50 **moderate market rental units** on the **site**, having a combined **floor area** of at least 3,167 m², excluding the **building** area of **market rental units**; and
 - b) owner enters into a **moderate market rental housing agreement** to apply in perpetuity with respect to the **moderate market rental units** and registers the **moderate market rental housing agreement** against title to the **lot** and files a notice in the Land Title Office.

20.59.5 Permitted Lot Coverage

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

20.59.6 Yards & Setbacks

1. The minimum **front yard** is:
 - a) 3.00 m; and,
 - b) weather protection associated with ground level uses may project into the **front yard** a maximum of 2.0 m.
2. The minimum **exterior side yard** is:
 - a) 3.00 m; and,
 - b) weather protection associated with ground level uses may project into the **exterior side yard** a maximum of 2.0 m.
3. The minimum **interior side yard** is 0.0 m.
4. The minimum **rear yard** is 0.0 m.

20.59.7 Permitted Heights

1. The maximum **building height** for **principal buildings** is 47.0 m geodetic.
2. The maximum **building height** for **accessory buildings** is 12.0 m.

20.59.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** is 4,000 sq. m.
2. The minimum **lot width** is 80.0 m.
3. The minimum **lot depth** is 50.0 m.

20.59.9 Landscaping & Screening

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

20.59.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking including provision of transportation demand management measures to reflect parking in **Transit-oriented Areas**, shall be provided according to the standards set out in Section 7.0.

On-site **loading spaces** shall be provided in accordance with the provisions of Section 7.0, except that the minimum number of **loading spaces** required are as follows:

- a) two (2) medium **loading spaces** for residential **uses**;
- b) two (2) medium **loading space** for non-residential **uses**; and
- c) large size **loading spaces** shall not be required.

20.59.11 Residential Rental Tenure

1. All **dwelling units** in this **zone** are restricted to **residential rental tenure** only.

20.59.12 Other Regulations

1. For the purposes of this **zone**, the following definitions apply:
 - a) **CPI** means the All-Items Consumer Price Index for Vancouver, British Columbia, published from time to time by Statistics Canada, or its successor in function;__
 - b) **HILS Monthly Gross Income** means one twelfth of the annual gross household income applicable to the **dwelling unit** based on number of bedrooms as set out in the **HILS Report**;

- c) **HILS Report** means BC Housing's Housing Income Limit Report for the City of Richmond, and if the City of Richmond is not listed, for the City of Vancouver;
- d) **moderate market rental unit** means a **dwelling unit** that is subject to a **moderate market rental housing agreement** and **residential rental tenure**; and
- e) **moderate market rental housing agreement** means an agreement in a form satisfactory to the **City**, which limits occupancy of the **dwelling unit** that is subject to the agreement to persons, families and **households** that qualify for moderate market rental housing based on their **household** income and sets out the maximum permitted rent as follows:
 - i) the maximum rent charged for any **moderate market rental unit** will be 30% of the **HILS Monthly Gross Income** for the applicable calendar year. However, should a **HILS Report** not be published as of February 1 of any year, the previous year's maximum rent is increased by any increase in CPI for the previous calendar year; and
 - ii) while persons, families and **households** are in occupation of a the **moderate market housing unit**, rent may only be increased annually by the maximum percentage rent increase permitted under the *Residential Tenancy Act* (BC);

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

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following parcels and by designating them **RESIDENTIAL/ LIMITED COMMERCIAL (ZMU59) – BRIGHOUSE VILLAGE**:

P.I.D. 002-850-702
 LOT 169 SECTION 9 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 39107

P.I.D. 011-325-666
 LOT 3 EXCEPT: PARCEL "A" (EXPLANATORY PLAN 12388); SECTION 9 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 8552

P.I.D. 003-609-944
 LOT "B" (RD58458E) SECTION 9 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 8552

3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 10644"**.


FIRST READING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee

Date: March 24, 2025

From: Joshua Reis
Director, Development

File: TU 25-008196

Re: Application by City of Richmond for a Temporary Commercial Use Permit at
8620 and 8660 Beckwith Road

Staff Recommendations

1. That the application by City of Richmond for a Temporary Commercial Use Permit (TU 25-008196) for the properties at 8620 and 8660 Beckwith Road, to allow "Parking, non-accessory" as a permitted use, be considered for a period of three years from the date of issuance; and
2. That this application be forwarded to the May 20, 2025, Public Hearing at 5:30 pm in the Council Chambers of Richmond City Hall.

Joshua Reis
Director, Development
(604-247-4625)

JR:el
Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance Department	<input checked="" type="checkbox"/>	
Community Bylaws	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

Staff Report

Origin

The City of Richmond has applied for a Temporary Commercial Use Permit (TCUP) to allow non-accessory parking as a permitted use at 8620 and 8660 Beckwith Road on properties zoned “Light Industrial (IL).” The proposed TCUP would permit the City to continue to operate a pay parking lot on the subject site for a period of three years. A location map and aerial photo are provided in Attachment 1.

On January 14, 2019, Council adopted Traffic Bylaw No. 5870, Amendment Bylaw No. 9957 and Parking (Off-Street) Regulation Bylaw No. 7403, Amendment Bylaw No. 9958, to permit the City to operate paid parking in the Bridgeport Village area of the City Centre, subject to the approval of a Temporary Commercial Use Permit (TCUP) for the site (Attachment 1). The TCUP is required as “Parking, non-accessory” is not a permitted use in the “Light Industrial (IL)” zone.

Council issued the original TCUP (TU 18-841880) on May 21, 2019, for a three-year term that expired on May 21, 2022. A TCUP extension was issued on April 19, 2022, for an extended three-year term and expires on April 19, 2025. In accordance with the *Local Government Act*, an application for a new TCUP has been applied for the continued operation of the pay parking lot. There is no proposed change to the layout or number of parking stalls permitted by the existing TCUP.

Findings of Fact

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

Surrounding Development

The subject site is located in a transitioning area within the Bridgeport Village area of the City Centre. The property at 8620 Beckwith Road contains both parking associated with the automotive business at 2700 No. 3 Road and a portion of the City-operated pay parking lot. The property at 8660 Beckwith Road was vacant prior to its use as a pay parking lot in 2021. These three properties are all owned by the City.

Development immediately surrounding the subject site is as follows:

To the north: Across Beckwith Road, industrial uses on two properties zoned “Light Industrial (IL)”, and three vacant properties zoned “Light Industrial (IL)”.

To the east: Across Sexsmith Road, industrial and commercial buildings on two properties zoned “Light Industrial (IL)”.

To the south: An industrial building at 2700 No. 3 Road on a property zoned “Light Industrial (IL)”, and a vacant property zoned “Light Industrial (IL)”. The vacant property is a former road parcel owned by the City of Richmond, which is currently used to

access the rear lane. There are open drainage ditches on both sides of the lane through this property.

To the west: Across No. 3 Road: An industrial building on a property zoned “Light Industrial (IL)”, and a commercial building on a property zoned “Auto-Oriented Commercial (CA)”.

Related Policies & Studies

Official Community Plan/City Centre Area Plan – Bridgeport Village

The subject site is located in the Bridgeport Village area of the City Centre Area Plan (CCAP) and is designated as “Commercial” in the Official Community Plan (OCP). The site is also designated as “Urban Centre T5 (45 m)” on the Bridgeport Village Specific Land Use Map contained in the CCAP, which provides for a variety of commercial and institutional uses.

The OCP allows TCUPs to be considered in areas designated “Industrial”, “Mixed Employment”, “Commercial”, “Neighbourhood Shopping Centre”, “Mixed Use”, “Limited Mixed Use”, and “Agricultural” (outside of the Agricultural Land Reserve), where deemed appropriate by Council and subject to conditions suitable to the proposed use and surrounding area.

The proposed temporary use of the site for non-accessory parking is consistent with the land use designations and applicable policies in the OCP.

Richmond Zoning Bylaw 8500

The subject site is zoned “Light Industrial (IL)”, which permits a range of general industrial uses. Prior to its use as a pay parking lot, the site had been previously used for “commercial vehicle parking and storage”, which is a land use permitted in the zone. The proposed “parking, non-accessory” land use is not permitted in the zone but is generally compatible with the surrounding land uses and the previous use of the property on an interim basis. “Parking, non-accessory” describes parking that is not associated with a permitted use of the property.

Aircraft Noise Sensitive Development Policy

The subject site is located within “Area 1A – Restricted Area” of the Aircraft Noise Sensitive Development Policy, where new aircraft noise sensitive land uses are prohibited. Non-accessory parking is not an aircraft noise sensitive land use and may be considered within this area.

Local Government Act

The *Local Government Act* states that TCUPs are valid until the date the permit expires or three years after issuance, whichever is earlier, and that an application for one extension to the Permit may be made and issued for up to three additional years.

Public Consultation

Two notification signs have been installed on the site, one fronting Beckwith Road and one fronting Sexsmith Road. No correspondence has been received as a result of the placement of the signs on the subject site. Should Council endorse the staff recommendation, the application would be forwarded to a Public Hearing on May 20, 2025, 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

Council issued the original TCUP on May 21, 2019, for a period of three years, and an extension was issued on April 19, 2022. The parking lot opened in August 2021 and has been managed by Community Bylaws as a paid parking lot for public use. A kiosk was installed on the site to accept payment for both long-term parking on the subject site and short-term parking on Beckwith Road and Sexsmith Road. Parking is regulated by Richmond Traffic Bylaw No. 5870 and Richmond Parking (Off-Street) Regulation Bylaw No. 7403.

The City has received one call in the last three years related to the parking lot, regarding potholes. The potholes have since been filled in and repaired.

The parking lot occupies 8660 Beckwith Road and the northeast corner of 8620 Beckwith Road. The remainder of 8620 Beckwith Road is used by the tenant at 2700 No. 3 Road, another City-owned property.

Landscaping

The site preparation works for the parking lot included modest landscape improvements and removal of invasive species from the ditch. Nine new trees were planted in the Sexsmith Road frontage and wooden bollards surround the site. No new landscaping is proposed through this application. Staff have visited the site and can confirm that the landscaping remains in good condition.

Financial Impact

The annual Operating Budget Impact (OBI) cost for maintenance as included in the existing operating budget is estimated at \$6,000.00 per annum and will be covered on an ongoing basis from the gross revenue generated by the parking lot cost shared between Community Bylaws and Real Estate Services.

Conclusion

It is recommended that the attached TCUP be issued to the City of Richmond to allow non-accessory parking at 8620 and 8660 Beckwith Road on a temporary basis for a period of three years from the date of issuance.

A handwritten signature in black ink, appearing to read 'E Lovas'.

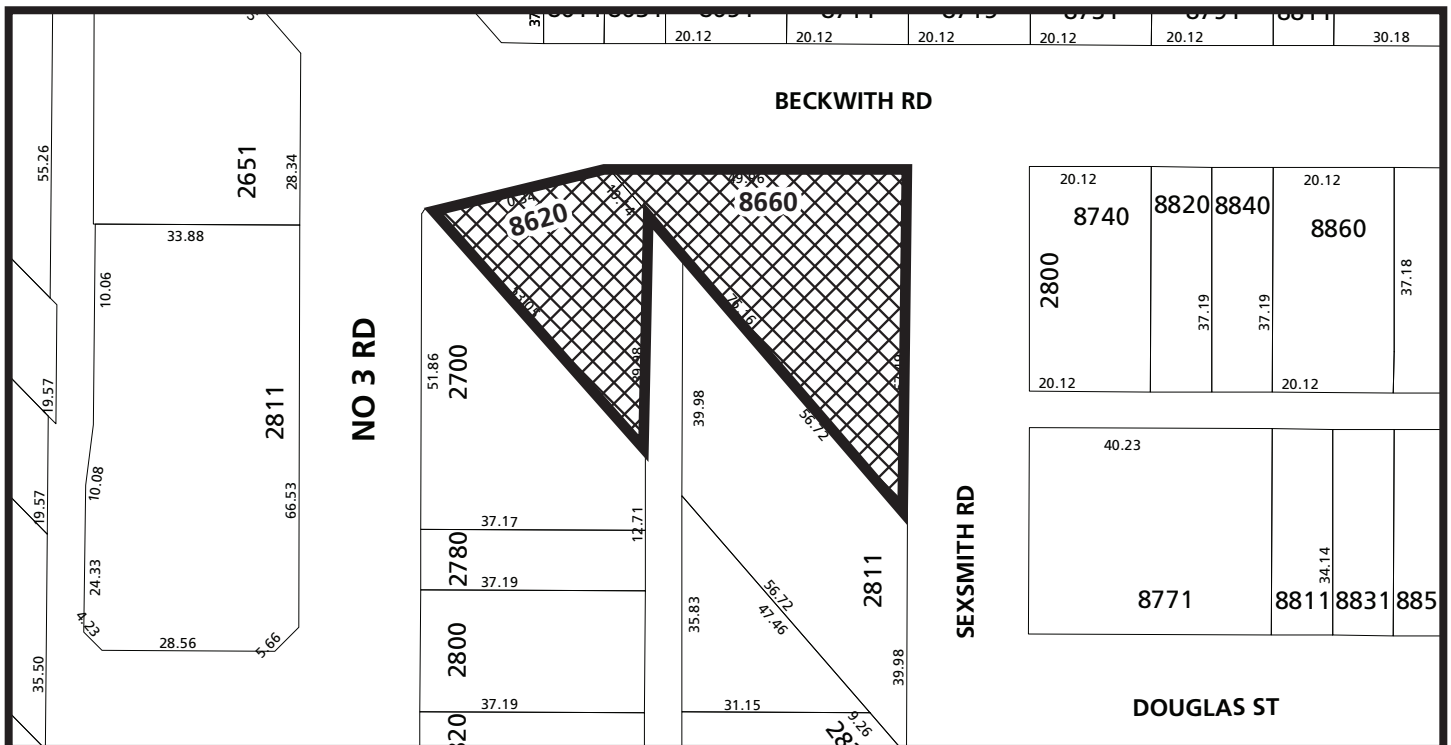
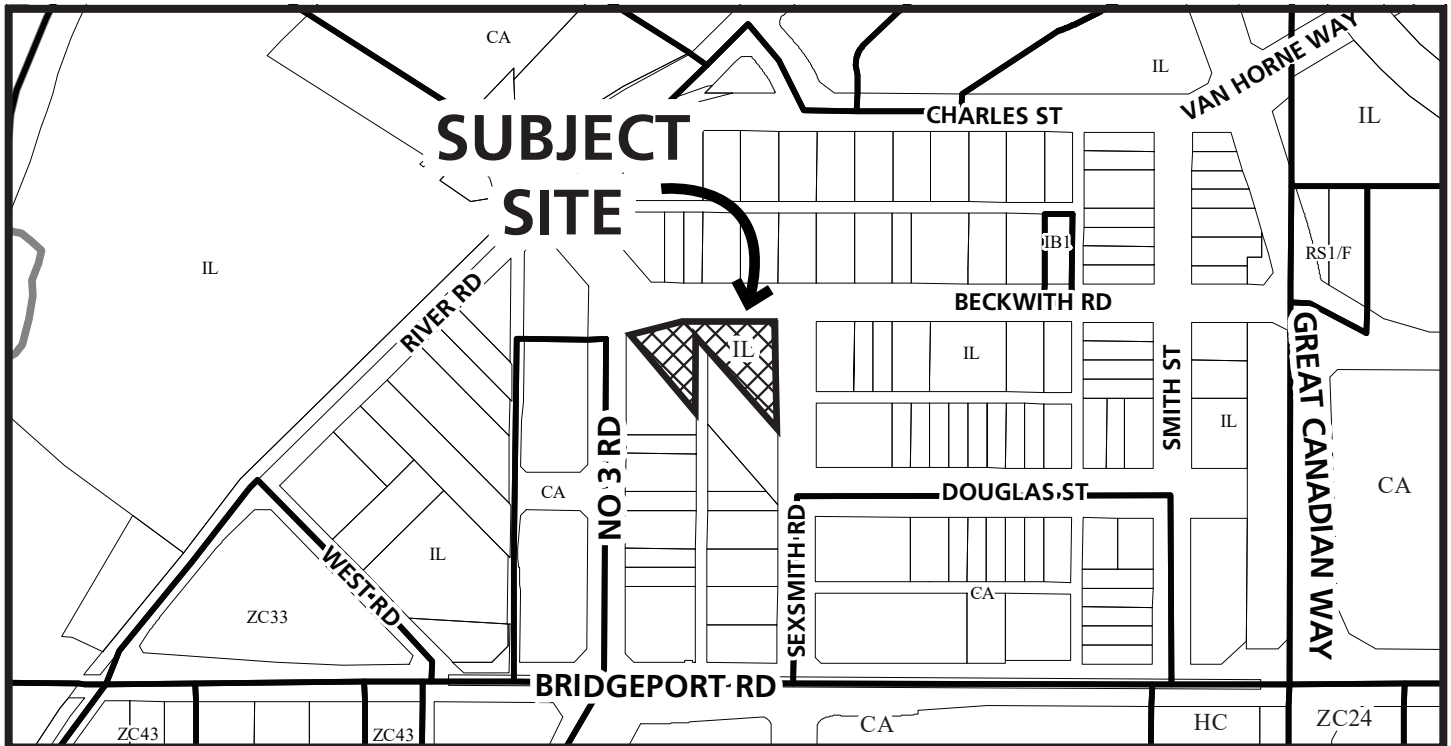
Emma Lovas
Planning Technician – Design
(604) 276-4262

EL:he

Att. 1: Location Map and Aerial Photo
 2: Development Application Data Sheet



City of
Richmond



TU 25-008196

PLN - 100

Original Date: 03/12/25
Revision Date:

Note: Dimensions are in METRES



City of
Richmond



TU 25-008196

PLN - 101

Original Date: 03/12/25
Revision Date:

Note: Dimensions are in METRES



TU 25-008196

Attachment 2

Address: 8620 and 8660 Beckwith Road

Applicant: The City of Richmond

Planning Area(s): City Centre – Bridgeport Village

	Existing	Proposed
Owner:	City of Richmond	No change
Site Size (m²):	2,268 m ² (24,412 ft ²)	No change
Land Uses:	Parking, non-accessory (permitted until May 21, 2022)	Parking, non-accessory
OCP Designation:	Commercial	No change
Area Plan Designation:	Urban Centre T5 (45 m)	No change
Zoning:	Light Industrial (IL)	No change

	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Total:	N/A	44	none
Off-street Parking Spaces – Standard:	Min. 50% (i.e. 22 spaces)	30	none
Off-street Parking Spaces – Small:	N/A	13	none
Off-street Parking Spaces – Accessible:	Min. 2% (i.e. 1 space)	1	none



City of Richmond

Temporary Commercial Use Permit

No. TU 25-008196

To the Holder: CITY OF RICHMOND

Property Address: 8620 AND 8660 BECKWITH ROAD

Address: C/O 6911 NO. 3 ROAD
RICHMOND, BC V6Y 2C1

1. This Temporary Commercial Use Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Temporary Commercial Use Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The subject property may be used for the following temporary Commercial uses:

 “Parking, non-accessory;” for a maximum of 44 spaces in accordance with Schedule “B”
4. Any temporary buildings, structures and signs shall be demolished or removed, and the site and adjacent roads shall be maintained and restored to a condition satisfactory to the City of Richmond, upon the expiration of this permit or cessation of the use, whichever is sooner.
5. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached as Schedule “B” and “C” to this Permit which shall form a part hereof.
6. This Permit is valid for a maximum of three years from the date of issuance.
7. This Permit is not a Building Permit.

No. TU 25-008196

To the Holder: CITY OF RICHMOND
Property Address: 8620 AND 8660 BECKWITH ROAD
Address: C/O 6911 NO. 3 ROAD
RICHMOND, BC V6Y 2C1

AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE
DAY OF , .

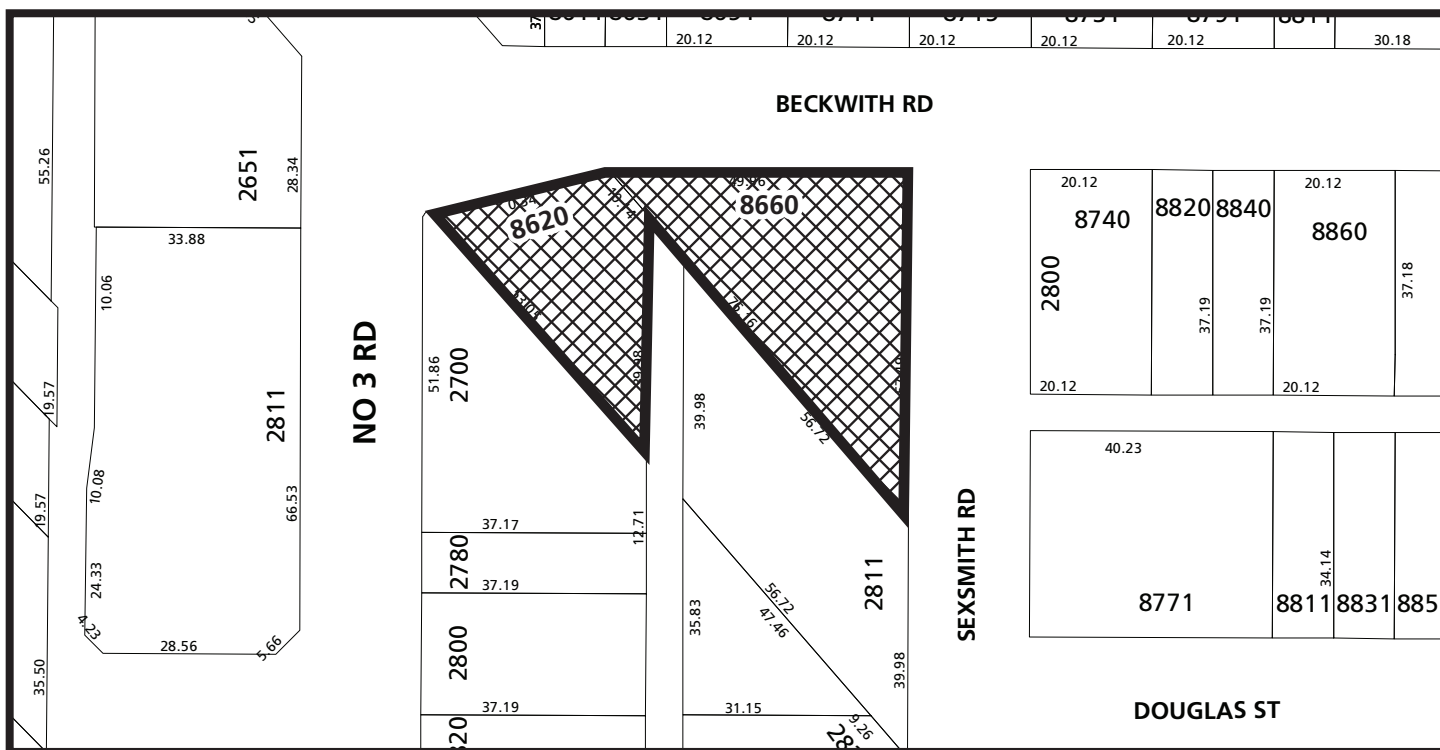
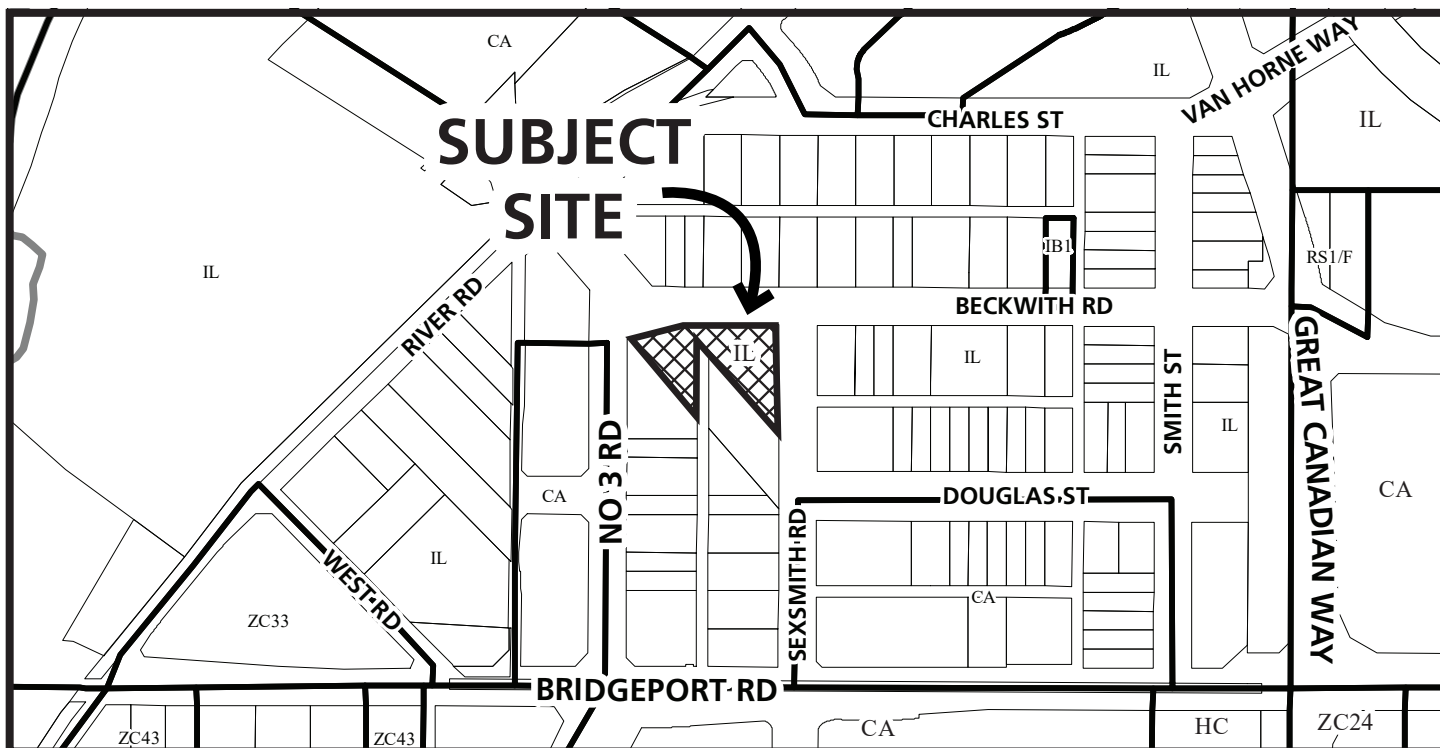
DELIVERED THIS DAY OF , .

MAYOR

CORPORATE OFFICER



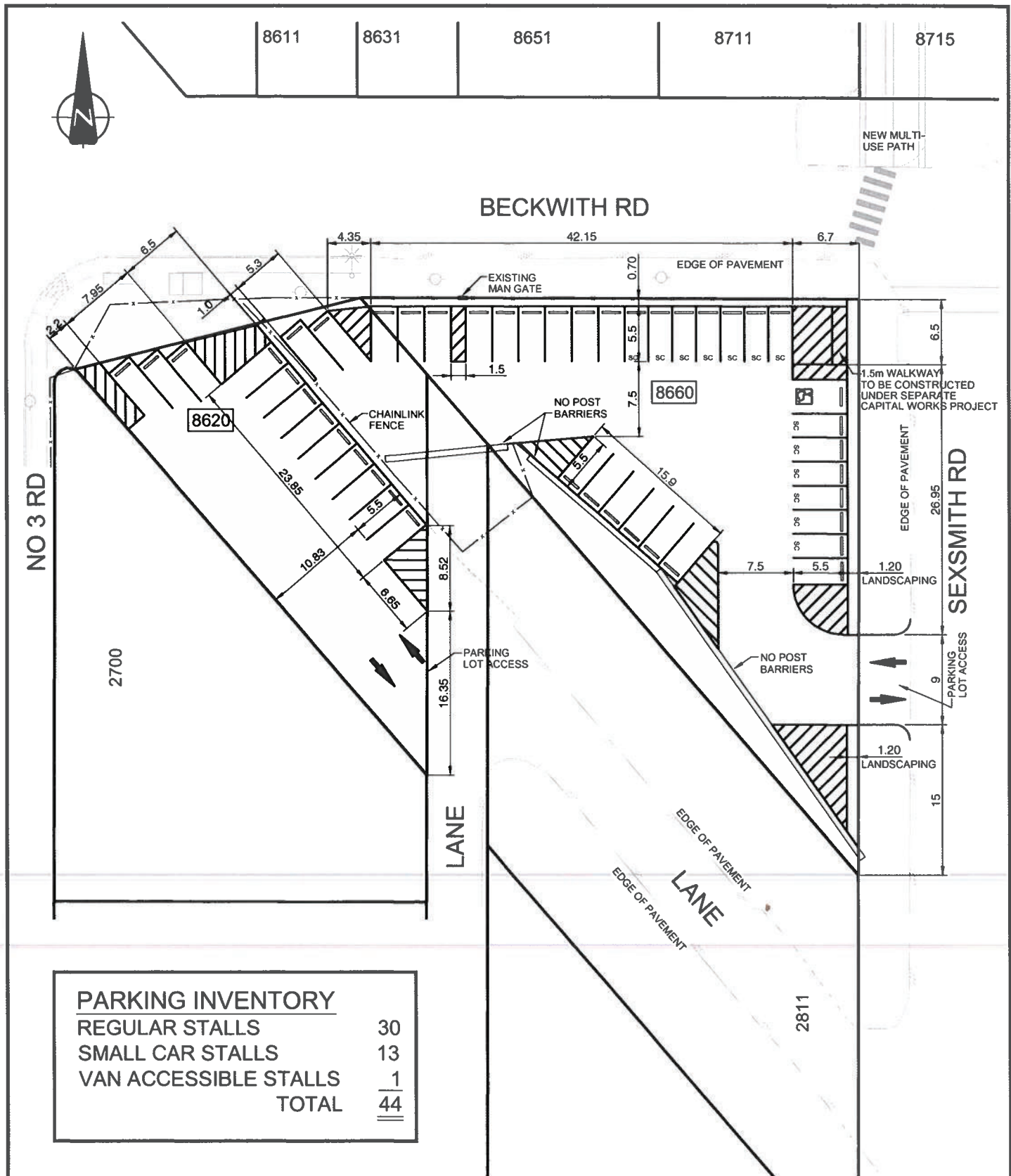
City of
Richmond



TU 25-008196
SCHEDULE "A"
PLN-105

Original Date: 03/12/25
Revision Date:

Note: Dimensions are in METRES



**City of
Richmond**

6911 No. 3 Road Richmond BC V6Y 2C1

TITLE:

**PROPOSED PUBLIC PARKING LOTS
AT 8620/8660 BECKWITH ROAD**

DESIGN: T.S.

DRAWN: T.S.

CHECKED: S.H.

ENGINEER **PLN-106**

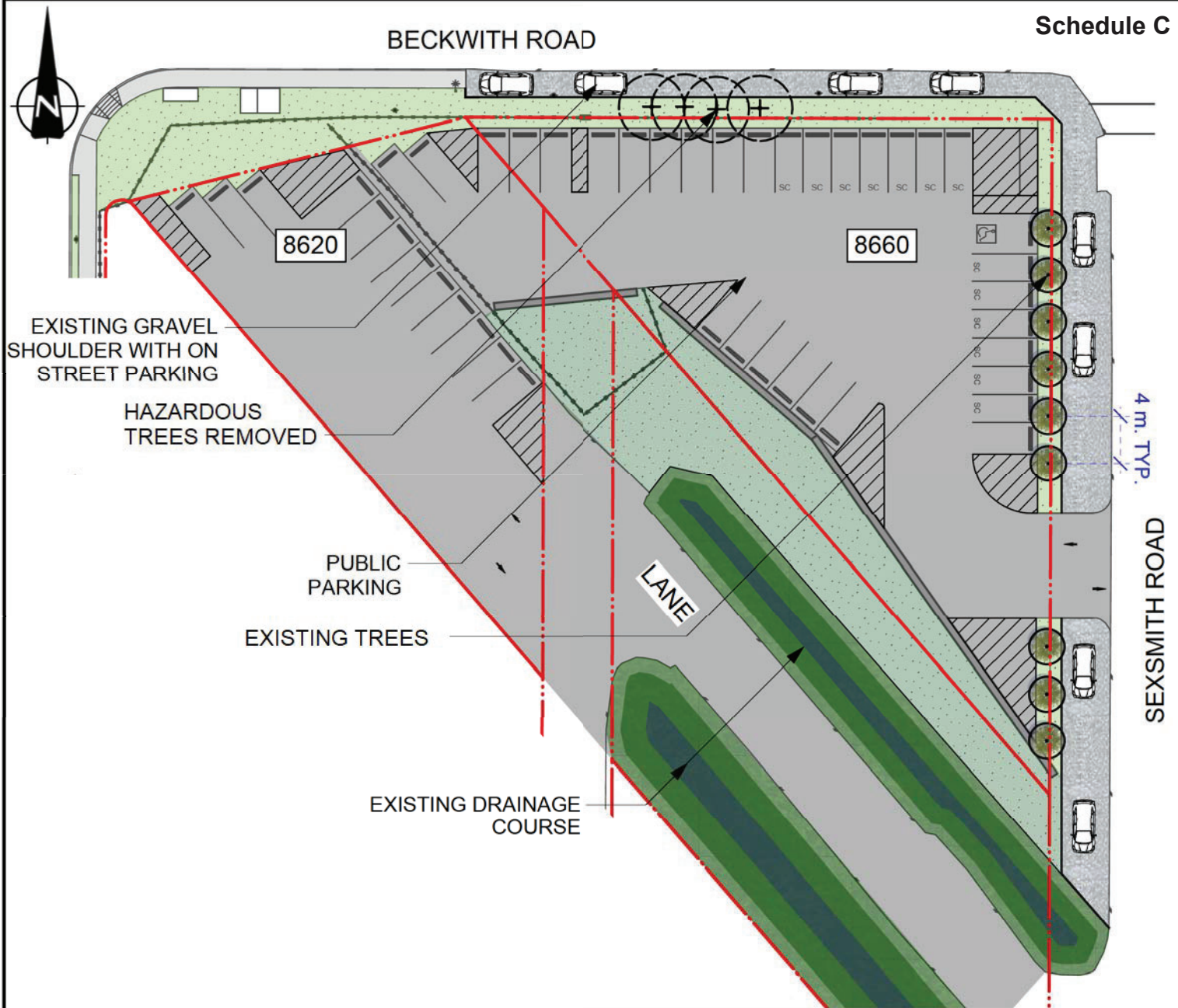
DWG. No:

SCALE: N.T.S.

SEC. No:

DATE: MAR. 2019

SHT. No: 1 OF 1



LANDSCAPE LEGEND

8620 + 8660 BECKWITH ROAD

	DECIDUOUS TREE <i>Populus tremuloides</i> (Trembling Aspen)
	GRASS SEED: 85% tall fescue, 15% creeping red fescue
	ESA NATIVE GRASS BLEND: 21% Spike Bent Grass, 15% Alaska Brome, 22% Tufted Hair Grass, 32% Native Red Fescue, 10% Meadow Barley

MINIMUM SOIL DEPTHS

TREES: 900mm
GRASS: 800mm

NOTE: ALL LANDSCAPE WORKS TO CONFORM TO CITY OF RICHMOND SUPPLEMENTARY SPECIFICATIONS AND DETAIL DRAWINGS UNLESS OTHERWISE NOTED

City of
Richmond

6911 No.3 Road Richmond BC V6Y 2C1

TITLE: PROPOSED PUBLIC PARKING LOTS
AT 8620/8660 BECKWITH ROAD

DESIGN: MP

DRAWN: MP

CHECKED: MP

LANDSCAPE ARCHITECT: MP

PLN - 107

DWG. No: LANDSCAPE PLAN

SCALE: 1:500

SEC. No:

DATE: MAR. 2019

SHT. No: 1 OF 1