



## Planning Committee

Anderson Room, City Hall  
6911 No. 3 Road

Tuesday, June 17, 2014  
4:00 p.m.

Pg. #      ITEM

### MINUTES

PLN-6      *Motion to adopt the **minutes** of the meeting of the Planning Committee held on Tuesday, June 3, 2014.*



### NEXT COMMITTEE MEETING DATE

Tuesday, July 8, 2014, (tentative date) at 4:00 p.m. in the Anderson Room

### COMMUNITY SERVICES DEPARTMENT

1. **CHILD CARE MAJOR CAPITAL FUNDING PROGRAM 2014/15 - PROVINCE OF BC**  
(File Ref. No. 07-3070-01) (REDMS No. 4235453)

PLN-83

**See Page PLN-83 for full report**

*Designated Speaker: Coralys Cuthbert*

### STAFF RECOMMENDATION

- (1) *That “The Gardens” child care project located at 10640 No. 5 Road, be endorsed for submission to the Provincial Child Care Major Capital Funding Program 2014/15;*

- (2) *That the Chief Administrative Officer and the General Manager, Community Services be authorized to sign grant applications and agreements as required for this submission; and*
- (3) *That the City be authorized to grant a registrable charge in favour of the Province of BC against the title to the Lands restricting the ability of the City to sell, mortgage, transfer or lease (other than to the child care provider), or make other disposition of the property for a period of up to 10 years without the Province's prior written consent.*



## PLANNING & DEVELOPMENT DEPARTMENT

### 2. REFERRAL: WEST CAMBIE ALEXANDRA NEIGHBOURHOOD BUSINESS OFFICE AREA REVIEW

(File Ref. No. 08-4375-01) (REDMS No. 4242481)

PLN-90

See Page PLN-90 for full report

*Designated Speaker: Terry Crowe*

#### STAFF RECOMMENDATION

*That the staff report titled, Referral: West Cambie Alexandra Neighbourhood Business Office Area Review, which provides comments from the Richmond Economic Advisory Committee (REAC) and additional clarification regarding the Alexandra Neighbourhood Business Office Area development options, as presented in the staff report dated April 24, 2014 report, be received for information.*



### 3. APPLICATION BY HOLLYBRIDGE LIMITED PARTNERSHIP (INTRACORP) FOR REZONING AT 6888 RIVER ROAD AND 6900 PEARSON WAY FROM RESIDENTIAL/LIMITED COMMERCIAL (RCL3) TO RESIDENTIAL/LIMITED COMMERCIAL (ZMU27) - OVAL VILLAGE (CITY CENTRE)

(File Ref. No. 08-4105-20; RZ 14-665416) (REDMS No. 4249044)

PLN-149

See Page PLN-149 for full report

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9148, to amend the Richmond Zoning Bylaw 8500 to repeal references to 6888 River Road and 6900 Pearson Way in the “Residential/Limited Commercial (RCL3)” zone, create the “Residential/Limited Commercial (ZMU27) - Oval Village (City Centre)”, and rezone 6888 River Road and 6900 Pearson Way from “Residential/Limited Commercial (RCL3)” to “Residential/Limited Commercial (ZMU27) - Oval Village (City Centre)”, be introduced and given first reading;*
- (2) *That Termination of Housing Agreement (5440 Hollybridge Way) Bylaw 9150, to authorize the termination, release, and discharge of the Housing Agreement entered into pursuant to Housing Agreement (5440 Hollybridge Way) Bylaw 8995, be introduced and given first reading;*
- (3) *That the affordable housing contribution resulting from the rezoning of 6888 River Road and 6900 Pearson Way (RZ 14-665416) be allocated entirely (100%) to the capital Affordable Housing Reserve Fund established by Reserve Fund Establishment Bylaw 7812; and*
- (4) *That the child care contribution resulting from the rezoning of 6888 River Road and 6900 Pearson Way (RZ 14-665416) be allocated entirely (100%) to the capital Child Care Development Reserve Fund created by Reserve Fund Establishment Bylaw 7812, unless Council directs otherwise prior to the date of the owner’s payment, in which case the payment shall be deposited as directed by Council.*



4. **APPLICATION BY COTTER ARCHITECTS INC. FOR REZONING AT 3471 CHATHAM STREET FROM THE "STEVESTON COMMERCIAL (CS3)" ZONE TO A SITE SPECIFIC "COMMERCIAL MIXED USE (ZMU26) – STEVESTON VILLAGE" ZONE**

(File Ref. No. 08-4105-20; RZ 13-643436) (REDMS No. 4236626)

PLN-179

See Page PLN-179 for full report

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9138 to: create a site specific “Commercial Mixed Use (ZMU26) – Steveston Village” zone; and to rezone 3471 Chatham Street from the “Steveston Commercial (CS3)” zone to the “Commercial Mixed Use (ZMU26) – Steveston Village” zone, be introduced and given first reading.*



5. **APPLICATION BY TIEN SHER LAND INVESTMENT GROUP LTD. FOR REZONING AT 3391, 3411, 3451 NO. 4 ROAD AND LOT B, NWD PLAN 14909 FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED(RS2/B)**

(File Ref. No. 08-4105-20; RZ 10-552482) (REDMS No. 4235324)

PLN-266

See Page PLN-266 for full report

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

- (1) *That third reading of Richmond Zoning Bylaw 8500, Amendment Bylaw 8789, for the rezoning of 3391, 3411, 3451 No. 4 Road and Lot B, NWD PLAN 14909, be rescinded; and*
- (2) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 8789 be referred to the Monday, July 21, 2014 Public Hearing at 7:00 pm in the Council Chambers of Richmond City Hall.*



6. **APPLICATION BY BARBARA STYLIANOU FOR REZONING AT 5280/5300 MONCTON STREET FROM TWO-UNIT DWELLINGS (RD1) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 08-4105-20; RZ 13-650616) (REDMS No. 4245187)

PLN-293

See Page PLN-293 for full report

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9157, for the rezoning of 5280/5300 Moncton Street from “Two-Unit Dwellings (RD1)” to “Single Detached (RS2/B)”, be introduced and given first reading.*





Pg. #

ITEM

7. **MANAGER'S REPORT**

**ADJOURNMENT**





## Planning Committee

Date: Tuesday, June 3, 2014

Place: Anderson Room  
Richmond City Hall

Present: Councillor Bill McNulty, Chair  
Councillor Evelina Halsey-Brandt  
Councillor Linda Barnes  
Councillor Harold Steves

Absent: Councillor Chak Au

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 Wednesday, May 21, 2014, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

Tuesday, June 17, 2014, (tentative date) at 4:00 p.m. in the Anderson Room

The Chair advised that Clean Energy Vehicle Incentive Program and Sakamoto Guidelines be considered as Items No. 1A and 1B.

## **PLANNING & DEVELOPMENT DEPARTMENT**

1. **APPLICATION BY AM-PRI DEVELOPMENTS (2012) LTD. FOR REZONING AT 9580, 9600, 9620, 9626, 9660 AND 9680 ALEXANDRA ROAD FROM “SINGLE DETACHED (RS1/F)” AND “TWO-UNIT DWELLINGS (RD1)” TO “TOWN HOUSING (ZT67) - ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)”**

(File Ref. No. RZ 13-649999) (REDMS No. 4160454 v.5)

Wayne Craig, Director, Development gave an overview of the proposed application highlighting the following:

- the proposed application will have a Floor Area Ratio (FAR) of 0.65;
- the applicant will provide a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund;
- the proposed development includes greenways, wildlife corridors and trails within the site;
- the proposed development provides vegetation buffers along the perimeter of the site and will provide additional planting within the Alderbridge Way median; and
- access to the potential development site to the west is included in the proposed development.

In reply to queries from Committee, Mr. Craig noted that the Statutory Right-of-Way and the linear greenway on the northwest portion of the site will be 20 metres in width. Also, he advised that the site is designated for 0.65 FAR density or 0.75 FAR with affordable housing provided.

Mr. Craig advised that the orphaned lot at 9560 Alexandra Road would have a 0.65 FAR base density and 0.75 FAR with affordable housing provided. He added that the adjacent lot at 9540 Alexandra Road is designated as park land in the Area Plan.

The Chair referred to correspondence received from Balkar Bhullar, owner of the property at 9560 Alexandra Road, dated, June 2, 2014, (attached to and forming part of these minutes as **Schedule 1**) and commented on the possible acquisition of the orphaned lot. In reply to queries from Committee, Mr. Craig advised that the applicant was unsuccessful in reaching a resolution with Mr. Bhullar to acquire the lot.

Mr. Craig advised that the orphaned lot can be developed with the same densities as the proposed application and could potentially accommodate approximately 18 townhomes.

Discussion ensued with regard to the proposed site's access to Alexandra Road and future land acquisitions by the City.

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In reply to queries from Committee, Mr. Craig advised that the new intersection on Alderbridge Way will have traffic signals. Also, he noted that there are no current plans to build a land bridge across Alderbridge Way for wildlife.

Discussion ensued with regard to the sustainability features of the proposed application and in reply to queries from Committee, David Brownlee, Planner 2, noted that the rezoning considerations include requirements to comply with EnerGuide 82 standards and have rough-in provisions for solar hot water heaters. He added that the sustainability features of the proposed application will be detailed during the development permit process.

Amit Sandhu, Am-Pri Developments (2012) Ltd., spoke of the sustainability initiatives planned for the proposed development, noting that it is anticipated to achieve an EnerGuide equivalent rating of 82. Mr. Sandhu added that the applicant is working with the City to add public art on site.

In reply to queries from Committee regarding affordable housing units, Mr. Sandhu advised that it is more feasible to provide a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund. He added that managing the affordable housing units is not feasible for smaller development companies.

Mr. Sandhu commented on the attempts made by the applicant to acquire the orphaned lot at 9560 Alexandra Road and read from his submission (attached to and forming part of these minutes as **Schedule 2**).

In reply to queries from Committee, Mr. Sandhu noted that a conceptual development plan has been submitted that shows the potential redevelopment of 9560 Alexandra Way. Also, he added that details of incorporating sustainability initiatives in the proposed development are dependent on their costs.

Discussion ensued with regard to alternative energy sources such as solar and geothermal energy.

It was moved and seconded

*That Richmond Zoning 8500, Amendment Bylaw No. 9136,*

- (1) To Amend "Town Housing (ZT67) - Alexandra Neighbourhood (West Cambie)" Zone to reduce the minimum front yard setback for 9580, 9600, 9620, 9626, 9660 and 9680 Alexandra Road to 4.5 m; and*
- (2) To rezone 9580, 9600, 9620, 9626, 9660 and 9680 Alexandra Road from "Single Detached (RS1/F)" and "Two-Unit Dwellings (RD1)" to "Town Housing (ZT67) - Alexandra Neighbourhood (West Cambie)" as amended;*

*be introduced and given first reading.*

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The question on the motion was not called as discussion ensued with regard to (i) efforts by the applicant to acquire the orphaned lot at 9560 Alexandra Road; (ii) the proposed sustainability features associated with the proposed development; and (iii) the architectural concepts for possible future development of the orphaned lot at 9560 Alexandra Road.

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

Discussion ensued with regard to the type of contributions smaller developers can make towards affordable housing in the city.

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

It was moved and seconded

*That staff examine different options for smaller developers to contribute to affordable housing in the city and report back.*

**CARRIED**

**1A. CLEAN ENERGY VEHICLE INCENTIVE PROGRAM**

(File Ref. No.)

Discussion ensued regarding a letter from Metro Vancouver, dated May 23, 2014, (attached to and forming part of these minutes as **Schedule 3**), requesting for the continuation of the Provincial Clean Energy Vehicle (CEV) Incentive Program.

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

It was moved and seconded

*That staff examine Metro Vancouver's request for the continuation of the Provincial Clean Energy Vehicle (CEV) Incentive Program and report back.*

**CARRIED**

**1B. SAKAMOTO GUIDELINES**

(File Ref. No.)

Discussion ensued with regard to the design criteria (Sakamoto Guidelines) for the Steveston Village area (attached to and forming part of these minutes as **Schedule 4**).

Discussion then ensued regarding (i) buildings in the area that have incorporated the design criteria; (ii) amending the Steveston Area Plan to ensure that Sakamoto Guidelines are better reflected in the Area Plan; (iii) amending the Sakamoto Guidelines to reflect a more contemporary interpretation of the neighbourhood's architecture and use of more modern building materials; and (iv) areas of the Steveston Village where the Sakamoto Guidelines would apply.

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Discussion further ensued with regard to the preference to keep the area's architecture historical. It was noted that staff are preparing a submission to designate Steveston as a UNESCO World Heritage Site. It was suggested that in order to retain the area's heritage character, the Sakamoto Guidelines be re-implemented.

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

It was moved and seconded

*That staff examine ways to incorporate the Sakamoto Guidelines in the Steveston Area Plan and report back.*

**CARRIED**

**2. MANAGER'S REPORT**

**(i) *Metro Vancouver Regional Growth Strategy Amendment – City of Pitt Meadows***

Terry Crowe, Manager, Policy Planning, spoke of a proposed Metro Vancouver 2040 Regional Growth Strategy Amendment for the City of Pitt Meadows. He advised that since the amendment does not affect the City, no formal response is required.

**(ii) *Sustainability Initiative on Alberta Road***

Mr. Craig commented on the installation of solar panels on a development on Alberta Road. He noted that currently, only one unit has the solar panels installed, and stated that, due to the added costs, there has been little interest for this unit.

Mr. Craig indicated that the developer has invited Council to tour the development. Staff were then directed to arrange a tour of the development for Council.

Discussion ensued with regard to the annual energy cost savings of incorporating sustainability features into new developments, as well as the possibility of requiring the inclusion of such features in future developments.

**(iii) *Funding Agreement for Canada Line Capstan Station***

Joe Erceg, General Manager, Planning and Development, spoke of the successful agreement to fund the Canada Line Capstan Station.

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**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (4:43 p.m.).*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, June 3, 2014.

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Councillor Bill McNulty  
Chair

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Evangel Biason  
Auxiliary Committee Clerk

**From:** balkar bhullar <balkar01@hotmail.com>

**Date:** June 2, 2014 at 6:26:38 PM PDT

**To:** wayne craig <wcraig@richmond.ca>

**Subject:** FW: RZ 13-649999 Re 9580, 9600, 9620, 9626, 9660 and 9680 Alexandra Road

PC: Wayne Craig  
Joe Orce

Re: Item 1  
Planning Committee  
June 3, 2014

> Date: Mon, 2 Jun 2014 17:34:43 -0600

> From: leungja@shaw.ca

> To: balkar01@hotmail.com

> Subject: RZ 13-649999 Re 9580, 9600, 9620, 9626, 9660 and 9680 Alexandra Road

>

> Dear Sirs,

> I am Balkar Bhullar. I have a contract on the orphaned lot 9560 Alexandra Road. To the contrary of what I have read from the Staff Report, the applicant never offered to acquire my property despite my several attempts to sell them my property in order to develop the townhouse site as a whole. I am prepared to sell them my property for 6.5% less than what they paid for the lots applying for rezoning. However, the applicant refused. It is not fair to orphan my lot in the circumstances.

> Thank you.

> Balkar Bhullar

>

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June 3<sup>rd</sup>, 2014

**Planning Committee  
City of Richmond  
6911 No. 3 Road  
Richmond BC V6Y 2C1**

RE: RZ 13-649999 Re 9580, 9600, 9620, 9626, 9660 and 9680 Alexandra Road

Dear Planning Committee,

I'm writing on behalf of the applicant Am-Pri Developments (2012) Ltd. in response to the email received by city staff dated June 2nd from Balkar Bhullar, the real estate investor that has 9560 Alexandra Road under contract from the original owner.

We purchased the development properties at 9580 – 9680 Alexandra Road from Mr. Bhullar in 2012. In February 2013, Mr. Bhullar notified us that he had 9560 Alexandra under contract and was looking to assign the contract to other developers in the area. He mentioned that although we were not the only party, he was looking to sell so we should hold off on our rezoning and development application with the hopes that we could reach an agreement for the sale of 9560 Alexandra Road. Acting in good faith we continued with our due diligence and site investigations for the development with the inclusion of 9560 Alexandra in our plans.

What followed was a lengthy negotiation with a moving target. We made several attempts to negotiate a contract of purchase and sale of the property at fair market value but Mr. Bhullar had unreasonable prices and terms that simply were not feasible for us. When we would agree to one term others would change and it was a frustrating experience for us.

Since the initial purchase of the development properties in November of 2012, we have incurred significant financial costs in trying to acquire the property from Mr. Bhullar including the holding costs for our development properties including interest and the additional work we have commissioned on 9560 Alexandra Road. Trying to negotiate the purchase of this property has set us back at least six months and has cost us hundreds of thousands of dollars.

We have made all reasonable efforts to accommodate Mr. Bhullar's demands but have been unable to justify his valuation on the land. We have developed a complete conceptual architectural package for 9560 Alexandra Road to show how this property can be developed on its own. I would appreciate the Planning Committee note that we made every effort possible to acquire this site in order to include it within our development.

Sincerely,

Amit Sandhu  
CEO  
Am-Pri Construction Ltd.

**Prepared by for:**

**June 3<sup>rd</sup>, 2014**

**Planning Committee, City of Richmond  
6911 No. 3 Road  
Richmond BC V6Y 2C1**

Please find below a series of events that pertain to the attempted purchase of 9560 Alexandra Road in good faith by the applicant Am-Pri Developments (2012) Ltd. (herein referred to as "Ampri").

**November 30<sup>th</sup>, 2012**

Ampri completed the purchase of the current assembly 9580-9680 Alexandra Road (herein referred to as "the development properties". The development properties were purchased from Balkar Bhullar as he held them under contract.

**February 12<sup>th</sup>, 2013**

Ampri was presented with an opportunity to acquire 9560 & 9540 Alexandra Road, which Balkar Bhullar held under contract since January 30<sup>th</sup>, 2013.

Ampri would delay its rezoning application submission to negotiate in good faith with Balkar Bhullar for the assignment and purchase of the 9560 Alexandra contract. From this point on a lengthy negotiation played out between Ampri and Balkar Bhullar. Both parties were unable to come to an agreement at fair market value.

**February to September 2013**

Ampri carried out arborist and biologist reviews and site surveys for the development lands as well as 9560 Alexandra Road in the anticipation of an agreement being made on the purchase of that property.

Ampri commissioned several reports from these investigations including the property 9560 Alexandra Road, this work included the following:

- i. Arborist Report by Arbortech Consulting
- ii. ESA Assessment by Stantec Consulting
- iii. Site Survey and Topographic Survey by Milner Surveying
- iv. Several Concept Site Plans by Yamamoto Architecture
- v. Concept landscape drawings for the 20m Greenway by Stantec Consulting

**All these reports had to be revised to accommodate the removal of 9560 Alexandra Rd.**

**September 17<sup>th</sup>, 2013**

Ampri's make's another attempt to purchase 9560 as instructed by Wayne Craig. Ampri's offer made at \$4.6 Million, Ampri's understanding of the fair market value of the property on September 17<sup>th</sup>, 2013 for a potential increase in yield by 23 units across the entire 5-acre assembly. **This offer is the only signed and enforceable document from either party in the course of the negotiations and was signed by Paramjit Sandhu, the owner of Am-Pri Developments (2012) Ltd. and delivered to Balkar Bhullar both by email and to his home address in Richmond on September 18<sup>th</sup>, 2013.**



**September 23<sup>rd</sup>, 2013**

A copy of the above offer was sent to Wayne Craig at that time and Ampri notified Wayne that we would proceed with a rezoning application without 9560 Alexandra Road.

**January 17<sup>th</sup>, 2014**

Planner David Johnson requests that Ampri revisit the inclusion of 9560 Alexandra Road and attempt to purchase the property. Param Sandhu speaks with Balkar Bhullar to try and make a deal, no agreement was reached.

**January 20<sup>th</sup>, 2014**

Balkar sends Ampri a new unsigned offer to sell 9560 Alexandra Road for \$5 Million. Ampri did not feel this was fair market value for the property and decided to continue moving the rezoning application forward.

**March 27<sup>th</sup>, 2014**

Planner David Brownlee requests that Ampri try one last time to include 9560 Alexandra Road in the development. Further telephone discussions with Balkar Bhullar were had and no agreement was reached.

**May 2014**

Ampri prepares conceptual plans for the lot 9560 Alexandra Road including site plan with all required dedications, vehicle and emergency access points, all individual unit floor plans with detailed information on the distribution of floor space to accommodate the maximum allowable density of .75 FAR.



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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

TO: Mayor Tuesday, June 3, 2014  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE

PC Suzanne Bynette  
Robert Gonzalez

	DW	
	MJ	
	DB	
✓	HB	HB

Office of the Chair  
Tel. 604 432-6215 Fax. 604 451-6614

File: CP-02-02-GHGR-02

Ref: RT-5239

MAY 23 2014

Mayor Malcolm Brodie and Council  
City of Richmond  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

Dear Mayor Brodie and Council:

**Re: Letter of Request for Continuation of the Provincial Clean Energy Vehicle (CEV) Incentive Program**

At its May 2, 2014 regular meeting the Greater Vancouver Regional District Board of Directors adopted the following resolution:

*That the GVRD Board:*

- send a letter to the B.C. Minister of Energy, Mines and Responsible for Core Review requesting continuation of the Clean Energy Vehicles (CEV) for British Columbia Program; and*
- forward a copy of this report to the Mayor and Council of each member municipality, and Chief and Council of Tsawwassen First Nation, for their consideration in making a similar request.*

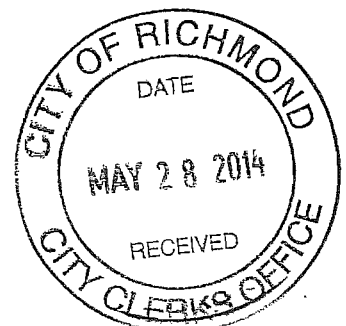
Zero-emission vehicles are important in supporting our local and regional climate change targets and air quality goals. Attached is the letter sent by Metro Vancouver to Minister Bill Bennett requesting the resumption of the Clean Energy Vehicles program, for your consideration in making a similar request to the Province.

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MAY 29 2014

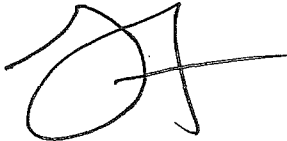
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If you have questions, please have your staff contact Eve Hou, Air Quality Planner, Planning, Policy and Environment, at (604) 451-6625 or eve.hou@metrovancover.org.

Yours truly,

A handwritten signature in black ink, consisting of a large, stylized 'G' followed by a horizontal line extending to the right.

Greg Moore  
Chair, Metro Vancouver Board

GM/AN/rq

Attachments:

1. May 23, 2014, Letter from Chair Moore to Minister Bennett re: CEV Program
2. March 10, 2014, Staff report titled "Letter of Request for Continuation of the Provincial Clean Energy Vehicle (CEV) Incentive Program", to Environment and Parks Committee date April 3, 2014.



Office of the Chair

Tel. 604 432-6215 Fax. 604 451-6614

File: CR-12-01

Ref: RT-5239

MAY 23 2014

The Honourable Bill Bennett  
Minister of Energy and Mines and Responsible for Core Review  
PO Box 9069, Stn Prov Govt  
Victoria, BC V8W 9E2

Dear Minister Bennett:

**Re: Letter of Request for Continuation of the Provincial Clean Energy Vehicle (CEV) Incentive Program**

At its May 2, 2014 regular meeting the Greater Vancouver Regional District Board of Directors adopted the following resolution:

*That the GVRD Board:*

- a) send a letter to the B.C. Minister of Energy, Mines and Responsible for Core Review requesting continuation of the Clean Energy Vehicles (CEV) for British Columbia Program; and*
- b) forward a copy of this report to the Mayor and Council of each member municipality, and Chief and Council of Tsawwassen First Nation, for their consideration in making a similar request.*

In 2008, the Province adopted the Local Government (Green Communities) Statutes Amendment Act, which mandates that greenhouse gas (GHG) reduction targets, policies, and actions be included in regional growth strategies and official community plans. In response, Metro Vancouver adopted regional GHG reduction targets of 33% below 2007 levels by 2020 and 80% by 2050. Addressing personal automobiles is critical in making progress on these goals as light duty vehicles contribute one third of the region's GHGs.

Metro Vancouver's "Integrated Air Quality and Greenhouse Gas Management Plan" also contains goals to "protect human health and the environment" and "improve visual air quality". Light duty vehicles are responsible for one quarter of the smog-forming pollutants in our region. In addition to shifting vehicle travel to more sustainable modes, such as walking, biking and transit, the remaining vehicular trips can be made more sustainable through transition to zero-emission vehicles.

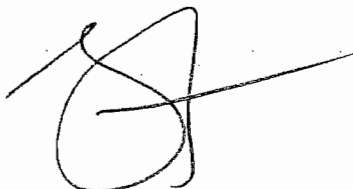
Since its inception, the CEV Program has facilitated the purchase or lease of almost 600 electric vehicles (EVs) and hundreds of public EV charging stations within our region. While EVs are still a small segment of the marketplace, BC is leading Canada in EV sales per capita, due in no small part to the CEV Program. This growth is expected to continue; however, the loss of incentive funding represents a significant setback. Purchase incentives help reduce the upfront capital cost of these vehicles and mitigate the perceived risk of buying a newer technology. The EV industry is still in its infancy, and financial incentives have been shown to be critical in jurisdictions that have any significant market penetration. For this reason, the Quebec and Ontario governments continue to provide up to \$8,000 and \$8,500 per vehicle in purchase incentives, respectively, in programs that will continue beyond March 2014.

In partnership with staff in your Ministry and in other organizations, Metro Vancouver has been developing an EV public outreach campaign, which is set to launch in June 2014 and continue at least until the end of the year. The objective of this campaign is to raise awareness in the general public of the availability and benefits of electric vehicles, with the ultimate goal to increase uptake of this cleaner technology. A reinstitution of purchase incentives for EVs in our province would support and be supported by this outreach campaign.

Due to the importance of this program in supporting the goals of Metro Vancouver's *"Integrated Air Quality and Greenhouse Gas Management Plan"* and the BC Climate Action Plan, we request that the Minister reinstate the CEV program as soon as practicable and maintain the incentives for several years. It is expected that as uptake increases in the future, clean energy vehicle prices will begin to drop and the need for incentives will decrease.

In the meantime, Metro Vancouver staff will continue to work with the Province and member municipalities to explore other means of providing incentives for the uptake of electric vehicles. If you have questions, please have your staff contact Eve Hou, Air Quality Planner, Planning Policy and Environment, at (604) 451-6625 or [eve.hou@metrovancover.org](mailto:eve.hou@metrovancover.org).

Yours truly,



Greg Moore  
Chair, Metro Vancouver Board

GM/AN/rq

cc: The Honourable Minister Mary Polak, Minister of the Environment  
Metro Vancouver Mayors and Councils

To: Environment and Parks Committee

From: Eve Hou, Air Quality Planner, Planning, Policy and Environment Department

Date: March 10, 2014 Meeting Date: April 3, 2014

Subject: **Letter of Request for Continuation of the Provincial Clean Energy Vehicle (CEV) Incentive Program**

#### RECOMMENDATION

That the GVRD Board:

- a) send a letter to the B.C. Minister of Energy, Mines and Responsible for Core Review requesting continuation of the Clean Energy Vehicles (CEV) for British Columbia Program; and
- b) forward a copy of this report to the Mayor and Council of each member municipality, and Chief and Council of Tsawwassen First Nation, for their consideration in making a similar request.

#### PURPOSE

The purpose of this report is to request that the Board send a letter to the Minister of Energy and Mines and Responsible for Core Review in support of continued funding for the *Clean Energy Vehicles (CEV) for British Columbia Program*, which has played an important role in helping vehicle owners in Metro Vancouver reduce their fossil fuel consumption and greenhouse gas emissions.

#### BACKGROUND

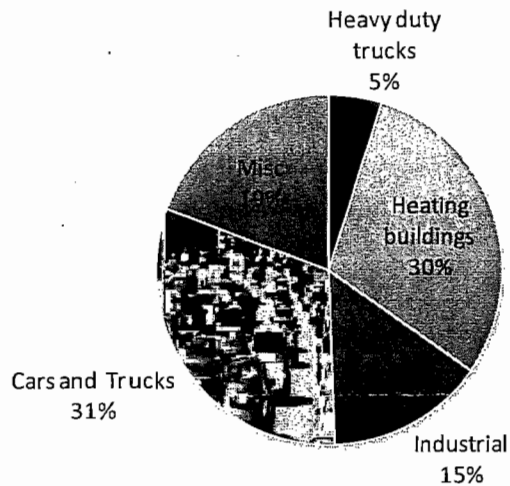
Since 2011, the Clean Energy Vehicles (CEV) for British Columbia Program has facilitated the purchase or lease of over 900 electric vehicles across the province, at a cost of \$2.26 million to the Province. This program provides point-of-sale incentives for the purchase or lease of new electric vehicles, hydrogen fuel cell vehicles and natural gas vehicles. The intent of this program is to encourage and accelerate clean energy vehicle deployment and technology innovation within the province. Incentive funds are depleted and the program ended on March 31, 2014.

Due to the importance of this program in supporting Metro Vancouver's *Integrated Air Quality and Greenhouse Gas Management Plan* and member municipality Community Energy and Emissions Plans (CEEPs), staff recommend that the Board urge the Minister to continue this program in future years.

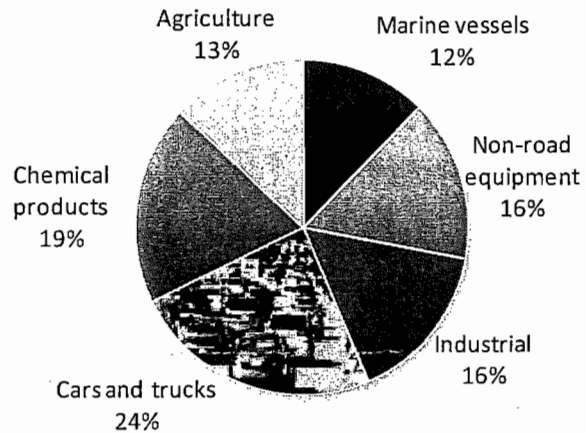
#### DISCUSSION

Personal automobile use accounts for 3 out of every 4 trips in our region and contributes a third of the region's greenhouse gases (GHGs), a quarter of the smog-forming pollutants and about half of all carbon monoxides. Through efforts in the *Regional Growth Strategy*, Metro Vancouver aims to shift a substantial portion of this travel to more sustainable modes, such as walking and biking. The remaining vehicular trips can be made much more sustainable through transition to non-emitting vehicles, such as electric vehicles.





**Figure 1: Greenhouse Gas Emissions by Source in Metro Vancouver, 2010**



**Figure 2: Smog-Forming Pollutants by Source in Metro Vancouver, 2010**

A switch to electric vehicles will reduce greenhouse gas emissions and eliminate tailpipe emissions of harmful air pollutants. Over a 12-year lifespan, an EV that travels 20,000 km annually will save:

- 46.8 tonnes of GHGs;
- 1.32 kg of common air contaminants; and
- \$20,000 in fuel costs.

Based on these assumed averages, the 900 electric vehicles purchased through the CEV for BC program will prevent 42,120 tonnes of GHGs from being released into the atmosphere over their lifetimes. The cost-effectiveness of this program works out to under \$54/per tonne, which compares favorably to other projects.

Metro Vancouver and partner municipalities have been facilitating the uptake of electric vehicles through direct provision of public electric vehicle charging stations and efforts to increase the number of public stations hosted by private businesses. With provincial support, BC's charging network has grown to nearly 1,000 public charging stations and 12 fast chargers. Additionally, several member municipalities have been supporting EV uptake by requiring developers of new multi-family buildings to provide infrastructure in parkades. City of Vancouver has requirements on single detached residential buildings as well. In 2014, an outreach campaign led by Metro Vancouver and participating member municipalities is set to launch in our region to increase public awareness and acceptance of electric vehicles.

As a result of these combined efforts sales have grown significantly in BC. Between 2012 and 2013, sales in BC grew by 78%. While EVs are still a small segment of the marketplace, BC is leading Canada in EV sales per capita. This growth is expected to continue, however, the loss of incentive funding represents a significant setback. As a new technology with limited distribution, electric vehicles are more expensive than comparable conventional vehicles (to illustrate, the MSRP for the all-electric Nissan Leaf is \$31,700 compared with a \$17,000 mid-level gasoline Nissan Versa). Purchase incentives help reduce the upfront capital cost of these vehicles and mitigate the

perceived risk of buying a newer technology. As uptake increases, vehicle prices will begin to drop and incentives will no longer be required; however, the electric vehicle industry is still in its infancy, and financial incentives have been shown to be critical in jurisdictions that have any significant market penetration.

Many other provinces and states continue to provide incentives for electric vehicles. The Quebec and Ontario governments provide up to \$8,000 and \$8,500 per vehicle in purchase incentives, respectively, and both programs are continuing beyond March 2014. In the U.S., the government provides a federal tax credit of up to \$7,500 for the purchase of an electric vehicle.

#### **ALTERNATIVES**

1. That the GVRD Board:
  - a) send a letter to the B.C. Minister of Energy, Mines and Responsible for Core Review requesting continuation of the Clean Energy Vehicles (CEV) for British Columbia Program; and
  - b) forward a copy of this report to the Mayor and Council of each member municipality, and Chief and Council of Tsawwassen First Nation, for their consideration in making a similar request.
2. That the Environment and Parks Committee provide alternate direction to staff.

#### **FINANCIAL IMPLICATIONS**

Metro Vancouver currently leases six electric vehicles, which have benefitted from the CEV incentive program. Should Metro Vancouver continue to purchase electric vehicles for our corporate fleet, availability of incentives funds will have a positive financial impact.

#### **SUMMARY / CONCLUSION**

In the short and medium term, personal automobiles will continue to be the dominant mode of transportation and the largest single source of greenhouse gas emissions in our region. Although costs for electric vehicles are falling, the price gap between electric and fossil-fueled vehicles remains substantial. The Clean Energy Vehicles (CEV) for BC Program helps to close this gap. This program ended March 31, 2014, and there are no announced plans to renew. Through collective efforts on the part of local government and the Province, electric vehicle sales are rising in our region. This momentum could be hindered by the loss of purchase incentives. Alternative 1 is recommended, calling for the continuation of the CEV for BC Program beyond March 2014.

8599975

# Design Criteria for the STEVESTON REVITALIZATION AREA



Looking west on Moncton Street

Vancouver Public Library Collection

DESIGN CRITERIA FOR THE STEVESTON REVITALIZATION AREA

Prepared by the Richmond Planning Department

December, 1987

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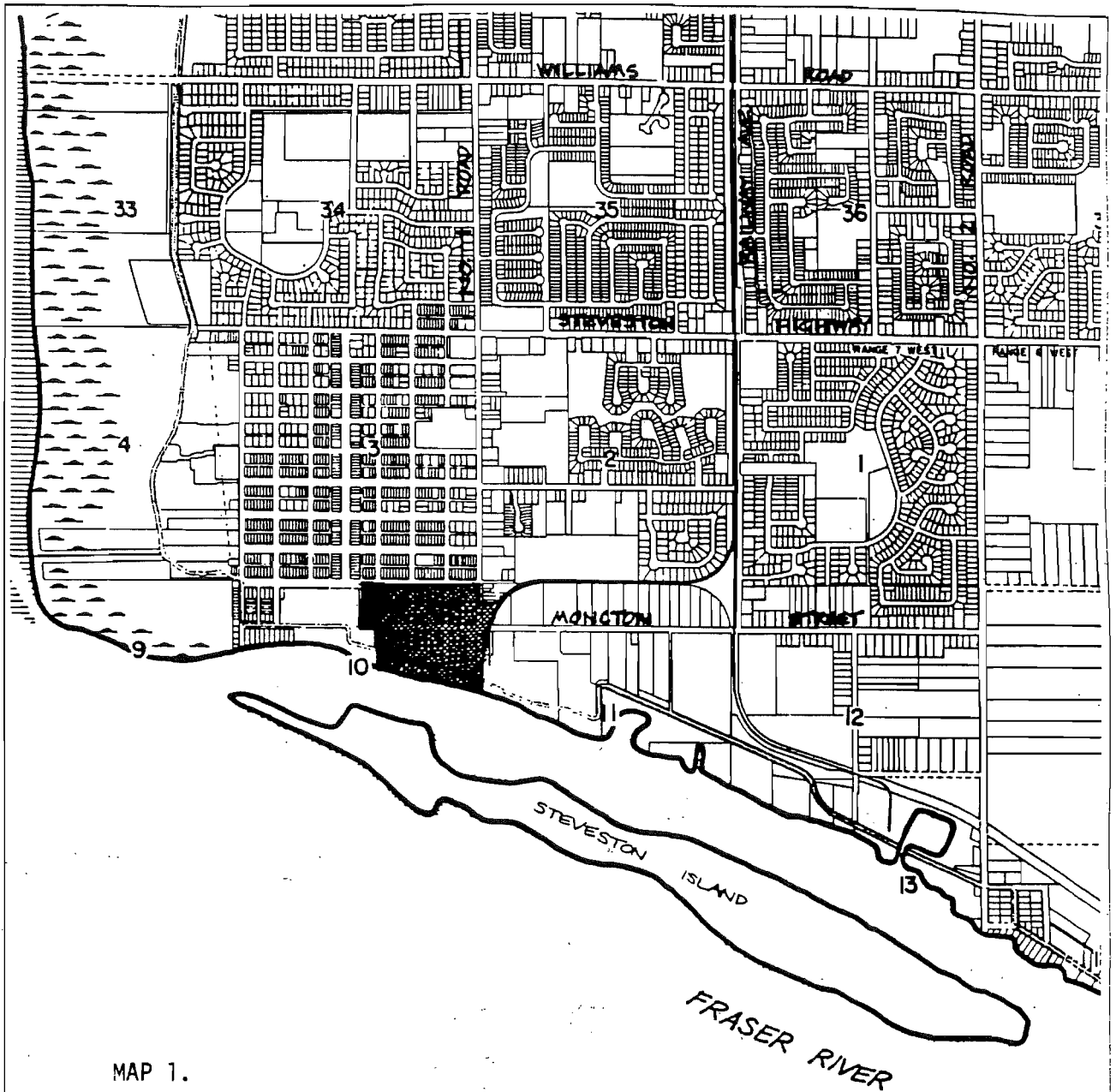
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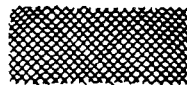
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MAP 1.

# ATTACHMENT '2' DEVELOPMENT PERMIT AREA MAP



REVITALIZATION  
AREA

## STEVESTON



0 250  
METRES

JANUARY 1987

## DESIGN CRITERIA FOR STEVESTON

### INTRODUCTION

These design criteria are a supplement to the development permit guidelines in the Steveston Area Plan, Attachments 2 and 3. The Steveston Area Plan forms part of the Official Community Plan for Richmond. The map on page 1 shows the applicable area.

The development permit guidelines have been prepared in accordance with the Municipal Act of the Province of British Columbia, and every person who intends to construct a building or alter the land in the areas shown on the development permit map (attachment 2) must first obtain a development permit. The Permit is issued by Council subject to the guidelines described in the Steveston Area Plan. The guidelines are repeated in this document in bold type, and must be adhered to. The design criteria in this document will assist developers to understand and respond to the special conditions in the Steveston Area.

The Richmond Zoning By-law, Screening By-law,\* Parking By-law,\* Building Code, and Sign By-law will all affect the design of buildings in Steveston. The criteria in this document expand on both development permit guidelines and the Screening By-law regulations, therefore a separate Screening Permit is not required. A Building Permit and Sign Permit will be required after the Development Permit is approved.

### 1. HERITAGE BUILDING VARIANCES

Because this area is a heritage area, owners of recognized heritage buildings may have special opportunities and obligations. Buildings shown on Map 2 as potential heritage buildings may be considered for variances to the Zoning By-law (including parking requirements) and Screening By-law regulations. In order to receive the variances, applicants will be required to adhere to the form, character and building finish criteria in this document, and have a Heritage Designation By-law approved for their building.\*\* For a list of the potential heritage buildings, refer to Appendix 5. (Buildings on this list may be removed subject to the consultant work being undertaken in 1988.)

### 2. DOWNTOWN REVITALIZATION AND FACADE IMPROVEMENT GRANTS

Because Steveston is also a Downtown Revitalization Area, building owners are eligible for Facade Improvement Grants. The grants are provided by the B.C. Downtown Revitalization Program and administered by the Municipality. The grants are intended to assist owners to upgrade their store fronts in accordance with local criteria, as specified under guidelines #4 in this report. Financial and procedural details regarding the grants are provided in Appendix 1.

---

\* draft

\*\* pursuant to the Heritage Conservation Act

### 3. ADMINISTRATIVE REQUIREMENTS

#### HOW TO APPLY FOR A DEVELOPMENT PERMIT

You will need a Development Permit if you plan to develop in the Steveston Downtown Revitalization Area.

You can obtain an application form for a Development Permit at the counter in the Planning Department. The general requirements, including a letter of intent, owner's signature, and fees are on the application form.

Before making a formal application, you may want to read this report and check servicing requirements with the Engineering Department. Planning staff will assist you with any questions regarding the application form, design criteria or general planning for the area.

#### PLANS AND OTHER INFORMATION REQUIRED

A complete set of preliminary architectural drawings is recommended, accompanied by a letter describing the project in full. This information is important because planning staff, the Design Panel, Council, and people on neighbouring properties will use the information to evaluate your development. Plans should include:

1. a Site Plan showing the street, surrounding properties, parking, landscaping and all major buildings. Dimensions should be sufficient to determine compliance with or variances to the Zoning By-law. Calculations should indicate parking.

Context photos, and a plan and street elevation showing adjacent buildings are requested by the Design Panel.

2. Preliminary architectural plans should indicate general interior layouts, main front entrances, balconies, outdoor living areas, amenity areas, awnings, canopies, signs, exterior elevations and exterior facade finish materials.
3. Building sections or elevations should be in sufficient detail to determine heights and bulk. Elevations should show exterior finish materials and door and window finish materials. A colour scheme is requested by the Design Panel.
4. Preliminary landscape plans should indicate required landscaping, screening, fencing, street furniture and all existing trees on the site.



#### HOW THE PROCESS WORKS

Development Permits are issued by Council at regular Council meetings. The process is generally as follows:

Step 1: The applicant consults with the Planning Department and obtains an application form.

Step 2: The applicant's architect prepares preliminary plans based on the Criteria for Development Permits published by the Municipality.

Step 3: The applicant submits the application form, fee, plans, and other required documentation to the Planning Department.

Step 4: The Planning Department obtains feedback from relevant Municipal departments and agencies. Planning staff will, along with the Design Panel, review the plans to determine compliance with the Criteria. The architect may make a presentation to the Design Panel.

Municipal staff will also determine the need for variances to the Zoning By-law or Screening By-law.

Step 5: Planning staff will contact the applicant if any changes to the plans are required.

The applicant's architect or landscape architect may need to revise drawings at this stage.

Step 6: When plans are sufficient, planning staff will prepare a report to Council. The completed permit and plans will be attached to the report. The Municipal Clerk will give ten days notice as required by the Municipal Act, so that affected property owners can speak at the Hearing-in-Public.

Step 7: Council will hold a Hearing-in-Public and will then consider issuance of the Development Permit, usually the same day, at a regular Council meeting.

Step 8: Staff will register the Permit on the title at the Land Registry Office.

Later, staff will inspect the completed project to determine compliance with the terms of the Permit.

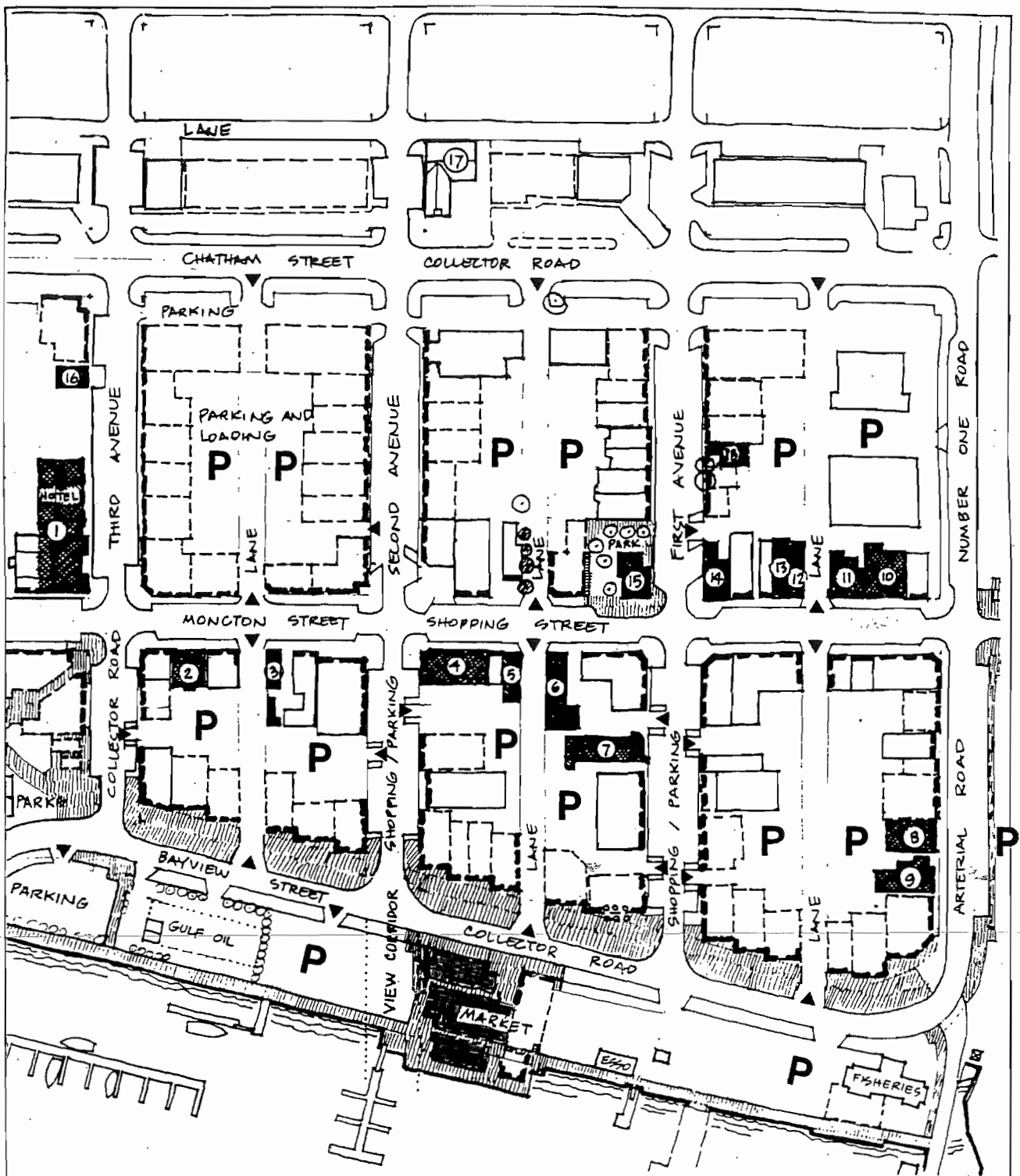
### STEVESTON DOWNTOWN DESIGN CONCEPT

The design concept plan is intended to lend cohesiveness to the Revitalization Area criteria. The concept plan illustrates the important relationships between present and future buildings, streets, parking and access lanes.

The design concept shows the extent of street improvements for the foreseeable future. Number One Road, Bayview Street, Third Avenue and Chatham Street function primarily to move traffic into and out of the area. Motorists will also use Moncton to gain access, but its main function is as a shopping street with space for short term customer parking. First and Second Avenue and most lanes have extensive parking and loading and provide the main access to parking lots and shops.

The design concept also shows the approximate location and massing of new buildings. This plan is not intended to be fixed in stone, but shows the preferred street setbacks and land expected to be developed for parking. Because the concept encourages a filling-in of empty spaces and requires a continuous commercial frontage along shopping streets, the area will become more attractive to window shoppers.

Existing buildings which have heritage potential are shown on the design concept. These are the buildings where some relaxation of Zoning and Screening regulations will be considered.



## STEVESTON DOWNTOWN DESIGN CONCEPT

- PROPOSED BUILDING MASSING
- POTENTIAL HERITAGE BUILDINGS. SEE APPENDIX 5.
- COMMERCIAL FACADE / CANOPIES
- P
 PARKING & ACCESS
- PROPOSED BOARDWALK

MAP 2

FEB. 1988



## STEVESTON DOWNTOWN REVITALIZATION AREA

### DESIGN GUIDELINES

1. The distinctive character of the original buildings should be preserved and restored in keeping with the styles of the era. Pre-1930 building often had false fronts, gable roofs, and canopies.

There are two distinctive types of buildings in Steveston, the commercial buildings on the Moncton Street vicinity and the industrial buildings on the waterfront. The two types are discussed and illustrated separately on the following pages. See Appendix 2 for a sketch of building types.



### 1.1 Traditional buildings on Moncton Street and vicinity

Today several buildings remain on Moncton Street dating from the 1920's and 1930's.

We can see from archival photographs that buildings from the turn of the century had a distinctive decorated false-front style.

Early wooden buildings, which did not survive the fire of 1918, were generally two or three storeys in height, with more elaborate ornamentation than the 1920's commercial buildings. The turn-of-the-century building typically had balconies, decorated handrails, and decorative trim. The sidewalks in front of older buildings were often protected from the weather by canopies, usually supported on carved posts with decorated brackets. These old buildings had gabled roofs with rectilinear or ornamented false fronts facing the street, and were usually one or two storeys in height.



Moncton Street

Source: Ted Clark, Richmond Archives

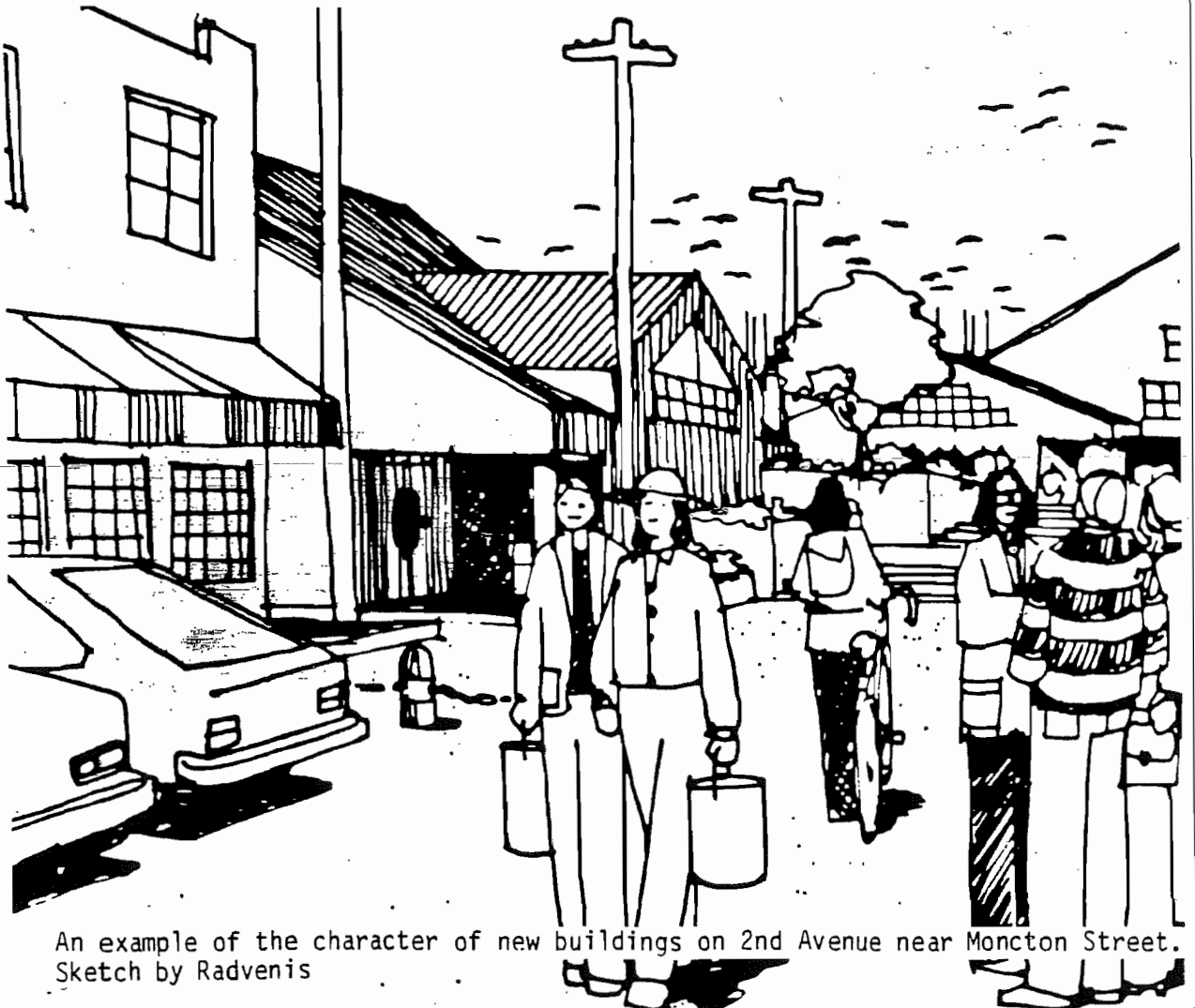
Existing buildings, if they are renovated or restored, should be based on traditions illustrated in this document. The community would like to see the following elements preserved or restored:

- gabled roofs and false fronts
- decorative brackets, balconies and posts
- canopies
- painted wooden horizontal siding or shingles
- wooden vertical windows or bay windows

New buildings

New buildings in the area should be designed to compliment the tradition established by existing older buildings. To do this, new buildings should be of two or three stories in height, should have features of interest to shoppers, and should have simple, pedestrian scaled signs. Finish materials should be compatible with traditional materials. Replica buildings should be faithful to the buildings illustrated in this report or seen in other old photographs.

For details of building style, refer to Appendix 2.



An example of the character of new buildings on 2nd Avenue near Moncton Street.  
Sketch by Radvenis

## 1.2 Traditional buildings on the Bayview Street waterfront

B.C. coastal industrial architecture has traditionally considered fairly large structures with peaked roofs having ridge boards perpendicular to the shoreline. Some structures later evolved into a "L" shaped plan.

Originally, all structures had board and batten siding but in recent years most waterfront buildings have been clad in metal.

These buildings traditionally had small-panel windows, with a vertical format.



Sketch by Radvenis

### New buildings on Bayview Street

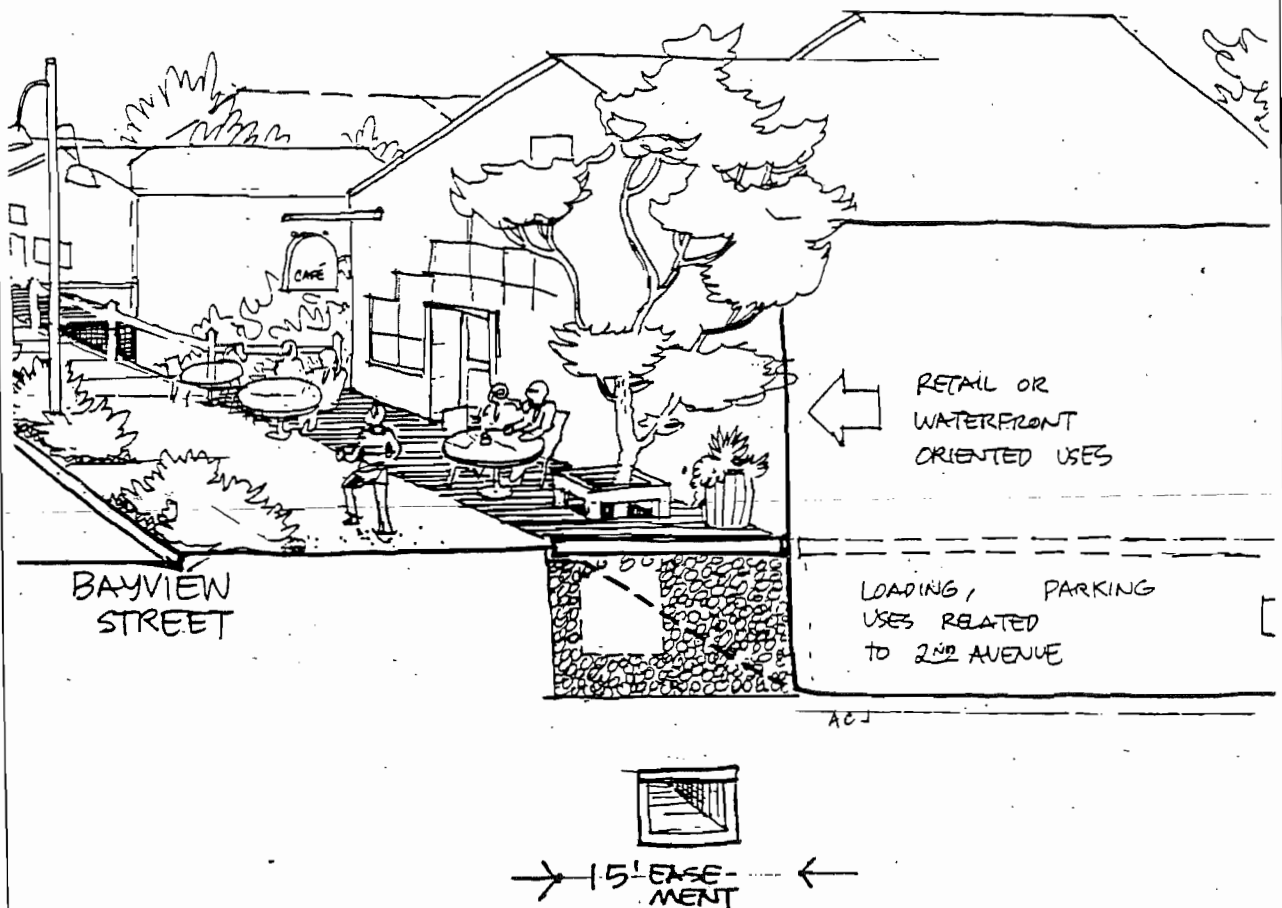
Siting of new buildings on Bayview Street or the waterfront should be with a consideration of views of the water, both for people in the new building and for people on the street. It is desirable to maintain unobstructed views of the water from all north-south streets. New buildings on Bayview Street may have a more industrial character than buildings on Moncton Street, but should not exceed three stories in height, measured from the dyke elevation. A form and character similar to waterfront cannery structures would be acceptable.

Entrances to buildings along Bayview street or the waterfront should be with a consideration of views of the water, both for people in the new buildings and for people on the street. It is desirable to maintain unobstructed views of the water from all north-south streets.

Entrances to buildings along Bayview street have traditionally been constructed of wood. Wooden boardwalks or porches with wooden handrails are therefore recommended.



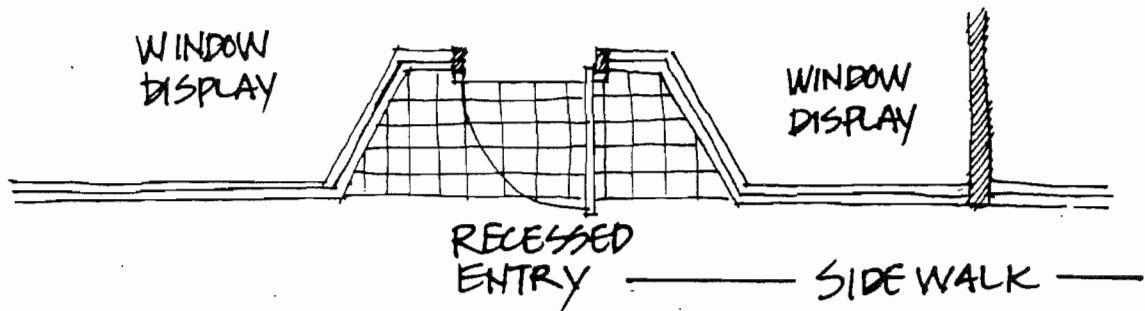
Traditionally, Bayview Street had a row of buildings facing a waterfront boardwalk. The buildings have long since been destroyed by fire. The ditch inside the dyke has been replaced by a buried culvert and a 15' easement inside the property line. Buildings cannot be built over these easements, however a boardwalk is recommended as a link between the buildings and the reconstructed Bayview Street.



2. The continuity of the commercial frontage should be maintained by having a minimum street setback, consistent with older commercial streets.

The intent of this guideline is to make it easier and more interesting for shoppers to move from store to store. The natural flow of pedestrians along the public sidewalk makes this an appropriate location for buildings. Extensive landscaping, parking, loading or storage should not be located next to sidewalks on commercial properties. (See the Design Concept for recommended commercial frontages.)

Shops should have recessed entries, as was common in older buildings in Steveston. Recessed entries increase the amount of window display area, add to the interest of the facade, and allow shop doors to open outward, safely without obstructing the sidewalk.



- 2.1 Store fronts should have windows facing commercial streets wherever possible, for the interest of passers-by.

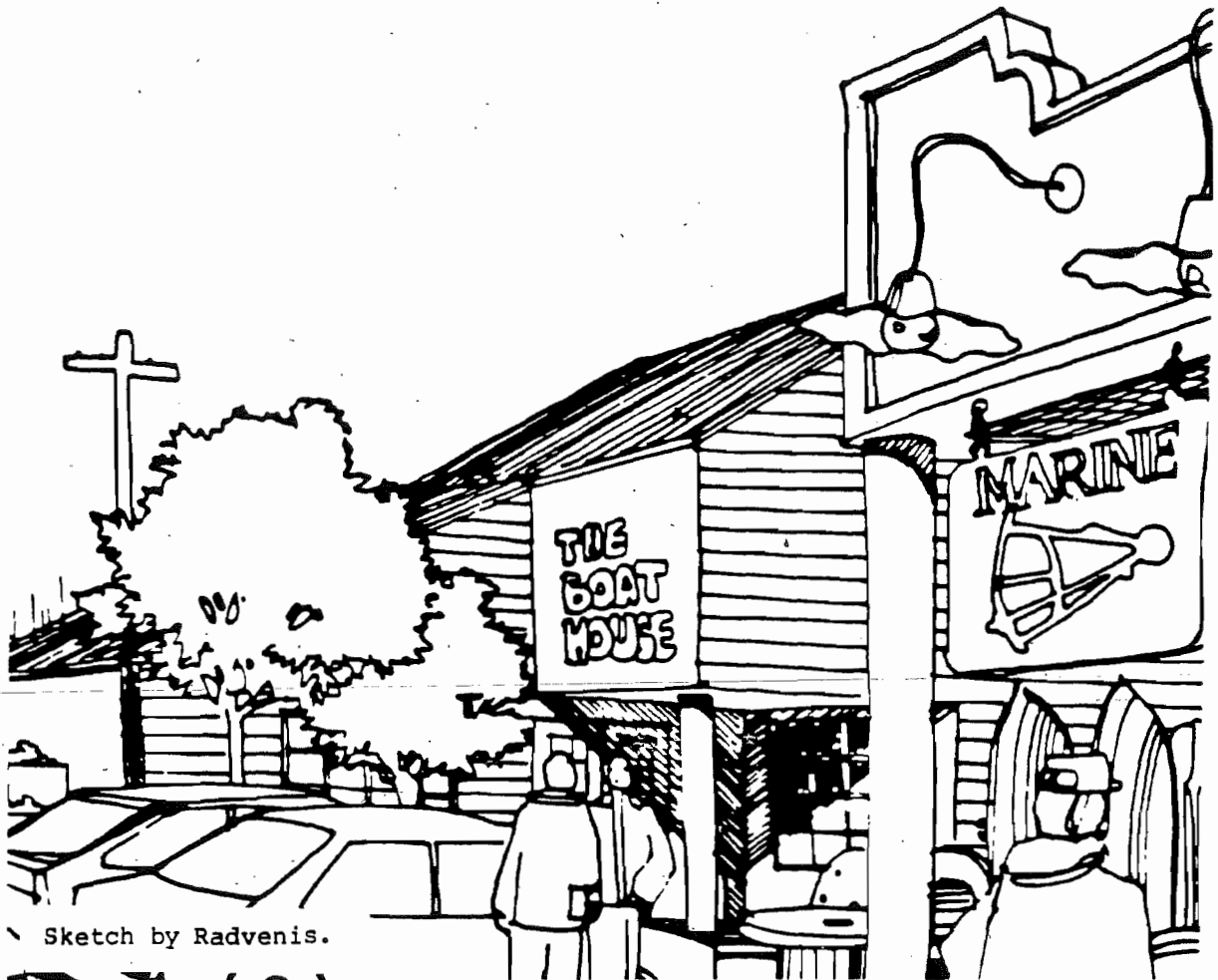
Because this is a shopping area and the guidelines encourage continuity of commercial frontage, it is important that all shops present an interesting facade to the street. Windows allow merchants to create displays which communicate the nature of the business to potential customers passing by on the sidewalk. Windows make a visual transition from the sidewalk to the interior of stores.



A dyke-front store in Steveston c. 1900 had windows and open-air counter to display and sell "groceries".

2.2 Canopies or awnings should be provided, to protect people on the sidewalks from rain and snow.

Given our climate, sidewalks should be sheltered as much as possible. The traditional method in Steveston was canopies supported on posts, or protecting canvass awnings.



Sketch by Radvenis.

Canopies projecting over public sidewalks are a special case. Canopies supported on posts should have the posts located on private property. Canopies, or parts of buildings which project over public property must conform to all codes and the owner must sign an Easement and Indemnity Agreement with the Municipality. An illustration of canopy requirements is provided in Appendix 3. New canopies may be eligible for grants from the Facade Improvement Grant Program (Appendix 1.).

3. New buildings should not exceed three storeys in height.

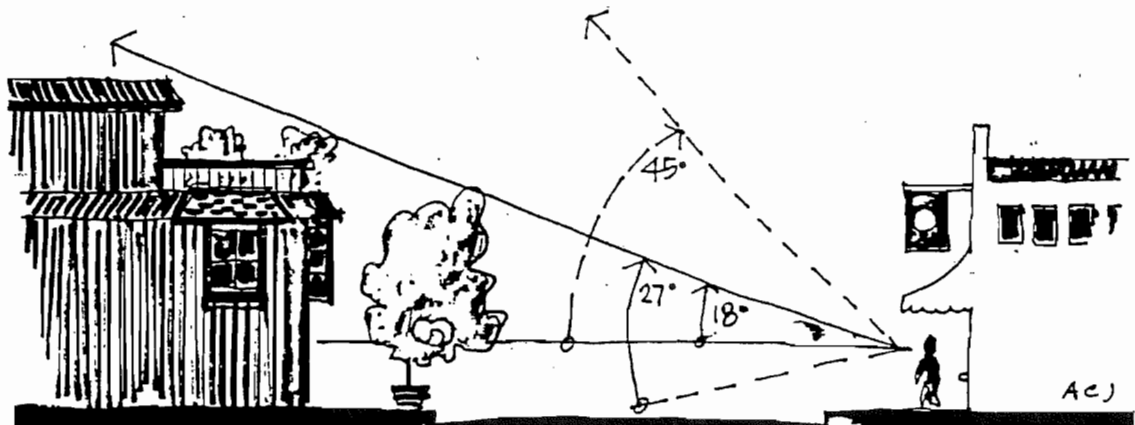
Buildings in Steveston have traditionally been one to three storeys in height. This situation was partly the result of wood frame building technology of the day, but coincidentally resulted in a pleasing relationship between buildings and the street.



The J.C. Forlong Store on Second Avenue in Steveston.

Source: Cheverton, Richmond Archives.

This small scale building in relation to a typical street is sometimes referred to as "human scale".



Human eyes can normally perceive a vertical field of vision of about  $27^\circ$ , or  $18^\circ$  above the horizon. This means that a person will feel most comfortable viewing a two storey building across a typical street. Some image of the whole remains up to  $45^\circ$  from the horizon. A building is considered to be of a human scale if it can be comfortably viewed at a glance. Therefore, new buildings should have a setback such that there is a height: distance ratio, taken from the opposite side of a street or park, of between 1:1 and 1:2.

Conversely, in some cases spacing between buildings is too great, and there is no feeling of enclosure on the street. This is the opposite extreme of the "boxed in" feeling, and just as undesirable.

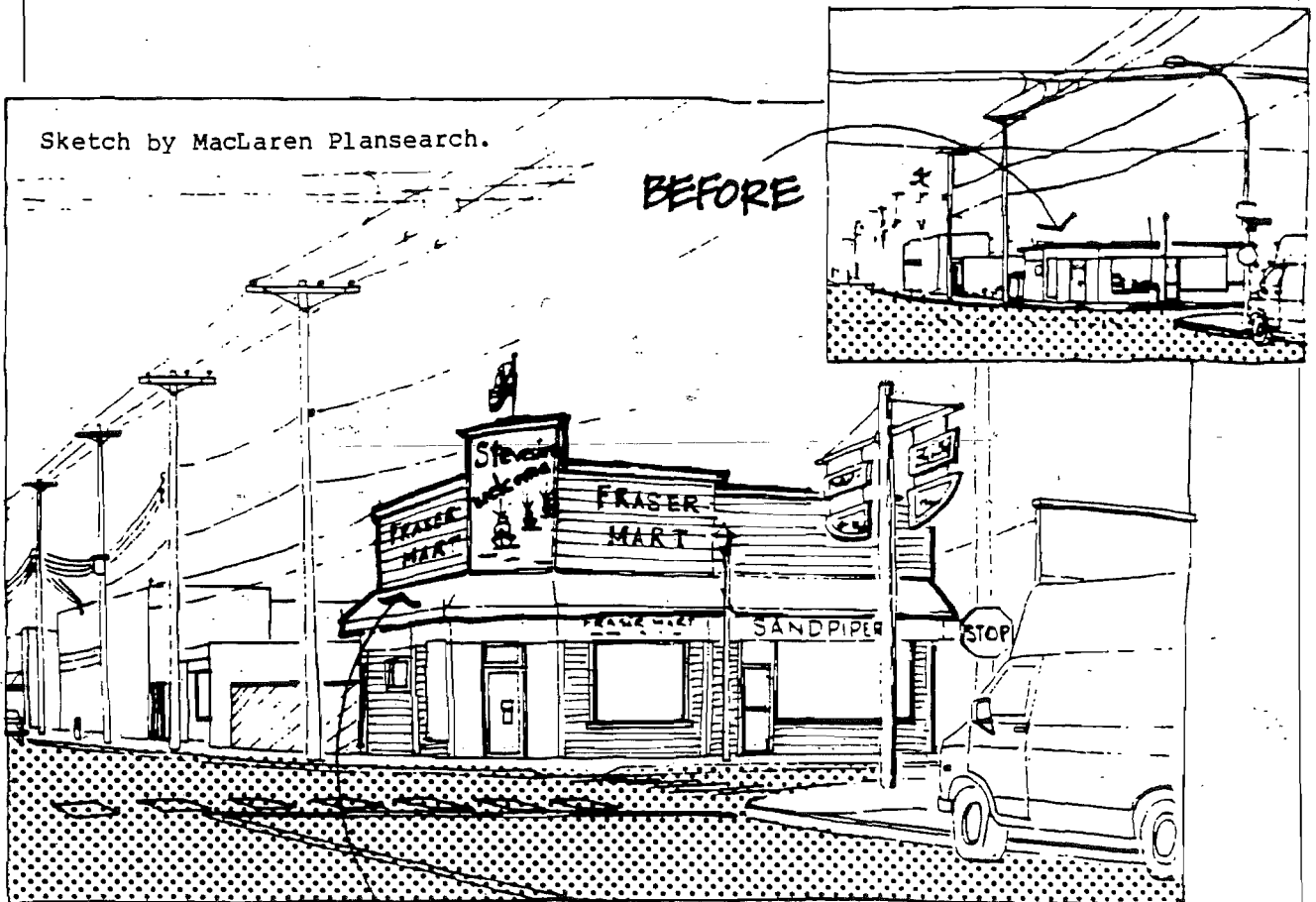
4. Exterior finish of buildings facing commercial streets should utilize traditional materials, or materials which are compatible with existing natural finishes.

Older buildings in the Steveston Commercial District were finished with wood. The newer buildings are generally stucco or, more recently painted concrete block. Only a few buildings survived the 1918 fire, one being the brick "Hepworth block". Other buildings of the period generally had painted shiplap or wooden shingle siding.

Finish materials for new or renovated buildings should be compatible with traditional materials, for example, wood or brick. The hand-made character of finish and decoration could be carried on with careful detailing, and some modern and machine-made materials can be successfully incorporated. Finish materials, windows, doors, hand rails and decorative elements can take up the form, character or rhythm of nearby older buildings without imitating them.

See Appendix 2 for examples of building finish and details.

Sketch by MacLaren Plansearch.



AFTER

PLN - 41

5. Parking should be located at the rear of buildings, or in communal lots.

This guideline dovetails with other guidelines aimed at maintaining the vitality of the commercial street, while at the same time providing adequate customer and employee parking. There are three aspects to municipal parking policy for Steveston:

1. spaces should be provided on the street immediately in front of shops for short term customer parking, including loading zones for fishermen.
2. communal parking and loading should be provided off of lanes, at the rear of commercial buildings and on municipal parking lot(s) for long term parking, employee parking, and fishermen parking
3. parking lots should not be located in front of shops because they would inhibit pedestrian access.

A proposed parking layout for Steveston is shown on Map 2.

6. Signs for identification of businesses and activities should be in keeping with the historic nature of the town.

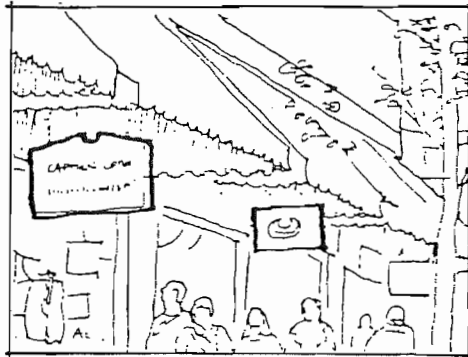
Signs in the early 1900's were usually painted on wood, either directly on the siding or on boards fastened to the fascia or suspended under a canopy. Occasionally a larger establishment, such as the Sockeye Hotel, would display a roof sign.



Roof sign on the Sockeye Hotel (now the Steveston Hotel).  
Source: Vancouver Public Library Collection.

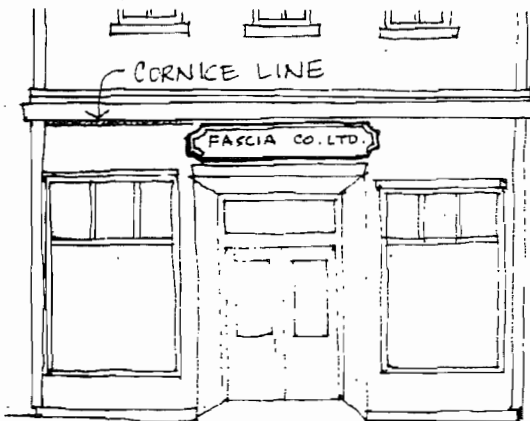
Signs should be made to be viewed mainly from the sidewalk. In some cases signs may also be designed to be viewed from the water, or from slow moving vehicles.

The following types of signs are recommended:



#### MARQUEE SIGNS

Are easily seen by persons walking on the sidewalk, especially under canopies. It is expected that these will replace projecting signs as new canopies are built.



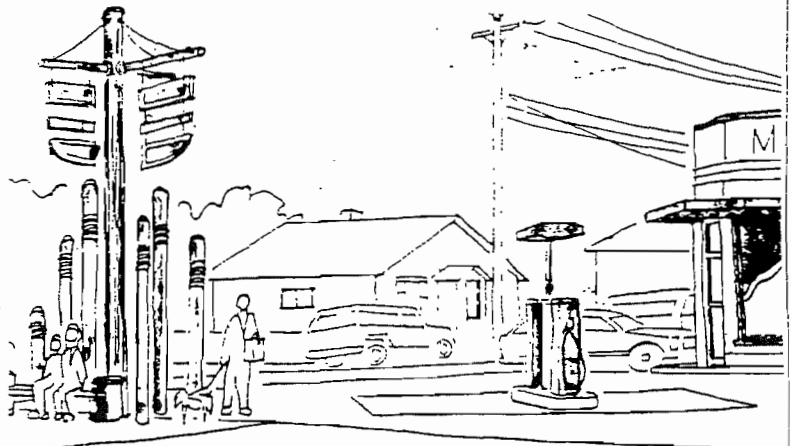
#### FASCIA SIGNS

Are traditional signs in Steveston and are usually made of painted wood or metal. External illumination by spot light is most appropriate.

Fascia signs should be located so as not to obscure building details. For example, fascia signs should be located below the cornice, as shown in the sketch.

#### FREESTANDING SIGNS

These may need to be specially designed for Steveston since modern "standard" signs are generally not appropriate in form, materials, or size.





#### CANOPY SIGNS

These are also an effective replacement for the old projecting signs. They may be incorporated into a balcony or porch style sidewalk covering.



#### PROJECTING SIGNS

Are permitted on private property only. New signs will probably not be permitted to project over public sidewalks or lanes. Some existing projecting signs may remain, as long as they are in safe condition.

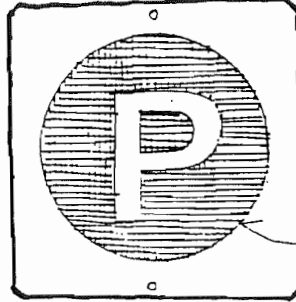


#### ROOF SIGNS

These signs are only recommended for industrial uses or hotels, as was the custom in the past in Steveston.

Source:  
Richmond Archives





#### PARKING OR INFORMATION SIGNS

These will be permitted, especially to designate communal areas and parking lots shown on the plan.

Before deciding on types and details of signs, applicants should consult the Richmond Sign By-law. For example, certain signs will not be permitted. These include: readograph, third party advertising and other signs specifically prohibited by the Sign By-Law.

7. Development and redevelopment should include new pedestrian amenities, landscaping, site improvements and screening, where appropriate. This criterion refers to improvements on private property, since the Municipality will be responsible for improving street furniture as part of the Downtown Revitalization Program.

Although many buildings will have virtually no setback from the street, there may still be room for improvements at the rear of buildings, in parking areas, in window boxes, in entry recesses or in small front setbacks.



This landscape feature was a private initiative.

New pedestrian amenities could include benches, cafe tables and chairs, handrails, fountains, sculpture, porches and bicycle racks.

Landscaping could include wooden window boxes, wooden or clay pots, or barrels with flowers, hanging flower baskets or even old rowboats filled with annuals. Developers of every new building or renovation are encouraged to include some plants as described here. Perennial flowers generally require little maintenance. Annual flowers can be changed with the season. Regular maintenance of annuals is recommended, and one advantage of this small-scale potted landscaping is that the owners can remove them when their usefulness is expended. Examples of annuals are: pansies, daisies, nasturtiums or kale. A list of Perennials is provided in Appendix 4.

No large trees or shrubs should be planted on the street frontage for two reasons. Firstly there is not enough room for large growing plants. Secondly, for approximately the last 60 years, there have been very few trees in the Steveston Downtown area, and people have accepted this as a tradition.

Extensive landscaping, tree planting and screening are encouraged at the rear of buildings. The Screening By-law requires screening of parking lots from the public street. Curbs, bumpers or bollards should be provided to separate parked cars from pedestrians.

## SOURCES

1. The Corporation of the Township of Richmond, Steveston Area Plan, and amendments.
2. Ross, Leslie, Richmond, Child of the Fraser, 1979.
3. Sakamoto, B., Sproule, J.K., and Hancock, J. of J.K. Sproule Architecture/Urban Design, Steveston: A Fishing Village, 1983.
4. Baldwin, P., MacLaren Plansearch Ltd., Downtown Revitalization Plan for Steveston, 1986.
5. Freschette R.1 Steveston '83 Landscape Concept, Report for the Richmond Planning Department, unpublished, 1983.

## ACKNOWLEDGEMENTS

Photos: Richmond, Child of the Fraser by Leslie Ross

Richmond Archives

Vancouver Public Library

Mr. Ted Clark

Mrs. Jas Cheverton



## Appendix 1

### FACADE IMPROVEMENT GRANTS

The Provincial Government has designated Steveston as a Downtown Revitalization Area, which entitles shop owners to "Private Premises Facade Improvement Grants". The grants are administered by the Municipality as part of the approved design concept for Steveston. Grants are to be distributed to owners or applicants who have improved the facades of their buildings. Improvements must be to exterior walls that face public streets, land, or parking areas; or private land or parking areas that the public has access to. The grants are given after improvements have been completed and certain criteria met.

### Calculation of the Grant

The grant amount is 20% of the cost of the private ground floor facade improvements up to a maximum of \$200 per metre. If a building has frontage on a side street or other public passageway, 50% of that frontage can be added to the total for the purpose of determining the value of grants that are available for that building.

### Grant Administration

The grant is administered through the municipal building inspection process and the grant application is the actual municipal building permit. Since some types of improvements, such as cleaning and repainting, do not normally require a building permit, the Municipal Council must have indicated its agreement to have staff undertake the administration of building facade grants at municipal cost. Building permit fees are not charged for improvements which would not normally require a permit, although the owner or applicant must submit a letter stating plans and costs, and use the permit as the grant application form. The owner or an applicant (if the owner has agreed in writing to the works) presents a description or drawings of the works, as required, to the Building Inspector, who then notes the anticipated cost of the improvements on the permit. The Building Inspector also certifies on the permit that the qualifying requirements have been met, namely:

- a Resolution of Council to permit grant administration through the building inspection process; and
- written confirmation from the Municipal Clerk that the municipality has approved either a design or promotion and marketing concept for the downtown area.

The Building Inspector ensures that the planned works are for facade beautification and improvement, that they conform to other Municipal by-laws and are being made to existing properties. Changes to building interiors other than for window displays visible from the outside, or normal maintenance, do not qualify. Facade improvements can, of course, be carried out while other more extensive work is being done and the Building Inspector must exercise judgement as to the proportion of the work which is part of the Facade Program.

The Building Inspector also confirms the calculation of building frontage and notes this on the permit and sends a copy of the annotated, issued permit to the Ministry of Municipal Affairs.

If there are questions about a grant application, the Ministry will contact the Building Inspector within 21 days of receiving the permit copy. Otherwise it should be assumed that a grant will be payable on completion of the works.

#### Final Approval

Once the facade improvements have been completed and passed final inspection, the actual costs of the improvements and the Building Inspector's certification of completion should be noted on a copy of the building permit and forwarded to the Ministry of Municipal Affairs. The Building Inspector is responsible for determining what the final costs are and should be guided by the invoices, time sheets, etc., which the applicant provides. If the applicant has done some of the work, the inspector estimates what his labour would have cost and includes this in the total costs.

If improvement works have been of the type that do not normally require a building permit or Inspections, the owner or applicant has the responsibility of informing the inspector when the improvements have been completed. The Inspector then confirms that the improvements have been made and, as above, confirms their cost.

The final permit form sent to the Ministry should be a copy of the original so that the applicant's name, address and permit number are consistent on all copies.

The Municipality, or an organization that it has approved for this purpose, may, if owners give their consent, undertake central contract administration for private facade improvements. This does not, however, affect the fact that grants are calculated on an individual basis.\*

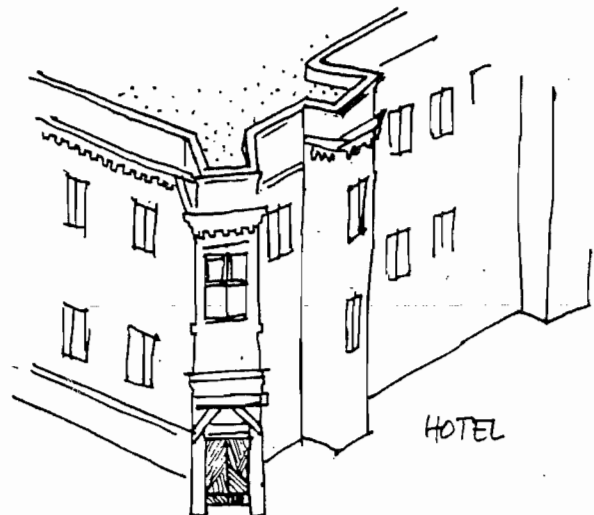
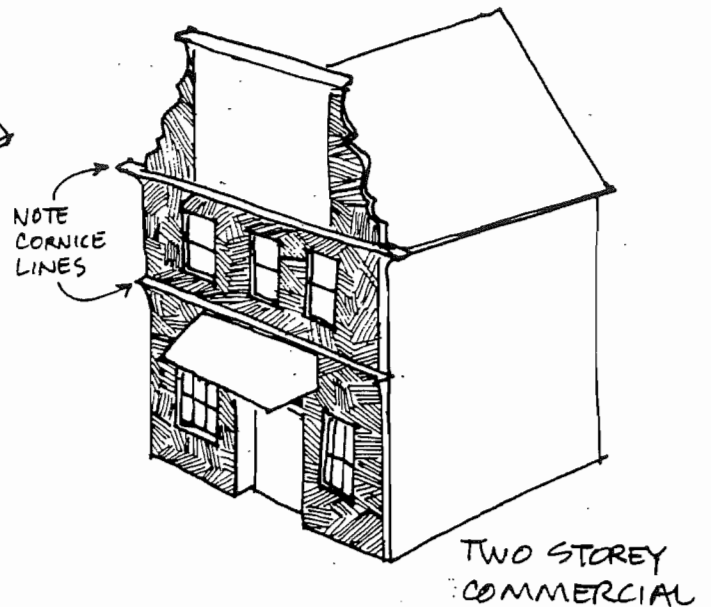
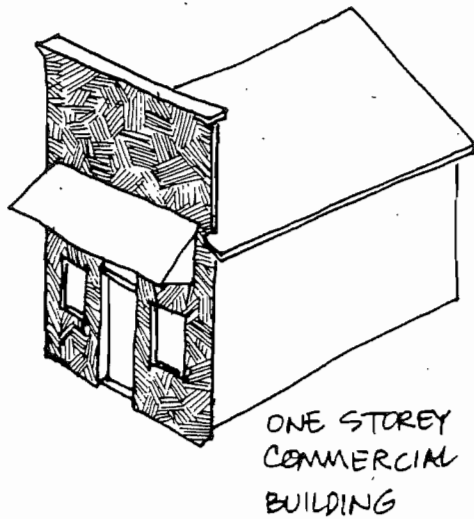
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\* This information is taken from Downtown Revitalization, a Guide, Ministry of Municipal Affairs, Province of B.C.

APPENDIX 2.

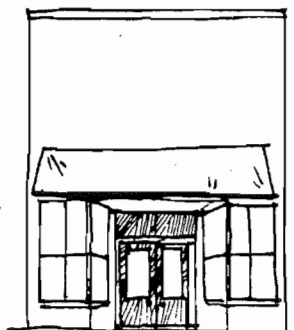
EXAMPLES OF TYPICAL BUILDING FORM AND TRADITIONAL FACADE DETAILS.

1. GENERAL FORM

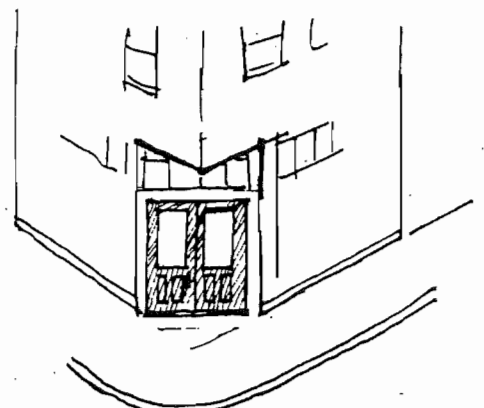


2. ENTRANCES

EARLY ENTRIES  
WERE LOCATED  
IN THE CENTRE  
OF THE FACADE

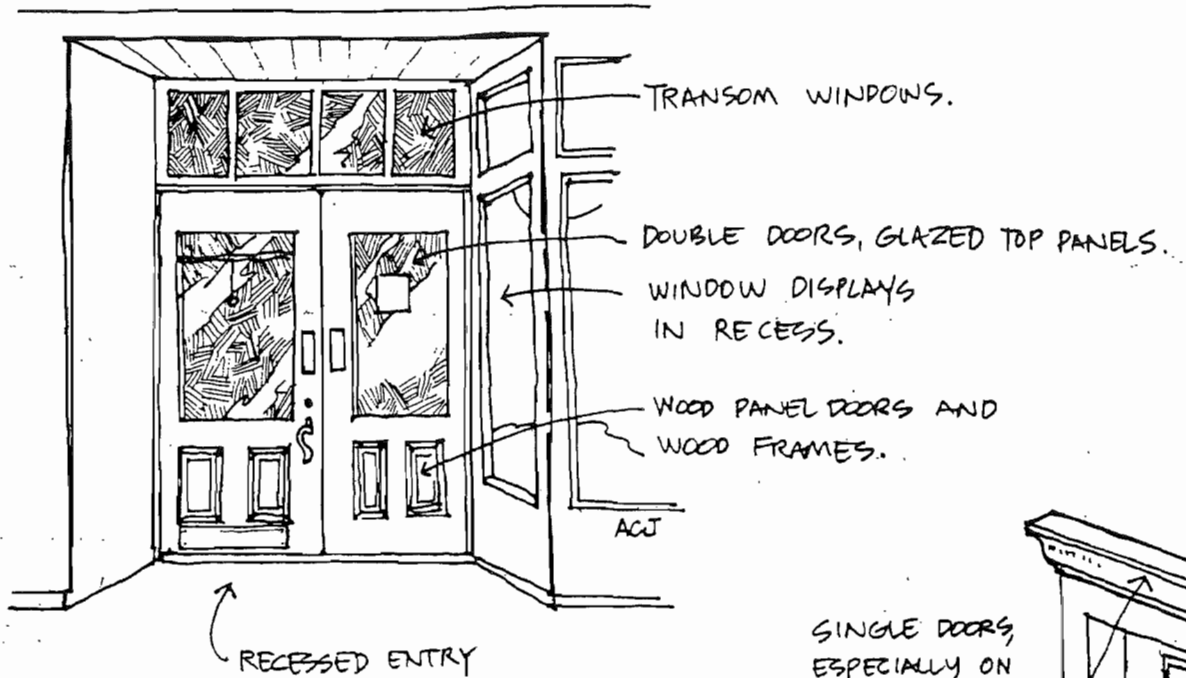


OR...  
LATER ON,  
SOME ENTRIES  
WERE  
LOCATED ON  
THE STREET  
CORNERS...

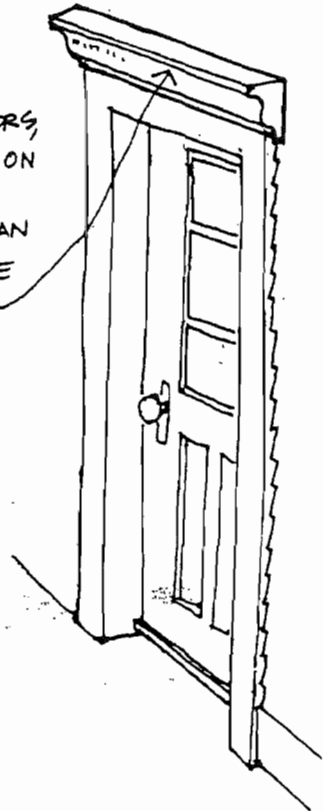


## APPENDIX 2. CONT'D. EXAMPLES

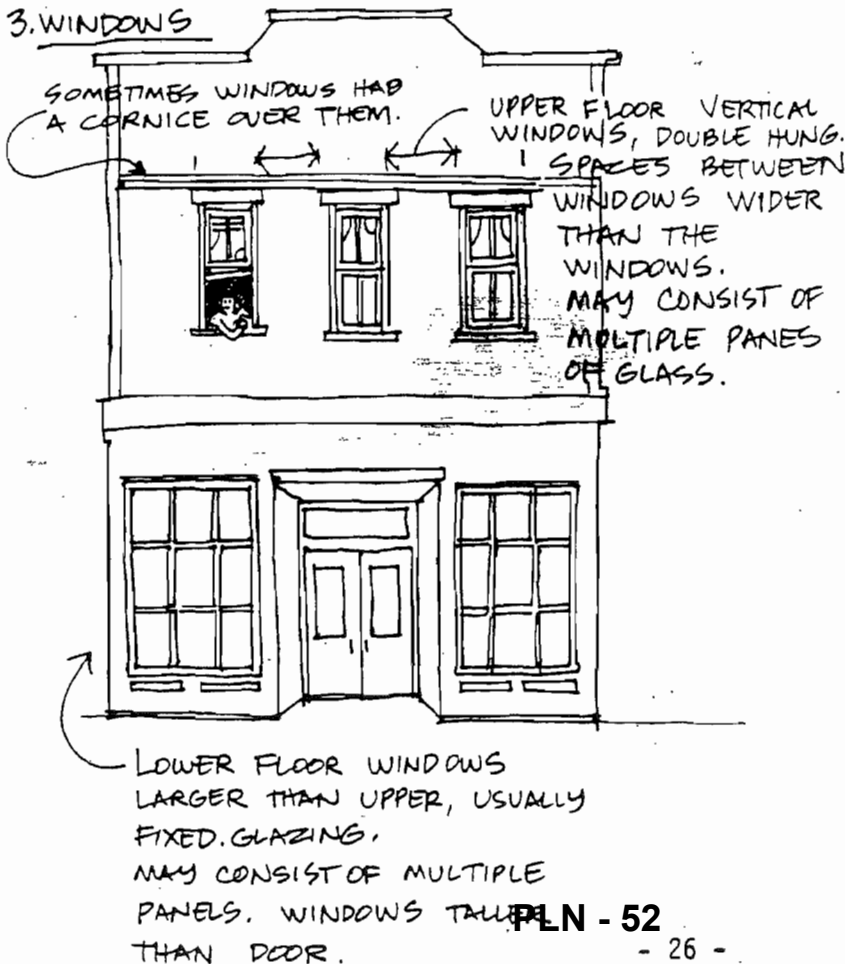
### ENTRANCE DOORWAY DETAILS



SINGLE DOORS, ESPECIALLY ON BALCONIES, OFTEN HAD AN ENTABLATURE OR SHELF OVER.



### 3. WINDOWS



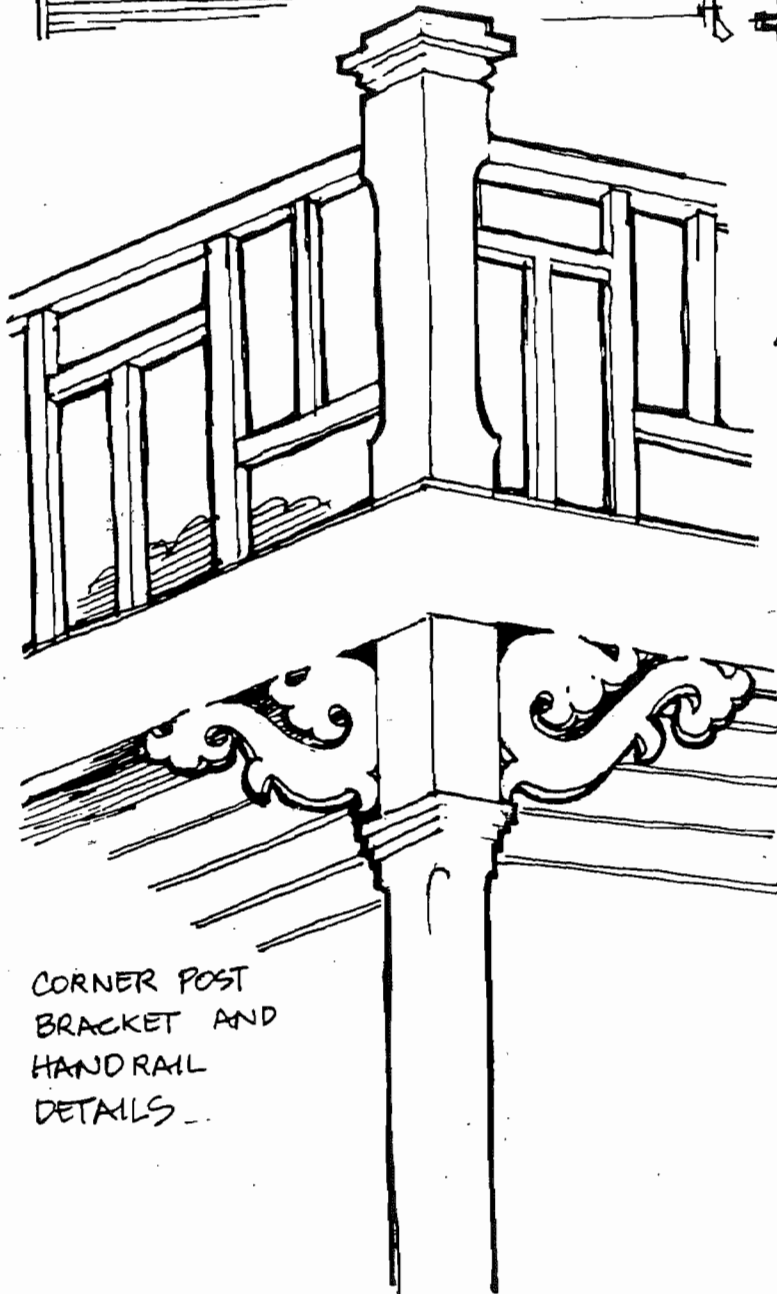
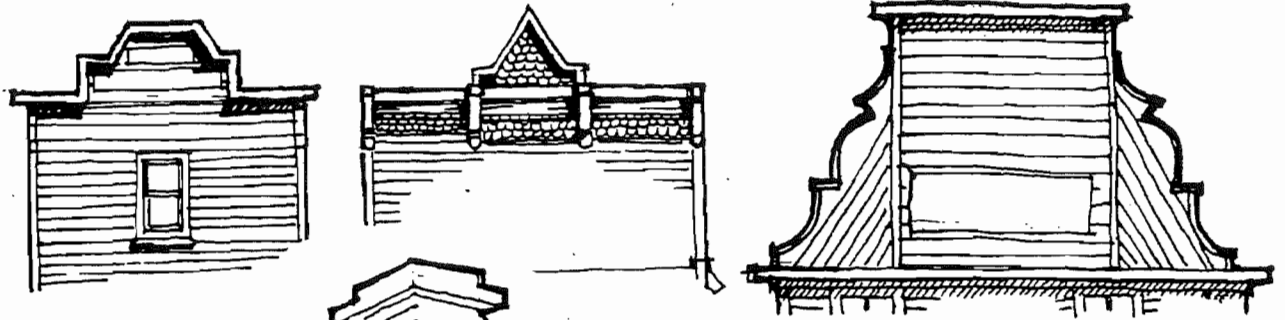


APPENDIX 2. CONT'D

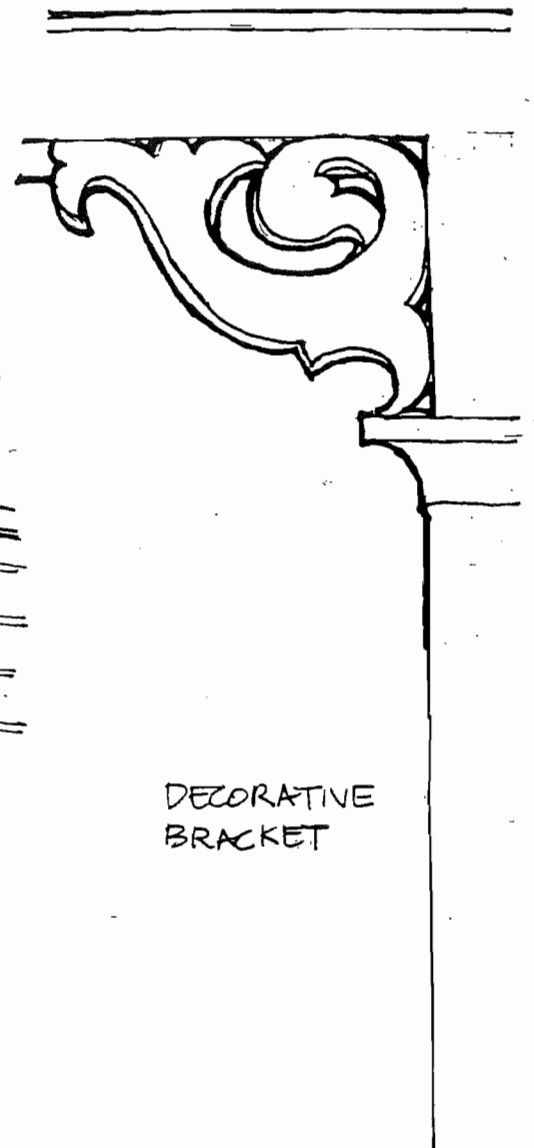
3. DETAILS

SIDING, TRIM, CORNICES, POSTS AND BRACKETS WERE ALMOST EXCLUSIVELY MADE OF WOOD.

SOME EXAMPLES OF FALSE FRONTS OR PARAPETS:



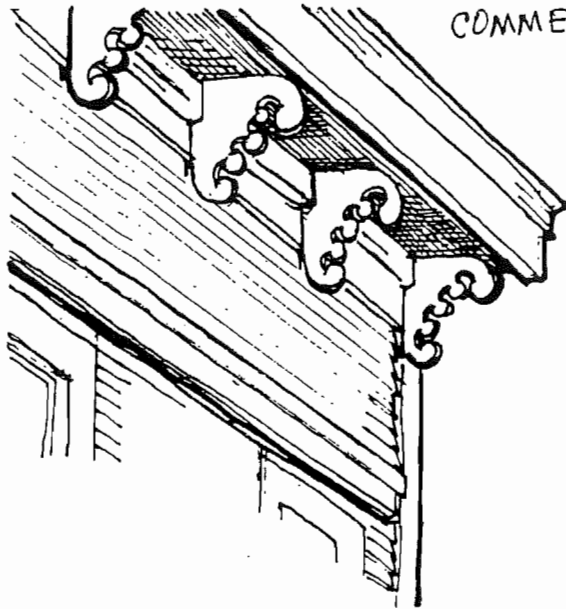
CORNER POST  
BRACKET AND  
HANDRAIL  
DETAILS



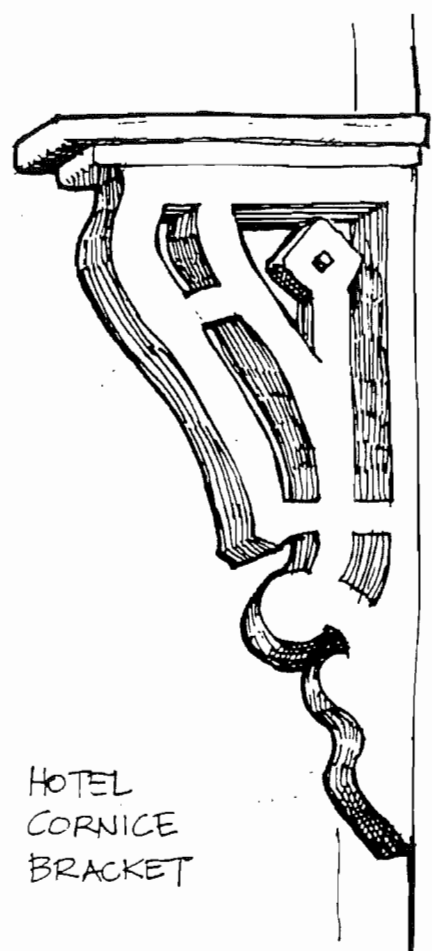
DECORATIVE  
BRACKET

APPENDIX 2, CONT'D

3. DETAILS  
CORNICES



COMMERCIAL BUILDING

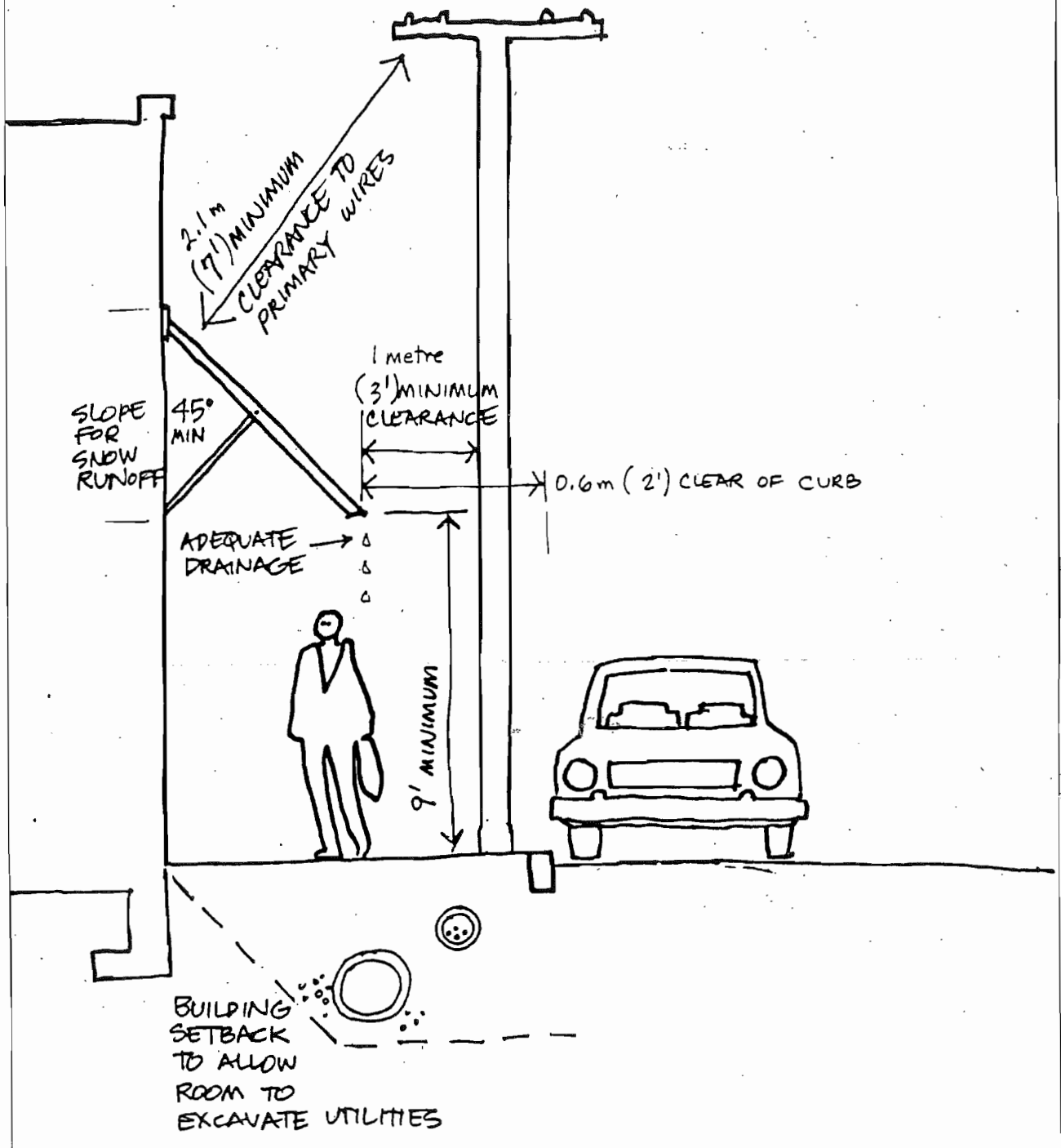


HOTEL  
CORNICE  
BRACKET

# CRITERIA FOR CANOPIES

± 7'

SIDEWALK SHOULD  
HAVE ADEQUATE WIDTH  
FOR PEDESTRIANS



# PERENNIAL FLOWERS

## APPENDIX 4

SCIENTIFIC & COMMON NAME	HEIGHT	EVGRN.	NATIVE	SCENT	FAVORED	PLANTING TYPE							OTHER PARTICULARITIES
						BANK	DYKE	STREET	FEATURE	PLANTER	SCREEN		
Aquilegia formosa - Western Columbine	3'		•				•	•	•	•		•	Various Colors
Alyssum saxatile - Basket of Gold	1'						•	•	•	•		•	Yellow Flowers
Arabis alpina - Rockcress	6"				•							•	White Flowers
Arenaria sp. - Sandwort	3"											•	White Flwrs, Shade Lover
Armeria maritima - Common Thrift	10"	•										•	Pink Flowers
Artemisia stelleriana - Dusty Miller	30"						•	•	•	•		•	Yellows Flwrs, White Lv.
Asclepias tuberosa - Butterfly Weed	3'				•		•	•	•	•		•	Attracts Butterflies
Cerastium tomentosum - Snow-In-Summer	6"						•					•	Silver Gray Leaves
Chrysanthemum carinatum - Chrysanthemum	2'						•					•	Various Colors
Chrysanthemum frutescens - Marguerite	2'						•					•	White & Pink Flowers
Coreopsis grandiflora - Coreopsis	2'				•		•					•	Attracts Birds
Cortaderia selloana - Pampas Grass	6'						•					•	Yellowish Heads
Dianthus sp. - Pinks	2'						•					•	Various Colors
Doronicum cordatum - Leopard's Bane	2'						•					•	Shade Lover
Echinops exaltatus - Globe Thistle	4'						•					•	Blue Heads
Erigeron glaucus - Sea Side Daisy	10"						•					•	Lavender Flowers
Erigeron speciosus - Fleabane	2'		•									•	Lavender Flowers
Eschscholzia californica - California Poppy	18"						•					•	Orange Flowers
Gaillardia grandiflora - Blanket Flower	4'		•				•					•	Red, Orange Flowers
Gypsophila paniculata - Baby's Breath	3'						•					•	Various Colors
Helianthemum nummularium - Sun Rose	6"	•					•					•	Various Colors
Hemerocallis lilioasphodelus - Day Lily	3'						•					•	Yellow
Heuchera micrantha - Coral-Bells	2'		•				•					•	Greenish White Flwrs
Iberis sempervirens - Evergreen Candytuft	1'		•									•	Pure White Flwrs.
Iris douglasiana - Douglas Iris	2'		•				•					•	Blue Flowers
Lavandula angustifolia - English Lavender	3'											•	Lavender Flowers
Lilium columbianum - Columbia Lily	3'						•					•	Orange Flowers
Limonium latifolium - Sea Lavender	2'						•					•	Lavender Flowers
Lythrum salicaria - Loosestrife	5'											•	Requires Moisture
Santolina chamaecyparissus - Lavender Cotton	2'											•	Yellow Heads
Veronica sp. - Speedwell	30"											•	Various Colors
Yucca whipplei - Our Lord's Candle	3'	•										•	White Flowers
Yucca													

POTENTIAL HERITAGE BUILDINGS

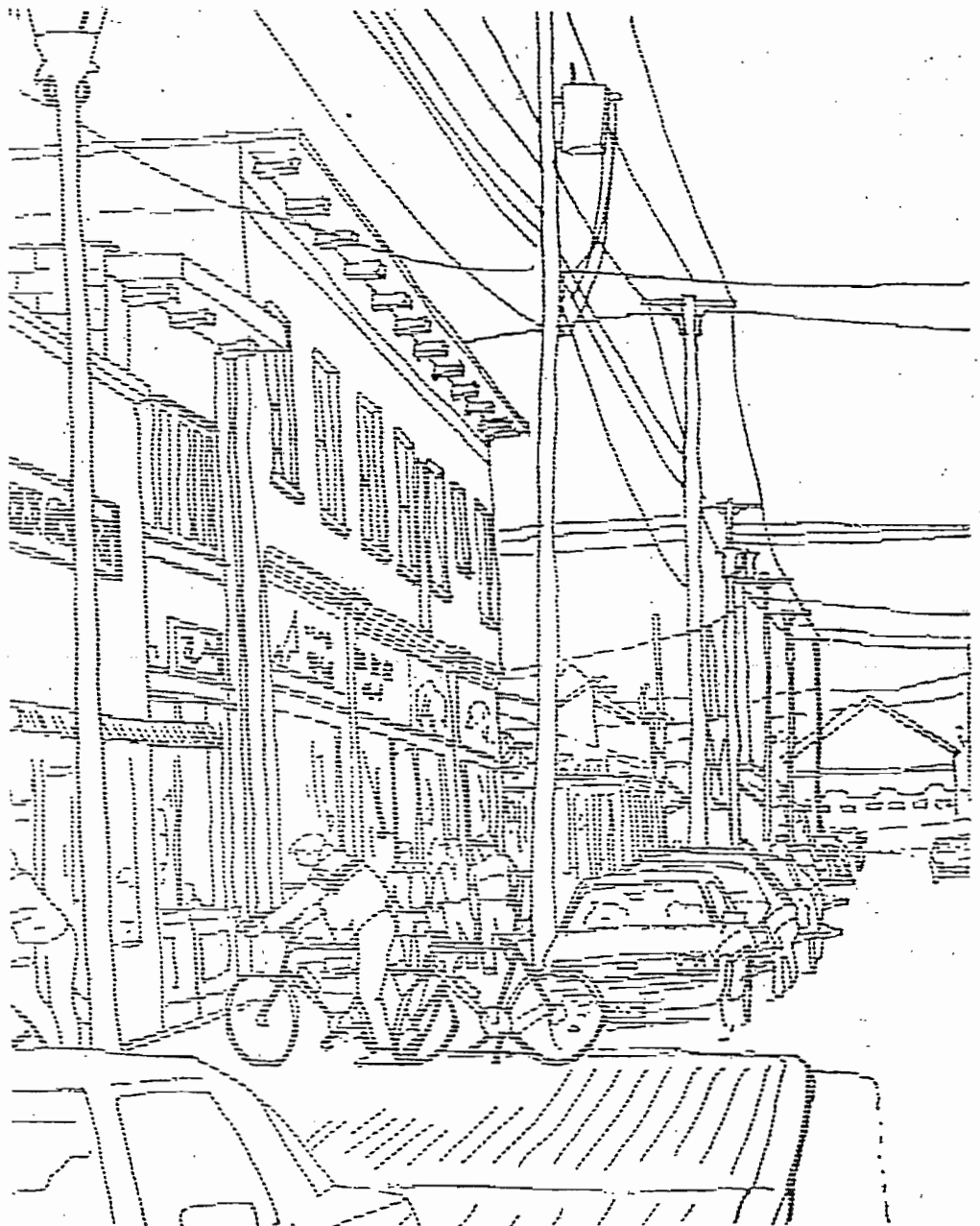
MAP  
KEY  
NO.

1. 12111 3rd Avenue Steveston Hotel - Eastern Portion
2. 3420 Moncton Street - Steveston Danish Bakery
3. 3480 Moncton Street - Bookstore/retail, pre - 1925, 3 buildings.
4. 3580 Moncton Street. "Hepworth Block", pre 1918
5. 3680 Moncton Street. Marine Grocery, pre 1920e
6. 3700 Moncton Street-Redden Net Co., pre 1925e
7. 12160 First Ave-"Steva Theatre" Eastern Portion
8. 12251 Number One Rd-"Eashope", South-east building
9. 12311 Number One Road-Steveston Furniture
10. 3951 Moncton Street-Store
11. 3911 Moncton Street-Hiro's Grocery
12. 3891 Moncton St.-Store/dwelling, pre 1915e
13. 3871 Moncton St.-Store
14. 3831 Moncton St. Store
15. 3771, 3791, 3811 Moncton St.-Museum-Post Office, 1907-8. DESIGNATED.
16. 12011 Third Ave.-Municipal Building, 1925-32e DESIGNATED.
17. 3731 Chatham St.-Steveston Bicycle "Church", 1894.
18. 12020 First Avenue - former bakery - west portion



# Steveston Downtown Revitalization

Corporation of the  
Township of Richmond



PLN - 59

## Facade Guidelines

**STEVESTON REVITALIZATION  
AREA FACADE GUIDELINES**

Prepared by  
Bud Sakamoto, Steveston Coordinator  
in consultation with Patricia Baldwin  
March 1989



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## 1. INTRODUCTION

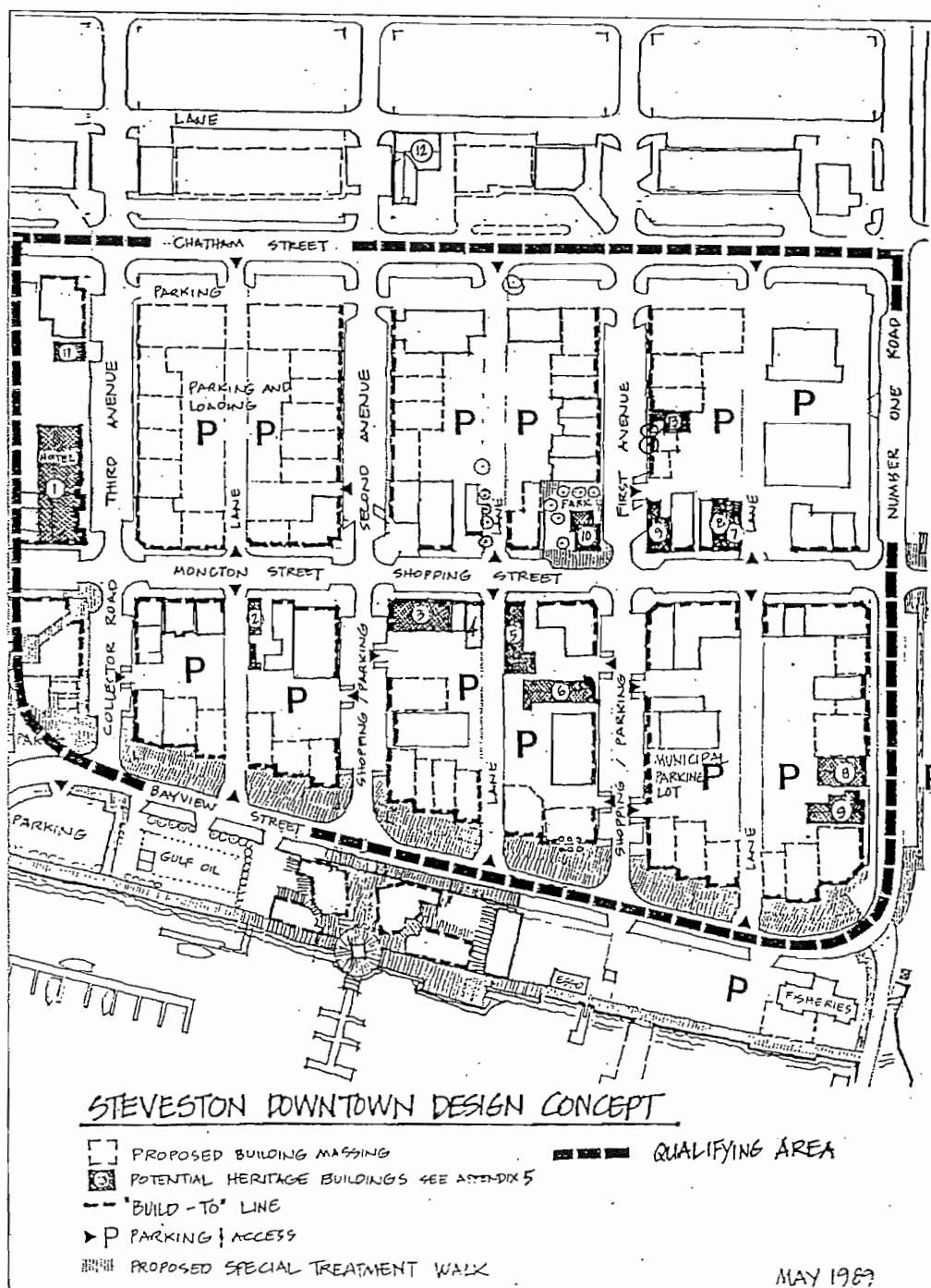
Steveston was born in 1889 when William Herbert Steves laid out a section of his farm into town lots. Immediately development began with the following decade, the 1890's, turning Steveston into a "boomtown" with fishermen flocking in on weekends to make it not only a boisterous place, but also one of the most important cannery centres on the entire coast. From the beginning, Steveston was changing with fires playing a major role by ravaging the town. When wooden frame buildings which stood side by side caught fire, many buildings were destroyed before the fire was put out. Buildings were reconstructed with similar character and the town continued to function as a centre for the fishing industry.

During the 1950's and 1960's, zoning bylaws encouraged demolition of older buildings and the construction of characterless concrete block structures. Steveston was then still an isolated area and the fishing industry dominated the area.

Today, there is renewed interest in Steveston. The importance of the operating fishing industry still remains, but the encroaching urban development is placing a new focus on the area. The Corporation of the Township of Richmond, through the Steveston Downtown Revitalization Committee, is committed to the fishing industry and the development of the area as a local and fishing service centre. Improvements to the street and sidewalks have been carried out as part of the Downtown Revitalization Program with an image of a working fishing town.

In the revitalization, an important component is the improvements to the store fronts. The purpose of the Facade Improvement Guidelines is to provide design guides and standards for maintaining continuity in the improvements being carried out. The Guidelines are a simplistic interpretation of Steveston's architectural past to provide a design theme for the area's improvements. The hope is for submissions of appropriate and imaginative design schemes which are beyond the scope of the Guidelines. These guidelines do not apply to new buildings. For new construction, "Design Guidelines for the Steveston Downtown Revitalization Area" should be obtained.

Grants are available to both tenants and property owners who improve the facades of existing buildings. To qualify, the building must be in the Steveston Downtown Revitalization Area (see attached map) which is bounded by Chatham Street, No. 1 Road, Bayview Street and Third Avenue, including the west side of Third Avenue.



STORE FRONT FACADE GRANTS (continued)

Grants are available for improvements to exterior walls that face a public street, land or parking area, or private land or parking area that has public access. The grants are paid after improvements are completed and the design criteria of the Guidelines have been met. The grant policy for individual shops are as follows:

FRONT      A 20% grant or \$200 per metre whichever is the least.

SIDE      A 10% grant or \$100 per metre whichever is the least. It is, however, at the discretion of the Municipality to recommend a special grant of 20%, to a maximum of \$200 per metre, be awarded for corner shops with a front facing a front street and a side facing a pedestrian oriented shopping street, containing a full advertising display window. The 10% grant applies to a pedestrian oriented side street that does not have a display window.

REAR      A 10% grant or \$100 per metre whichever is the least. It is noted that the rear may be parking oriented with rear entrances from the parking area into the shops. Special grants may be considered, however, special application/documentation must be forthcoming prior to approval in individual claims.

### 3. STORE FRONT FACADE GUIDELINES

#### 3.1. Designated Heritage Buildings

Guideline: Restore designated heritage buildings.

Restoration applies only to officially designated buildings and to the improvements to the exterior of the building to as closely as possible to details and quality of the original constructed building. Only two designated heritage buildings exist in Steveston (see previous map).

#### 3.2. Potential Heritage Buildings

Guideline: Improve potential heritage buildings to minimize change and to retain the heritage character.

The original buildings of the early "boomtown" days have long been lost. The heritage buildings that remain date back to the early part of this century. These buildings are considered potential heritage buildings.

The appearance of the potential heritage buildings should be returned to the time of early construction by removing later added exterior material, replacing missing details or repairing deteriorated materials. Adaption of construction and the use of available similar material may be considered provided the appearance is not drastically altered. The intention is the maintenance of the character of the building and not a faithful restoration as reconstruction.

Steveston is a historic town. The owners and tenants of potential heritage buildings have special opportunities and obligations.

#### 3.3. Improvement of Infill Building

Guideline: Develop an identifiable store front for all businesses by reflecting a special character to indicate the type of business or merchandise being sold.

Most of infill buildings have been built during the 1950's and 1960's. They are concrete block structures and, in most instances, lack an identifiable feature. The store front provides the first impression of the business, identifies the premise and indicates the type of business. It provides a strategic draw for customers and an improvement to the business. It is legitimate subliminal advertising.

## STORE FRONT FACADE GUIDELINES (continued)

### 3.4. Sympathetic Design Overview

Guideline: Improvements to store fronts should be in context of the streetscape. Relationships such as building height, store front parapet height, and canopy and fascia heights should be maintained for scale and continuity of the street and buildings.

The term "sympathetic design" refers to the concept of viewing an individual building facade within the context of its surroundings. To achieve an attractive and successful business area, the "streetscape" should be viewed as a complete unit rather than a series of individual isolated store fronts.

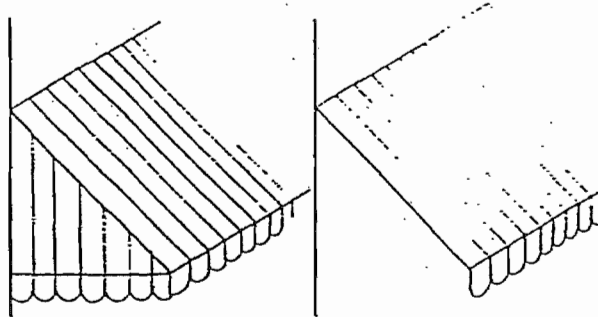
### 3.5. Canopies

- Guidelines:
- (a) The minimum height of a canopy over pedestrian areas shall be 2.75 metres (9.0 feet).
  - (b) The minimum clearance of the canopy shall be 0.6 metres (2.0 feet) from the curb and 0.9 metres (3.0 feet) from the utility pole.
  - (c) The required clearance to primary electrical power lines shall be 2.5 metres (8.0 feet), (see attached drawings).

Canopies can be either an awning or a fixed structure. Awnings are fabric and frame which are attached to the face of the building. Canopies should extend out to protect pedestrians from inclement weather.

- Guidelines:
- (a) Awning frame may be rigid welded or retractable style and the fabric shall be 100% polyester with a acrylic finish and not vinyl.
  - (b) The shape of the awning may be either 3 point style with a valance or 4 point with a fascia of not more than 15 cm (6 inches).
  - (c) The color of the awning shall be suitable to the overall color scheme of the building and streetscape.

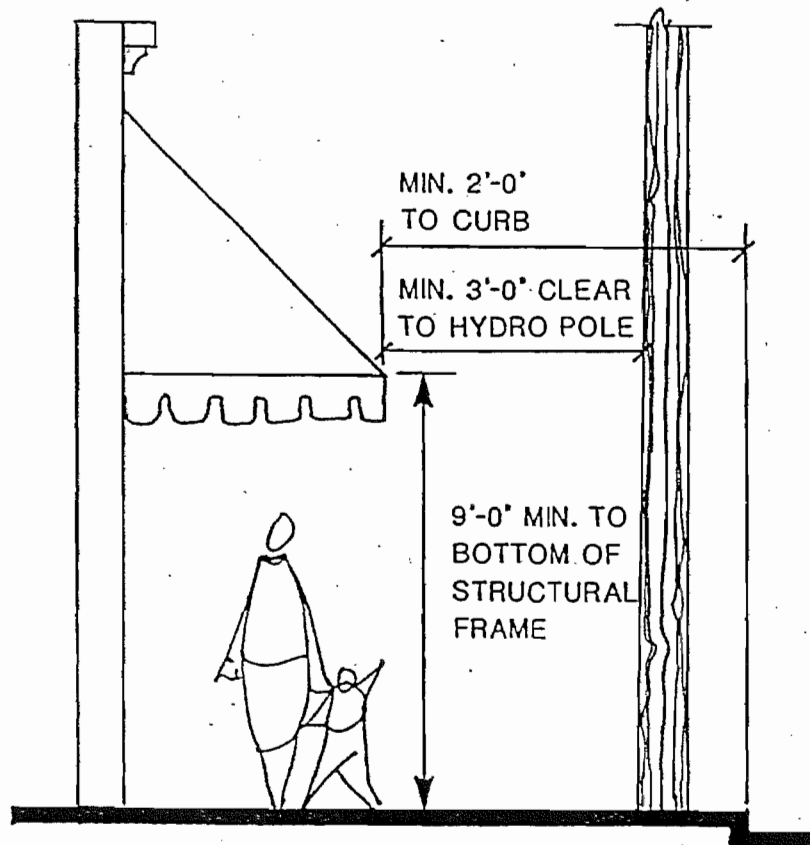
Unacceptable awning styles are quarter-barrel, half domes and projecting quarter sphere. Vinyl fabrics are not acceptable.



3 POINT CLOSED

3 POINT OPEN

### CANOPY-AWNING TYPES



### CRITICAL DIMENSIONS FOR AWNINGS AND CANOPIES

## STORE FRONT FACADE GUIDELINES (continued)

### 3.5. Canopies (continued)

Fixed canopies are structurally integrated features of a building face and are either cantilevered, hung or supported on a post. Any post supporting a fixed canopy is to be located on private property.

- Guidelines:
- (a) Fixed canopies may be flat or sloping roofs extending over walkways.
  - (b) Sloping canopies shall be covered with wood cedar shingles.
  - (c) Any supporting post shall be round or square wood with simple details or shaping and may be decorated with wooden brackets.

Unacceptable materials are metal, corrugated fibreglass and concrete (posts).

### 3.6. Windows

- Guidelines:
- (a) In the store front improvement, the display window should be designed to respect the historic rhythm and be part of the overall facade.
  - (b) The window on the upper floors should form a historic rhythm different from the picture windows and be within a proportion of the overall facade.
  - (c) The upper floor windows should be framed.

The store fronts are designed to display the business with the "picture" windows being an important feature. At street level, the windows of the store front shows the merchandise and allows visual access into the shop while at the same time forming the wall that separates the inside from the outside.

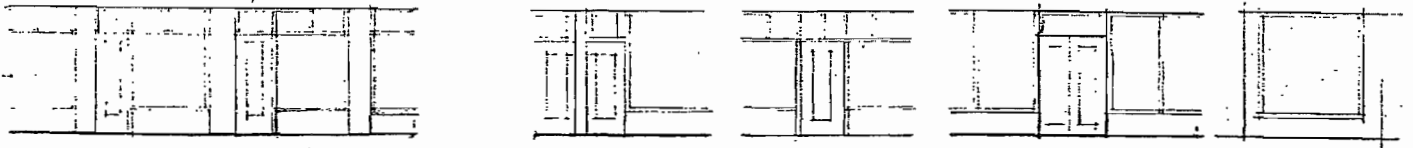
The design of the windows with transoms, mullions, opaque or translucent glass and multiple glass panes form important patterns in the overall store front facade. The lower portion usually referred to as the "bulkhead", is part of the designed window. The picture window creates store front rhythm and the streetscape.



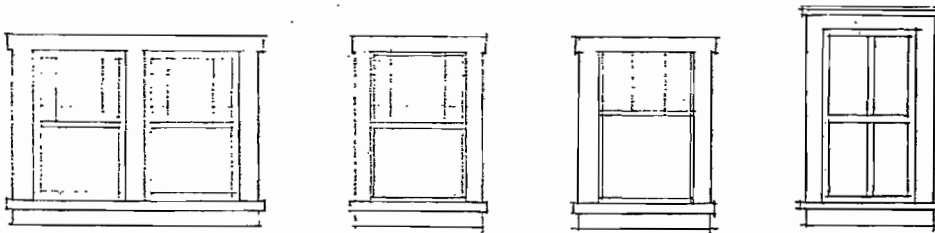
## STORE FRONT FACADE GUIDELINES (continued)

### 3.6. Windows (continued)

Acceptable picture windows are as follows:



Historically, the pattern of the windows on the upper floor is different from the picture windows. They form a rhythm which is in keeping with the overall facade. Acceptable upper floor window patterns are as follows:

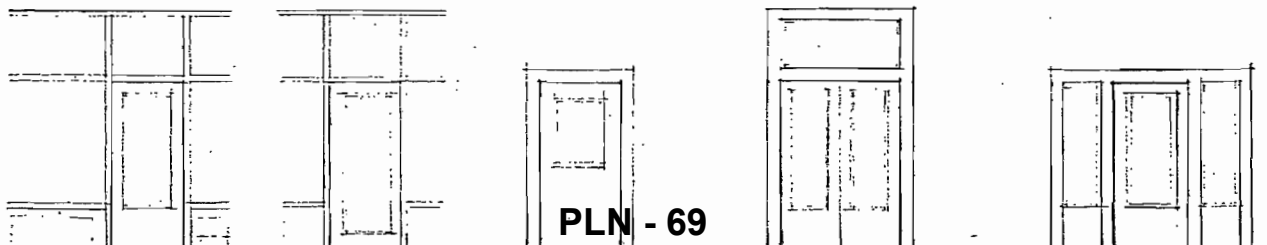


The window frames may be wood, white or coloured aluminum or steel and the glass may be clear or grey tinted. All other colored or mirror finish glass is unacceptable.

### 3.7. Doors

Guidelines: (a) Doors should be designed to be part of the overall store front character and should have glass panels.

(b) Acceptable doors are as follows:



## STORE FRONT FACADE GUIDELINES (continued)

### 3.7. Doors (continued)

- (c) Acceptable doors are solid wood, wood panel and aluminum frame. Doors without glazing and metal doors are not acceptable.

### 3.8. Signage

- Guidelines:
- (a) Signs for the building should be an integral part of the facade design.
  - (b) Signs consistent with the Sign By-law should be approved along with the facade design.

Often signs are attached to the building as an afterthought. They are part of carrying out business, but are neglected until the business is about to open.

The prerequisite of a good sign is a clear message and legibility. A balance where neither the building or the sign dominates is needed for the building and the signs to be read. The importance of one well located sign over many signs needs to be stressed. Signs conceived independently can create a discordant image of the downtown and a rash of street signs results in the loss of the purpose of signage. For Steveston, the signs need to be oriented to slow moving traffic and predominantly to pedestrians.

Acceptable signage is as follows:

Fascia Signs: These are flat rectangular signs placed above the store front (as the buildings main business identification). The message in the sign board should be restricted to the name of the business for the sake of clarity; but may include a very brief trade description. In place of sign boards, but in keeping with a similar intent and flavor, signs may be painted directly on to the building facade, generally on the upper storey.

Sign boards may be illuminated from the back or painted boards may be illuminated with fixtures which are in keeping with the facade character.

Window Signs: These are painted on the inside of the main display window. The message should be kept brief, usually to the name of the business; but may include a brief trade description.

## STORE FRONT FACADE GUIDELINES (continued)

### 3.8. Signage (continued)

Projecting or Hanging Signs: Signs may be hung along the store front or perpendicular to the building face. The message should be kept brief and to the business name or logo.

Awning Signs: These signs are painted directly onto the face of canopy, front edge (valance or flounce) or side panel. These messages should be restricted to the name of the business and logo. Back lit awning signs are unacceptable. A Sign Permit will be required for awning signs.

### 3.9. Building Materials and Finishes

Guidelines: (a) Building materials added for store front improvements should be restricted to the following:

- ship lap or flat lap horizontal wood
- 4 inch lap bevel boards
- drop cove horizontal wood siding
- board and batten
- vertical channel board
- wood shingles for small areas and features
- gingerbread details
- smooth stucco

(b) Acceptable finishes are as follows:

- natural weather
- transparent and opaque stains
- paint

Materials and finishes which are not in keeping with the historic character of the town are unacceptable. These are as follows:

- veneered brick, terra cotta, or stone
- metal siding (aluminum and steel)
- vinyl siding
- textured stucco (California style)
- asbestos shingles and panels
- plywood
- enamel panels
- ceramic or glass tiles
- concrete

An existing concrete block wall may be painted provided the store front painting schedule is within a context of an overall design concept.

## STORE FRONT FACADE GUIDELINES (continued)

### 3.10. Color Coordination

Guidelines: (a) Color schemes for buildings should use only heritage colors.

(b) Color schedules for facade improvements shall be submitted with samples along with the color samples of the adjoining buildings.

(c) The appropriate use of colors can dramatically increase the visual impact of a building as well as the surrounding context. In selecting the color scheme, neighbouring buildings, building function, surface material color balance and color contrast should be considered. Acceptable colors are as follows:

- natural colored wood
- stained wood
- heritage color of paint manufacturers
- colors to accentuate architectural details

Unacceptable are extensive bright colors, use of pure white in large masses, monochromatic and monotone color schemes.

### 3.11. Lighting

Guideline: Lighting should be provided to illuminate the store front facades, windows and signs.

For Steveston, the street lighting provides illumination for the requirements of the street. Buildings, facades and signs are not conveniently highlighted from the street.

Designed illumination can highlight special features of the facade, well prepared signs, main entrances and tastefully prepared displays. For businesses which operate after dark, special care should be given to lighting.

For signage, lighted signs need not be limited to the standard internally lit plastic-face box. Alternatives may be more attractive, more effective and more affordable. Direct illumination of a sign with hooded lights or goose necked lamps is a traditional form of lighting. Other acceptable methods of lighting are concealed spotlights, recessed fixtures, exposed industrial lights and historical feature fixtures which are integrated into the design of the facade.

STORE FRONT FACADE GUIDELINES (continued)

3.11. Lighting (continued)

The plastic-face sign box is a fact of life today. If a box is to be used, effective designs should fit the sign into a framework and into the building facade. The background should be dark colored with light lettering and the plastic face should be matte finished to minimize the sheen.

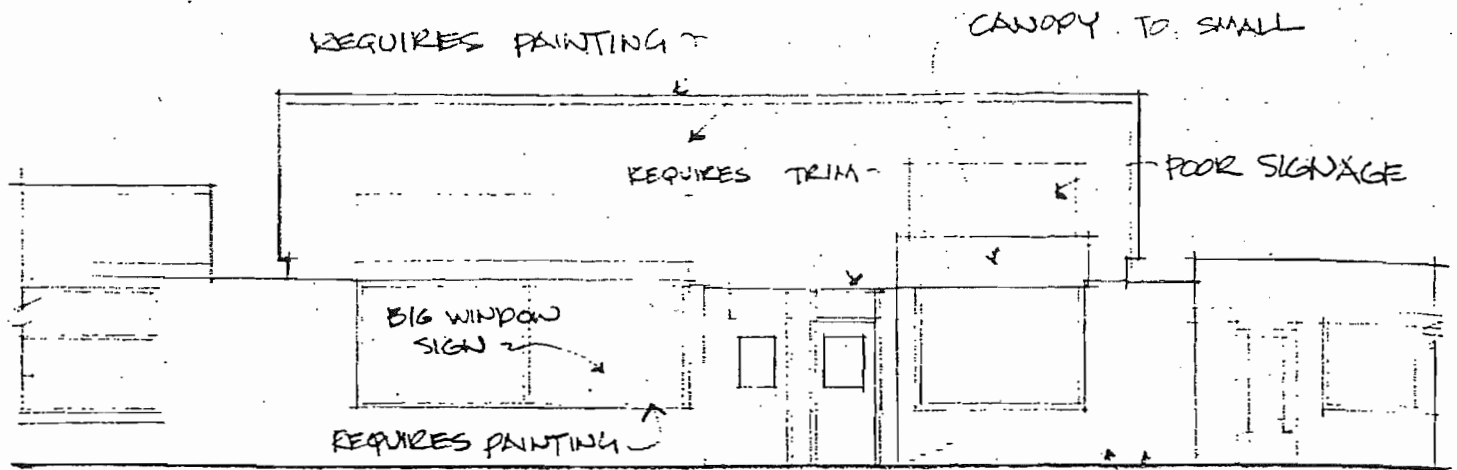
If neon is to be used, it should be for artistic design features and not for the purpose of signage.

Lights which are unacceptable are fluorescent lights in display windows, mercury vapour and high pressure sodium lights

4. FACADE IMPROVEMENT EXAMPLES

The following pages provide examples of facade improvements in Steveston.

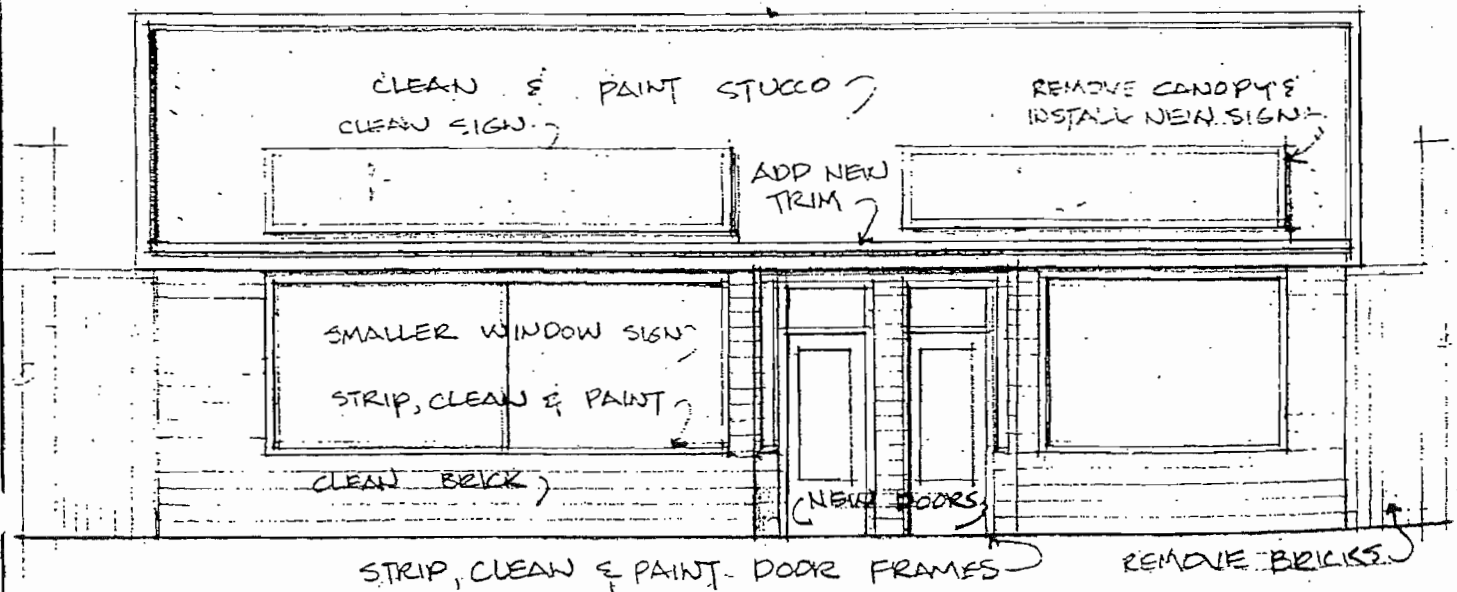
# FACADE IMPROVEMENT EXAMPLE #4.1



DIFFERENT BRICKS

## ANALYSIS - EXISTING FACADE

STRIP, CLEAN & PAINT



FACADE RECOMMENDATIONS

PLN - 75

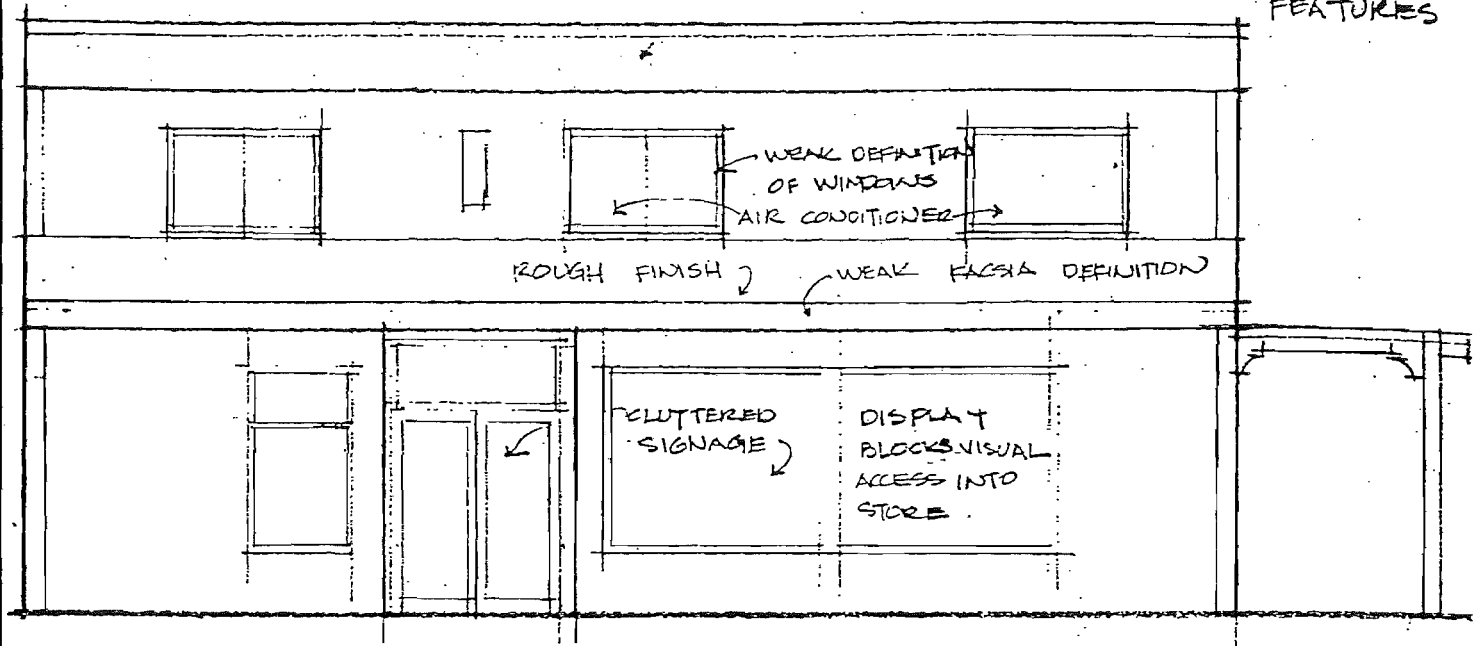
RICHMOND DINISH BAKERY  
MONCTON ST. STEVESTON

# FACADE IMPROVEMENT EXAMPLE #4.2

REQUIRES PAINTING -

FACADE NEED DEFINITION &

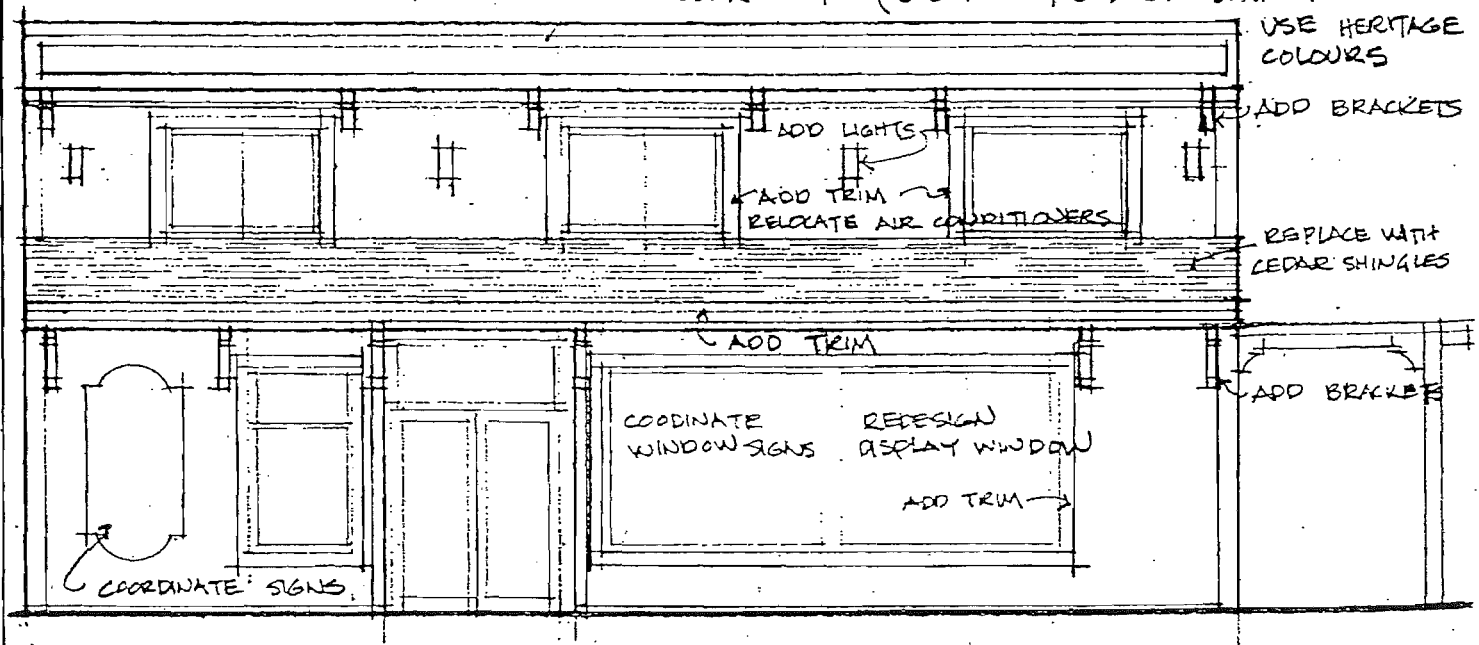
FEATURES



## ANALYSIS - EXISTING FACADE

ADD TRIM

COORDINATE (3 COLOUR) COLOUR SCHEME

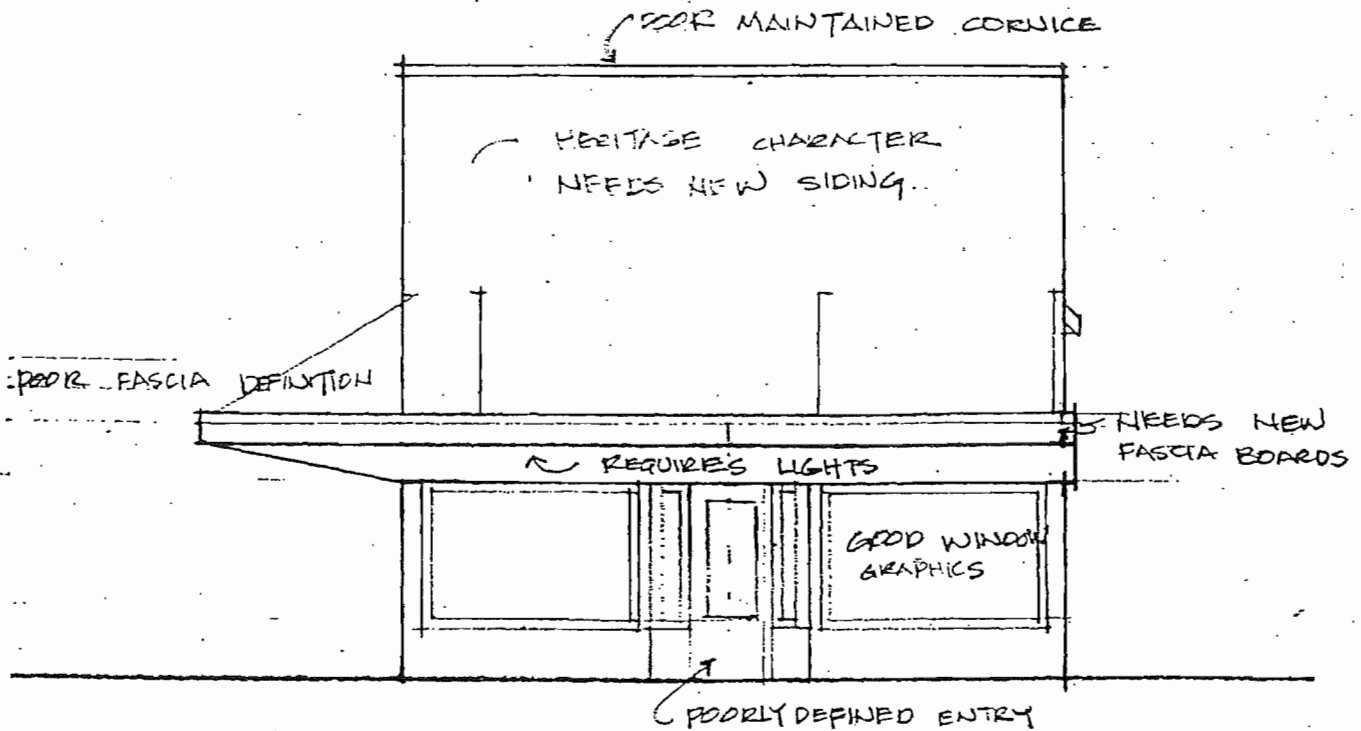


FACADE RECOMMENDATIONS

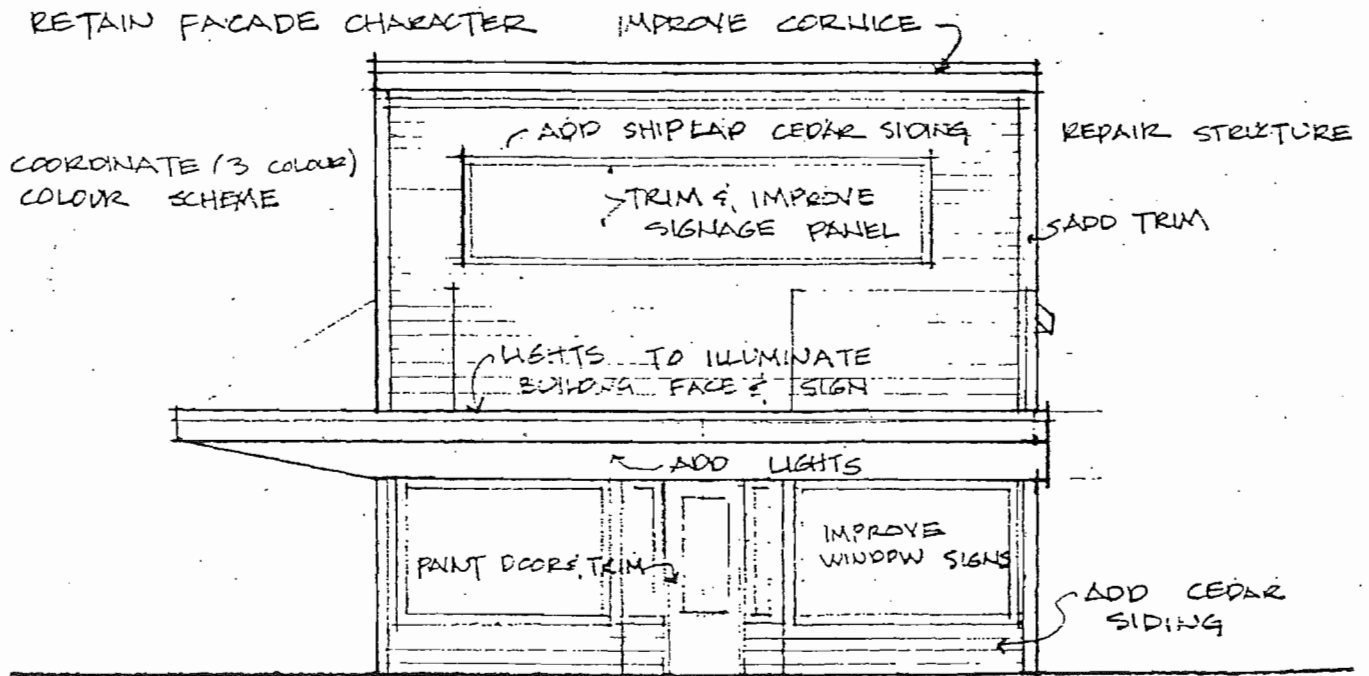
PLN - 76 PACIFIC NET & TWINE  
114 MONCTON STREET, STEVESTON



FACADE IMPROVEMENT EXAMPLE #4.3

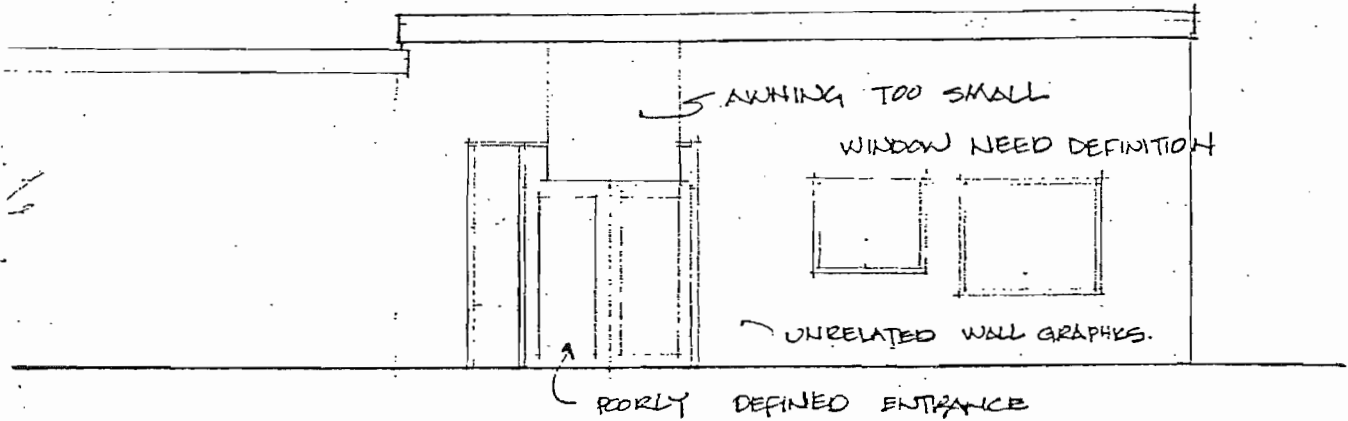


ANALYSIS - EXISTING FACADE



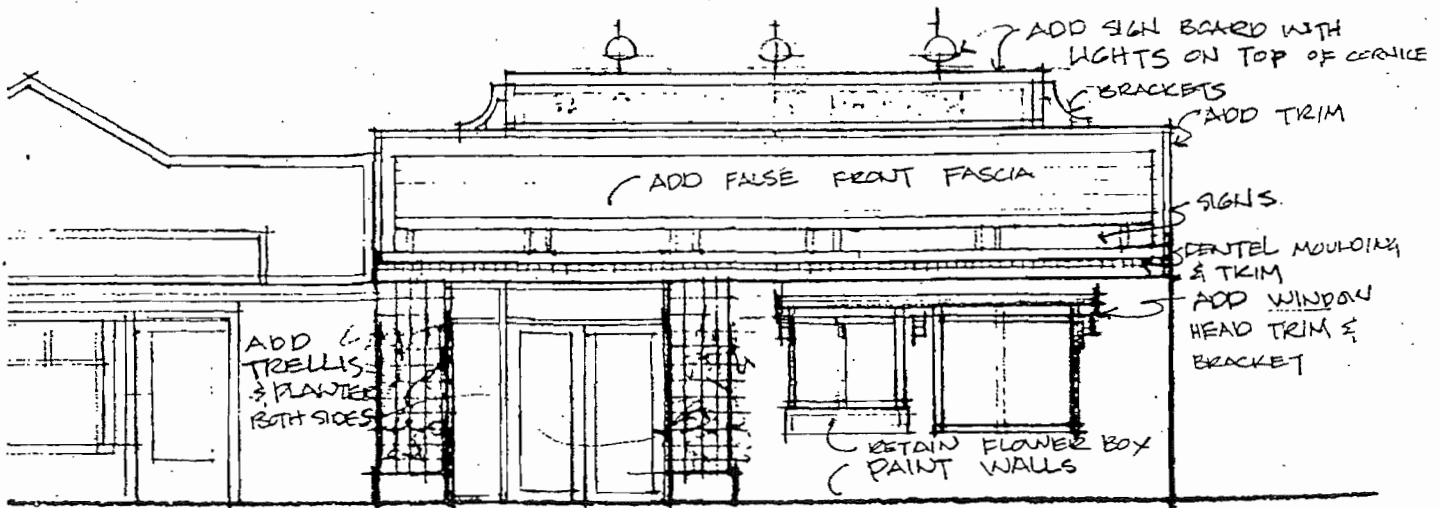
FACADE IMPROVEMENT EXAMPLE # 44.

UN-DEFINED STOREFRONT

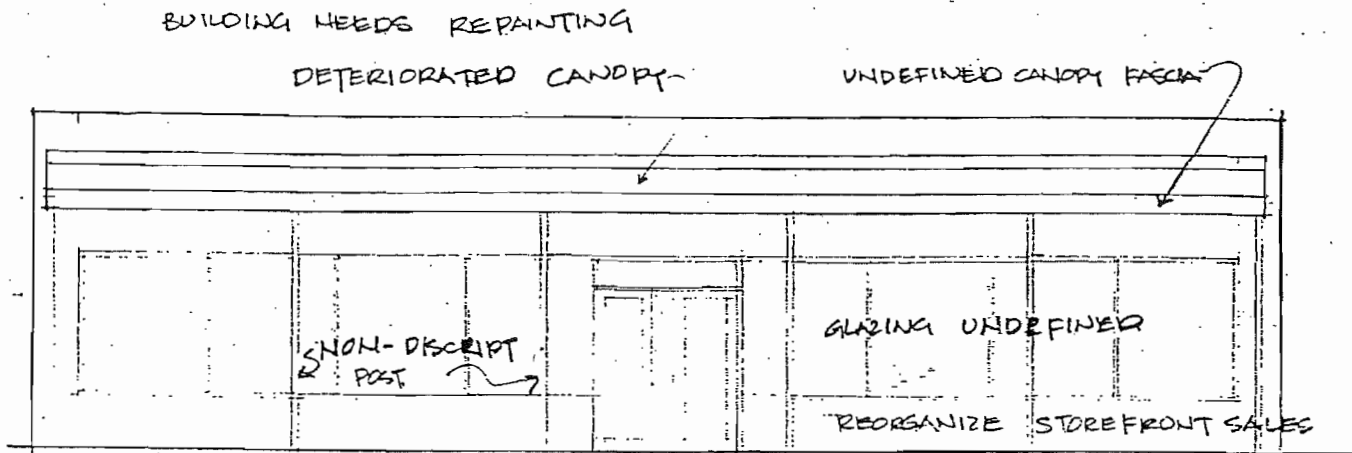


ANALYSIS - EXISTING FACADE

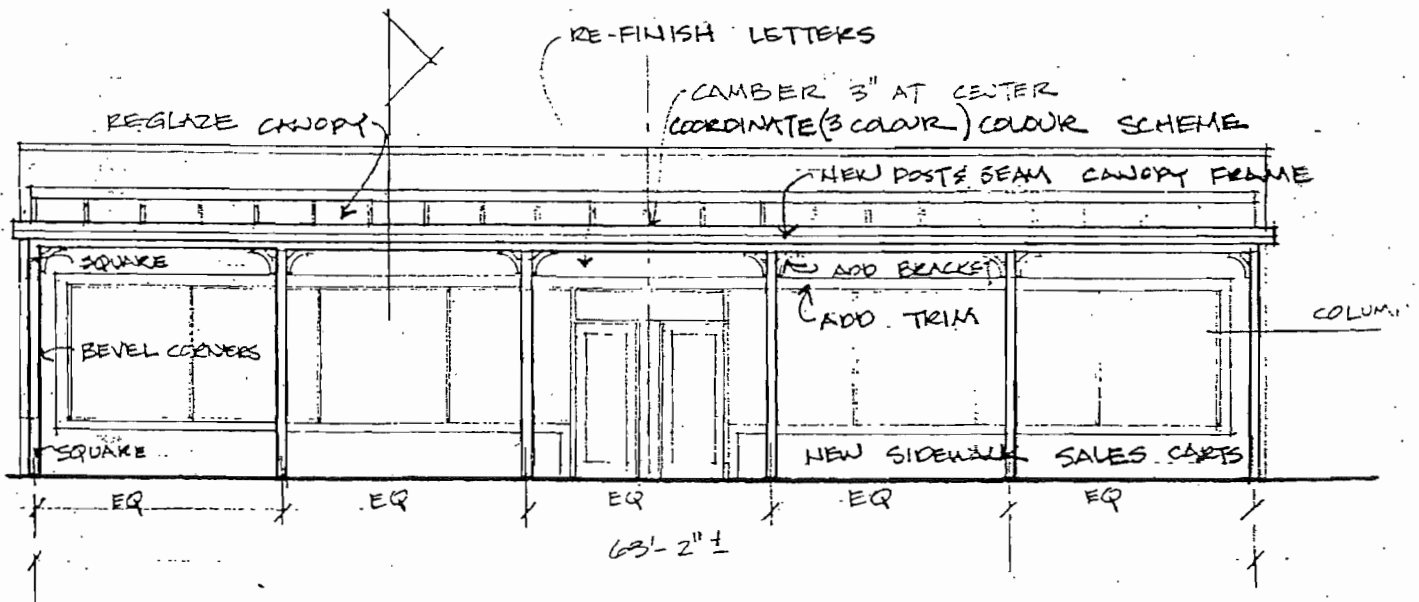
COORDINATE COLOR SCHEME.



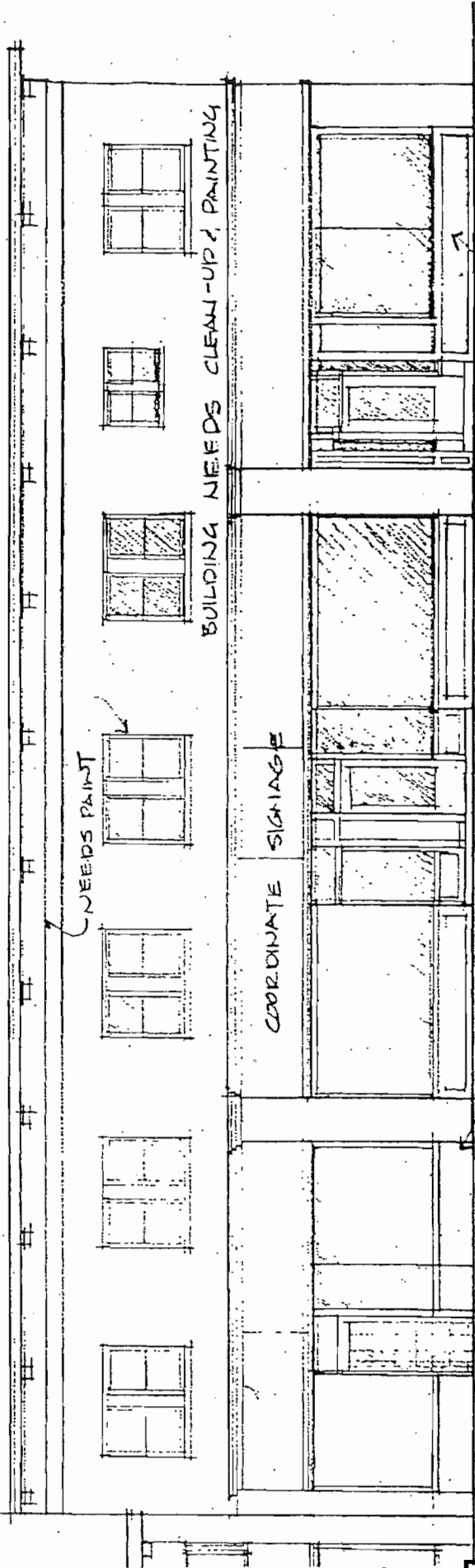
## FACADE IMPROVEMENT EXAMPLE # 4.5



### ANALYSIS - EXISTING FACADE

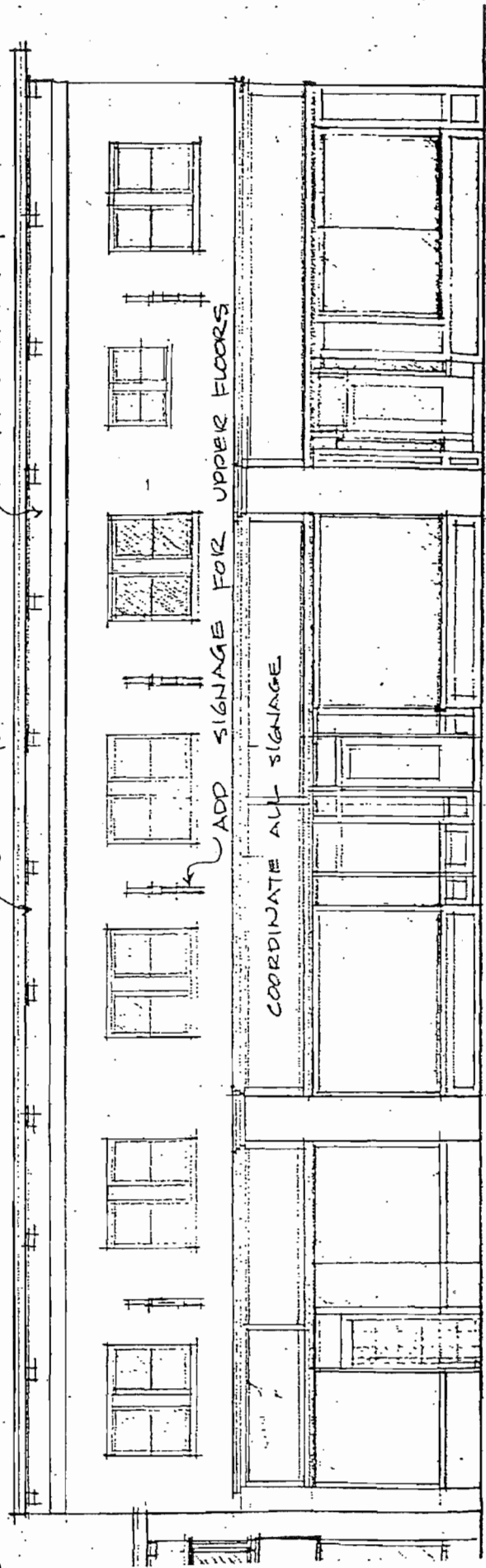


FACADE IMPROVEMENT EXAMPLE 4.6



ANALYSIS - EXISTING FACADE

COORDINATE COLOURS — ENHANCE HERITAGE CHARACTER



FACADE RECOMMENDATION

HEPWORTH BUILDING  
MONCTON STREET STEVES

## APPENDIX 1

### DESIGN REVIEW PROCEDURES

#### (a) Steps to Facade Improvement

The following steps should be followed for facade improvements:

- . Develop a clear idea of what image you want your business and store front to have. Write it down.
- . With the use of these guidelines, analyze your store front and with your business image in mind, select the features that are the most suited to your situation.
- . Translate your ideas into drawings which will be required for design approvals and for grant applications. It is strongly recommended that you hire an experienced professional designer. The drawings must show all proposed facade improvements to scale and include color chips, fabric samples and photographs or sketches of the building.
- . Present drawings to the Revitalization Review Committee. Store front improvements will be reviewed by the Revitalization Facade Review Committee. The committee may advise you on what other merchants and owners are doing with their store fronts in Steveston to help you coordinate plans and ideas. Please contact the Coordinator responsible for the Steveston area, or the designated Municipal Planner at 276-4082.
- . Make sure you follow the guidelines. You may be asked by the Revitalization Committee to revise and resubmit your drawings if the guidelines are not followed.
- . After the committee has given your submission design approval, fill out a special municipal Revitalization Development Permit Application and submit it along with your drawings and anticipated costs to the Planning Department at Municipal Hall. These documents will make up the grant application.

## DESIGN REVIEW PROCEDURES (continued)

### (b) Facade Grant Administration

- . Once plans have been submitted and a permit has been issued, the designated Municipal Planner records the anticipated costs of the improvement; certifies that the qualifying requirements have been met; confirms the frontage calculations; and ensures the work conforms to municipal bylaws and is being made to existing buildings. A copy of the approved permit is then sent to the Ministry of Municipal Affairs.
- . The grant is payable directly to the applicant (whether tenant or owner) upon completion of the work unless the Ministry contacts the Municipal Planner within 21 days of receiving the permit copy for further documentation or clarification.
- . The applicant should, upon request, provide invoices and timesheets for the construction to substantiate all costs claimed.
- . After the completion of construction and a final inspection, the Building Inspector certifies the completion on a copy of the building permit and forwards it to the Ministry.
- . The grant is then issued from Victoria directly to the applicant. The Municipality of Richmond will not be receiving the grant and then forwarding it to the applicant.



# City of Richmond

## Report to Committee

**To:** Planning Committee  
**From:** Cathryn Volkering Carlile  
General Manager, Community Services  
**Date:** June 3, 2014  
**File:** 07-3070-01/2014-Vol  
01  
**Re:** Child Care Major Capital Funding Program 2014/15 - Province of BC

### Staff Recommendation

1. That "The Gardens" child care project located at 10640 No. 5 Road, be endorsed for submission to the Provincial Child Care Major Capital Funding Program 2014/15.
2. That the Chief Administrative Officer and the General Manager, Community Services be authorized to sign grant applications and agreements as required for this submission.
3. That the City be authorized to grant a registrable charge in favour of the Province of BC against the title to the Lands restricting the ability of the City to sell, mortgage, transfer or lease (other than to the child care provider), or make other disposition of the property for a period of up to 10 years without the Province's prior written consent.

Cathryn Volkering Carlile  
General Manager, Community Services  
(604-276-4068)

Att. 1

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Finance Division Engineering & Public Works Law Real Estate	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

The Province of BC recently announced \$14.8M in major capital funding for the creation of new child care spaces. This report proposes that the City apply for a grant to assist with the completion of “The Gardens” child care facility, located at 10640 No. 5 Road.

The report supports Council’s Child Care Development Policy (4017) regarding partnering with senior levels of government and the private sector to develop quality and affordable child care space. It is also consistent with Council Term Goal #7 Managing Growth and Development:

*To ensure effective growth management for the City, including the adequate provision of facility, service and amenity requirements associated with growth.*

### Analysis

#### The Provincial 2014/15 Child Care Capital Funding Program

The Provincial Child Care Capital Funding Program 2014/15 is aimed at supporting the creation of up to 1000 child care spaces throughout British Columbia. Private sector organizations and non-profit organizations, inclusive of local government, are eligible to apply. Two types of funding are available: targeted major capital funding and regular major capital. The first is aimed at creating child care space on school grounds. The second are for child care spaces not in school settings. An outline of the program and the eligibility criteria is attached (Attachment 1). The Province is looking to fund projects that can be started within four months of funding approval.

#### The Gardens Child Care Facility

On July 25, 2011, a rezoning was adopted (RZ 08-450659) permitting Townline Gardens Inc. (Townline) to develop a medium-density, mixed use residential/commercial development. The City accepted a voluntary contribution of a 37 space child care facility to be located on City-owned land. Coevorden Castle was relocated and positioned next to an existing sales centre with the plan that the two buildings be combined and adapted to create the new child care facility. The developer was required to provide a minimum of 4,000 square feet of finished space, but was not obligated to finish the second floor of the castle.

The second level of the Coevorden Castle is currently uninhabitable and requires significant clean-up from bird occupation. In 2013, Council considered a capital plan submission to complete interior finishes to this portion of the building but other projects were a higher priority.

There is 1,914 square feet of floor area that could be renovated to provide multi-purpose space, offices, a washroom, kitchenette and storage. Installation of a lift would be required to make the space accessible. The additional square footage would provide the flexibility to expand the child care services and/or deliver other early childhood development and family support services.

The Provincial Major Capital Child Care Grant Program criteria for the Major Capital Child Care Grant Program permits funding to be used for renovating a building for the purposes of creating



licensable child care space. It also allows for the purchase of furnishings and equipment, which were not part of the negotiated arrangement with Townline, but will be required in order for the child care facility to be licensable. Provincial grant funding would relieve the City's operator of a significant cost to ready the facility for use.

Although the child care facility is still in the design development stage and a full costing of the design has not been completed, staff have prepared an order of magnitude estimate of \$3.5M would be required to renovate the existing sales centre and the Coevorden Castle. The work will entail completing approximately 6,500 square feet of finished interior space, exterior upgrades to the building envelope, retention of heritage character elements for the Coevorden Castle, finished outdoor play areas, plus furnishings and equipment. The developer will be responsible for all major structural work and completion of up to 4,300 sq. ft. of finished space for an estimated cost of approximately \$3M. With an additional Provincial contribution of \$500,000 there would be an opportunity to finish the remaining 2,200 square feet to provide programmable space for early childhood development, family strengthening and potentially additional licensed child care services.

Successful grant applicants who own their building and receive a grant in the range of \$25,000 to \$500,000 must commit to providing a child care operation for up to ten years. This requires a registrable charge on land title in favour of the Province. It is also possible that a funding agreement with the Province may include an indemnity provision.

The Province requires projects be started within four months of a funding agreement. Townline anticipates applying for building permits in the Fall. The targeted completion for the building renovation and installation of outdoor play areas is July 2015.

### **Financial Implications**

As part of the 2015 – 2019 budget process, there will be an Operating Budget Impact (OBI) submission for "The Gardens" child care facility for an estimated \$31,500 annually to maintain "The Gardens" child care facility inclusive of the expanded program. The OBI funds will be used for preventative maintenance, surface parking lot maintenance, installation of security/fire phone lines, and lift maintenance. This submission will be included in a business case and be subject to Council approval. The child care service operating budget will be the responsibility of Council's selected operator, the Society of Richmond Children's Centres.

A condition of the grant is that if the child care facility ceases operation prior to the required ten years of service, the Province may seek repayment from the City for a portion of any capital grant.

### **Financial Impact**

There is no financial impact to the 2014 Capital Budget as a result of applying for these grant funds.

## **Conclusion**

The Provincial Child Care Major Capital Grants 2014/2015 Program offers an opportunity to engage the Province as a partner with Townline and the City of Richmond in the creation of new child care spaces to support families in the workforce or who are pursuing education.

Staff recommend that Council support “The Gardens” child care facility submission to the Provincial Child Care Capital Funding Program 2014/2015 and that the Chief administrative Officer and the General Manager, Community Services be authorized to sign grant applications and agreements related to the submission.

Should funding be approved, staff further recommend that the City be authorized to grant a registrable charge in favour of the Province of BC against the title to the Lands restricting the ability of the City to sell, mortgage, transfer or lease (other than to the child care provider), or make other disposition of the property for a period of up to 10 years without the Province’s prior written consent.



Coralys Cuthbert  
Child Care Coordinator  
(604-204-8621)

Att. 1: British Columbia Ministry of Children and Family Development Child Care Capital Funding Program Guidelines 2014/15

**British Columbia Ministry of Children and Family Development  
Child Care Capital Funding Program Guidelines 2014/15**

**Proposed budget:** \$14.8 million for the creation of up to 1,000 new licensed spaces.

**Eligible Projects:**

Child care funding is available for capital costs required for the creation of new licensed child care spaces as follows:

**Non-Profit Organizations**

Targeted Major Capital Funding

- 90% contribution by the Province to maximum of \$500,000 for creation of licensed child care spaces located on school grounds

Regular Major Capital Funding

- 75% contribution by the Province to maximum of \$500,000 for creation of licensed child care spaces in child care setting other than those listed under Targeted Major Capital funding.

**Private Sector Organizations**

Targeted Major Capital Funding

- 90% contribution by the Province to maximum of \$250,000 for creation of licensed child care spaces located on school grounds

Regular Major Capital Funding

- 75% contribution by the Province to maximum of \$250,000 for creation of licensed child care spaces in child care setting other than those listed under Targeted Major Capital funding.

Who is Eligible?

- Non-profit organizations - defined as non-profit societies in good standing with BC Corporate Registry, local government, public institutions, bands/tribal councils and First Nations Governments
- Private sector organizations - defined as sole proprietors, partnerships and limited companies.

**All applications must include the following:**

**Organizations must prove that they:**

- Are financially viable and have a solid business plan for operation of the child care facility
- Have the knowledge, skills and experience to undertake the project and if currently licensed, are in compliance with the *Community Care and Assisted Living Act* and Child Care Licensing Regulation, or if not yet operating, in the process of obtaining a license under the *Community Care and Assisted Living Act*.

**All applications must include the following:**

Clear evidence that:

- The project provides much needed child care that is not readily available in the community
- The project complements existing child care programs
- The facility will service families receiving Child Care Subsidy and children with special needs requiring extra supports
- The sponsoring organization is working with the Health Authority Licensing Officer to ensure that the proposed project will meet licensing regulations
- The project can be started within four months of the date of the funding agreement
- Written confirmation of the applicants full financial contribution is in place before approval of provincial funding will be considered

**A commitment to continue the child care operation as follows:**

- For projects under \$25,000, applicants must demonstrate commitment to continuing the child care operation at a minimum to the end of their lease agreement and any extension up to a maximum of five years
- For projects between \$25,000 and \$300,000, where the applicant is renovating existing leased space or only requesting funding support for equipment and furnishings, applicants must demonstrate commitment to continuing the child care operation for a minimum period of five years
- For projects between \$25,000 and \$300,000, where the applicant owns the building and/or land, applicants, must demonstrate commitment to continuing the child care operation for a minimum period of 10 years
- For projects over \$300,000, regardless of whether the applicant is renovating existing leased space or where the applicant owns the land and/or building, applicants must demonstrate commitment to continuing the child care operation for a minimum period of ten years
- Projects over \$100,000 may also be subject to the *Human Resource Facility Act (HRFA)*. Under the HRFA, the Minister has authority and responsibility to create and maintain a pool of resources facilities, as well as provide financial accountability and security of the taxpayer's investment. The Minister is able to place a notation on title, which restricts the sale, transfer, mortgage, lease or other disposition of the facility without written consent of the Minister. If the human resources function ceases prior to the end of the funding agreement term, the recipient may be required to repay some of the capital funding provided.

Funding approval will be based on funding guidelines, selection criteria and availability of funds in the Child Care Major Capital Funding Program.

**Program criteria considered includes, but is not limited to:**

- Demonstrated community need and community support for the proposed project
- Viable business plan
- Socio economic need
- The number and type of child care spaces to be created

**Funding will be considered for:**

- Building a new child care facility including the cost of buying land or a building
- Assembly of a modular building and site development
- Renovations to a building
- Buying equipment and furnishings to support new child care spaces in an existing facility or as part of the above activities to create new spaces

**Funding will not be considered for:**

- The creation of Childminding, Occasional Child Care and Residential Care spaces
- Projects enhancing existing spaces without creating new licensed group child care spaces
- Projects that were completed prior to release of the application intake period (see below for intake period dates)
- Projects that commenced more than three months prior to the release of the application intake period (see below for intake period dates)
- Assets acquired prior to approval of the funding application
- Non-capital items such as toys, art supplies, books, games, and small appliances (see attached List of Eligible and Ineligible Items)

**There are three application intake periods:**

Applications will be accepted during three intake periods:

1. May 2 - June 30, 2014
2. September 1 – October 31, 2014
3. February 1 – March 31, 2015

**Eligible Items for Major Capital Funding**

Items not on this list are considered ineligible unless approved by the Child Care Major Capital Funding Committee/Program

<b>Equipment</b> <b>Large appliance</b> <ul style="list-style-type: none"> <li>• Fridge/freezer</li> <li>• Stove</li> <li>• Dishwasher</li> <li>• Microwave</li> <li>• Washer/dryer</li> <li>• Vacuum cleaner</li> <li>• Carpet cleaner</li> </ul>	<b>Furniture and equipment</b> <ul style="list-style-type: none"> <li>• Sinks/toilets</li> <li>• Change table/cots</li> <li>• Strollers</li> <li>• Tables/chair/couches</li> <li>• Room dividers</li> <li>• Sleeping mats/cribs/mattresses/cots/bedding</li> </ul>
<b>Fixtures and Equipment required by Fire Regulations</b> <ul style="list-style-type: none"> <li>• Fire alarms/fire doors/exit signs/fire exiting/fire extinguishers</li> <li>• First Aid kits</li> <li>• Earthquake kits</li> </ul>	<b>Permanently installed equipment</b> <ul style="list-style-type: none"> <li>• Whiteboards/bulletin boards</li> <li>• Cubbies/storage units/permanent shelving/cupboards/locked medicine container</li> <li>• Lighting fixtures</li> <li>• Washroom dividers</li> </ul>
<b>Large educational materials</b> <ul style="list-style-type: none"> <li>• Sand/water tables</li> <li>• Art easels/art drying racks</li> </ul>	<b>Dramatic play furniture</b> <ul style="list-style-type: none"> <li>• Activity tables</li> <li>• Child-size sink/stove/fridge/work bench</li> <li>• Puppet theatre</li> </ul>



# City of Richmond

## Report to Committee

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**To:** Planning Committee **Date:** May 27, 2014  
**From:** Joe Erceg, General Manager  
Planning and Development **File:** 08-4375-01/2014-Vol  
01  
**Re:** **Referral: West Cambie Alexandra Neighbourhood Business Office Area  
Review**

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### Staff Recommendation

That the report titled: "Referral: West Cambie Alexandra Neighbourhood Business Office Area Review", which provides comments from the Economic Advisory Committee (EAC) and additional clarification regarding the Alexandra Neighbourhood Business Office Area development options which were presented in the report dated April 4, 2014 report, be received for information.

Joe Erceg,  
General Manager, Planning and Development

Att: 2

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

## Staff Report

### Origin

This report responds to the following referral from April 23, 2014 Planning Committee:

It was moved and seconded

*That the staff report titled, West Cambie: Alexandra Neighbourhood Business/Office Area Review, dated April 4, 2014 be referred back to staff so that it may be:*

- (1) deferred to a subsequent Planning Committee meeting to receive comment from the City's economic land consultant regarding the land use proposals; and*
- (2) referred to the Economic Advisory Committee for feedback.*

### Background

At the April 23, 2014, Planning Committee meeting, the report dated April 4, 2014 and titled, "*West Cambie: Alexandra Neighbourhood Business / Office Area Review*" was presented and discussed (Attachment 1).

This report is to be read in conjunction with the original April 4, 2014 report, as it provides the requested feedback from the Economic Advisory Committee (EAC) and clarification on assumptions made in the analysis of the four Development Scenarios from the City's real estate consultant, *Site Economics Ltd.* Additional office market information and detailed statistics have also been provided to address the viability of Business Office development in the West Cambie Study Area.

### Analysis

#### 1.0 Referral Feedback – Economic Advisory Committee (EAC)

The Economic Advisory Committee (EAC) has reviewed this matter twice, first time in early 2013 and, as requested by the Planning Committee, again at its May 15, 2014 meeting.

In May 2013, the EAC reviewed the report titled, *West Cambie-Alexandra Neighbourhood Business Office Area Review* which supported retaining the existing Area Plan *Business Office* designation, as it was consistent with the Employment Land Strategy 2010 and the 2041 OCP. The EAC supported retaining the Business Office designation.

On May 26, 2014, as requested by Planning Committee, the EAC once again considered the report to Committee which provided an analysis of the following Development Scenarios:

- Development Scenario 1 - 100% Mixed Employment,
- Development Scenario 2 - 60% Employment: 40% Residential (Staff recommendation),
- Development Scenario 3 - 30% Employment: 70% Residential (Westmark Proposal #2),
- Development Scenario 4 - 20% Employment: 80% Residential (Westmark Proposal #1).

The EAC reviewed the report and provides the following comments for consideration:

*After a broad discussion and given the Committee's mandate and perspective, the EAC upholds its initial position and supports Scenario 1 Retain 100% Employment Uses for the Study area. The reasons remain unchanged from the EAC's 2013 initial position to retain 100% employment in the Study Area, including:*

- Keep employment lands as such, per the City's recently adopted 2041 Employment Lands Strategy and 2041 OCP;*
- Don't give in to market pressure to convert employment land to residential use because the capacity of the existing residential zone is virtually limitless, while the capacity of office and industrial is limited;*
- Avoid setting a precedent of converting employment land to residential, just because the immediate market opportunity is suggesting residential uses, when the underlying principle is need [sic] to be a long term overall City economic benefit to the community;*
- Constraints (e.g., appropriate zoning) will encourage creativity for the development of the employment lands and current zoning and Area Plan requirements should not be ignored, due to current market conditions; and*
- Respect the process and Council-approved outcomes of the 2041 OCP, the 2014 Resilient Economy Strategy and the 2041 Employment Lands Strategy and the effort of staff, volunteers and the larger community who participated in those processes to maintain the credibility and integrity of the work completed to date.*

## 2.0 Clarification of Assumptions

At the April 23, 2014 Planning Committee meeting, there were questions with regards to the term "industry standard" for mixed use commercial-residential developments. The information below provides further clarification with regards to this matter.

### *"Industry Standard"*

The reference to industry standard by *Site Economics Ltd.*, the City's real estate consultant, reflects development ratios where mixed use commercial-residential uses are permitted into an area designated as "employment lands". The consultant's position is that when the percentage of employment space is diminished to below 60% of the total floor area, then the area is seen by commercial office developers as being a "residential" area that has some mixed uses that may or may not include needed office space.

As these lands are identified in the *2041 OCP* and *Employment Lands Strategy* as protected employment lands, then employment space should maintain a dominant role. The consultant indicates that commercial office developers would not likely view this location as a viable employment area in which to invest in building new commercial office space, if residential is the dominant use of the site.



### 3.0 Office Locations throughout the City

Since the April 23, 2014, Planning Committee meeting, staff have reviewed additional information and more detailed statistics regarding the City's office market to better address Committee's questions.

Since office tenants have different requirements, they locate in different areas to meet their individual needs and budgets. Office space is generally identified by the *Building Owners and Managers Association (BOMA) Building Classification* system and by proximity to rapid transit stations. These are usually major factors in a company's decision to locate in a particular area and building, and are explained in further detail below.

#### *BOMA Office Building Classification*

The BOMA Office Building Classification system provides a general description of various types of office buildings which characterize the building's prestige based on the building's level of exterior and interior finishes including infrastructure, the types of clients and the relative market lease rates for the area. In Richmond, the main office building classifications are outlined below along with the recent reported vacancy rates and average asking gross rental rates for comparison purposes.

- **“Class A” Buildings:** Prestigious buildings competing for premier office users with rents above average. Characterized by buildings that have high-quality standard finishes, state-of-the-art systems, exceptional accessibility and a definite market presence.
  - *Percentage of Richmond Office Inventory:* **48%**
  - *Asking gross rental rates (Richmond, BC):* **\$ 29.39**
- **“Class B” Buildings:** Characterized by new buildings in non-prime locations and older buildings with good quality tenant improvements, competing for a wider range of users with average rents. Finishes are fair to good for the area and systems are adequate, but the building does not compete with Class A at the same price.
  - *Percentage of Richmond Office Inventory:* **44%**
  - *Asking gross rental rates (Richmond, BC):* **\$ 21.23**
- **“Class C” Buildings:** Characterized by older structures, poor-to-average quality of tenant improvements and may not have elevators and air conditioning. Competes for tenants requiring functional space at rents below average.
  - *Percentage of Richmond Office Inventory:* **8%**
  - *Asking gross rental rates (Richmond, BC):* **\$ 14.35**

The office building classifications and net asking rents illustrate how there are different office spaces to meet different needs and budgets.

#### *Proximity to Rapid Transit*

Not everyone wants or needs to be located within 500m of a Rapid Transit Station. An employment (e.g., office) building's proximity to rapid transit can contribute to its market attractiveness and thus can often demand higher rents than comparable buildings elsewhere.

However, this trend towards offices within 500m of rapid transit is not a guarantee for landlords, as seen in Burnaby and Surrey, where large blocks of office space were recently vacated, as the tenants moved to other transit serviced spaces in New Westminster (*Jones Lang LaSalle, Rapid Transit Index, Q3, 2013*).

#### 4.0 Office Vacancy Rates

##### *A Healthy Office Vacancy Rate*

When reviewing office vacancy rates, it should also be noted that a “healthy office vacancy rate” is considered to be around 8% (*DTZ-Barnicke Real Estate Advisors, 2014*). The consultants advise that an 8% vacancy rate is healthy, as it enables office tenants to relocate from one area to another area to better meet their changing needs and circumstances. As well, an office vacancy rate above 8% generally indicates an oversupply of office space, while a vacancy rate under 8% suggests that there is an undersupply and additional office space is welcomed. For these reasons, it is suggested that office space in the West Cambie Study Area will be viable

##### *Comparable West Cambie Office Vacancy Rates*

Since the April 23, 2014, Planning Committee meeting, staff have further researched office vacancy rate statistics and confirmed that the office vacancy rate that would be most comparable to the West Cambie Study Area is 6.3%. In Richmond, a comparable office area is located within 800m of a Canada Line rapid transit station which has comparable Class A and B office vacancy rates. Class C office space which involves existing older structures, as described in Section 3.0 above, is not included in the comparison, as in the West Cambie Study Area, those types older buildings do not exist and are not proposed for the Study Area. For these reasons, the Class C Office vacancy rate is not relevant to the comparison.

Table 1 - Detailed Office Statistics

Office Location and Class	Class A		Class B		Class C		Total
	Inventory	Vacancy Rate	Inventory	Vacancy Rate	Inventory	Vacancy Rate	Vacancy Rate
Transit Oriented (<500m)	163,000	< 1.0 % (undersupply)	Stats not available	Stats not available	Stats not available	Stats not available	5.3 %
Near Transit (<800 m)	755,028	5.8% (undersupply)	75,640	10.9%	269,332	22.5%	10.8%
West Cambie Comparable*) 800 m of rapid transit*	Class A+B (near transit) Inventory: 830,668 sq. ft Vacancy Rate: 6.3% (undersupply)				-	-	6.3%
City Centre	711,385	7.5% (undersupply)	105,765	9.3%	367,633	19.2%	11.2%
<b>Note: A Healthy (ideal) Vacancy Rate is 8%</b>							
Crestwood	964,165	34.3 %	87,304	73.7 %	60,000	4.3 %	35.8% (oversupply)
Richmond	2,507,839	26.3 %	916,508	26.4 %	724,037	17.1 %	24.7% (oversupply)

Source: Coriolis Consulting Group, *Richmond Resilient Economy Strategy*

\* Jones Lang LaSalle *Rapid Transit Index (RTI) Q3-2013*

\*\* Based on Class and proximity to transit; Statistics derived from Coriolis report for this table

Table 1 above emphasises that there is a viable demand for Class A and B office space in the Study Area.

### *Interpreting Office Vacancy Rate Statistics*

One way that office vacancy rates are often misinterpreted is that they are generally reported as an average across all office classes throughout the City which is inappropriate for comparison to the Study Area. The recently approved *2014 Richmond Resilient Economy Strategy, Technical Report #3: Richmond's Role as a Regional Office Centre*, prepared by *Coriolis Consulting Ltd.* for the Richmond Economic Development Division, provides more detailed and in-depth statistics that differentiate office vacancies by Building Class and proximity to Transit (Table 1).

As well, the study reveals that the city wide office vacancy rate for all building classes in Richmond is 18.8%, as reported by *Colliers International* in their *Q1, 2014 Office Statistics*; however, the most relevant office vacancy rate for comparison to the West Cambie Study Area is 6.3%, as it includes only Class A and B office buildings and is near rapid transit.

## 5.0 Quality of Jobs and Annual Salaries

### *Quality of Jobs*

The April 4, 2014 Report to Committee (Attachment 1) indicated that the proposed Class A and B office jobs in the Study Area under the recommended Scenario (60% Employment: 40% Residential) would enable excellent, higher paying jobs. This evaluation was based on the amount of projected jobs, since in each of the scenarios, retail space would be limited to the ground floor only and oriented towards the arterial roads. Retail floor space and the associated jobs would remain the same in each scenario, therefore any change in the amount of commercial floor space has direct correlation to the amount of projected office jobs (more commercial space = better quality jobs).

Since the recommended Scenario (60% Employment: 40% Residential) retains 84% of the existing allowable commercial (employment) floor space found in Development Scenario 1 (100% Employment), it was ranked as excellent. Scenarios 3 and 4 would retain only 42% and 28% of the commercial space, respectively, therefore they were ranked lower quality jobs.

### *Annual Salary*

*Site Economics Ltd.* estimated an average annual salary of \$60,000 for projected jobs in the West Cambie Study Area. Statistics Canada reports that the average hourly wage of a permanent job in BC is \$25 in 2014 and the average annual base salary for office type occupations was over \$57,000 with total compensation packages at approximately \$72,000 (Table 2 below).

As incomes are generally higher in the Greater Vancouver area and development completion in the Study Area is at least 4 years from the present, the figures are confidently estimated to be \$60,000 or approximately 10% higher than the current rate.

The consultant's assumption used in the analysis, that the average salary would be approximately \$60,000 per year, is consistent with the statistics outlined below in Table 2.

Table 2 Examples of 'Office Type' Occupations to be attracted to West Cambie

Occupation	Base Salary	Benefits (25%)	Total Compensation
Management	\$ 75,358	\$ 18,840	\$ 94,198
Business, finance and administrative	\$ 46,301	\$ 11,575	\$ 57,876
Natural and applied sciences and related	\$ 66,539	\$ 16,635	\$ 83,174
Health	\$ 60,320	\$ 15,080	\$ 75,400
Social science, education, government service and religion	\$ 60,507	\$ 15,127	\$ 75,634
Sales and service	\$ 35,173	\$ 8,793	\$ 43,966
<b>Average</b>	<b>\$ 57,366</b>	<b>\$ 14,342</b>	<b>\$ 71,708</b>

Source: Statistics Canada, CANSIM Tables 282-0069 and 282-0073 (Last Modified Jan 1, 2013)

### 6.0 Future Office Development - Is there a Glut?

Since April 23, 2014, staff have verified that there is currently 1.3M sq. ft. of office space proposed in developments that are underway in the City Centre, with an anticipated completion over the next 15 years (2029). More specifically, there is 290,000 sq. ft. of proposed office space in Capstan Village and 1,000,000 sq. ft. in Bridgeport Village (e.g., Duck Island).

The 2009 City Centre Area Plan reported an existing 80 acres of zoned land for office uses, with a projected demand of 119 acres required by 2041 to accommodate the estimated 17.0 M square feet of new office space. So while the 1.3M sq. ft. may initially seem to be a large amount of office space development, it is only 13% of the 2041 OCP forecasted average yearly growth required to meet the *2041 OCP Employment Land Strategy* objectives. Thus, staff consider the proposed 1.3M sq. ft. of office space to be an undersupply of office space and not a "glut".

### 7.0 Summary

The West Cambie Study Area is a competitive and viable location for office space for the following reasons:

- Comparable Class A and B office space near transit has only a 6.3% vacancy rate (Coriolis, 2013) which means that there is an undersupply, since a healthy office vacancy rate is 8% (DTZ-Barnicke, 2014).
- As not all office space needs to be in the City Centre, the Study Area is very viable for Class A and B offices.
- 82% of Richmond's workforce are in positions that require office space.
- As approximately 92,000 Richmond workers travel to work by various methods: 76% by private vehicle, 18% take public transit, and 6% walk, bike or use other means, the Study Area is viable as:
  - The Aberdeen (Rapid Transit) Station is only 810m away and is easily walkable,
  - It is currently well served by six bus routes within 200m of the Study Area, and
  - It has excellent vehicle access, as it is located on a major arterial road network with highway access.

- Future planned/in process office development in the City Centre is still considered an undersupply as it is below the average growth rate to meet the City's Employment Land Strategy (i.e., no glut).

### **Financial Impact**

None

### **Conclusion**

Staff has responded to Planning Committee's request to provide Economic Advisory Committee comments and to clarify certain Study Area topics.



Terry Crowe  
Manager, Policy Planning (4139)



Patrick Burke  
Senior Planning Coordinator (4164)

- Att. 1: RTC: *West Cambie-Alexandra Neighbourhood Business Office Area Review* dated April 4, 2014  
Att. 2: Map: *Transit Proximity: Major Office Areas*



## City of Richmond

## Report to Committee

**To:** Planning Committee  
**From:** Joe Erceg, General Manager  
 Planning and Development  
**Date:** April 4, 2014  
**File:**  
**Re: West Cambie: Alexandra Neighbourhood Business/Office Area Review**

### Staff Recommendation

1. That Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 9121 to amend Schedule 2.11A in the 2041 Official Community Plan Bylaw 7100, to change the existing Business Office designation to Mixed Use (60% Employment:40% Residential) designation, be introduced and given first reading.
2. That Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 9121, having been considered in conjunction with:

- a) the City's Financial Plan and Capital Program;
- 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 882(3)(a) of the Local Government Act.


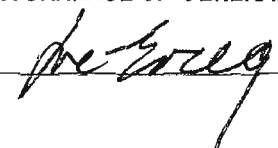

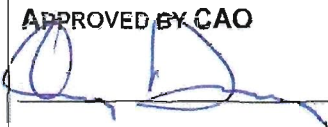
3. That, in accordance with section 879 (2)(b) of the *Local Government Act* and OCP Bylaw Preparation Consultation Policy 5043, Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 9121, be referred to the following bodies for comment for the Public Hearing:
  - a) Vancouver International Airport Authority (VIAA) (Federal Government Agency), and
  - b) The Board of Education of School District No. 38 (Richmond).
4. That City staff be directed to consult with VIAA staff regarding the proposed recommendation, prior to the Public Hearing.

Joe Erceg  
 General Manager, Planning and Development

JE:ttc  
 Att. 13

April 4, 2014

- 2 -

REPORT CONCURRENCE		
<b>ROUTED TO:</b>  Finance Division Community Social Development Parks Services Engineering Development Applications Transportation	<b>CONCURRENCE</b>  	<b>CONCURRENCE OF GENERAL MANAGER</b>  
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b>  	<b>APPROVED BY CAO</b>  

## Staff Report

### Origin

On July 8, 2013, Council passed the following resolution:

*That the report from the General Manager, Planning and Development, dated June 24, 2013, titled: West Cambie – Alexandra Neighbourhood Business/ Office Area Review be referred back to staff to further consider mixed use including commercial, residential and office use and the appropriate proportion and number of units for each use.*

The purpose of this staff report is to address this referral.

### 2011 – 2014 Council Term Goals

The report addresses the following 2011 - 2014 Council Term Goal 7:

- *Managing Growth and Development.*

### Background

#### 1. West Cambie Area Plan - Alexandra Quarter

The West Cambie Area Plan was adopted in 2006. At the time of approval, the Alexandra quarter section of the Area Plan (approx. 160 acres) was estimated to enable 6,000 people and 2,000 jobs at build out in 2041. Since the Area Plan was approved, development in the Alexandra quarter has proceeded as intended (e.g., as multi-family residential projects, the Smart Centres project which includes a Walmart retail outlet, a child care facility, a district energy utility, parks and trails).

#### 2. The Study Area - Alexandra Mixed Employment (Business/Office) Area

Of the 160 acre Alexandra quarter, approximately 16 acres (15.9 acres) is designated as a Business/Office Area which occupies the north west corner of the quarter and is bounded by Alexandra Road to the south, Garden City Road to the west, Cambie Road to the north and Dubbert Street to the east: this is the Study Area (Attachments 1 & 2). The Area Plan currently allows the following uses in the Business/Office Area:

*Business and Office Uses over Retail up to 1.25 FAR including office commercial, restaurants, neighbourhood pubs, retail and retail services commercial - small floor plate only including service station, educational facilities, recreational facilities, enclosed commercial parking, preferably structured and neighbourhood commercial, at the southeast corner of Garden City Road and Cambie Road.*

#### 3. Summary of the January 2014 Westmark Proposal

Initially in 2013 and later revised in January 2014, the Westmark Development Group (Westmark) applied to rezone one third (5.1 acres) of the Alexandra Neighbourhood Business/ Office Area which they have assembled along the west portion of the Alexandra quarter and which fronts onto Garden City Road, north of Odlin Road and south of McKim Way, to enable a 20% Mixed Employment (e.g., office, commercial) and 80% Residential development (Attachment 2). The developer has been advised that their rezoning application will not be processed, until Council has decided upon an updated land use policy for the area.



## Relevant Policies and Considerations

### 1. Planning Policies

Policy Planning staff established a review team involving Transportation, Engineering, Community Services and Parks staff, to address the referral. Staff were guided by the *2041 Official Community Plan* (e.g., *2041 OCP Population*, *2041 Housing and Employment Projections Study*, *2041 OCP Employment Lands Strategy*, *2041 City OCP Aircraft Noise Sensitive Development [ANSD] Policies*), the *2006 West Cambie Area Plan (WCAP)*, the *2007 Affordable Housing Strategy*, the *2022 Parks and Open Space Strategy*, the *Metro Vancouver – 2040 Regional Growth Strategy* and recent market trend considerations. As well, staff sought the advice from *Site Economics Ltd.* an economic land consultant to assist in evaluating the economic, employment and property tax impacts of the Development Scenarios. *Site Economics Ltd.* helped prepare the *2041 OCP Employment Lands Strategy*.

### 2. Study Area Characteristics

The Business Office Use Area, in the Alexandra Quarter is intended to assist the City in meeting its long term 2041 OCP employment land needs. The characteristics of the Study Area are summarized in Table 1 below:

Table 1: Study Area Characteristics Business Office Use, Alexandra Quarter, West Cambie	
Topic	Summary
Study Area - Size	<ul style="list-style-type: none"> <li>- 16 acres: (15.89 acres, or 6.43 ha - 692,601 ft<sup>2</sup>)</li> <li>- Approximately 10% of the whole Alexandra Quarter Section</li> </ul>
Total Buildable Area	<ul style="list-style-type: none"> <li>- 865,755 ft<sup>2</sup> (at 1.25 FAR)</li> </ul>
2041 OCP Land Use Designation	<p>Mixed Employment</p> <p>Those areas of the City where the principal uses are industrial and stand-alone office development, with a limited range of support services. In certain areas, a limited range of commercial uses are permitted such as the retail sale of building and garden supplies, household furnishings, and similar warehouse goods.</p>
2041 OCP Noise Sensitive Development Area (ANSD) Designation	<ul style="list-style-type: none"> <li>- Designation - Area 1A (35 - 40 NEF)</li> <li>- New Aircraft Noise Sensitive Land Uses (residential, school, hospital, day care) are prohibited</li> </ul>
West Cambie Area Plan, Alexandra Quarter Land Use, Density, Height:	<p>Business Office Uses (non residential)</p> <ul style="list-style-type: none"> <li>- Office commercial</li> <li>- Restaurants and neighbourhood pub</li> <li>- Retail and retail services commercial — small floor plate only</li> <li>- Educational facilities</li> <li>- Recreational facilities</li> <li>- Enclosed commercial parking, preferably structured.</li> <li>- A service station and neighbourhood commercial uses, at the southeast corner of Garden City Road and Cambie Road.</li> <li>- Maximum FAR 1.25</li> <li>- Maximum Height: 2 to 4 storeys (8 metres – 15 metres); 5 storeys (20 metres) of non-combustible construction can be considered.</li> </ul>
Existing Zoning	<p>Mainly Single Family - RS1/F (1x CG2 lot and 1x RD1 lot)</p> <p>Width = 18 m (60 ft)</p> <p>Minimum Area 828 m<sup>2</sup> (8,913 ft<sup>2</sup>)</p>
Existing Uses	Single Family Residential
Transit Services	<ul style="list-style-type: none"> <li>- The Study Area is well serviced by public transit with two current bus routes fronting Garden City Road (407 and 430), bus service along Cambie Road and there are direct bus connections to the Richmond-Brighouse and Bridgeport Canada Line stations.</li> </ul>

Table 1: Study Area Characteristics Business Office Use, Alexandra Quarter, West Cambie	
Topic	Summary
	<ul style="list-style-type: none"> <li>- The Canada Line is about 1 km (about a 15 minute walk) from the area.</li> <li>- The City is working with TransLink to monitor service levels and seek service improvements over time.</li> </ul>
Water	System
Sanitary	Septic Tank: Sanitary Sewer System connection required with development
Drainage	Yes
Alexandra District Energy Utility (ADEU)	New development will be required to connect to the ADEU

### 3. Criteria to Evaluate the Development Scenarios

The Study Area's Business/Office designation was established to meet the City's short and long term needs by having an ample supply of employment lands to enable job creation, a range of high paying jobs, a healthy tax base and a mini Complete Community. The 2041 OCP indicates that Mixed Employment (Business Office) areas are to be protected, retained and densified to ensure the City has sufficient mixed employment land to meet its long term needs.

As the West Cambie Area Plan also emphasizes office jobs in this location, the loss of the Study Area's Business Office lands to residential use would have negative implications for the City's economy and job creation. With this in mind the following criteria to assess and evaluate a range of development scenarios was used:

#### a) *Jobs*

- Maximize potential jobs through the protection and development of designated employment lands.
- Maximize high paying jobs and total jobs.
- Avoid creating employment land challenges which must be addressed later (e.g., replacing employment lands for needed jobs).
- If introducing residential uses into the Study Area ensure that the long term viability of the employment uses and their jobs, are not jeopardized by the residential use.

#### b) *Conformity with City Policies*

- Comply with City policies including land use, density, urban design, building, parking, transportation, infrastructure, social (e.g. affordable housing) and parks.

#### c) *City-VIAA Relations*

- Avoid jeopardizing the City's relationships with the VIAA.

#### d) *Property Taxes*

- Maximize property tax revenues.

#### e) *Precedent*

- Avoid creating an undesirable precedent (e.g. converting employment lands to other uses).
- Generate more positive benefits than the negative implications.

### 4. Considerations in Applying the Criteria

#### a) *Jobs*

Advice from *Site Economics Ltd.* indicates that high paying, long-term jobs are best achieved where the majority of the employment is in an office environment. These jobs are anticipated to be full-time, permanent and pay an average of \$60,000 annually, while

retail and service jobs tend to be less secure and pay much less. Higher paying jobs could be achieved by managing office and retail uses as follows:

- Restrict retail uses to the ground floor as this will allow more office height & density above and thus the potential for more higher-paying office jobs.
- Retail uses can likely pay more than office for ground floor space due to the arterial road exposure.
- Retail uses on the ground floor make office space above more attractive for office workers.

By restricting retail uses, office space marketability is increased and more viable, as people can live and work in the same neighbourhood.

*b) Conformity with City Policies*

- *Land Use, Density and Urban Design* - Planning staff have reviewed the Study Area in the context of the adjacent land use designations which limit the base density to 1.25 FAR. A maximum building height of 6 storeys (25 m) is proposed for Mixed Use Employment-Residential use, as the height is consistent with adjacent designations, and would maximize the employment floor area in each scenario.
- *Transportation Services* – Transportation staff advise they have no issues, as transportation improvements would be provided at the time of redevelopment based on required developer studies and City requirements (e.g., City Wide & Local Area DCCs, on and off site contributions).
- *Infrastructure Services (water, sanitary sewer, drainage)* - Engineering staff advise that they have no issues, as infrastructure improvements would be provided at the time of redevelopment based on required developer studies, and City requirements (e.g., City Wide & Local Area DCCs, on and off site contributions).
- *Affordable Housing* – to encourage the provision of built affordable housing, staff recommend offering a total 0.5 FAR Bonus Density, to be split proportionately between the Employment and Residential uses. This would have an added benefit of providing additional employment space.
- *Park Space* - Park staff advise that they have no issues as additional parks are not required in the Alexandra Neighbourhood as there is already sufficient space in the area. The existing DCC charges will apply to contribute to park land acquisition and improvements.

*c) City-VIAA Relations*

Establishing and maintaining good relations with other governments and organizations is an integral part of running a City. The introduction of residential uses in this location would require changing the 2041 OCP Aircraft Noise Sensitive Development Area (ANSND) designation from Category 1A (which prohibits residential uses) to Category 2 (which permits residential uses subject to aircraft noise mitigation measures). In response to the possibility of allowing residential uses in the Study Area, on March 27, 2013, Vancouver International Airport Authority (VIAA) staff provided the following comments:

*With regards to the position of the Vancouver Airport Authority, the ANSD designation should stand and we do not support changes to the OCP to allow the proposed development. The property in question is located within the 35 Noise*

*Exposure Forecast (NEF) planning contour, where Transport Canada does not recommend residential development per their land use guidelines. The property is also directly under the flight path of the 24-hour south runway and is one of the most severely noise affected areas of the City.*

*We also do not support the concept of 'swapping' land within other areas of the City's ANSD Policy to offset the proposed development. However, if the City wishes to undertake this option, the new offset lands to be protected should be located within the West Cambie area and have an equivalent exposure to noise and aircraft over-flights.*

In summary, the VIAA does not support allowing residential uses in the Study Area to avoid the possibility of aircraft noise complaints. While Council can make OCP ANSD decisions to allow residential uses in the study area unilaterally, it runs the risk of jeopardizing City-VIAA relations.

*d) Property Taxes*

Commercial/ employment properties are taxed at a higher mill rate than residential uses thus producing much more tax revenue for the City. Residential uses also tend to place more demands on City services and therefore they are more costly to tax payers. From a tax perspective, arrangements which have a higher proportion of employment uses are more desirable.

*e) Precedent*

Any introduction of residential uses into the Study Area has the potential to set an undesirable precedent. Owners of employment lands across the street to the west of the Study Area have already indicated that they also want their lands to be redesignated for residential use to attract higher real estate prices.

If residential uses are permitted, strict parameters for land use development ratios, density and phasing are needed to limit the negative impact of residential speculation and use. Strict and clear requirements for managing residential and employment uses will ensure that employment uses are not jeopardized by residential uses and may deter the wide spread land speculation throughout other employment areas in the City.

## **Analysis**

### **1. Review of Development Scenarios**

To address the referral, staff identified the following Development Scenarios for the Study Area:

- Development Scenario 1: An Enhanced 100% Mixed Employment Scenario: retain the existing Business / Office designation and clarify employment uses (Attachment 3),
- Development Scenario 2: A 60% Mixed Employment and 40% Residential Mixed Use Scenario: based on consultant advice and industry norms (Attachment 4),
- Development Scenario 3: A 30% % Mixed Employment and 70% Residential Option to provide an additional possibility (Attachment 5), and
- Development Scenario 4: A 20% Mixed Employment and 80% Residential Mixed Use Scenario based Westmark's January 2014 proposal: this Scenario was evaluated both for the 5 acre Westmark site and the 16 acre Study area (Attachment 6).



With the assistance of *Site Economics Ltd.*, each of the Development Scenarios are described and evaluated below, illustrated in Attachment 7 and summarized in Table 2.

<b>Table 2</b> <b>Summary of Land Use Implications for the Four Development Scenarios</b>				
	Scenario 1	Scenario 2	Scenario 3	Scenario 4 Westmark Proposal
<b>Land Use Ratio Employment Residential</b>	Emp: 100% Res: 0%	Emp: 60% Res: 40%	Emp: 30% Res: 70%	Emp: 20% Res: 80%
<b>Base and Bonus Density (FAR)</b>	Base: 1.25 (Employ)  Bonus: None  Max: 1.25 FAR	Base: 1.25 (0.75 Employ + 0.50 Res)  Bonus*: 0.5 (0.3 Employ + 0.2 Res)  Max: 1.75 FAR	Base: 1.25 (0.375 Employ + 0.875 Res)  Bonus*: 0.5 (0.15 Employ + 0.35 Res)  Max: 1.75 FAR	Developer proposes 1.77 FAR, did not propose a density bonus
<b>Floor Area @ Max FAR (Base + Bonus)</b>	865,238 ft <sup>2</sup>	1,212,057 ft <sup>2</sup>	1,212,057 ft <sup>2</sup>	1,226,084 ft <sup>2</sup>
<b>Commercial floor</b>	865,238 ft <sup>2</sup>	726,800 ft <sup>2</sup>	363,617 ft <sup>2</sup>	245,217 ft <sup>2</sup>
<b>Residential floor</b>	n/a	485,257 ft <sup>2</sup>	848,440 ft <sup>2</sup>	980,867 ft <sup>2</sup>
<b>Ongoing Employment Completed Project (jobs)**</b>	3,502	3,047	1,656	1,220
<b>Quality of Jobs</b>	Excellent	Excellent (Higher paying office)	Good (Less office)	Good (Low paying retail)
<b>Total Estimated Annual Salaries</b>	\$210 million	\$183 million	\$99 million	\$73 million
<b>Est. Residential Units</b>	0	606	1,061	1,226
<b>Est. Additional Residents</b>	0	1,300	2,200	2,600
<b>Total Projected Alexandra Population</b>	6,700	8,000	9,000	9,300
<b>Annual Property Taxes</b>	\$4,297,595	\$4,516,000	\$3,397,177	\$3,057,435

\* Bonus FAR requires that 5% of total residential area is built affordable housing and that Bonus Employment FAR also be built.

\*\*Jobs are calculated based on 1 job per 220ft<sup>2</sup> of commercial space plus 1 job per 4000ft<sup>2</sup> of residential space

a) *Development Scenario 1 - 100% Mixed Employment*

With this Scenario, employment uses are protected by continuing to exclude residential uses. The implications of this Scenario are summarized below.

- The Alexandra quarter's Mixed Employment (Business Office) uses are required to achieve the City's long term 2041 employment objectives.
- Employment uses for this area are suitable and should prove to be technically and economically feasible over the long-term.
- Not all offices should go in the City Centre, nor be on a rapid transit line.
- Community-wide office vacancies have been declining in Richmond over the last year, dropping by 20% in one year and ending at 16.3% at the end of 2013, compared to 20.3% at the end of 2012. Declining office vacancy rates, with no growth in inventory over the

last 3 years, signal a potential growing demand for office development in Richmond in the near-term.

- According to the Rapid Transit Index (RTI) Study published regularly by John Lang LaSalle, Richmond's transit oriented office vacancy rate is at 5.3% (for buildings within 500 metres of a rapid transit station). This is the lowest among all suburban markets and has created some interest in the development community towards adding product along the Canada Line. However, the uptake has been slow, given prohibitive land prices in the immediate proximity to rapid transit. This may signal a more immediate opportunity for office development in areas such as the Study Area – areas that are still within a walking distance of the Canada Line, yet far enough to allow more reasonable land prices.
- Employment uses cannot compete for land in this area without municipal protection, as residential demand drives up land prices making employment uses less financially viable.
- Sudden surges in the demand for employment land, such as a single major office tenant may occur and thus the lands should remain available for such employment uses as intended.
- Single-use office buildings are easiest and most efficient to build, however when located on an arterial road (e.g., Garden City Road), then mixed employment buildings with ground floor retail are warranted, as the retail uses can benefit from good exposure on an arterial road.
- The Study Area was also established to accommodate similar uses which may be displaced from other redeveloping areas of the City (e.g., the City Centre), an important long term City economic re-development objective. In this regard, the range of such displaced opportunities include: Retail and Related Uses: furniture, mattress, food catering, private security uses and Office Uses: property management, holding and investment, consulting, printing, assembly, education, import/ export, travel agency, book making and binding uses. The Richmond Economic Advisory Committee acknowledges this opportunity.
- The potential long term employment and tax revenue benefits of maintaining the existing Study Area's uses outweigh the benefits of adding residential uses and reducing the Study Area's employment potential.
- When the Area Plan was prepared in 2006, it was estimated that the Alexandra quarter would generate 2,000 jobs (1,000 in the Study Area: 1,000 in the Mixed Use where SmartCentres is located). The recent analysis reveals that the Study Area may generate an estimated 3,500 jobs, which is an increase of 2,500 jobs over the original estimate. The 2041 OCP employment policies encourage such increases here and throughout the City as a high priority is placed on using land effectively and generating as many jobs as possible to maintain the City's high job to labour force ratio.
- This Scenario avoids the possibility of generating more similar requests which would jeopardize the long term availability of needed employment lands.
- While service industries (e.g. business management, financing, accounting, insurance uses) are allowed in the area, to enhance the viability of the Development Scenario 1, staff suggest amending the Area Plan to clarify that the following employment uses are permitted in the Study Area: bio-tech, research, lab uses, information technology (IT), media/software, private and public institutions such as medical facilities.

In financial terms, office uses generate significant direct and indirect economic benefits, which exceed those of residential use. Employment development pays more in property taxes annually, creates more ongoing jobs and generates fewer costs to the City than

residential uses. The estimated number of ongoing jobs would be almost three times as high in Development Scenario 4 put forth by the developer. Based on the economic analysis, it is clear that Development Scenario 1 - 100% Mixed Employment has the greatest overall positive economic, social, and planning benefits of all the Development Scenarios.

To enhance *Development Scenario 1 - 100% Mixed Employment*, staff suggest that an Amendment Bylaw be considered to clarify that the following uses are allowed in the Study Area: Bio-tech, research, lab uses, Information technology (IT), media/software, and Institutional (private and public) uses including medical facilities.

- b) *Development Scenario 2 – 60 % Employment: 40% Residential Use (Recommended)*  
If residential uses are to be introduced into the Study Area, the economic land consultant recommends Development Scenario 2 (60% Employment: 40% Residential Use), as it best reflects the industry's recommended level of two thirds employment and one third residential use (Attachment 4). This preferred ratio is intended to stimulate the development of needed employment uses including highly desired office space by enticing developers with multi-family residential development potential. The inclusion of multi-family residential uses provides an incentive to landowners to sell or develop their lands, as it would increase their market value from the existing employment only use. The developer/builder is also provided an incentive to develop the employment space as a condition of building residential uses which provide much higher returns due to the strong residential market. The higher percentage of employment use in a mixed use development (60% Employment: 40% Residential) is believed necessary by the commercial land industry to protect the long term viability of the employment lands.

Also *Development Scenario 2* is preferred as it includes the following benefits:

- Provides 87% of the potential jobs of Scenario 1 (100% Employment) and almost twice as many jobs and \$110 million more in annual salaries than if Scenario 3 (30% Employment) was selected.
- Is the most representative of industry standards for mixed use employment-residential development which better protects the long-term viability of employment uses and higher paying office jobs.
- Is estimated to accommodate approximately 600 new residential multi-family units (1,300 residents) which assist in offsetting the costs to the developer for providing needed employment space for new jobs.
- Provides the highest potential property tax revenues (\$4.5M) and over \$1 million more annually than the other mixed use employment-residential scenarios.

- c. *Development Scenario 3 – 30 % Mixed Employment: 70% Residential Use*  
This Scenario is proposed to provide an alternate land use arrangement to the recommended industry standard that is represented by Scenario 2. It would involve allowing the Study Area to develop up to 70% Residential and 30% Employment uses (Attachment 5). However, as the industry standard for Mixed Use areas involves a floor area ratio of 66% employment and 33% residential use, this Option may not be appropriate.

*d. Development Scenario 4 – 20% Employment:80% Residential Use (Westmark Proposal)*

Staff reviewed the most recent Westmark proposal from January 2014, which proposes 20% Employment and 80% Residential uses (Attachment 8). While the Westmark proposal involves only 30% of the 16 acre Study Area, the following comments apply to the both the Westmark site and the whole Study Area.

The proposal as submitted was forwarded onto *Site Economics Ltd.*, the City's economic land consultant, who provided the following comments:

- Based on market conditions, there is clearly room to allocate a larger share of the proposal to office space, which would better support the City's long term needs and the 2041 OCP Mixed Employment designation.
- The retail component is problematic, as it is at the grade level of the proposed office building making the proposed parking difficult and limited.
- The proposed supermarket and drug store could find it very difficult to attract tenants, as the site lacks easily accessible surface parking and is not on a corner.
- The ideal situation is for ground floor retail to be located on Garden City Road frontage with good access and exposure.
- The proposed office space layout is optimal in terms of floor plate, height, and overall configuration.
- The only real issue with proposed office area is the limited scale.
- The 80% residential use reduces the viability and amount of employment space.
- Developer could be required to make a significant contribution from the residential component to subsidize employment space in the area.

From a City perspective, the Westmark proposal is not considered to be a viable Development Scenario, as:

- 1) The proposed density of 1.77 FAR exceeds the existing maximum density of 1.25 FAR and consists of only 0.36 FAR for employment uses (1.41 FAR for residential use), greatly reducing the potential number and quality of jobs.
- 2) The proposed realignment of Dubbert Street further west would unacceptably reduce available employment lands from 5.1 acres to 4.59 acres, further reducing potential jobs while increasing residential use of lands to the east.
- 3) The realignment unacceptably changes the future land use of the site to a roadway and unacceptably proposes to relocate the intersection of Dubbert Street and Cambie Road closer to Garden City Road which does not conform to the Area Plan, negatively affects other property owners and enables Westmark to reduce their road costs and place them on other developers.
- 4) The 1.77 FAR is the base density and therefore does not have any bonus density and therefore does not provide for affordable housing.
- 5) The proposed density is not consistent with the form and character of adjacent lands that have maximum densities of 1.5 FAR along High Street and 1.5 FAR (with density bonus for affordable housing up to a maximum 1.7 FAR) to the east of the Study Area, and;
- 6) Four isolated "orphan" sites remain at the southwest corner and one orphan site at the northeast corner of the block, which are too small to develop and are not permitted under the Area Plan (Attachment 2).



Overall, for economic, planning and urban development reasons staff recommend that Westmark's proposal, *Development Scenario 4*, be eliminated from further consideration as it is not a viable mixed use Development Scenario.

## 2. Managing Mixed Use Employment-Residential Uses.

### a) *General*

The introduction of residential uses into the Study Area has its benefits and challenges. Residential uses on these lands represent a significant change and require special consideration. The goal is to ensure that the proposed land use ratios help stimulate the development of desirable employment space by allowing some development of higher demand residential uses.

The ratio of employment to residential use must be carefully managed. The industry standard to protect the viability of employment uses indicates that employment uses should be the majority use and residential use the minority use (i.e. 66% Employment: 33% Residential).

Allowing residential (multi-family) uses into the Study Area may speed up the development of the employment uses, as the developer would be able to subsidize the development of employment space (e.g., lower construction and lease costs). As well, the developer would install necessary roads and services for the residential uses which would simultaneously benefit the development of employment and office space.

To prevent only residential uses being developed and no employment uses, staff recommend that all Rezoning, Development Permit and Building Permit applications must meet the selected Development Scenario land use ratio (e.g. 60% E:40% R) that restricts the maximum percentage of residential floor (e.g. maximum 40% residential) area and ensures that the employment space is built.

### b) *2041 OCP and Area Plan Policy Implications*

Introducing residential use in the Study Area would require amendments to the *2041 OCP Mixed Employment* designation and to the *2041 OCP Aircraft Noise Sensitive Development Area* (ANSD) designation to remove the residential use prohibition. As well, the *West Cambie Area Plan* would require amendment to re-designate the "Business Office" area to "Mixed Use Employment-Residential" to allow multifamily uses. A mixed-use proposal would not affect the *Metro Vancouver 2040 Regional Growth Strategy* (RGS), as the RGS designates the Study Area "Urban" which accommodates employment and residential uses.

### c) *City-VIAA Relations*

As indicated above, the introduction of residential uses in this location would require changing the *2041 OCP Aircraft Noise Sensitive Development Area* (ANSD) designation from Category 1A (which prohibits residential uses) to Category 2 (which permits residential uses subject to aircraft noise mitigation measures).

The *Vancouver International Airport Authority* (VIAA) does not support allowing residential uses in the Study Area to avoid the possibility of aircraft noise complaints, as they regard the policy as very important and may oppose any new residential uses in the

Study Area. In this regard the VIAA would not likely support Development Scenario 2, 3 or 4 which allow residential uses.

While not typically done, Planning Policy staff intend to meet with VIAA staff regarding the proposed report and recommendation, prior to the Public Hearing, to ensure that VIAA staff understand the City's rationale for the proposed recommendation.

*d) Density*

As there may be a desire by the City to introduce residential uses in the Study Area to encourage the development of employment uses, the existing maximum 1.25 FAR was reviewed to ensure that employment uses occur along with the required subsidizing residential uses and to allow for building affordable housing.

An additional 0.5 FAR density enables market residential development to subsidize employment space and includes the provision for built affordable housing raising the maximum density to 1.75 FAR. This bonus FAR will be split according to the approved development scenario ratio (e.g. 60% Employment:40% Residential), which for this example, would equate to a 0.2 FAR bonus for residential space. For the developer to take advantage of this additional FAR, they would be required to also provide the additional employment floor space at 0.3 FAR. The combination of the available density and the applicable ratio (e.g. 60% Employment:40% Residential) would ensure that residential development does not deter the development of needed employment space.

*e) Affordable Housing*

Where residential uses are allowed, as Council has indicated that built affordable housing is needed, staff recommend that all residential developments are to provide at least 5% of the total residential building area (a minimum of 4 units) as built affordable housing units. Cash-in-lieu contributions are not acceptable. This approach is to be applied instead of the older, 2006 *West Cambie Affordable Housing Density Bonusing* policies.

The proposed OCP Amendment Bylaw includes a policy change to require that built affordable housing units are required.

*f) Building Height*

The introduction of residential uses in the Study Area also necessitates the reconsideration of the maximum height of buildings. As there remains a desire and need to attract and accommodate employment uses in this location, the Study Area height needs to be attractive to developers and builders. Along with increasing the maximum FAR, the maximum building height is proposed to be increased from 5 storeys (20m) to 6 storeys (25m). This allows the applicant greater flexibility in accommodating the employment uses along with the residential uses on their sites. The proposed height limit is consistent lands to the west of Garden City Road which are located in the City Centre Area Plan and lands to the east within the Alexandra Neighbourhood (Attachment 9).

*g) General Development Requirements for Mixed Use Employment -Residential*

It is recommended that any mixed use employment-residential Development Scenario approved by Council, be required to comply with the following provisions:

- The commercial and office components of mixed use buildings should be oriented towards the arterial road network (Garden City Road and Cambie Road) to provide a consistent and complementary streetscape with future development on the west side of Garden City Road.
- Residential and ancillary uses should be inward oriented or towards the collector roads (e.g. Dubbert Street) in accordance with existing WCAP Development Permit Guidelines.
- Residential and associated accessory uses may comprise a maximum of 40% (or 70%) of the total floor area within Study Area Development Blocks 1, 2 and 3, as identified in the proposed amended Alexandra map (Attachment 10).
- To prevent only residential uses being developed and no employment uses, all Rezoning, Development Permit and Building Permit applications must meet the selected Development Scenario (e.g. 60% E:40% R) that restricts the maximum percentage of residential floor space.
- Stand alone retail buildings should not be permitted.
- Notwithstanding the clause above, stand alone single-use buildings and/or mixed-use buildings may be considered, provided that they form part of the comprehensively planned Development Blocks, 1, 2 and 3, as identified in the proposed amended Alexandra map (Attachment 10).

A summary of the OCP amendment requirements for introducing Mixed Use Employment Residential uses to the Study Area (Development Scenarios 2, 3 and 4) are outlined in Attachment 11.

### 3. Summary of Analysis

In summary, staff recommend Development Scenario 2 – 60% Employment: 40% Residential for the following reasons: it:

- potentially provides almost as many jobs as the existing Area Plan and almost twice as many jobs and over \$110 million more in annual salaries than if Scenarios 3 or 4 were selected,
- is the most representative of industry standards for mixed use commercial-residential development that better protects the long-term viability of higher paying office jobs,
- potentially provides the highest property tax revenues (\$4.5M) and over \$1 million more annually than the other mixed use commercial-residential scenarios, and;
- is estimated to accommodate more than 600 new residential multi-family units (1,300 residents), offsetting the costs to the developer for providing needed employment space.

Whichever Development Scenario is selected, staff will continue to monitor the City's long term employment land needs and co-operate with Metro Vancouver staff as they undertake long term employment land studies. As these studies are brought forward, staff will update Council regarding any changes in the City's employment land needs.

If the recommended Development Scenario 2 is chosen, the necessary OCP and Area Plan amendments are in proposed Official Community Plan Bylaw 7100, Amendment Bylaw 9121 to amend Schedule 2.11A in the 2041 Official Community Plan Bylaw 7100.

Alternatively, if Development Scenario 3: A 30% Mixed Employment and 70% Residential Option is preferred, Attachment 12 contains the necessary OCP amendment Bylaw, draft Bylaw 9122.

Should Council decide to protect and enhance the employment uses in the Study Area and not allow residential uses Staff suggest Development Scenario 1- 100% Enhanced Employment be implemented. Attachment 13 contains the necessary OCP amendment Bylaw, draft Bylaw 9120.

4. Next Steps

Staff recommend the purposed OCP Bylaw 7100, Amendment Bylaw 9121 be referred to the Vancouver International Airport Authority (VIAA) and the Board of Education of School District No. 38 (Richmond) for comment, prior to the Public Hearing (e.g., anticipated to be held on May 20, 2014). In addition, while not usually done, City staff recommend that they meet with VIAA staff prior to the Public Hearing to explain the report and recommendation.

**Financial Impact**

As noted in report.

**Conclusion**

Staff's evaluation shows that, based on criteria such as the potential for creating high quality full-time jobs, maintaining good government relations, maximizing property tax revenue and avoiding an undesirable precedent, *Development Scenario 1 – 100% Employment* (existing Area Plan) is the best option. As it is staff's understanding that Council may wish to introduce residential uses into the Study Area, the second best option would be *Development Scenario 2 – 60% Employment: 40% Residential*, as it is considerably superior to Scenario 3 and Scenario 4.

The necessary OCP and Area Plan amendments are in proposed Official Community Plan Bylaw 7100, Amendment Bylaw 9121 to amend Schedule 2.11A in the 2041 Official Community Plan Bylaw 7100.



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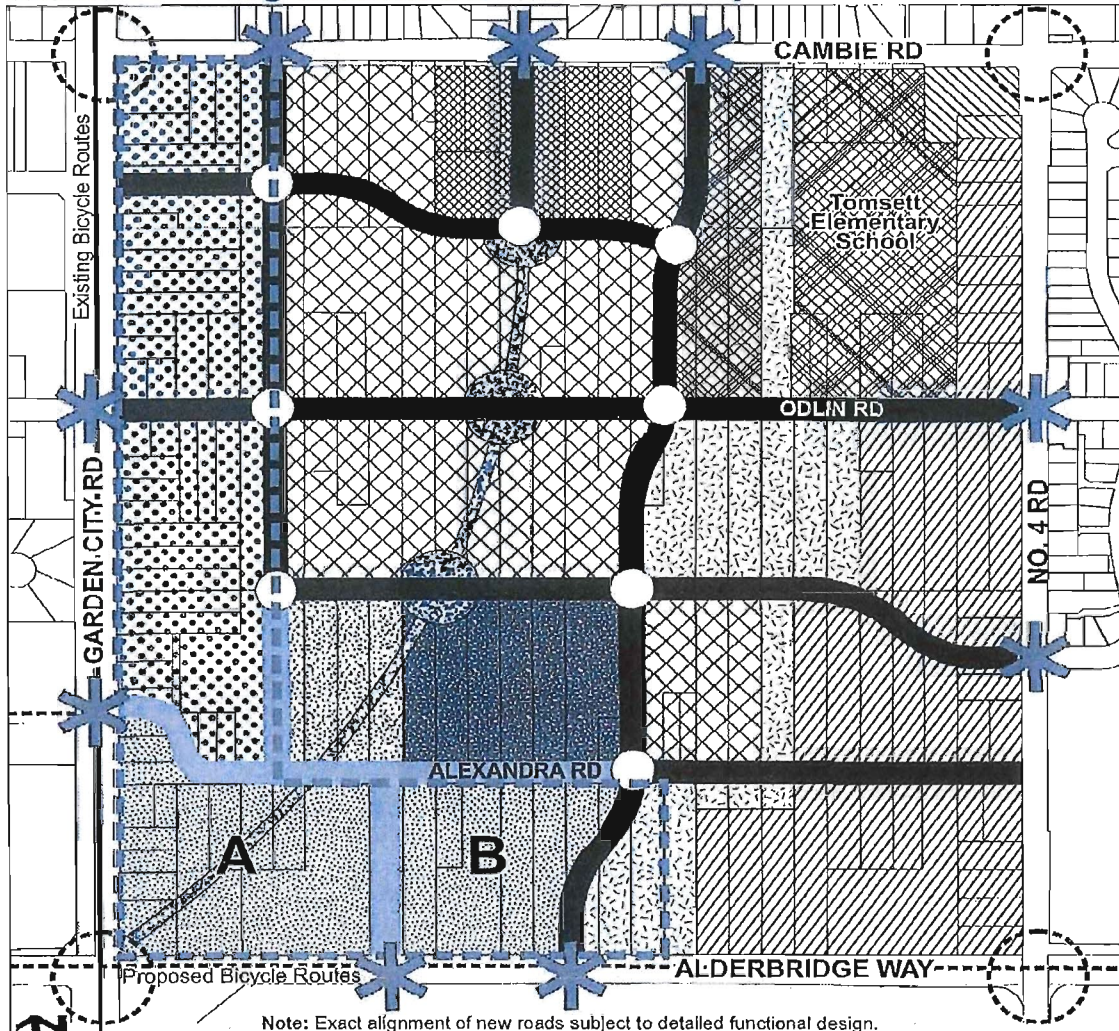


Terry Crowe,  
Manager, Policy Planning  
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PB:cas

<b>Attachment 1</b>	Alexandra Neighbourhood Land Use Map
<b>Attachment 2</b>	Context Plan of Study Area and Westmark Lands
<b>Attachment 3</b>	Development Scenario 1- Enhanced 100% Mixed Employment (Business Office Use)
<b>Attachment 4</b>	Development Scenario 2 - 60% Mixed Employment:40% Residential
<b>Attachment 5</b>	Development Scenario 3 - 30% Mixed Employment:70% Residential
<b>Attachment 6</b>	Development Scenario 4 - 20% Mixed Employment:80% Residential (Westmark)
<b>Attachment 7</b>	Example Illustrations of Development Scenarios
<b>Attachment 8</b>	Proposed Westmark Site Plan – (20% Mixed Employment:80% Residential)
<b>Attachment 9</b>	Context Plan of Adjacent Density and Maximum Building Heights
<b>Attachment 10</b>	Proposed Revised Alexandra Neighbourhood Land Use Map with Development Blocks
<b>Attachment 11</b>	Summary of OCP Amendments for Introducing Mixed Use Employment-Residential Uses
<b>Attachment 12</b>	Draft Bylaw Number 9122 - 30% Mixed Employment:70% Residential
<b>Attachment 13</b>	Draft Bylaw 9120 – (100% Employment) Enhancement of Uses

City of Richmond

**Alexandra Neighbourhood Land Use Map**Bylaw 9021  
2013/10/15

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

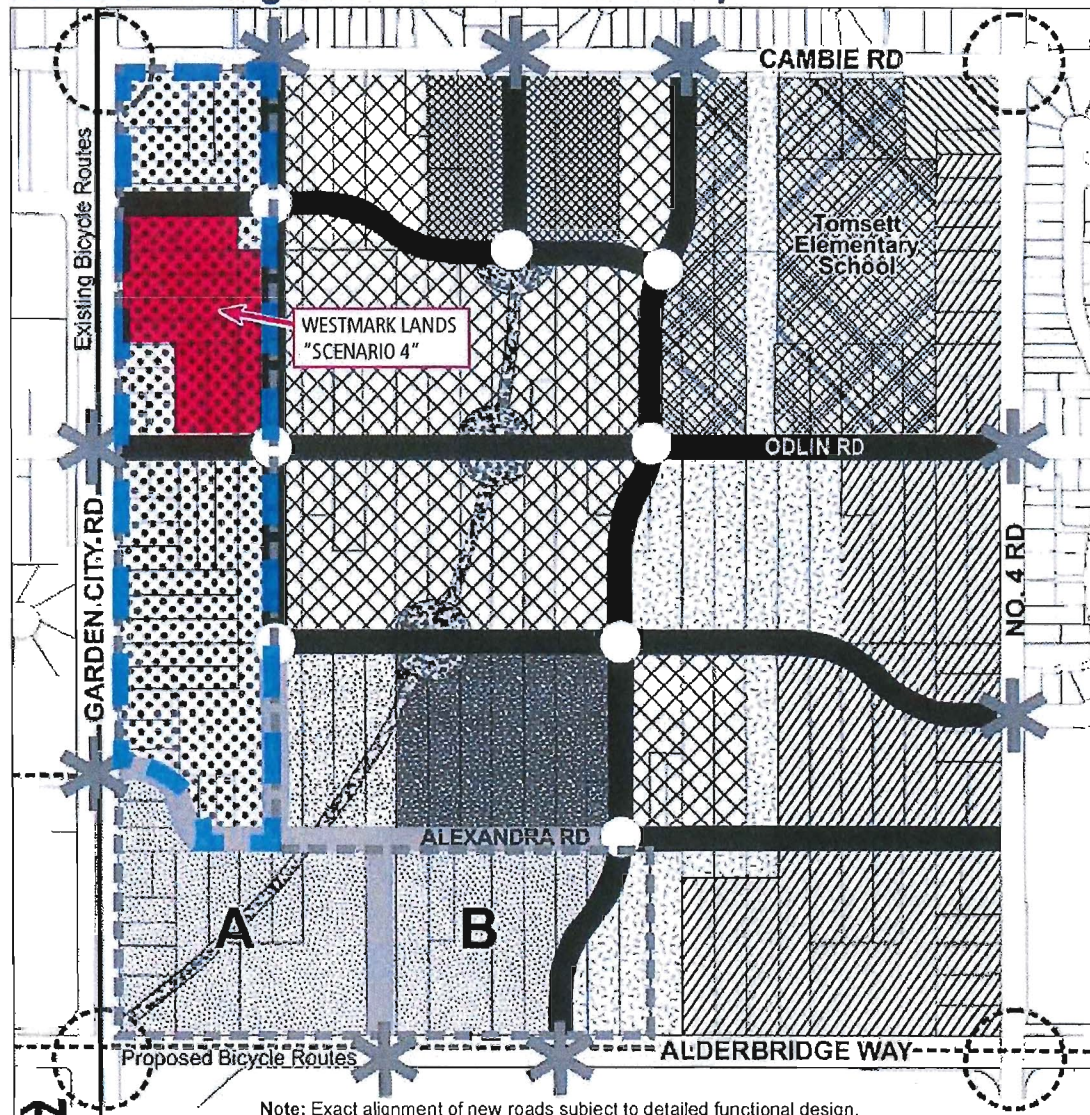
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West Cambie Area Plan 50



City of Richmond

STUDY AREA

**Alexandra Neighbourhood Land Use Map**Bylaw 9021  
2013/10/15

- |   |  |   |
|---|--|---|
| <ul style="list-style-type: none"> <li>Area of No Housing Affected by Aircraft Noise</li> <li>Business/Office - office over retail FAR up to 1.25</li> <li>Convenience Commercial</li> <li>Residential Area 1 1.50 base FAR (Max. 1.70 FAR with density bonus for affordable housing) Townhouse, low-rise Apts. (4-storey typical)</li> <li>Residential Area 1A 1.50 base FAR (Max. 1.75 FAR with density bonus for affordable housing) Townhouse, low-rise Apts. (8-storey maximum)</li> <li>Residential Area 1B 1.68 base FAR (Max. 1.88 FAR with density bonus for affordable housing) (6-storey maximum)</li> </ul> | <ul style="list-style-type: none"> <li>Residential Area 2 0.65 base FAR (Max. 0.75 FAR with density bonus for affordable housing) 2-6 3-storey Townhouses</li> <li>Mixed Use: Hotel, office and streetfront retail commercial Areas A: Min. 1.25 FAR up to 2.0 Areas B: Large and small floor plate up to 1.0 FAR</li> <li>Mixed Use: <ul style="list-style-type: none"> <li>abutting the High Street, medium density residential over retail,</li> <li>not abutting the High Street, medium density residential</li> </ul> </li> <li>Community Institutional</li> </ul> | <ul style="list-style-type: none"> <li>Park: North Park Way, Central Park, South Park Way</li> <li>Alexandra Way (Public Rights of Passage Right-of-way)</li> <li>Proposed Roadways</li> <li>High Street</li> <li>New Traffic Signals</li> <li>Feature Intersections - details to be developed</li> <li>Feature Landmarks in Combination with Traffic Calming Measures</li> </ul> |
|---|--|---|

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

**Development Scenario 1**  
Enhanced 100% Mixed Employment (Business Office Use)

*General Description*

The following Table summarizes the characteristics of Development Scenario 1 – 100% Mixed Employment (Business Office Use, with land use enhancements):

<b>Development Scenario 1</b> <b>100% Business Office Use Scenario</b>	
Topic	Summary
Study Area - Size	16 acres: (15.89 acres, or 6.43 ha ) Approximately 10% of the whole Alexandra Quarter Section
Maximum Density	1.25 FAR
Total Gross Buildable Area	865,755 ft <sup>2</sup> (Net 770,522 ft <sup>2</sup> )
2041 OCP Land Use Designation	100% Mixed Employment: Those areas of the City where the principal uses are industrial and stand-alone office development, with a limited range of support services. In certain areas, a limited range of commercial uses are permitted such as the retail sale of building and garden supplies, household furnishings, and similar warehouse goods.
2041 OCP Noise Sensitive Development Area (ANSO) Designation	<ul style="list-style-type: none"> <li>- Designation - Area 1A (35 - 40 NEF)</li> <li>- New Aircraft Noise Sensitive Land Uses (residential, school, hospital, day care) are prohibited</li> </ul>
West Cambie Area Plan, Alexandra Quarter Land Use	Business Office Uses (non residential) <ul style="list-style-type: none"> <li>- Office commercial</li> <li>- Restaurants and neighbourhood pub</li> <li>- Retail and retail services commercial — small floor plate only</li> <li>- Educational facilities</li> <li>- Recreational facilities</li> <li>- Enclosed commercial parking, preferably structured.</li> <li>- A service station and neighbourhood commercial uses, at the southeast corner of Garden City Road and Cambie Road</li> </ul>
Retail Uses	<ul style="list-style-type: none"> <li>- Retail uses can pay more for ground floor space due to arterial road exposure.</li> <li>- Retail uses make office space more attractive for workers (not isolated in suburbs)</li> <li>- Retail uses subsidize the development of office space</li> </ul>
Height	Maximum Height: <ul style="list-style-type: none"> <li>- 2 to 4 storeys (8 metres – 15 metres)</li> <li>- 5 storeys (20 metres) of non-combustible construction can be considered</li> </ul> The more height & density enables more office & likely higher paying jobs.
Existing Zoning	<ul style="list-style-type: none"> <li>- Mainly Single Family - RS1/F</li> <li>- Width = 18 m (60 ft)</li> <li>- Minimum Area 828 m<sup>2</sup> (8,913 ft<sup>2</sup>)</li> </ul>
Existing Uses	Single Family Residential
Transit Services	<ul style="list-style-type: none"> <li>- Promote the Study Area as transit oriented, as the 800 m distance to station which is not long.</li> <li>- The Study Area is well serviced by public transit with two current bus routes fronting Garden City Road (407 and 430), bus service along Cambie Road and there are direct bus connections to the Richmond-Brighouse and Bridgeport Canada Line stations.</li> <li>- The Canada Line is about 1 km (about a 15 minute walk) from the</li> </ul>



Development Scenario 1 100% Business Office Use Scenario	
Topic	Summary
	<ul style="list-style-type: none"> <li>area.</li> <li>The City is working with TransLink to monitor service levels and seek service improvements over time.</li> </ul>
Water	System
Sanitary	Septic Tank: Sanitary Sewer System to be provided with development
Drainage	Yes
Alexandra District Energy Utility (ADEU)	New development will be required to connect to the ADEU
Enhanced Land Uses: Adding the Following Land Uses For Clarity	<ul style="list-style-type: none"> <li>Bio-tech, research, labs, information technology (IT), media/software, private and public institutions such as medical facilities.</li> </ul>
Built Out Features	<ul style="list-style-type: none"> <li>Buildings may be stand alone or mixed employment uses, as the flexibility increases likelihood of getting office built</li> <li>May want to restrict retail from being in standalone buildings, as this would negatively the planned character of Study Area</li> <li>Workers may opt to live &amp; work in same neighbourhood</li> <li>Nearby amenities such as retail encourage more and better tenants</li> </ul>
Parking	<ul style="list-style-type: none"> <li>Excellent, surface parking, as uses cannot support the cost of structured parking at this time.</li> </ul>
Visual Examples	<ul style="list-style-type: none"> <li>The proposed urban design look will not be a suburban look and will ensure a high quality local design</li> <li>Retail most likely to form the ground floor of any employment use</li> </ul>
Managing Nuisances (Noise, Odour Vibration)	<ul style="list-style-type: none"> <li>Apply the same mitigation requirements, as in other parts of the city</li> <li>Focus commercial on and close to arterial roads minimizes the impact of commercial on residential</li> <li>Have separate accesses and apply existing industry design standards</li> </ul>
Number and Quality of Jobs* Ranking	<ul style="list-style-type: none"> <li>Excellent: Highest: the most &amp; highest paying jobs (e.g., \$60,000 per year)</li> <li>Number of Jobs (includes multiplier) – 3,502 jobs</li> <li>Annual Salaries = \$210 million</li> </ul>
Maximum Alexandra Jobs* at Build Out	$3,502 + 1,000 = 4,235$ jobs
Study Area Build Out Population	0
Total Alexandra build Out Population	6,700 people
Annual Taxes Generated	\$4,297,595

General Pros	General Cons
<ul style="list-style-type: none"> <li>Clarify that bio-tech, research, labs, information technology (IT), media/software, private and public institutions such as medical facilities and private schools are allowed</li> <li>A range of non residential mixed employment</li> </ul>	<ul style="list-style-type: none"> <li>In the short term, may see slow Business / Office use redevelopment, as anticipated</li> <li>May continue to receive requests from developers to convert Business / Office uses to other uses (e.g., residential)</li> </ul>

General Pros	General Cons
<p>uses is continued to support needed local employment opportunities</p> <ul style="list-style-type: none"><li>- The important Complete Community (Live, Work, Play) Concept is retained</li><li>- Avoids reducing the OCP ANSD Area 1A designation</li><li>- Avoids setting an undesirable land use change precedent</li><li>- Continues to achieve the 2041 OCP and Employment Lands Strategy</li><li>- It was always anticipated that the build out of Study Area employment uses would take time and that it is not strategic or practical to allow them to be replaced with residential uses for short term developer gain</li><li>- Enables City priorities and positive relationship with YVR to continue</li><li>- Supported by YVR, the Richmond Economic Advisory Committee (REAC) and Mr. R. Wozny, the City's real estate consultant</li></ul>	

\*Jobs are calculated based on 1 job per 220ft<sup>2</sup> of commercial space plus 1 job per 4000ft<sup>2</sup> of residential space

**Development Scenario 2**  
60% Mixed Employment:40% Residential Scenario

*General Description*

The following Table summarizes the characteristics of Development Scenario 2 - 60% Mixed Employment:40% Residential:

<b>Development Scenario 2</b> <b>A Mixed Use (60% Employment:40% Residential) Scenario</b>	
<b>Item</b>	<b>General Description</b>
Study Area	<ul style="list-style-type: none"> <li>- 16 acres: (15.9 acres)</li> <li>- Approximately 10% of the whole Alexandra Quarter Section</li> </ul>
Base and Density Bonus FAR	<ul style="list-style-type: none"> <li>- Base Density= 0.75 FAR (Employ) + 0.50 FAR (Res) = 1.25 FAR</li> <li>- Bonus Density= 0.30 FAR* (Employ) +0.20 FAR (Res) = 0.50 FAR</li> <li>- * Bonus Residential FAR requires Bonus Employment FAR to also be built</li> </ul>
Maximum FAR	1.75 FAR maximum
Total Buildable Floor Area	At 1.75 FAR, total proposed gross floor area = 1,212,057 ft <sup>2</sup> <ul style="list-style-type: none"> <li>- 60% Employment Uses = 727,234 ft<sup>2</sup> Gross</li> <li>- 40% Residential Uses = 484,823 ft<sup>2</sup> Gross</li> </ul>
Maximum Height	6 storeys (25 metres) of non-combustible construction may be considered for non-combustible or concrete construction, increased open space, and no additional overshadowing of neighbouring properties.
Alexandra District Energy Utility (ADEU)	Will connect to ADEU
OCP ANSD Designations In Study Area: Replace ANSD Area 1A with an Area 2 designation to allow ANSD uses	<ul style="list-style-type: none"> <li>- Existing ANSD Designation is: Area 1A (35 - 40 NEF) which prohibits new Aircraft Noise Sensitive Land Uses (residential, school, hospital, day care)</li> <li>- With Development Scenario 2, to allow multifamily residential uses, the existing ANSD Designation would need to be replaced with the Area 2 Designation</li> <li>- The 2041 OCP does not require an equivalent Area 1 replacement area to achieve a No Net Loss arrangement and no such replacement area has been found,</li> <li>- YVR does not wish to see the residential prohibiting policy to be removed, to ensure that there will not be any residential complaints regarding aircraft noise.</li> </ul>
Number and Quality of Jobs*	<ul style="list-style-type: none"> <li>- 3,047 jobs, Excellent Quality (e.g., avg. \$60,000 per year)</li> <li>- Annual Salaries \$183 million</li> </ul>
Maximum Alexandra Jobs*	- 3,047 + 1,000 in the remainder of the Quarter = 4,047 jobs
Estimated Residential Units	<ul style="list-style-type: none"> <li>- Built Affordable Residential Units = 40 units (@ 600 ft<sup>2</sup>)</li> <li>- Market Residential Units = 566 units (@ 814 ft<sup>2</sup>)</li> <li>- Total units = 606 units</li> <li>- Residential Uses = 484,823 ft<sup>2</sup> (Gross)</li> </ul>
Affordable Housing	- At least 5% of total maximum buildable sq. ft. of residential area to be provided as Built Affordable units (minimum of 4 units)

<b>Development Scenario 2</b> <b>A Mixed Use (60% Employment:40% Residential) Scenario</b>	
<b>Item</b>	<b>General Description</b>
Additional Residents	- 1,300 people
Total Alexandra population	- 1,300 + 6,700 in the remainder of the Quarter = 8,000 people
Built Out Features	<ul style="list-style-type: none"> <li>- Buildings may be stand alone or mixed employment uses, as the flexibility increases likelihood of getting office built</li> <li>- May want to restrict retail from being in standalone buildings, as this would negatively the planned character of Study Area</li> <li>- Workers may opt to live &amp; work in same neighbourhood</li> <li>- Nearby amenities such as retail encourage more and better tenants</li> </ul>
Parking	- Good, surface and underground parking
Visual Examples	<ul style="list-style-type: none"> <li>- See Attachment 7, the proposed urban design look will not be a suburban look and will ensure a high quality local design</li> <li>- Retail most likely to form the ground floor of any employment use</li> </ul>
Managing Nuisances (Noise, Odour Vibration)	<ul style="list-style-type: none"> <li>- Apply the same mitigation requirements, as in other parts of the city</li> <li>- Focus commercial on and close to arterial roads minimizes the impact of commercial on residential</li> <li>- Have separate accesses and apply existing industry design standards</li> </ul>
Parking	- Good, mixed surface and structured
Annual Taxes Generated (Highest)	- \$4,516,000
<b>Pros</b>	<b>Cons</b>
<ul style="list-style-type: none"> <li>- Could possibly accelerate redevelopment in the Study Area</li> <li>- Majority of space is for employment, for a variety of employment uses.</li> <li>- Affordable housing is provided</li> </ul>	<ul style="list-style-type: none"> <li>- Removes large amount of commercial and office floor area compared to Option 1.</li> <li>- Any redesignation of land from office or other employment uses may later require them to be replaced elsewhere in North Richmond not in the City Centre, in order to meet the City's long term 2041 employment land targets</li> <li>- Reduces the OCP ANSD Area 1A designation.</li> <li>- Sets an undesirable land use change precedent</li> <li>- May generate similar undesirable requests</li> <li>- May damage City relationships with YVR</li> <li>- Not supported by YVR, the Richmond Economic Advisory Committee (REAC) and Mr. R. Wozny, the City's real estate consultant</li> </ul>

\*Jobs are calculated based on 1 job per 220ft<sup>2</sup> of commercial space plus 1 job per 4000ft<sup>2</sup> of residential space

**Development Scenario 3**  
30% Mixed Employment:70% Residential Scenarios

*General Description*

The following Table summarizes the characteristics of a Development Scenario 3 - 30% Mixed Employment:70% Residential:

<b>Development Scenario 3</b> <b>30% Employment:70% Residential Scenario</b>	
<b>Item</b>	<b>General Description</b>
Study Area	<ul style="list-style-type: none"> <li>- 16 acres: (15.9 acres) (1,212,057 ft<sup>2</sup>)</li> <li>- Approximately 10% of the whole Alexandra Quarter Section</li> </ul>
Base and Density FAR	<ul style="list-style-type: none"> <li>- Base Density= 0.375 FAR (Employ) + 0.875 FAR (Res) = 1.25 FAR</li> <li>- Bonus Density= 0.15 FAR* (Employ) +0.35 FAR (Res) = 0.50 FAR</li> <li>- * Bonus Residential FAR requires Bonus Employment FAR to also be built</li> </ul>
Maximum FAR	1.75 FAR maximum
Total Buildable Floor Area	At 1.75 FAR, Gross Total (BFA) is: 1,212,057 ft <sup>2</sup> <ul style="list-style-type: none"> <li>- Using 30% for Employment Use = 363,617 ft<sup>2</sup> (Gross)</li> <li>- Using 70% Residential Use = 848,440 ft<sup>2</sup> (Gross)</li> </ul>
Maximum Height	Up to 6 storeys
Alexandra District Energy Utility (ADEU)	Will connect to ADEU
OCP ANSD Designations In Study Area: Replace ANSD Area 1A with an Area 2 designation to allow ANSD uses	<ul style="list-style-type: none"> <li>- Existing ANSD Designation is: Area 1A (35 - 40 NEF) which prohibits new Aircraft Noise Sensitive Land Uses (residential, school, hospital, day care)</li> <li>- With Development Scenario 2, to allow multifamily residential uses, the existing ANSD Designation would need to be replaced with the Area 2 Designation</li> <li>- The 2041 OCP does not require an equivalent Area 1 replacement area to achieve a No Net Loss arrangement and no such replacement area has been found,</li> <li>- YVR does not wish to see the residential prohibiting policy to be removed, to ensure that there will not be any residential complaints regarding aircraft noise.</li> </ul>
Number and Quality of Jobs*	<ul style="list-style-type: none"> <li>- 1,665 jobs, Good quality, less than \$60,000 per year salary</li> <li>- Annual Salaries \$99 million</li> </ul>
Maximum Alexandra Jobs*	- 1,665 jobs + 1,000 in the remainder of the Quarter = 2,665 jobs
Estimated Residential Units	<ul style="list-style-type: none"> <li>- Built Affordable Residential Units = 71 units (@ 600 ft<sup>2</sup>)</li> <li>- Market Residential Units = 990 units (@ 814 ft<sup>2</sup>)</li> <li>- Total units = 1061 units</li> <li>- Residential Uses = 848,440 ft<sup>2</sup> (Gross)</li> </ul>
Affordable Housing	- At least 5% of total maximum buildable sq. ft. of residential area to be provided as Built Affordable units (minimum of 4 units)
Additional Residents	- 2,250 people
Total Alexandra population	- 2,250 + 6,700 in the remainder of the Quarter = 8,950 people
Built Out Features	- Buildings may be stand alone or mixed employment uses, as

	<p>the flexibility increases likelihood of getting office built</p> <ul style="list-style-type: none"> <li>- May want to restrict retail from being in standalone buildings, as this would negatively the planned character of Study Area</li> <li>- Workers may opt to live &amp; work in same neighbourhood</li> <li>- Nearby amenities such as retail encourage more and better tenants</li> </ul>
Parking	<ul style="list-style-type: none"> <li>- Moderate, mixed surface and structured parking</li> </ul>
Visual Examples	<ul style="list-style-type: none"> <li>- See Attachment 7, the proposed urban design look will not be a suburban look and will ensure a high quality local design</li> <li>- Retail most likely to form the ground floor of any employment use</li> </ul>
Managing Nuisances (Noise, Odour Vibration)	<ul style="list-style-type: none"> <li>- Apply the same mitigation requirements, as in other parts of the city</li> <li>- Focus commercial on and close to arterial roads minimizes the impact of commercial on residential</li> <li>- Have separate accesses and apply existing industry design standards</li> </ul>
Annual Taxes Generated	<ul style="list-style-type: none"> <li>- \$3,397,177</li> </ul>

Pros	Cons
<ul style="list-style-type: none"> <li>- Could possibly accelerate redevelopment in the Study Area</li> <li>- Would retain some floor space for a variety of employment uses.</li> <li>- Affordable housing is provided</li> </ul>	<ul style="list-style-type: none"> <li>- Removes 70% of the commercial/office floor area compared to Option 1</li> <li>- Any redesignation of land from office or other employment uses may later require their replacement elsewhere in North Richmond not in the City Centre, in order to meet the City's long term 2041 employment land targets</li> <li>- Reduces the OCP ANSD Area 1A designation</li> <li>- Sets an undesirable land use change precedent</li> <li>- Will likely generate similar undesirable requests</li> <li>- May damage City relationships with YVR</li> <li>- Not supported by YVR, the Richmond Economic Advisory Committee (REAC) and Mr. R. Wozny, the City's real estate consultant</li> </ul>

\*Jobs are calculated based on 1 job per 220ft<sup>2</sup> of commercial space plus 1 job per 4000ft<sup>2</sup> of residential space



**Development Scenario 4**  
20% Mixed Employment:80% Residential Scenarios

*General Description*

The following Table summarizes the characteristics of Development Scenario 4 - 20% Mixed Employment:80% Residential:

<b>Development Scenario 4</b> <b>20% Mixed Employment:80% Residential Scenario</b>	
<b>Item</b>	<b>General Description</b>
Study Area	<ul style="list-style-type: none"> <li>- 16 acres: (15.9 acres) (1,212,057 ft<sup>2</sup>)</li> <li>- Approximately 10% of the whole Alexandra Quarter Section</li> </ul>
Base and Density FAR	<ul style="list-style-type: none"> <li>- Base Density= 0.25 FAR (Employ) + 1.0 FAR (Res) = 1.25 FAR</li> <li>- Bonus Density= 0.1 FAR (Employ) +0.40 FAR (Res) = 0.50 FAR</li> </ul>
Maximum FAR	<ul style="list-style-type: none"> <li>- 1.75 FAR maximum</li> <li>- Note while Westmark proposes 1.77 FAR, the calculations in this table use 1.75 FAR</li> </ul>
Total Buildable Floor Area	At 1.75 FAR, Gross Total (BFA) is: 1,212,057 ft <sup>2</sup> <ul style="list-style-type: none"> <li>- Using 20% for Employment Use = 242,410 ft<sup>2</sup> (Gross)</li> <li>- Using 80% Residential Use = 969,645 ft<sup>2</sup> (Gross)</li> </ul>
Maximum Height	Up to 6 storeys
Alexandra District Energy Utility (ADEU)	Will connect to ADEU
OCP ANSD Designations In Study Area: Replace ANSD Area 1A with an Area 2 designation to allow ANSD uses	<ul style="list-style-type: none"> <li>- Existing ANSD Designation is: Area 1A (35 - 40 NEF) which prohibits new Aircraft Noise Sensitive Land Uses (residential, school, hospital, day care)</li> <li>- The existing ANSD Designation would need to be replaced with the Area 2 Designation</li> <li>- The 2041 OCP does not require an equivalent Area 1 replacement area to achieve a No Net Loss arrangement and no such replacement area has been found,</li> <li>- YVR does not wish to see the residential prohibiting policy to be removed, to ensure that there will not be any residential complaints regarding aircraft noise.</li> </ul>
Number and Quality of Jobs*	<ul style="list-style-type: none"> <li>- 1,220 jobs, Good, low paying retail</li> <li>- Annual Salaries - \$73 million</li> </ul>
Maximum Alexandra Jobs*	- 1,220 jobs + 1,000 in the remainder of the Quarter = 2,220 jobs
Estimated Residential Units	<ul style="list-style-type: none"> <li>- Built Affordable Residential Units = 81 units (@ 600 ft<sup>2</sup>)</li> <li>- Market Residential Units = 1132 units (@ 814 ft<sup>2</sup>)</li> <li>- Total units = 1213 units</li> <li>- Residential Uses = 969,645 ft<sup>2</sup> (Gross)</li> </ul>
Additional Residents	- 2,600 people
Total Alexandra population	- 2,600 + 6,700 in the remainder of the Quarter = 9,300 people
Built Out Features	<ul style="list-style-type: none"> <li>- Buildings may be stand alone or mixed employment uses, as the flexibility increases likelihood of getting office built</li> <li>- May want to restrict retail from being in standalone buildings, as this would negatively the planned character of Study Area</li> <li>- Workers may opt to live &amp; work in same neighbourhood</li> <li>- Nearby amenities such as retail encourage more and better</li> </ul>

Development Scenario 4 20% Mixed Employment:80% Residential Scenario	
Item	General Description
	tenants
Parking	- Moderate, underground
Visual Examples	<ul style="list-style-type: none"> <li>- See Attachment 7, the proposed urban design look will not be a suburban look and will ensure a high quality local design</li> <li>- Retail most likely to form the ground floor of any employment use</li> </ul>
Managing Nuisances (Noise, Odour Vibration)	<ul style="list-style-type: none"> <li>- Apply the same mitigation requirements, as in other parts of the city</li> <li>- Focus commercial on and close to arterial roads minimizes the impact of commercial on residential</li> <li>- Have separate accesses and apply existing industry design standards</li> </ul>
Annual Taxes Generated	- \$3,057,435

Pros	Cons
<ul style="list-style-type: none"> <li>- Could possibly accelerate redevelopment in the Study Area</li> <li>- Would retain some floor space for a variety of employment uses.</li> </ul>	<ul style="list-style-type: none"> <li>- Removes 80% of employment /office floor area compared to Option 1</li> <li>- Does not conform the Area Plan (e.g., excessive density, excessive building height, unacceptable road layout, unacceptably proposes orphaned lots, avoids applicant costs while shifting them to others</li> <li>- Stand alone residential buildings would likely develop first and possibly still leave the office and other employment land undeveloped in the short term</li> <li>- Any redesignation of land from office or other employment uses will likely require them to be replaced elsewhere in North Richmond not in the City Centre, in order to meet the City's long term 2041 employment land targets</li> <li>- Reduces the OCP ANSD Area 1A designation</li> <li>- Sets an undesirable land use change precedent</li> <li>- Will likely generate similar undesirable requests</li> <li>- May damage City relationships with YVR</li> <li>- Not supported by YVR, the Richmond Economic Advisory Committee (REAC) and Mr. R. Wozny, the City's real estate consultant</li> </ul>

\*Jobs are calculated based on 1 job per 220ft<sup>2</sup> of commercial space plus 1 job per 4000ft<sup>2</sup> of residential space



**Example Illustrations of Development Scenarios  
Alexandra Study Area**

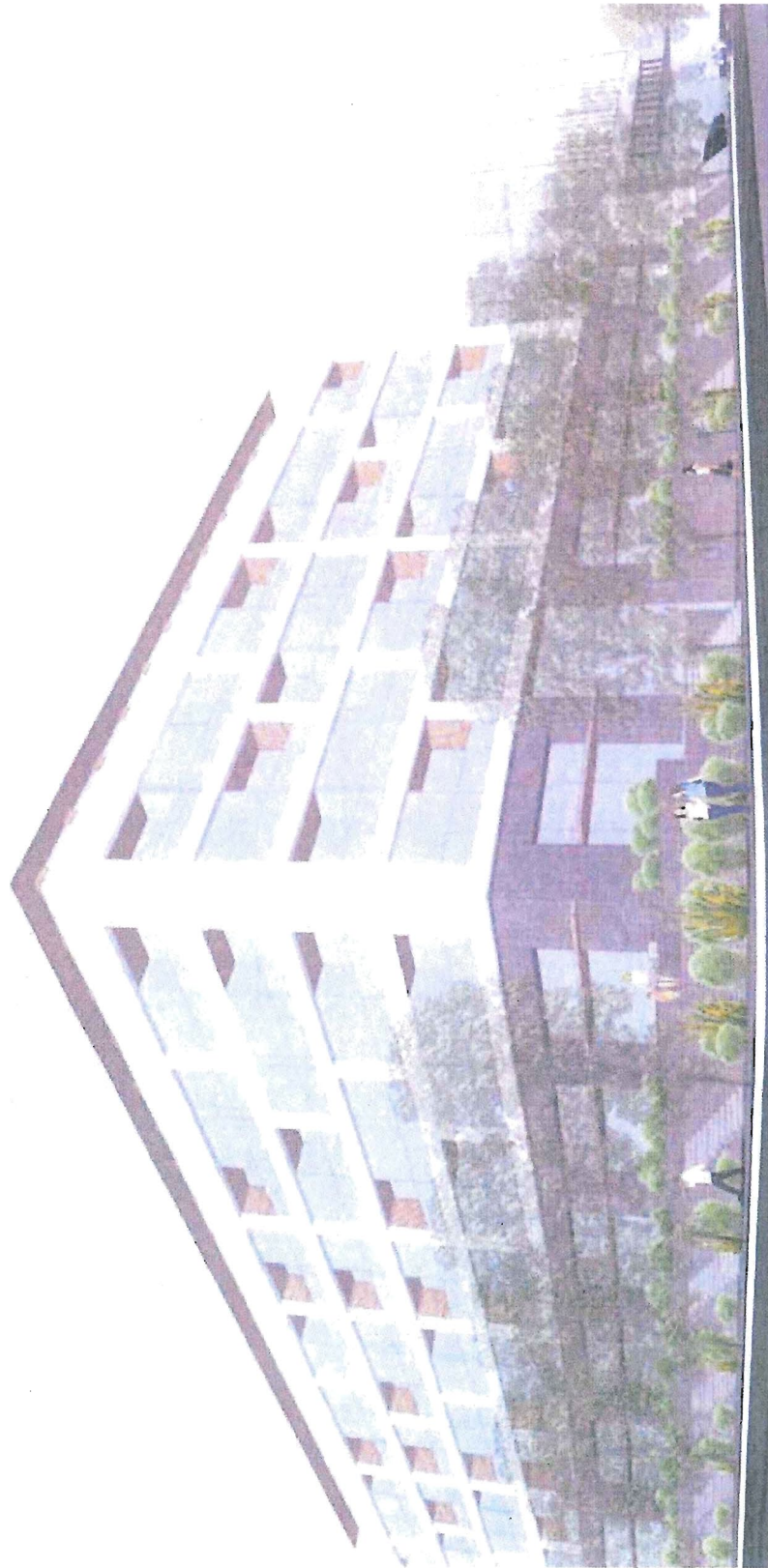
**Illustration A** is a standalone Employment Building with ground floor retail and office space above, which would be appropriate in any of the proposed Development Scenarios 1-4

**Illustrations B to H** represents various examples of Mixed Use Employment Residential buildings that would be appropriate in Development Scenarios 2, 3 or 4 only. Some of these building forms could also be 100% Employment use.

## Illustration A

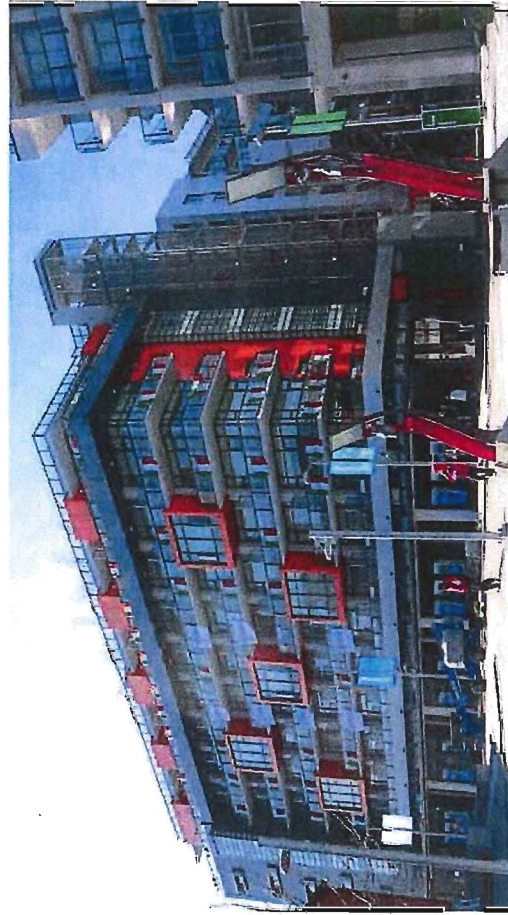


Garden City Commercial Frontage



Corner of McKim Way and Dubbert Street





**Olympic Village**

*Mixed Use:  
Residential  
Commercial*

Olympic Village  
Vancouver

GBL Architects

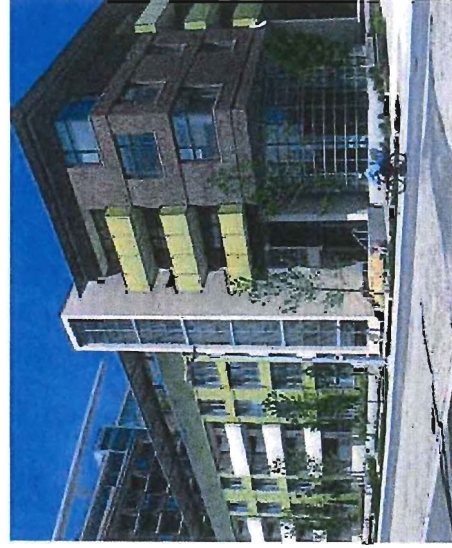


**Olympic Village**

*Mixed Use:  
Residential  
Commercial*

Olympic Village  
Vancouver

GBL Architects



**Olympic Village**

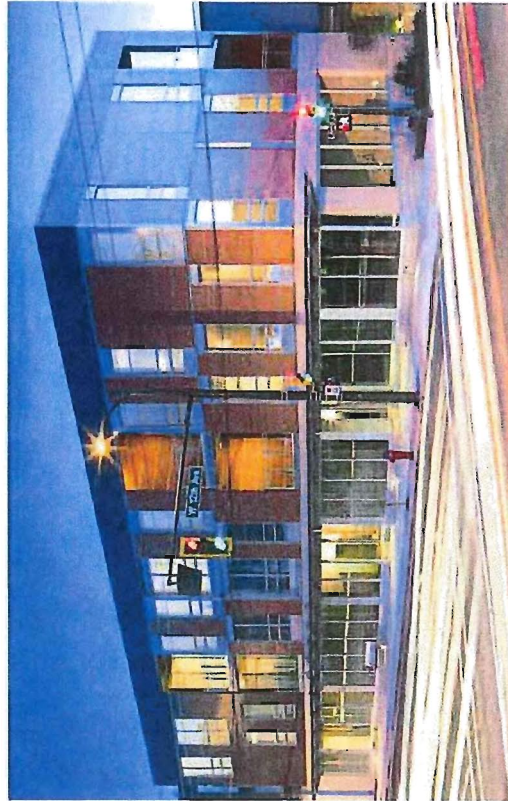
*Mixed Use:  
Residential  
Commercial*

Olympic Village  
Vancouver

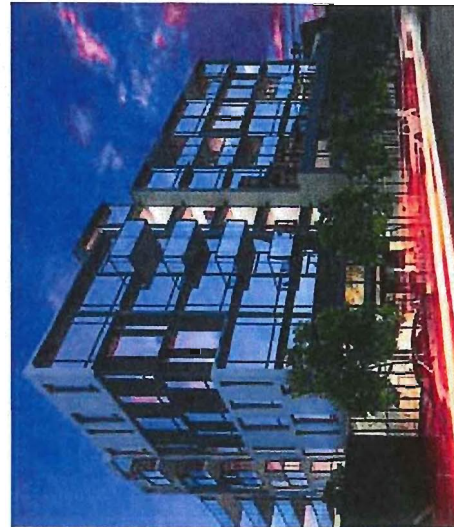
GBL Architects

**Precedent Mixed Use Developments | GBL Architects**

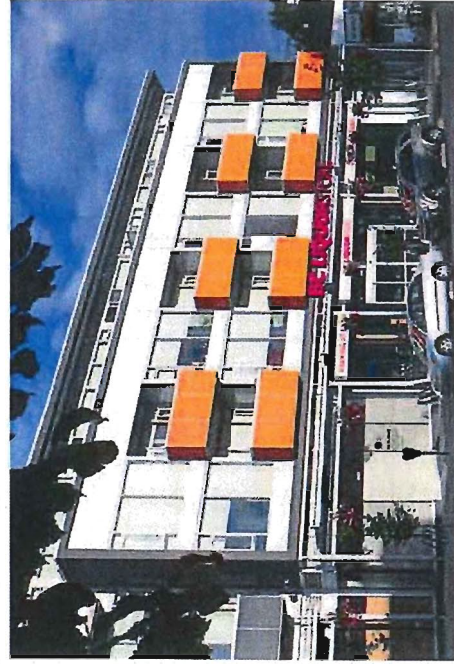
Illustration C



**The Luzon**  
*Mixed Use:  
Residential  
Commercial*  
Arbutus & 12th  
Vancouver  
GBL Architects



**Collection 45**  
*Mixed Use:  
Residential  
Commercial*  
Main & 8th  
Vancouver  
GBL Architects



**The District**  
*Mixed Use:  
Residential  
Commercial*  
Main & 29th  
Vancouver  
GBL Architects

## Illustration D

**Precedent Mixed Use Developments | GBL Architects**





Illustration E

CAPELLA MIXED-USE DEVELOPMENT  
CAPELLA HOLDINGS, LLC

Retail at Washington Street P

Steinberg Architects



Illustration F

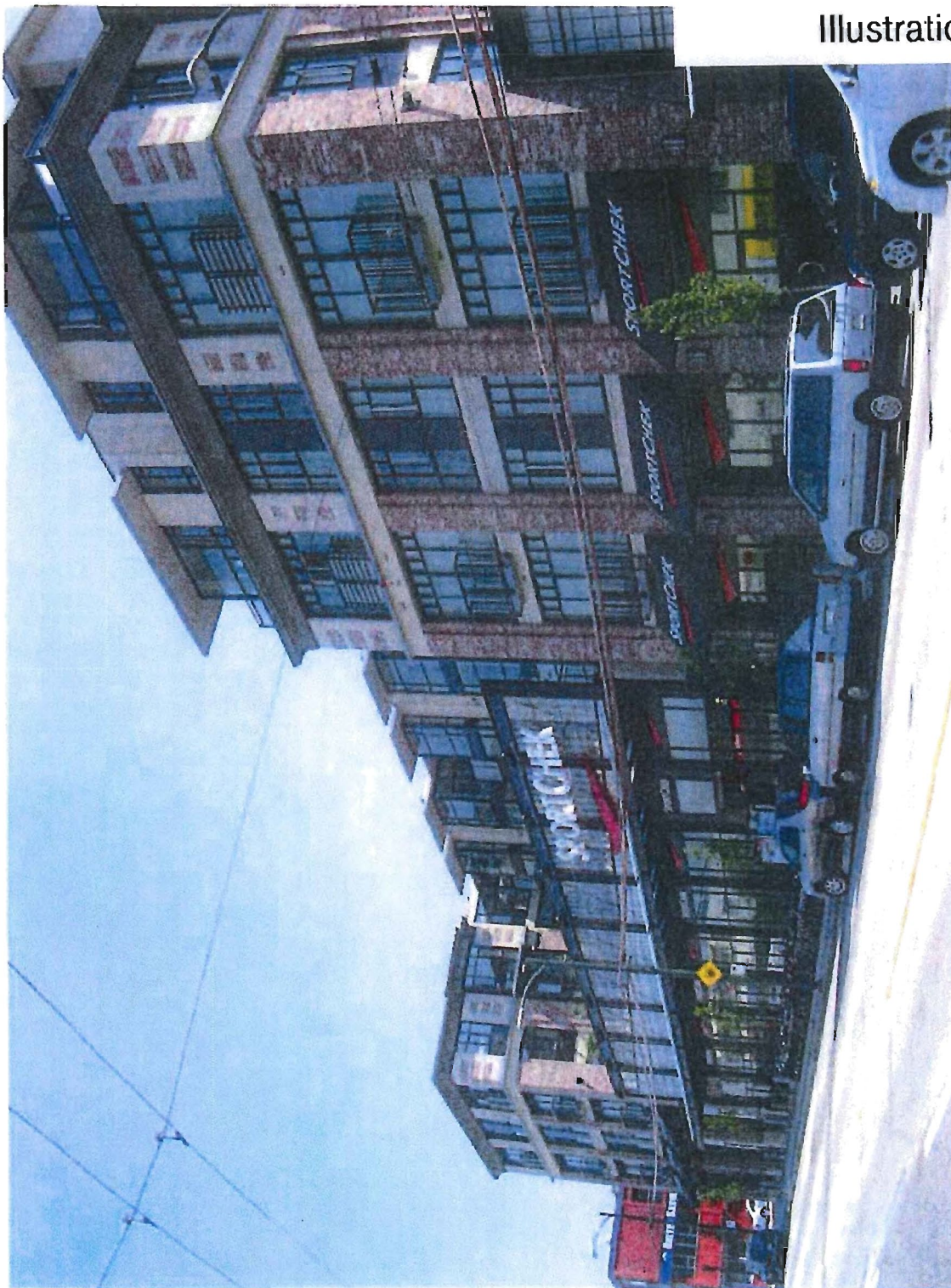


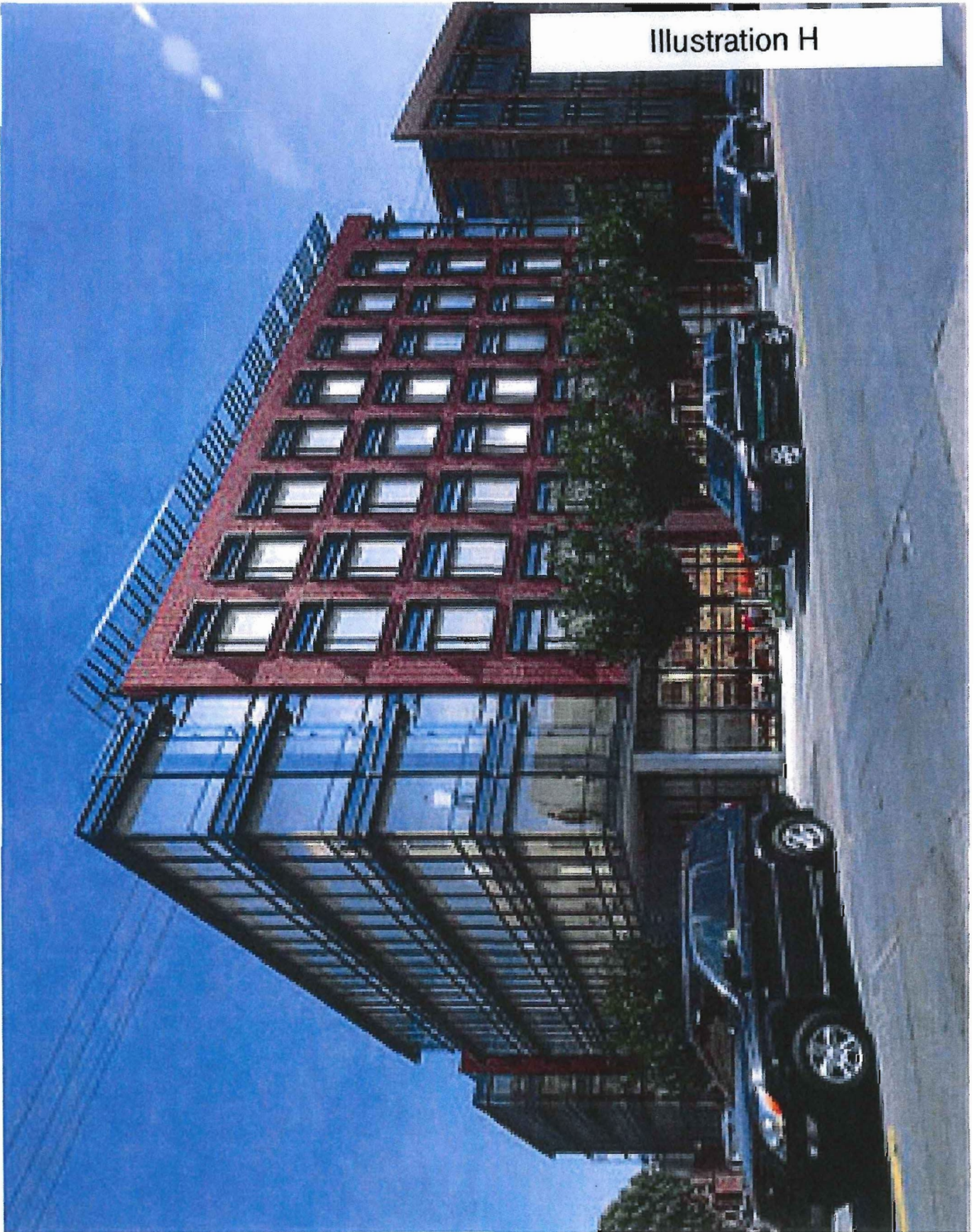




Illustration G

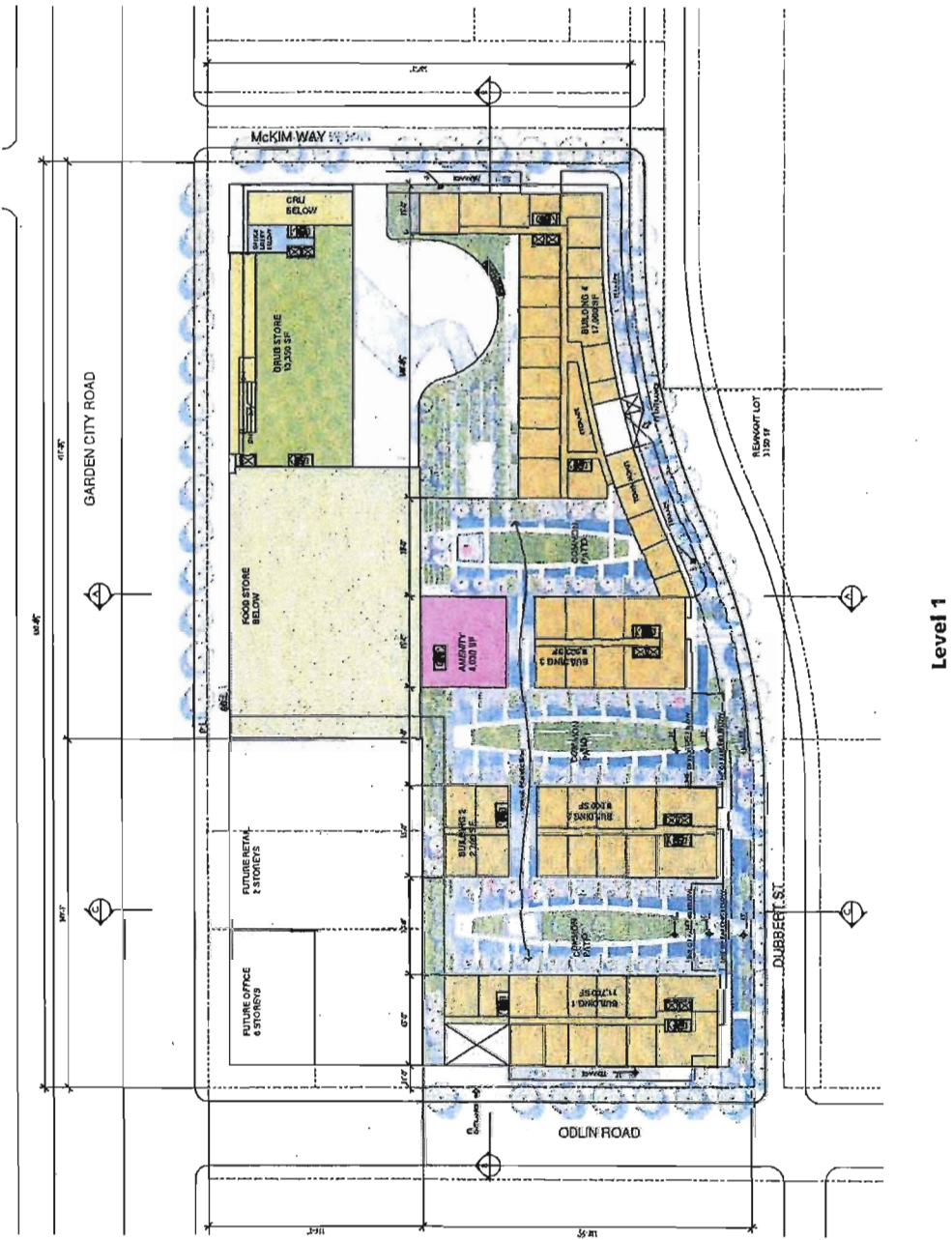


Illustration H





PLN - 134



Level 1

CAMBIE RD

Maximum 1.2 FAR,  
Maximum 7.5 Storey/25m

GARDEN CITY RD

1

2

1.50 Base FAR,  
Maximum 1.70 FAR,  
Maximum 6 Storey/25m

1.25 Base FAR,  
Maximum 1.75 FAR,  
Maximum 6 Storey/25m

3

1.25 Base FAR,  
Maximum 1.50 FAR,  
Maximum 3.5 Storey/12m

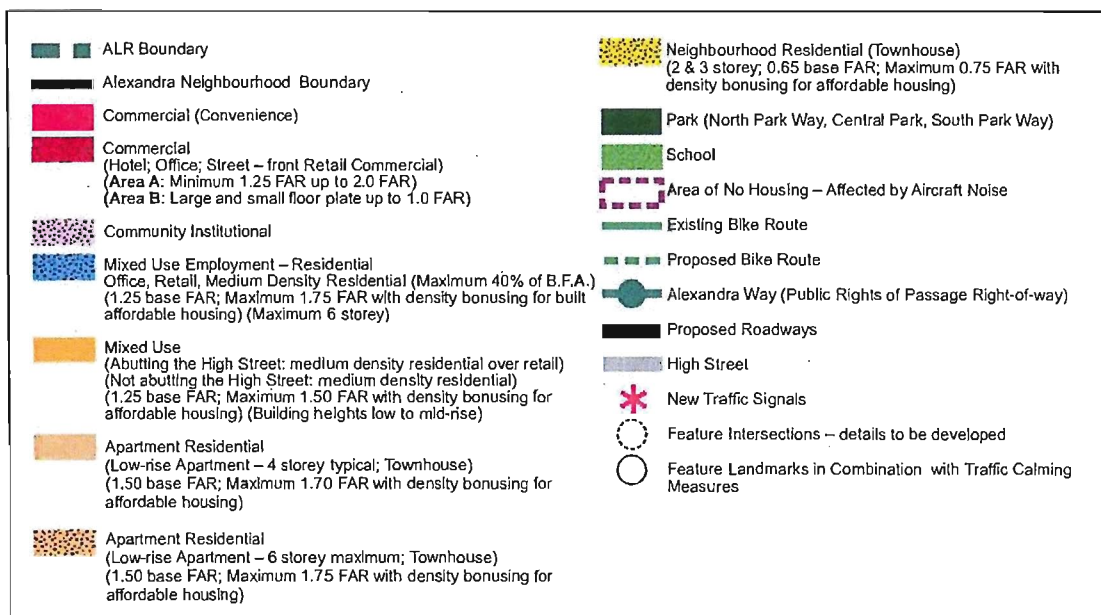
ALEXANDRA RD

## Legend

- Aberdeen Village: General Urban T4
- Alexandra Neighbourhood: Mixed Use Commercial - Residential
- Alexandra Neighbourhood: Apartment Residential
- Alexandra Neighbourhood: Mixed Use



# Alexandra Neighbourhood Land Use Map



## Summary of Proposed OCP Amendment Bylaw Development Requirements For Mixed Use Employment-Residential Development Scenarios

### Purpose

To summarize the OCP and Area Plan amendments, if Council pursues Development Scenarios 2, 3 or 4:

- (1) Section 8.2.1 Character Area 1 – should be renamed from Business Office to Mixed-Use Employment-Residential in the West Cambie Area Plan.
- (2) Mixed-Use Employment-Residential designations and ratios should be applied to the entire 6.4 ha (15.9 ac) employment lands, not just on Westmark's 2.1 ha (5.1 ac) parcel.
- (3) The Mixed-Use Employment-Residential area should be further segmented into Development Blocks 1, 2, and 3 (**Attachment 10**) as formed by the collector and arterial road network. Each block would form its own comprehensive planning development area required to meet the target mixed-use employment-residential ratios. Development proposals would have to demonstrate how the mixed-use targets (e.g. 60:40 or 30:70) would be met within their respective Development Blocks. Development lot assemblies forming a separate application for rezoning, should be no less than the size of Block 1, or 1.0 ha (2.47 ac), unless it constitutes the completion of that Block.
- (4) Mixed-Use Employment-Residential developments should limit the percentage of residential uses to a maximum of the total floor space built within each development and its respective residential FAR identified (e.g. 40% residential and max .70 FAR) in the bylaw; this would allow greater percentages of employment to be built if market improves.
- (5) A base density of 1.25 FAR shall continue, as per the current designation. A bonus density of up to an additional 0.5 FAR may be permitted if built affordable housing is provided. The bonus FAR must be split as per the ratios provided in the Amendment Bylaw (e.g. 40% Residential use may have a base residential FAR of 0.5 and bonus residential density of 0.2 FAR if built affordable housing is provided). The additional employment floor area must also be built, if the bonus residential area is developed, to ensure compliance with the approved ratio of employment: residential use.
- (6) To prevent only residential uses being developed and no employment uses, all Rezoning, Development Permit and Building Permit applications must meet the selected Development Scenario land use ratio that restricts the maximum percentage of residential floor space.
- (7) Development fronting along Garden City Road should be restricted to Employment and Institutional (not residential) uses only.
- (8) Development fronting along Odlin Road and Dubbert Street, south of Tomicki Avenue, should continue to conform to Section 8.2.3 Character Area 3 – The High Street, in the +Area Plan.
- (9) The maximum height of 6 storeys (25 m) should be limited to westerly portions of the Development Blocks. The height is made available to accommodate the base density of 1.25 FAR + 0.5 FAR bonus density (Max 1.75 FAR) within each development block. This is to provide a transition to the City Centre to the west and to stimulate development of employment generating commercial space.
- (10) Minimum lot size and orphaned properties of 0.4 ha (1.0 ac) or less, should not be permitted, in order to facilitate development as anticipated in the WCAP and not to perpetuate non-conforming uses (e.g. single detached homes).
- (11) Development of Live-Work spaces should be prohibited to protect the viability of the office and commercial developments, as they are regarded as residential uses and detract from employment spaces.
- (12) Developers should be expected to provide at time of rezoning, a voluntary Community Amenity contribution in addition to the Local DCC's to help pay for local and city-wide amenities.

- (13) Notwithstanding the amendments to allow residential uses within the existing Mixed Employment area identified in the WCAP, development shall be required to conform to the above restrictions in addition to the Area Plan policies, including the ANSD policies.
- (14) Section 9.3, Implementation Strategy the initial 2006 affordable housing requirements will be replaced by requiring that at least 5% of total maximum buildable sq. ft. of residential floor area is provided as built affordable housing units (minimum of 4 units).



**Richmond Official Community Plan Bylaw 7100 and 9000  
Amendment Bylaw 9122 (West Cambie Area Plan)**

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

1. Richmond Official Community Plan Bylaw 7100 is amended in Schedule 2.11A by the following:
  - a) Section 8.1.6 - under sub-heading “Lessening the Impact of Aircraft Noise”, delete the paragraph in the second bullet, and insert:
    - “There shall be no new lots for single detached housing within the Alexandra Neighbourhood (as identified on the 2041 OCP Aircraft Noise Sensitive Development Map).”
  - b) Section 8.1.6 – under the sub-heading “Building Relationship with Streets” insert a bulleted paragraph as follows:
    - “The employment components of mixed use buildings should be oriented towards the arterial road network (Garden City Road and Cambie Road) to provide a consistent and complementary streetscape with future development on the west side of Garden City Road. Residential and ancillary uses should be inward oriented towards the collector roads (e.g. Dubbert Street).”
  - c) Section 8.2 – for the map titled “Alexandra Neighbourhood Character Areas Map” – in the Legend delete: “Business Office” and insert: “Mixed Use Employment-Residential”.
  - d) Section 8.2.1 – for the map titled “Neighbourhood Character Area 1- Business Office Map” - insert labelling as follows:
    - The development block formed by Cambie Road to the north, Garden City Road to the west, the McKim Way alignment to the south and the Dubbert Street alignment to the east shall be labelled as “Block 1”.
    - The development block formed by the McKim Way alignment to the north, Garden City Road to the west, Odlin Road to the south and the Dubbert Street alignment to the east shall be labelled as “Block 2”.
    - The development block formed by Odlin Road to the north, Garden City Road to the west, Alexandra Road to the south and the Dubbert Street alignment to the east shall be labelled as “Block 3”.

- e) Section 8.2.1 – Delete the title of this section,  
“CHARACTER AREA 1 – BUSINESS OFFICE”  
and insert:  
“CHARACTER AREA 1 – MIXED USE EMPLOYMENT-RESIDENTIAL”
- f) Section 8.2.1 – Delete the title of the map,  
“Character Area 1 – Business Office Map”  
and insert:  
“Character Area 1 – Mixed Use Employment-Residential Map”
- g) Section 8.2.1- Delete last sentence of paragraph 1,  
“No residential uses are permitted in this area, due to the City’s OCP Aircraft Noise Sensitive Development Policy”  
and insert:  
“Multi-family residential uses may be permitted, subject to the applicable provisions of this Area Plan, Section 8.1.6 Architectural Elements - Lessening the Impact of Aircraft Noise, and the 2041 OCP Aircraft Noise Sensitive Development Policy.”
- h) Section 8.2.1 – under sub-heading “Land Uses”, and after the bullet “Office commercial”, insert the following,
  - “Bio-tech, research, and labs
  - Information technology (IT), media/software
  - Institutional (private and public) including medical facilities”
- i) Section 8.2.1 – under sub-heading “Land Uses” insert bullet:
  - “**Multi-family housing** with accessory uses, amenities and community facilities. Residential and associated accessory uses shall be comprised of a maximum of 70% of the total floor area within Development Blocks 1, 2 and 3, as identified in the Character Area 1 – Mixed Use Employment-Residential Map”.
- j) Section 8.2.1 – under sub-heading “Floor Area Ratio” delete the bullet and insert:
  - The total building area within each Development Block 1, 2 and 3, excluding underground parking, shall be no greater than a total of 1.25 FAR (excluding bonus density of 0.5 FAR for built affordable housing).
  - The maximum FAR for residential use, based a minimum of 30% Employment space, shall be 0.875 Base FAR with up to 0.35 Bonus FAR if at least 5% of the residential building area (minimum of 4 units) is provided as built Affordable Housing units.
- k) Section 8.2.1 – After sub-heading “Site Coverage” insert new sub-heading and text:  
“**Phasing of Development**”
  - All Rezoning, Development Permit and Building Permit applications shall ensure that a minimum of 30% employment floor area and maximum 70% residential



floor area (and associated residential accessory uses) is maintained throughout each phase within the applicable Development Block.”

- l) Section 8.2.1 – In sub-heading “Height” insert after the first bullet:
    - Minimum of two storeys (8m) and up to six storeys (25m) adjacent to the west boundary of each Development Block along Garden City Road.
  - m) Section 8.2.1 – In sub-heading “Site Coverage”, delete bullet and insert:
    - Depends on uses and configuration.
  - n) Section 8.2.1 – In sub-heading “Additional Building Design Considerations” insert bullet:
    - “Stand alone, single-use buildings and/or mixed-use buildings may be considered, provided that they form part of a comprehensive plan for each Development Block, 1, 2 and 3.”
  - o) Section 8.2.3 - **Character Area 3 - The High Street Map** - in the “Legend” delete: “Business Office”  
and insert:  
“Mixed Use Employment-Residential”
  - p) Section 9.3 – **Alexandra Neighbourhood Land Use Map** – in the “Legend” delete: “Business/Office - office over retail FAR up to 1.25”  
and insert:  
“Mixed Use Employment-Residential (Maximum 70% Residential) – base FAR of 1.25 (Max. 1.75 FAR with density bonus for built affordable housing)”.
  - q) Section 9.3.2 – **Alexandra Development Framework – in Objective 3, Policies, and after “Developer Contributions – Public Amenities”,**  
insert new sub-heading and paragraph after paragraph g):  
“**Affordable Housing in the Mixed Use Employment-Residential Area**  
h) At least 5% of the total residential building area (a minimum of 4 units) is required in the form of built affordable housing units. Cash-in-lieu contributions are not acceptable and the 2006 *West Cambie - Alexandra Interim Amenity Guidelines* as they relate to affordable housing contributions will not apply”.
2. Richmond Official Community Plan Schedule 1 of Bylaw 9000 is amended as follows:
- a) *Attachment 1* – revise the “City of Richmond 2041 OCP Land Use Map” for the designated lands, changing the Land Use and the light blue shading from: “Mixed Employment” to: “Mixed Use” with the corresponding orange shading.
  - b) Section 3.6.3 – Under sub-heading “Aircraft Noise Sensitive Development Management”, revise the “Aircraft Noise Sensitive Development Map” (pg 3-71) as follows:

Revise the map to repeal the designation of the “Business Office” lands, as identified in OCP Schedule 2 of Bylaw 7100, 2.11A West Cambie Area Plan, Section 8.2.1 of the Alexandra Neighbourhood Character Areas Map from: “Area 1A”  
and insert:  
“Area 2” designation.

3. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 9122**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

_____ _____ _____ _____ _____	<div>CITY OF RICHMOND</div> <div>APPROVED by</div> <div>APPROVED by Manager or Solicitor</div>
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\_\_\_\_\_  
MAYOR

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



City of  
Richmond

100% EMPLOY (NOT RECOMMENDED)

## Bylaw 9120

### Richmond Official Community Plan Bylaw 7100

### Amendment Bylaw 9120 (West Cambie Area Plan)

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

1. Richmond Official Community Plan Bylaw 7100 is amended by inserting the following text amendment to Schedule 2.11A, Section 8.2.1 – under sub-heading “Land Uses”, and after the bullet “Office commercial.”,
  - Bio-tech, research, and labs
  - Information technology (IT), media/software
  - Institutional (private and public) including medical facilities”
2. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9120**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

_____	CITY OF RICHMOND APPROVED by
_____	
_____	APPROVED by Manager or Solicitor
_____	
_____	

\_\_\_\_\_  
MAYOR

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



**Richmond Official Community Plan Bylaw 7100 and 9000  
Amendment Bylaw 9121 (West Cambie Area Plan)**

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

1. Richmond Official Community Plan Bylaw 7100 is amended in Schedule 2.11A by the following:
  - a) Section 8.1.6 - under sub-heading “Lessening the Impact of Aircraft Noise”, delete the paragraph in the second bullet,  
and insert:
    - “There shall be no new lots for single detached housing within the Alexandra Neighbourhood (as identified on the 2041 OCP Aircraft Noise Sensitive Development Map).”
  - b) Section 8.1.6 – under the sub-heading “Building Relationship with Streets” insert a bulleted paragraph as follows:
    - “The employment components of mixed use buildings should be oriented towards the arterial road network (Garden City Road and Cambie Road) to provide a consistent and complementary streetscape with future development on the west side of Garden City Road. Residential and ancillary uses should be inward oriented towards the collector roads (e.g. Dubbert Street).”
  - c) Section 8.2 – for the map titled “Alexandra Neighbourhood Character Areas Map” – in the Legend delete “Business Office”  
and insert:  
“Mixed Use Employment-Residential”.
  - d) Section 8.2.1 – for the map titled “Neighbourhood Character Area 1- Business Office Map” - insert labelling as follows:
    - The development block formed by Cambie Road to the north, Garden City Road to the west, the McKim Way alignment to the south and the Dubbert Street alignment to the east shall be labelled as “Block 1”.
    - The development block formed by the McKim Way alignment to the north, Garden City Road to the west, Odlin Road to the south and the Dubbert Street alignment to the east shall be labelled as “Block 2”.

- The development block formed by Odlin Road to the north, Garden City Road to the west, Alexandra Road to the south and the Dubbert Street alignment to the east shall be labelled as “Block 3”.
- e) Section 8.2.1 – Delete the title of this section,  
“CHARACTER AREA 1- BUSINESS OFFICE”  
and insert:  
“CHARACTER AREA 1 – MIXED USE EMPLOYMENT-RESIDENTIAL”
- f) Section 8.2.1 – Delete the title of the map,  
“Character Area 1- Business Office Map”  
and insert:  
“Character Area 1 – Mixed Use Employment-Residential Map”
- g) Section 8.2.1- Delete last sentence of paragraph 1,  
“No residential uses are permitted in this area, due to the City’s OCP Aircraft Noise Sensitive Development Policy.”  
and insert:  
“Multi-family residential uses may be permitted, subject to the applicable provisions of this Area Plan, Section 8.1.6 Architectural Elements - Lessening the Impact of Aircraft Noise, and the 2041 OCP Aircraft Noise Sensitive Development Policy.”
- h) Section 8.2.1 – under sub-heading “Land Uses”, and after the bullet “Office commercial”, insert the following,
- “Bio-tech, research, and labs
  - Information technology (IT), media/software
  - Institutional (private and public) including medical facilities”
- i) Section 8.2.1 – under sub-heading “Land Uses” insert bullet:
- “**Multi-family housing** with accessory uses, amenities and community facilities. Residential and associated accessory uses shall be comprised of a maximum of 40% of the total floor area within Development Blocks 1, 2 and 3, as identified in the Character Area 1 – Mixed Use Employment-Residential Map”.
- j) Section 8.2.1 – under sub-heading “Floor Area Ratio” delete the bullet  
and insert:
- The total building area within each Development Block 1, 2 and 3, excluding underground parking, shall be no greater than a total of 1.25 FAR (excluding bonus density of 0.5 FAR for affordable housing).
  - The maximum FAR for residential use, based a minimum of 60% Employment space, shall be 0.5 Base FAR with up to 0.2 Bonus FAR if Affordable Housing is provided as built Affordable Housing units.
  - A minimum of 0.75 FAR of Employment Space shall be completed prior to developing residential space above the first 0.25 FAR
- k) Section 8.2.1 – After sub-heading “Site Coverage” insert new sub-heading and text:

**“Phasing of Development**

- All Rezoning, Development Permit and Building Permit applications shall ensure that a minimum of 60% employment floor area and maximum 40% residential floor area (and associated residential accessory uses) is maintained throughout each phase within the applicable Development Block.”
- l) Section 8.2.1 – In sub-heading “Height” insert after the first bullet:
- Minimum of two storeys (8m) and up to six storeys (25m) adjacent to the west boundary of each Development Block along Garden City Road.
- m) Section 8.2.1 – In sub-heading “Site Coverage”, delete bullet and insert:
- Depends on uses and configuration.
- n) Section 8.2.1 – In sub-heading “Additional Building Design Considerations” insert bullet:
- “Stand alone, single-use buildings and/or mixed-use buildings may be considered, provided that they form part of a comprehensive plan for each Development Block, 1, 2 and 3.”
- o) Section 8.2.3 - **Character Area 3 - The High Street Map** - in the “Legend” delete: “Business Office”  
and insert:  
“Mixed Use Employment-Residential”
- p) Section 9.3 – **Alexandra Neighbourhood Land Use Map** – in the “Legend” delete: “Business/Office - office over retail FAR up to 1.25”  
and insert:  
“Mixed Use Employment-Residential (Maximum 40% Residential) – base FAR of 1.25 (Max. 1.75 FAR with density bonus for built affordable housing)”.
- q) Section 9.3.2 – **Alexandra Development Framework** – in **Objective 3, Policies** and after “**Developer Contributions – Public Amenities**”,  
insert new sub-heading and paragraph after paragraph g);  
“**Affordable Housing in the Mixed Use Employment-Residential Area**”
- h) At least 5% of the total residential building area (a minimum of 4 units) is required in the form of built affordable housing units. Cash-in-lieu contributions are not acceptable and the 2006 *West Cambie - Alexandra Interim Amenity Guidelines* as they relate to affordable housing contributions will not apply”.
2. Richmond Official Community Plan Schedule 1 of Bylaw 9000 is amended as follows:
- a) *Attachment 1* – revise the “City of Richmond 2041 OCP Land Use Map” for the designated lands, changing the Land Use and the light blue shading from: “Mixed Employment” to: “Mixed Use” with the corresponding orange shading.

- b) Section 3.6.3 – Under sub-heading “Aircraft Noise Sensitive Development Management”, revise the “Aircraft Noise Sensitive Development Map” (pg 3-71) as follows:
- Revise the map to repeal the designation of the “Business Office” lands, as identified in OCP Schedule 2 of Bylaw 7100, 2.11A West Cambie Area Plan, Section 8.2.1 of the Alexandra Neighbourhood Character Areas Map from: “Area 1A”  
and insert:  
“Area 2” designation.
3. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 9121**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

_____
_____
_____
_____
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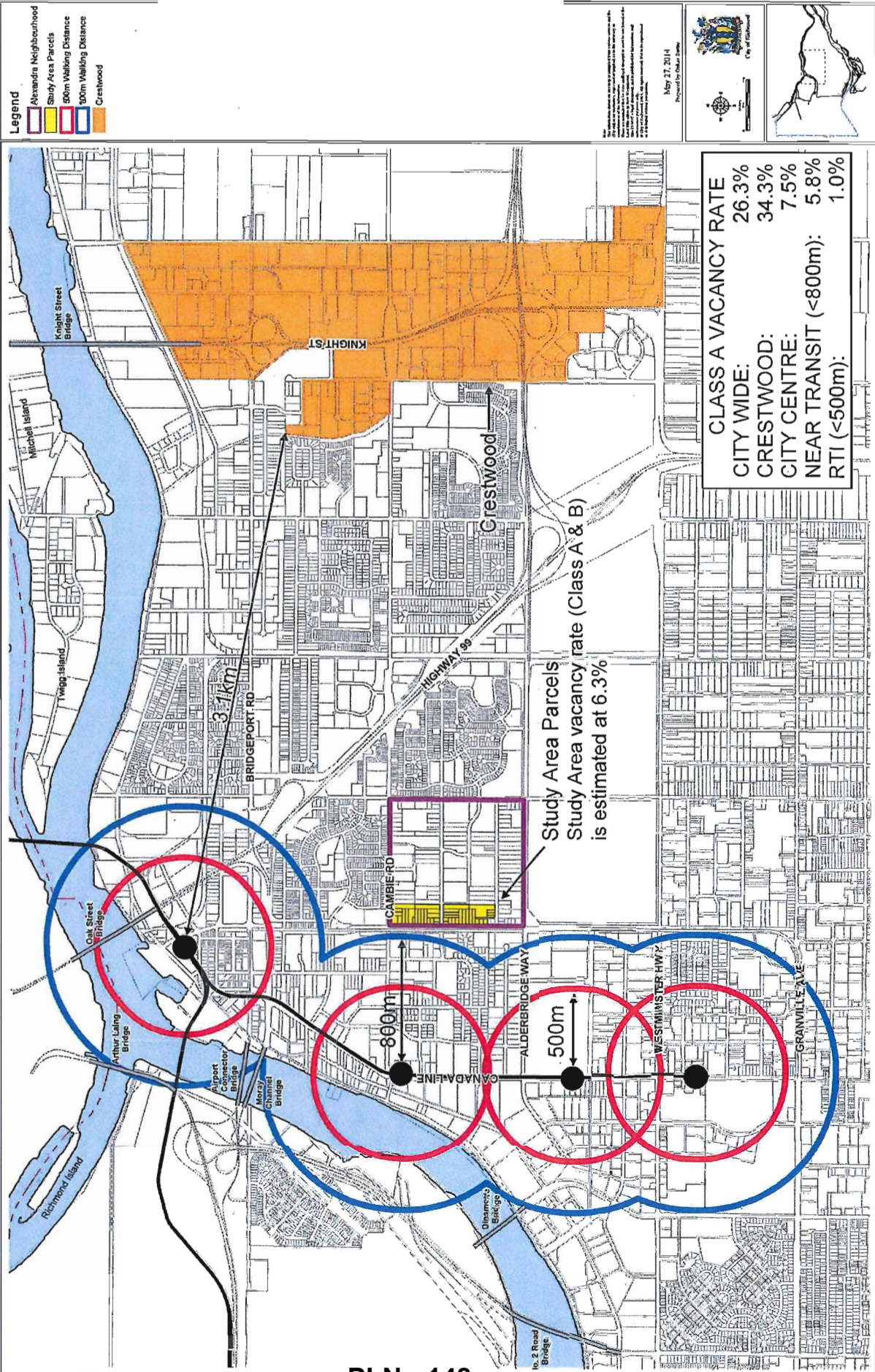


\_\_\_\_\_  
MAYOR

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



## Transit Proximity: Major Office Areas







# City of Richmond

## Report to Committee Planning and Development Department


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

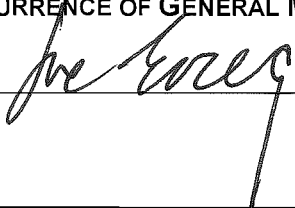
**Date:** June 6, 2014  
**File:** RZ 14-665416

**Re:** **Application by Hollybridge Limited Partnership (Intracorp) for Rezoning at 6888 River Road and 6900 Pearson Way from Residential/Limited Commercial (RCL3) to Residential/Limited Commercial (ZMU27) - Oval Village (City Centre)**

### Staff Recommendation

- 1) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9148, to amend the Richmond Zoning Bylaw 8500 to repeal references to 6888 River Road and 6900 Pearson Way in the "Residential/Limited Commercial (RCL3)" zone, create the "Residential/Limited Commercial (ZMU27) - Oval Village (City Centre)", and rezone 6888 River Road and 6900 Pearson Way from "Residential/Limited Commercial (RCL3)" to "Residential/Limited Commercial (ZMU27) - Oval Village (City Centre)", be introduced and given first reading.
- 2) That Termination of Housing Agreement (5440 Hollybridge Way) Bylaw 9150, to authorize the termination, release, and discharge of the Housing Agreement entered into pursuant to Housing Agreement (5440 Hollybridge Way) Bylaw 8995, be introduced and given first reading.
- 3) That the affordable housing contribution resulting from the rezoning of 6888 River Road and 6900 Pearson Way (RZ 14-665416) be allocated entirely (100%) to the capital Affordable Housing Reserve Fund established by Reserve Fund Establishment Bylaw 7812.
- 4) That the child care contribution resulting from the rezoning of 6888 River Road and 6900 Pearson Way (RZ 14-665416) be allocated entirely (100%) to the capital Child Care Development Reserve Fund created by Reserve Fund Establishment Bylaw 7812, unless Council directs otherwise prior to the date of the owner's payment, in which case the payment shall be deposited as directed by Council.

  
Wayne Craig  
Director of Development  
WC:spc  
Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance Division	<input checked="" type="checkbox"/>	
Arts, Culture & Heritage	<input checked="" type="checkbox"/>	
Affordable Housing	<input checked="" type="checkbox"/>	
Community Social Development	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

## Staff Report

### Origin

Hollybridge Limited Partnership (Intracorp) has applied to the City of Richmond for permission to rezone 6888 River Road and 6900 Pearson Way (Attachments 1 & 2) to a new site specific, mixed use zone, “Residential/Limited Commercial (ZMU27) - Oval Village (City Centre)” and amend the “Residential/Limited Commercial (RCL3)” zone (to remove references to the two subject lots) in order to remove the requirement that the developer construct on-site affordable housing units as part of the development of these properties. In place of constructing affordable housing units, the subject application proposes that the developer makes a voluntary (density bonus), cash-in-lieu contribution towards the City’s capital Affordable Housing Reserve Fund, which funds may be used, if so determined at the sole discretion of the City, to facilitate the construction of affordable housing Special Development Circumstance projects elsewhere in Richmond.

Richmond Council has approved two affordable housing Special Development Circumstance projects in the City Centre, including the Kiwanis/Polygon project on Minoru Boulevard and a project at the City-owned site at 8111 Granville Avenue and 8080 Anderson Road. The City has directed funds towards these projects, whereby Council-approved Affordable Housing Value Transfer (AHVT) developments have converted the requirement to construct on-site affordable housing units into a cash-in-lieu equivalent contribution to Richmond’s Affordable Housing Reserve Fund (100% capital) based on Council-approved affordable housing density bonus contribution rates. If the subject application is approved and the proposed AHVT cash-in-lieu contribution is deposited in the capital Affordable Housing Reserve Fund, Council may freely decide, at its sole discretion, how the funds will be allocated. Community Services staff recommends that the funds secured through the subject application be directed to the Council-approved Special Development Circumstance project at 8111 Granville Avenue and 8080 Anderson Road. Staff will seek formal Council authorization to utilize the funds once they have been received from the developer.

Off-site servicing and related improvements required with respect to the development of 6888 River Road and 6900 Pearson Way are addressed via the developer’s original rezoning (RZ 09-506904), associated Servicing Agreements (SA 12-622948 and SA 12-626212), and legal agreements registered on the titles of the two lots.

### Background

On September 5, 2012, Council granted third reading to the rezoning of 6888 River Road and 6900 Pearson Way (formerly 5440 Hollybridge Way) in the City Centre’s Oval Village from “Industrial Business Park (IB1)” to “Residential/Limited Commercial (RCL3)” to permit the site’s subdivision into two lots, the dedication and construction of a portion of Pearson Way, and the construction of a high-rise, high density, mixed use development including approximately 586 dwellings and 5% affordable housing secured with a Housing Agreement registered on title. The affordable housing was to be constructed as a “stand alone”, wood frame building and ancillary spaces (e.g., circulation) in the development’s second phase (i.e. 6900 Pearson Way). Prior to rezoning adoption on February 25, 2013, legal agreements were registered on title restricting Development Permit (DP) issuance for the development’s second phase until the developer provides for the required affordable housing, at the developer’s sole cost, to the satisfaction of the City.

A DP and Building Permit (BP) were issued for the development's first phase (i.e. 6888 River Road) in 2013 (DP 12-617639 / BP 13-634548), and the developer has recently submitted a DP application for the project's second phase (DP 14-662341 for the entirety of 6900 Pearson Way). Before staff can consider the developer's Phase 2 DP application, the City must determine whether the developer's proposal to provide a cash-in-lieu affordable housing contribution in place of constructing on-site affordable housing units can be supported and, if so, accordingly amend the Zoning Bylaw, terminate the existing Housing Agreement registered on title, and make changes to related legal agreements and development requirements.

### **Findings of Fact**

A Development Application Data Sheet detailing the developer's proposal and how it compares to existing zoning is attached (Attachment 3).

### **Surrounding Development**

The subject site, which is currently vacant, is situated in the Oval Village. Development in the vicinity of the subject site includes:

- To the North: A new portion of River Road (i.e. former CPR corridor), beyond which is a City-owned park designated as a heritage landscape and five lots owned by ASPAC Developments, zoned for child care and high-density, mixed use development.
- To the East: Gilbert Road, beyond which is a mix of older light industrial uses and newer multi-family residential buildings, including the recently approved mid-rise Onni "Riva" and Amacon "Tempo" developments.
- To the South: The City-owned Richmond Winter Club, beyond which is Lansdowne Road and the recently approved, Cressey "Cadence", high-rise, mixed use development.
- To the West: Hollybridge Way, beyond which is the recently constructed, Onni "Ora", high-rise, mixed use development.

### **Related Policies & Studies**

Development of the subject site is affected by a variety of City policies and regulations, key among them being the City Centre Area Plan (CCAP) (Attachment 4), Affordable Housing Strategy, and Zoning Bylaw. An overview of these items, together with the developer's proposed responses, is provided in the Analysis section of this report.

### **Consultation**

Signage is posted on-site to notify the public of the subject application. At the time of writing this report, no correspondence regarding the application had been received. The statutory Public Hearing will provide local property owners and other interested parties with the opportunity to comment on the subject application.

### **Staff Comments**

Based on staff's review of the subject application, staff is supportive of the proposed rezoning of the developer's properties to a new site specific zone, "Residential/Limited Commercial (ZMU27) - Oval Village (City Centre)", and related amendments to the "Residential/Limited Commercial (RCL3)" zone, provided that the developer fully satisfies the Rezoning Considerations (Attachment 5). In addition, staff notes the following:

Transportation:

Through the original rezoning of the subject site, legal agreements were registered on the title of 6900 Pearson Way to restrict the maximum number of driveways to one, allow for shared use of the driveway in the event the property was subdivided in the future, and require the developer to design and construct the Lansdowne/Hollybridge/Pearson intersection through a Servicing Agreement process (SA 12-626212) based on the City's standard road cross-sections. However, the developer no longer plans to subdivide 6900 Pearson Way and as a result of the development's proposed increase in commercial floor space and increased commercial and residential uses on adjacent properties, staff recommends changes to those earlier directions as follows:

- a) Amend the legal agreements currently registered on title to allow two driveways at 6900 Pearson Way, provided that such driveways do not adversely affect pedestrian amenity, traffic flow, pedestrian or vehicle safety, or streetscape quality as determined to the satisfaction of the City through the City's standard Development Permit review process (DP 14-662341);
- b) Discharge the statutory right-of-way registered on the title of 6900 Pearson Way to facilitate shared driveway use; and
- c) Revise the design of the Lansdowne/Hollybridge/Pearson intersection to be constructed through SA 12-626212 to enhance pedestrian mobility and the role of this crossroads as an important "gateway" to the Oval Village, the Richmond Olympic Oval, and the riverfront (e.g., raised intersection, special pavement treatment, street furnishings and features).

**Analysis**

In addition to the developer's proposal to make a voluntary, cash-in-lieu contribution towards the City's capital Affordable Housing Reserve Fund in place of constructing 5% affordable housing on site, the developer also proposes to utilize the floor area originally intended for affordable housing for market residential purposes and to increase the amount of Village Centre Bonus (commercial) floor area currently permitted on the site.

Affordable Housing Strategy:

The developer proposes a voluntary, cash-in-lieu contribution to Richmond's capital Affordable Housing Reserve Fund in the amount of \$4,639,530. This contribution is based on an Affordable Housing Value Transfer (AHVT) approach whereby the 5% affordable housing the developer is required to construct on-site under the affordable housing density bonus provisions contained within the site's current zone, "Residential/Limited Commercial (RCL3)", is converted, in its entirety, into a cash-in-lieu contribution. The proposed conversion rate of \$210 per square foot of converted affordable housing is consistent with the AHVT rate established by the City for this purpose (i.e. based on wood frame construction and the developer's retention of the floor area for market residential purposes).

The developer proposes to submit the cash-in-lieu contribution in two phases, including \$2,800,000 (cash) prior to adoption of rezoning Bylaw 9148 and the balance (\$1,839,530) prior to Building Permit (BP) issuance for the development's second phase (6900 Pearson Way). The second contribution will be secured with Zoning Bylaw (density bonus) provisions and a "no build" covenant restricting BP issuance for 6900 Pearson Way until the entirety of the required affordable housing cash-in-lieu contribution is submitted to the City.

<b>Proposed Affordable Housing Value Transfer (AHVT)</b>	
Residential - Max Permitted Floor Area	41,049.0 m <sup>2</sup> (441,847 ft <sup>2</sup> )
5% Affordable Housing (subject to AHVT)	2,052.5 m <sup>2</sup> (22,093 ft <sup>2</sup> )
AHVT Cash-in-Lieu Contribution Rate	\$210 / ft <sup>2</sup> AHT
<b>Proposed AHVT Cash-in-Lieu Contribution</b>	<b>\$4,639,530 + CPI (as per proposed site specific zone)</b>
Contribution Strategy	<ul style="list-style-type: none"> <li>▪ Prior to RZ adoption: \$2,800,000 (cash) &amp; "No Build" Covenant</li> <li>▪ Prior to Phase 2 BP issuance: \$1,839,530 + CPI (cash)</li> </ul>

In accordance with the Richmond Affordable Housing Strategy and as secured through the original rezoning (RZ 09-506904), it is the City's preference that a development of this type and size (i.e. more than 80 apartment units) be required to construct affordable housing units on site. Nevertheless, Community Services staff recommends support for the developer's request to provide a voluntary AHVT cash-in-lieu contribution to Richmond's Affordable Housing Reserve Fund (100% capital) in lieu of building affordable housing units on-site because affordable housing is being constructed by other developers in proximity to the subject site and the developer's contribution of funds to the Affordable Housing Reserve Fund (100% capital) would provide Council with the flexibility to provide funds for the construction of affordable housing elsewhere in the city.

Note that City policy directs that monetary affordable housing contributions are allocated 70% to capital and 30% to operating unless otherwise directed by Council. On April 10, 2012, Council endorsed proposed amendments to the Affordable Housing Statutory Reserve Fund Policy 5008, Zoning Bylaw 8500 and Affordable Housing Operating Reserve Fund Bylaw 8206 to provide Council with the authority to direct different proportions of contributions to the Affordable Housing Reserve Funds, from time to time, to support Affordable Housing Special Development Circumstances. In the case of AHVT cash-in-lieu developer contributions, such as that proposed by the subject developer, 100% is to be allocated to capital to provide capital financial support for specific Affordable Housing Special Development Circumstance projects. The City's Affordable Housing Special Development Circumstance provisions in the Affordable Housing Strategy provide guidance on how the funds may be used by Council, at their discretion, in the future.

If Council chooses to support the developer's affordable housing proposal, its implementation would entail various Zoning Bylaw changes, together with legal and development requirements including:

- a) Adoption of Bylaw 9150, to authorize the termination, release, and discharge of the existing Housing Agreement;
- b) Execution of an agreement to terminate the existing Housing Agreement;
- c) Discharge of the existing affordable housing covenant and rent charge registered on title;
- d) Cancellation of the existing notice on title regarding the Housing Agreement;
- e) Discharge of any additional charges or cancellation of any additional notices on title regarding the affordable housing and the subject properties;
- f) Submission of a voluntary (density bonus) contribution valued at \$2,800,000, in cash, to the City's Affordable Housing Reserve Fund (100% capital); and

- g) Registration of legal agreements to restrict Building Permit issuance for 6900 Pearson Way, in whole or in part, until the developer submits an additional voluntary (density bonus) cash in-lieu contribution, valued at \$1,839,530, to the City's Affordable Housing Reserve Fund (100% capital).

Village Centre Bonus (VCB):

The subject site and other CCAP "village centre" properties are designated as Village Centre Bonus locations with the understanding that pedestrian-oriented, convenience commercial and related uses are important to the vitality and livability of these centres. The developer proposes to increase the amount of VCB floor area in the subject development by locating the additional market residential floor area secured through the AHVT process within one of the two towers planned for Phase 2 (i.e. 6900 Pearson Way) and introducing 1,159.5 m<sup>2</sup> (12,481 ft<sup>2</sup>) of street-fronting ground floor and low-rise retail, office, and related uses along Pearson Way (in the portion of the building previously proposed for affordable housing). As a result of this, the development's proposed commercial density will increase from approximately 0.21 floor area ratio (FAR) to 0.29 FAR.

While the developer does not propose to maximize the commercial density permitted under the VCB (i.e. up to 1.0), the proposed increase in commercial floor area and the establishment of a commercial frontage along Pearson Way are consistent with CCAP objectives and will contribute to the amenity of the Oval Village. Furthermore, as per VCB amenity contribution provisions contained within the CCAP and Zoning Bylaw, the developer's proposed increase in commercial floor area requires a proportional increase in the development's amenity contribution (i.e. 5% of bonus floor area). As was the case when the subject site was originally rezoned (RZ 09-506904), staff recommends that:

- a) The developer should provide a voluntary "construction-value" cash contribution in lieu of constructing community amenity space (i.e. 5% of the VCB floor area is too small to meet identified community amenity needs on its own);
- b) The developer's contribution should be based on \$450/ft<sup>2</sup> of required amenity floor area (i.e. 5% of the VCB floor area), as per the agreed contribution rate determined through the original rezoning of the subject site (RZ 09-506904); and
- c) The cash-in-lieu contribution should be allocated entirely (100%) to the Child Care Development (capital) Reserve Fund, unless Council directs otherwise prior to the date of the owner's payment, in which case the payment shall be deposited as directed by Council.

Note that City policy directs that monetary child care contributions are allocated 90% to capital and 10% to operating, unless otherwise directed by Council. Through the original rezoning of the subject site (RZ 09-506904), 100% of the developer's child care cash-in-lieu contribution was directed to capital to facilitate the construction of a child care elsewhere. Community Services staff likewise recommends that the same approach is taken with respect to the developer's currently proposed additional contribution.

<b>Village Centre Bonus (VCB) Amenity – Child Care</b>	
Non-Residential - Max Permitted Floor Area	4,768.0 m <sup>2</sup> (51,322 ft <sup>2</sup> )
5% VCB Amenity Requirement	238.4 m <sup>2</sup> (2,566 ft <sup>2</sup> )
VCB Amenity Construction Value Cash-in-Lieu Contribution Rate (as per RZ 09-506904)	\$450 / ft <sup>2</sup> VCB Amenity
TOTAL VCB Amenity Contribution	\$1,154,700
LESS Prior VCB Amenity Contribution (RZ 09-506904)	\$874,000
<b>Additional VCB Amenity Contribution</b>	<b>\$280,700</b>
Strategy for Additional VCB Amenity Contribution	<ul style="list-style-type: none"> <li>▪ Prior to RZ adoption: "No Build" Covenant</li> <li>▪ Prior to Phase 2 BP issuance: \$280,700 + CPI (cash)</li> </ul>

If Council chooses to support the developer's Village Centre Bonus proposal, its implementation would entail:

- a) The discharge of the covenant currently registered on title restricting the maximum commercial floor area permitted on 6888 River Road and 6900 Pearson Way;
- b) Amendments to the Zoning Bylaw to restrict the maximum Village Centre Bonus permitted on 6888 River Road and 6900 Pearson Way and specifying related density bonus requirements; and
- c) The registration of legal agreements to restrict Building Permit issuance for 6900 Pearson Way, in whole or in part, until the developer submits the required additional (density bonus) cash in-lieu contribution to the City's Child Care Development Reserve Fund.

#### Other Voluntary Developer Contributions:

In addition to the developer's proposed affordable housing and child care contributions, based on City policy and legal agreements currently registered on title, the developer's proposed increase in market residential and commercial floor area results in increases in developer contribution towards public art and community planning as shown in the tables below. If Council chooses to support the developer's proposal, the developer would be required to submit the community planning contribution prior to adoption of rezoning Bylaw 9148 and legal agreements would be registered on the title of 6900 Pearson Way restricting BP issuance, in whole or in part, until the developer submits the public art contribution.

<b>Public Art</b>	
Total Combined Max Permitted Floor Area	45,817.0 m <sup>2</sup> (493,169.22 ft <sup>2</sup> )
Public Art Contribution Rate (as per RZ 09-506904)	\$0.75/ft <sup>2</sup> max permitted floor area
TOTAL Public Art Contribution	\$369,877
LESS Prior Public Art Contribution (RZ 09-506904)	\$340,891
<b>Additional Public Art Contribution</b>	<b>\$28,986</b>
Strategy for Additional Public Art Contribution	<ul style="list-style-type: none"> <li>▪ Prior to RZ adoption: "No Build" Covenant</li> <li>▪ Prior to Lot 2 BP issuance: \$28,986 (cash)</li> </ul>



<b>Community Planning (CCAP)</b>	
Total Combined Max Permitted Floor Area	45,817.0 m <sup>2</sup> (493,169 ft <sup>2</sup> )
Community Planning Contribution Rate	\$0.25/ft <sup>2</sup> max permitted floor area
TOTAL Community Planning Contribution	\$123,292
LESS Prior Community Planning Contribution (RZ 09-506904)	\$113,630
<b>Additional Community Planning Contribution</b>	<b>\$9,662</b>
Strategy for Additional Community Planning Contribution	Prior to RZ adoption: \$9,662 (cash)

#### Richmond Zoning Bylaw:

The subject site is currently zoned “Residential/Limited Commercial (RCL3)”, a standard zone intended for use in high density, mixed use areas of the City Centre where the Village Centre (1.0 FAR) Bonus (i.e. 5% of bonus floor area must be provided as amenity space unless otherwise determined by the City) and the City’s standard affordable housing density bonus provisions apply (i.e. for project with more than 80 units, density is increased from 1.2 FAR to 2.0 FAR if 5% of residential floor area is constructed on-site as affordable housing). Through the original rezoning of the subject site (RZ 09-506904), the “RCL3” zone was amended to allow for an increase in density on the subject site with respect to the developer’s dedication of Pearson Way (i.e. as permitted under CCAP policy with regard to the dedication of fully functional “minor streets” for which Development Cost Charge credits are not applicable). If the zoning of the subject site was to remain “RCL3”, further amendments would be required to allow for the development’s proposed AHVT cash-in-lieu contribution, which could make the “RCL3” confusing. Instead, staff recommends:

- a) Amending the “RCL3” zone to repeal references to 6888 River Road and 6900 Pearson Way; and
- b) Rezoning 6888 River Road and 6900 Pearson Way to a new site specific zone, “Residential/Limited Commercial (ZMU27) - Oval Village (City Centre)”, which zone is based on “RCL3”, but includes specific provisions with respect to the subject development’s proposed affordable housing and child care cash-in-lieu contributions and CCAP “minor street” dedication.

#### Form and Character:

The developer proposes to construct a high-rise, high density residential development over ground floor and low-rise commercial uses. Phase 1 (6888 River Road) has received Development Permit and Building Permit issuance (DP 12-617639 / BP 13-634548) and the design of that phase is unaffected by the proposed AHVT and increase in commercial floor area. The increase in market residential floor area resulting from the subject AHVT is proposed to be located in one of Phase 2’s towers and the Pearson Way frontage vacated by the former “stand alone” affordable housing building is proposed to be replaced with ground floor retail with office and commercial uses above.

Overall, staff supports the development proposal as generally illustrated in the attached Development Concept (Attachment 6). More specifically, the addition of commercial uses along Pearson Way is positive and can be expected to contribute to the vitality of this street; and, the developer has satisfactorily demonstrated that the form and character changes resulting from the proposed AHVT (e.g., reduced variation in tower height) are manageable and can be reasonably addressed through the Development Permit review process.

Based on staff's review, it is recommended that processing of a Development Permit application for Phase 2 (DP 14-662341) be completed to the satisfaction of the Director of Development prior to adoption of the subject rezoning. Through this process, steps should be taken to ensure that:

- a) The form and character of Phase 2 (6900 Pearson Way) contributes towards an attractive, visually interesting streetscape and skyline;
- b) The addition of a second driveway along the Pearson Way frontage does not adversely affect pedestrian amenity, traffic flow, pedestrian or vehicle safety, or streetscape quality; and
- c) Uses and activities at the podium roof level are designed to provide for a good relationship between adjacent residential and non-residential uses.

Other Requirements:

Through the original rezoning of the subject site (RZ 09-506904), a covenant was registered on the titles of 6888 River Road and 6900 Pearson Way to restrict DP issuance, on a phase-by-phase basis, until various phasing, heritage landscape/park, and affordable housing requirements are satisfied. Staff recommends that this covenant be discharged on the basis that:

- a) For 6888 River Road (Phase 1): The requirements of the covenant have been fully satisfied by the developer and the City has issued both a DP and Building Permit for this property; and
- b) For 6900 Pearson Way: Prior to adoption of rezoning Bylaw 9148 –
  - The developer's affordable housing contribution will be secured to the City's satisfaction as set out in this report;
  - A DP application (DP 14-662341) will be processed for the entirety of the lot to the satisfaction of the Director of Development (i.e. one phase); and
  - Through the DP review and approval processes, the developer shall be required to address all heritage landscape/park requirements, including any necessary compensation or mitigation, as determined to the satisfaction of the City.

**Financial Impact or Economic Impact**

None

**Conclusion**

Staff recommends support for the subject rezoning application and related Zoning Bylaw amendments on the basis that they are consistent with City objectives for the development of the City Centre and would provide a significant contribution towards Richmond's capital Affordable Housing Reserve Fund, which may be used, at Council's sole discretion, to facilitate the construction of affordable housing Special Development Circumstance projects elsewhere in Richmond.

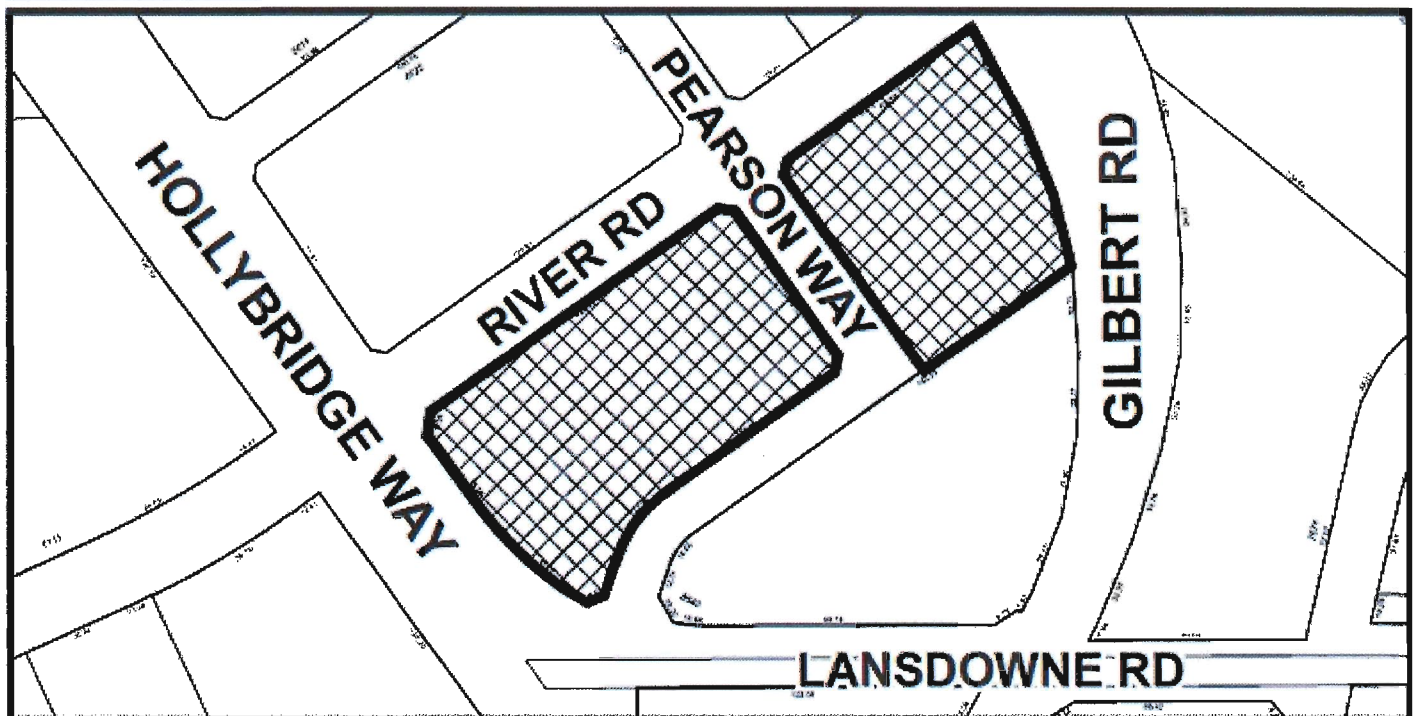
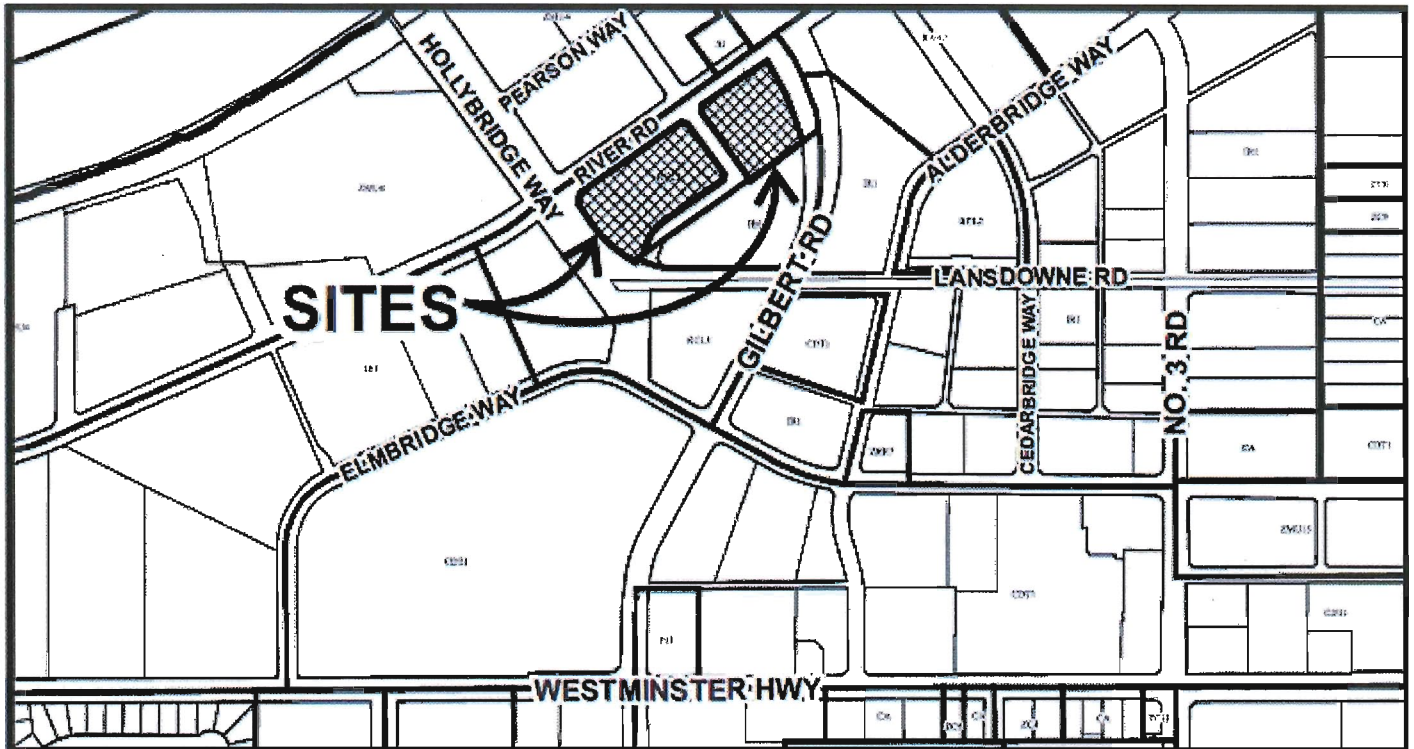


Suzanne Carter-Huffman  
Senior Planner/Urban Design  
SPC:cas

Attachments:

1. Location Map
2. Aerial Photograph
3. Development Application Data Sheet
4. City Centre Area Plan (CCAP) – Specific Land Use Plan: Oval Village (2031)
5. Rezoning Considerations
6. Conceptual Development Proposal

ATTACHMENT 1  
Location Map



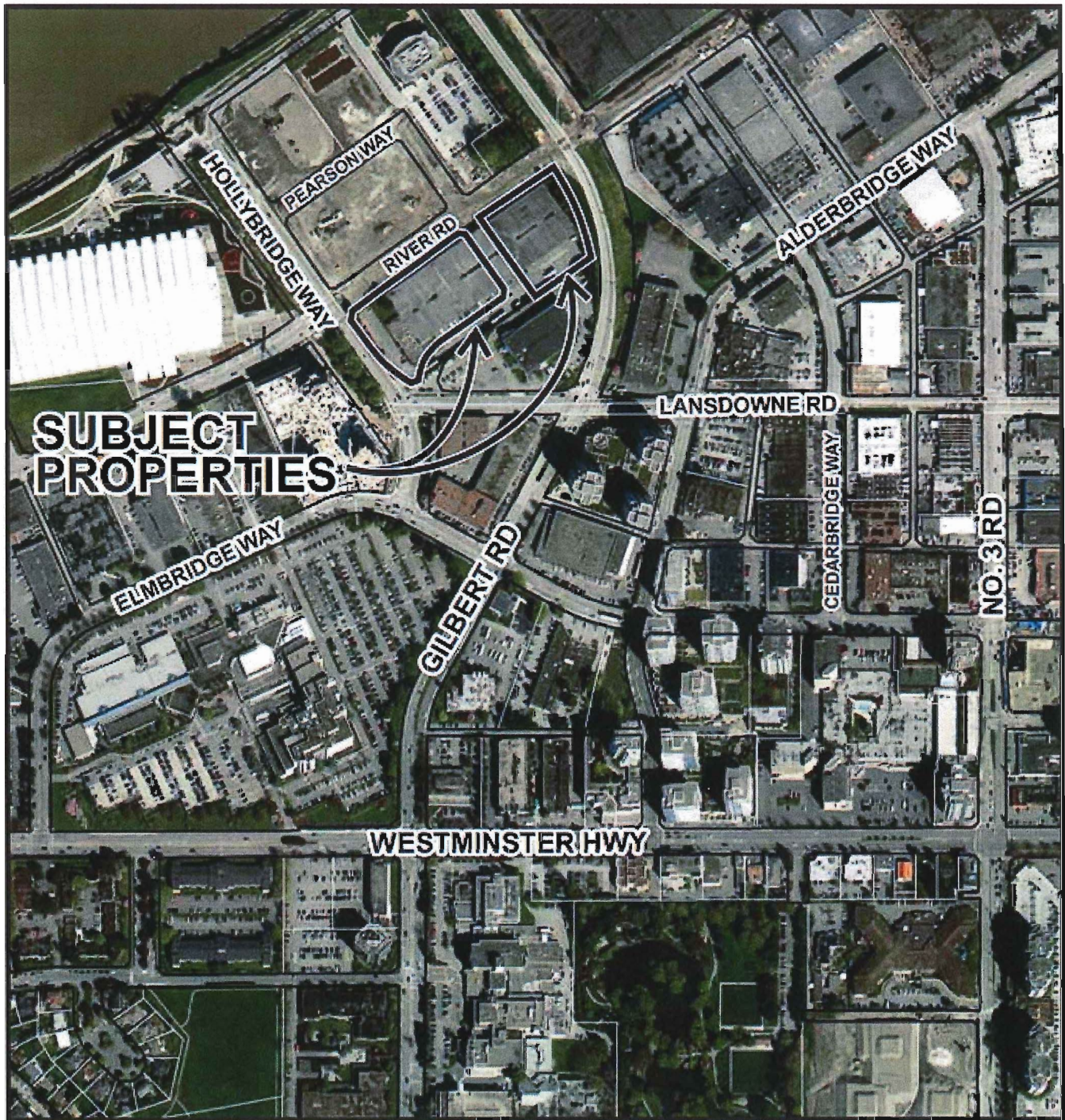
RZ 14-657289

Original Date: 03/07/14

Revision Date: 05/12/14

Note: Dimensions are in METRES





RZ 14-665416

Original Date: 03/07/14

Revision Date: 05/12/14

Note: Dimensions are in METRES



**RZ 14-665416**

Address: 6888 River Road and 6900 Pearson Way

Applicant: Hollybridge Limited Partnership (Intracorp)

Planning

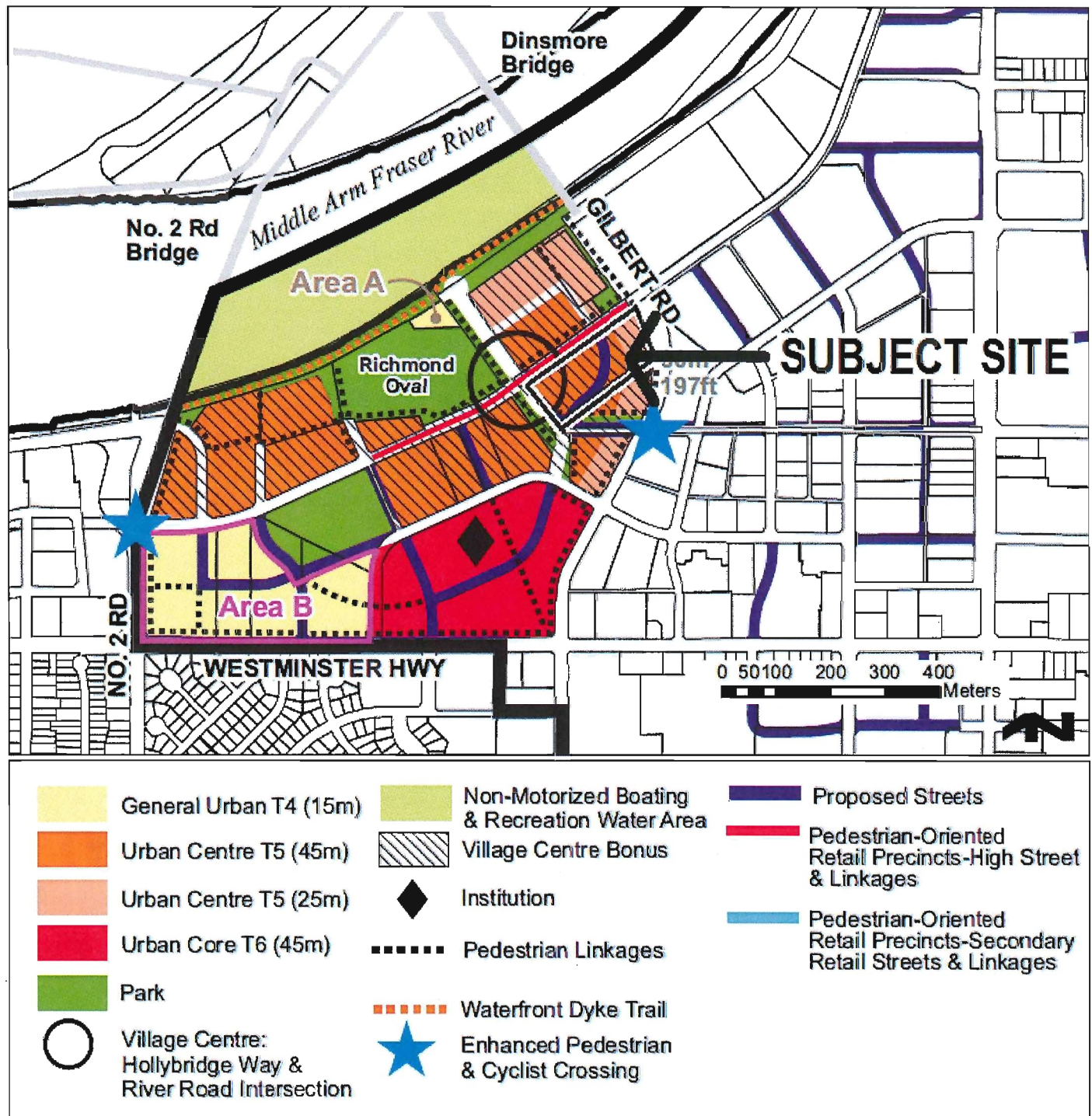
Area(s): City Centre (Oval Village)

	Existing	Proposed
<b>Owner</b>	<ul style="list-style-type: none"> <li>Hollybridge Project (Nominee) Ltd., Inc. No. BC0947509</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>
<b>Site Size</b>	<ul style="list-style-type: none"> <li>6888 River Road: 6,824.3 m<sup>2</sup></li> <li>6900 Pearson Way: 9,837.3 m<sup>2</sup></li> <li>TOTAL: 16,661.6 m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>
<b>Land Uses</b>	<ul style="list-style-type: none"> <li>Vacant</li> </ul>	<ul style="list-style-type: none"> <li>High density, high-rise, mixed use</li> </ul>
<b>OCP</b>	<ul style="list-style-type: none"> <li>Mixed Use</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>
<b>CCAP:</b>	<ul style="list-style-type: none"> <li>Urban Centre T5 (45 m/25 m): 2 FAR</li> <li>Village Centre Bonus (VCB): 1 FAR</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>
<b>Zoning:</b>	<ul style="list-style-type: none"> <li>Residential/Limited Commercial (RCL3)</li> </ul>	<ul style="list-style-type: none"> <li>Residential/Limited Commercial (ZMU27) - Oval Village (City Centre)</li> </ul>
<b>Number of Units</b>	<ul style="list-style-type: none"> <li>Currently: Nil (vacant)</li> <li>RZ 09-506904: 586 total (estimate)</li> </ul>	<ul style="list-style-type: none"> <li>Phase 1: 200 (BP 13-634548 approved)</li> <li>Phase 2: 293 (DP 14-662341 proposed)</li> <li>TOTAL: 493</li> </ul>
<b>Aircraft Noise Sensitive Development (ANSD)</b>	<ul style="list-style-type: none"> <li>All ANSD uses permitted, if a covenant, noise mitigation, and air conditioning or equivalent provided</li> <li>Residential uses limited to 2/3 of maximum CCAP buildable area</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>

	Existing "RCL3"	Proposed "ZMU27"
<b>Floor Area Ratio (FAR) (max.)</b>	<ul style="list-style-type: none"> <li>Residential: 2.0 FAR <i>Includes 5% affordable housing</i></li> <li>VCB (commercial): 1.0 FAR <i>Max. VCB floor area limited via legal agreements on title (+/-0.21 FAR)</i></li> <li>TOTAL: 3.0 FAR</li> </ul>	<ul style="list-style-type: none"> <li>Residential: 2.0 FAR <i>Includes an affordable housing density bonus (i.e. cash-in-lieu contribution)</i></li> <li>VCB (commercial): 0.29 FAR</li> <li>TOTAL: 2.29 FAR</li> </ul>
<b>Floor Area (max.)</b>	<ul style="list-style-type: none"> <li>Residential: 41,049.0 m<sup>2</sup></li> <li>VCB (commercial): 3,608.5 m<sup>2</sup> <i>Max. VCB floor area limited via legal agreements on title (3,608.5 m<sup>2</sup>)</i></li> <li>TOTAL: 44,657.5 m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Residential: 41,049.0 m<sup>2</sup></li> <li>VCB (commercial): 4,768.0 m<sup>2</sup></li> <li>TOTAL: 45,817.0 m<sup>2</sup></li> </ul>
<b>Lot Coverage</b>	<ul style="list-style-type: none"> <li>Building: 90% (max.)</li> </ul>	<ul style="list-style-type: none"> <li>Building: 90% (max.)</li> </ul>
<b>Lot Size (min.)</b>	<ul style="list-style-type: none"> <li>4,000 m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>6888 River Road: 6,800.0 m<sup>2</sup></li> <li>6900 Pearson Way: 9,800.0 m<sup>2</sup></li> </ul>
<b>Setback @ Street (min.)</b>	<ul style="list-style-type: none"> <li>6.0 m, but may be reduced to 3.0 m based on City-approved design</li> </ul>	<ul style="list-style-type: none"> <li>6.0 m, but may be reduced to 3.0 m based on City-approved design</li> </ul>
<b>Height</b>	<ul style="list-style-type: none"> <li>47 m geodetic</li> </ul>	<ul style="list-style-type: none"> <li>47 m geodetic</li> </ul>



## Specific Land Use Map: Oval Village (2031)

Bylaws 8685, 8701  
2011/10/24





**City of  
Richmond**

## **Rezoning Considerations**

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

**Address:** 6888 River Road and 6900 Pearson Way

**File No.:** RZ 14-665416

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9148, the developer is required to complete the following:**

1. Housing Agreement Termination:
  - 1.1. Final Adoption of Termination of Housing Agreement (5440 Hollybridge Way) Bylaw 9150.
  - 1.2. Execution of a consent to the adoption of Termination of Housing Agreement (5440 Hollybridge Way) Bylaw 9150 and entering into a legal agreement with the City to terminate, release, and discharge the associated Housing Agreement and Housing Covenant.
  - 1.3. Discharge of Housing Covenant CA2994213 and Rent Charge CA2994214.
  - 1.4. Cancellation of Housing Agreement Notice CA3043363.
  - 1.5. Discharge of any additional charges or cancel any additional notices on title regarding the Affordable Housing and the subject properties.
2. Affordable Housing Value Transfer (AHVT): The City's acceptance of the developer's voluntary AHVT cash-in-lieu contribution of at least \$4,639,530 to the City's capital Affordable Housing Reserve Fund. The terms of the voluntary developer contribution shall include:
  - 2.1. This contribution is in exchange for the discharge of the Affordable Housing requirements pertaining to 2,052.5 m<sup>2</sup> (22,093 ft<sup>2</sup>) of "required affordable housing" that was to have been constructed, at the developer's sole cost, at 6900 Pearson Way (i.e. 5% of the maximum permitted combined total residential floor area on 6888 River Road and 6900 Pearson Way under the existing "Residential/Limited Commercial (RCL3)" zone and proposed "Residential/Limited Commercial (ZMU27) - Oval Village (City Centre)" zone).
  - 2.2. This contribution is based on \$210 per square foot of "required affordable housing", which rate is the City-approved rate applicable to AHVT proposals for which the developer intends on retaining the floor area of the "required affordable housing" for market residential purposes.
  - 2.3. Prior to rezoning adoption, the developer shall:
    - a) Submit a voluntary contribution valued at \$2,800,000, in cash, to the City's capital Affordable Housing Reserve Fund established by Reserve Fund Establishment Bylaw 7812; and
    - b) "No Build": Enter into legal agreements registered on title to 6900 Pearson Way requiring that "no building" shall be permitted and restricting Building Permit\* issuance for 6900 Pearson Way, in whole or in part, until the developer submits an additional voluntarily contribution, in cash, to the City's capital Affordable Housing Reserve Fund, the value of which additional contribution shall be \$1,839,530 adjusted annually beginning at the end of December 2015 by any increase in the CPI Inflation Index as at the end of December 2014, wherein CPI Inflation Index shall mean for the purposes of this bylaw the All-items Consumer Price Index for British Columbia, not seasonally adjusted, as published by Statistics Canada (or its successor government department or agency), or such substitute index as is formally designated by the Government of Canada or, if no index is published or designated by the Government of Canada in substitution therefore, such substitute index as the City considers, in its discretion, most closely approximating the All-items Consumer Price

Index for British Columbia. Whenever the Official Time Base (currently 2002 = 100) is changed or a substitute index is designated, historical value will be rebased through the use of a conversion factor as published by the Government of Canada or, in the absence of such publication, such conversion factor shall be the conversion factor that the City considers, in its discretion, best achieves comparability.

3. Village Centre Bonus (VCB) Amenity Contribution:

- 3.1. Discharge of Covenant CA2994207, which restricts the maximum density bonus available to the subject sites.

Note: The purpose of this agreement was to restrict Village Centre Bonus floor area to an amount less than the maximum permitted under the “Residential/Limited Commercial (RCL3)” zone, based on the developer amenity contribution agreed to via RZ 09-506904. This agreement is made redundant by the proposed site specific zone, “Residential/Limited Commercial (ZMU27) - Oval Village (City Centre)”, Section 20.27.8, as it restricts bonus floor area.

- 3.2. City acceptance of the developer’s offer to voluntarily contribute at least \$280,700, in cash, to the City’s Child Care Development Reserve Fund, payable prior to Building Permit (BP) issuance for 6900 Pearson Way, in whole or in part. The terms of the voluntary developer contribution shall include:
- a) The value of the developer’s voluntary contribution is based on the following, as determined to the satisfaction of the City:

Village Centre Bonus (VCB) Amenity – Child Care	
Maximum Permitted VCB Floor Area	4,768.0 m <sup>2</sup> (51,322 ft <sup>2</sup> ), as per the combined total maximum permitted non-residential floor area at 6888 River Road and 6900 Pearson Way under “Residential/Limited Commercial (ZMU27) - Oval Village (City Centre)”
VCB Amenity Requirement	238.4 m <sup>2</sup> (2,566 ft <sup>2</sup> ), based on 5% of Maximum Permitted VCB Floor Area
VCB Amenity Cash-in-Lieu Contribution Rate	At least \$450 per ft <sup>2</sup> of VCB Amenity Requirement, as per the VCB cash-in-lieu (construction-value) amenity contribution rate determined through RZ 09-506904
TOTAL VCB Amenity Contribution	At least \$1,154,700
LESS Prior VCB Amenity Contribution	\$874,000, secured through RZ 09-506904
<b>Additional Voluntary VCB Amenity Contribution</b>	<b>At least \$280,700 (cash)</b>

Note: If the BP for 6900 Pearson Way is issued, in whole or in part, after December 31, 2015, then the Additional Voluntary VCB Amenity Contribution shall be adjusted for inflation, as determined to the satisfaction of the City (as per paragraph 3.2(b) below).

- b) “No Build”: Prior to rezoning adoption, the developer shall enter into legal agreements registered on title to 6900 Pearson Way requiring that “no building” shall be permitted and restricting Building Permit\* issuance for 6900 Pearson Way, in whole or in part, until the developer submits a voluntarily contribution, in cash, to the City’s Child Care Development Reserve Fund created by Reserve Fund Establishment Bylaw 7812 (or as otherwise directed by Council), the value of which contribution shall be \$280,700 adjusted annually beginning at the end of December 2015 by any increase in the CPI Inflation Index as at the end of December 2014, wherein CPI Inflation Index shall mean for the purposes of this bylaw the All-items Consumer Price Index for British Columbia, not seasonally adjusted, as published by Statistics Canada (or its successor government department or agency), or such substitute index as is formally designated by the Government of Canada or, if no

index is published or designated by the Government of Canada in substitution therefore, such substitute index as the City considers, in its discretion, most closely approximating the All-items Consumer Price Index for British Columbia. Whenever the Official Time Base (currently 2002 = 100) is changed or a substitute index is designated, historical value will be rebased through the use of a conversion factor as published by the Government of Canada or, in the absence of such publication, such conversion factor shall be the conversion factor that the City considers, in its discretion, best achieves comparability.

4. **Public Art:** City acceptance of the developer's offer to voluntarily contribute at least \$28,986, in cash, to the City's Public Art fund, payable prior to Building Permit (BP) issuance for 6900 Pearson Way, in whole or in part. The terms of the voluntary developer contribution shall include:

- 4.1. The value of the developer's voluntary contribution is based on the following, as determined to the satisfaction of the City:

Public Art	
Maximum Permitted Floor Area	45,817.0 m <sup>2</sup> (493,169.22 ft <sup>2</sup> ), as per the combined total maximum permitted floor area at 6888 River Road and 6900 Pearson Way under "Residential/Limited Commercial (ZMU27) - Oval Village (City Centre)"
Public Art Contribution Rate	At least \$0.75 per ft <sup>2</sup> of Maximum Permitted Floor Area
TOTAL Public Art Contribution	At least \$369,877
LESS Prior Public Art Contribution	\$340,891, secured through RZ 09-506904
<b>Additional Voluntary Public Art Contribution</b>	<b>At least \$28,986 (cash)</b>

Note: If the BP for 6900 Pearson Way is issued, in whole or in part, after December 31, 2015, then the greater of the above Public Art Contribution Rate or the Council-approved public art contribution rate(s) in effect at the time of BP issuance shall apply to the balance of the Maximum Permitted Floor Area not previously approved for construction at 6888 River Road (BP 13-634548) and the required Additional Voluntary Public Art Contribution shall be adjusted accordingly.

- 4.2. **"No Build":** Prior to rezoning adoption, the developer shall amend the existing Public Art Covenant CA2994217 registered on title or enter into legal agreement(s) registered on title, as determined to the satisfaction of the City, requiring that "no building" shall be permitted and restricting Building Permit\* issuance for 6900 Pearson Way, in whole or in part, until the developer satisfies additional public art requirements (i.e. over and above the developer's public art contribution secured through RZ 09-506904) in the form of an Additional Voluntarily Public Art Contribution to the Public Art Reserve, in cash, the value of which contribution shall be the greater of \$28,986 or as otherwise determined to the satisfaction of the City (as per paragraph 4.1 above).

Note: The proposed Additional Voluntary Public Art Contribution shall, among other things, be understood to satisfy Section 2.1(c)(ii) of the existing Public Art Covenant CA2994217 registered on title, which requires a developer cash-in-lieu contribution to the City's Public Art Reserve with respect to eligible floor area in excess of that anticipated through RZ 09-506904.

5. **Community Planning:** City acceptance of the developer's offer to voluntarily contribute \$9,662, based on \$0.25 per buildable square foot of total combined maximum floor area permitted on 6888 River Road and 6900 Pearson Way (as set out under the proposed "Residential/Limited Commercial (ZMU27) - Oval Village (City Centre)" zone) LESS the developer's community planning contribution submitted with respect to prior Council approval of RZ 09-506904 (i.e. \$123,292 LESS \$113,630), to the City's community planning reserve fund.

6. Vehicle Access:

- 6.1. Discharge of Statutory Right of Way CA3493966 and Covenant CA3493964 (Lot 2 Driveway) on title to 6900 Pearson Way, registered prior to Phase 1 Building Permit issuance (BP 13-634548).

Note: The purpose of this agreement was to facilitate shared driveway access in the event that 6900 Pearson Way was subdivided. This agreement is made redundant by the proposed site specific zone, "Residential/Limited Commercial (ZMU27) - Oval Village (City Centre)", Section 20.27.8, as it restricts further subdivision of the subject lots.

- 6.2. Amend the Covenant CA3493968 (Driveway Crossings) on title to 6900 Pearson Way and 6888 River Road, registered prior to Phase 1 Building Permit issuance (BP 13-634548), to increase the maximum number of driveway crossings permitted at 6900 Pearson Way from one (1) to two (2), both of which must be located along the south property line of the lot as determined to the satisfaction of the City through an approved Development Permit and Servicing Agreement.

7. Existing "No Development" Phasing, Heritage Landscape and Park, and Affordable Housing Covenant: Discharge of Covenant CA2994209 (No Development Covenant).

Note: Phasing and affordable housing requirements included in this existing covenant are made redundant by the proposed "Residential/Limited Commercial (ZMU27) - Oval Village (City Centre)" zone and AHVT. Furthermore, Development Permit\* issuance is complete for 6888 River Road and processing of a Development Permit\* for 6900 Pearson Way to the satisfaction of the Director of Development, including the developer's identification and compensation/mitigation with respect to potential heritage landscape and park impacts, is a requirement of the subject rezoning.

8. Development Permit: The submission and processing of a Development Permit\* for the entirety of 6900 Pearson Way, completed to a level deemed acceptable by the Director of Development. Through the Development Permit\* process, the developer shall, among other things, address the following to the satisfaction of the City with respect to the City-owned heritage woodlot and park at 6900 River Road:

- 8.1. Submit a contract entered into between the developer and a registered professional (e.g., Certified Arborist) for the supervision of all work in the vicinity of 6900 River Road, site monitoring inspections, and provisions for the Arborist to submit post-activity assessment report(s) to the City for review;
- 8.2. Submit a Development Impact Assessment, which shall identify any potential impacts on protected trees, habitat, and related heritage and environmental features located at 6900 River Road arising as a result of development at 6900 Pearson Way (e.g., shading, changes in ground water conditions) and demonstrate that any such impacts are minimized; and
- 8.3. In the event that the City determines that impacts may be significant and/or unavoidable, submit a plan for mitigation and/or compensation to the City's satisfaction, which plan may require the developer to submit and receive Council approval for a Heritage Alteration Permit\* and/or enter into legal agreements registered on title to 6900 Pearson Way requiring that "no building" and/or occupancy of a building shall be permitted, in whole or in part, until mitigation and/or compensation are implemented to the City's satisfaction.

**NOTE:**

- \* Items marked with an asterisk require a separate application.
  - Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
- All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

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

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

*Signed copy on file*

Signed \_\_\_\_\_

Date \_\_\_\_\_

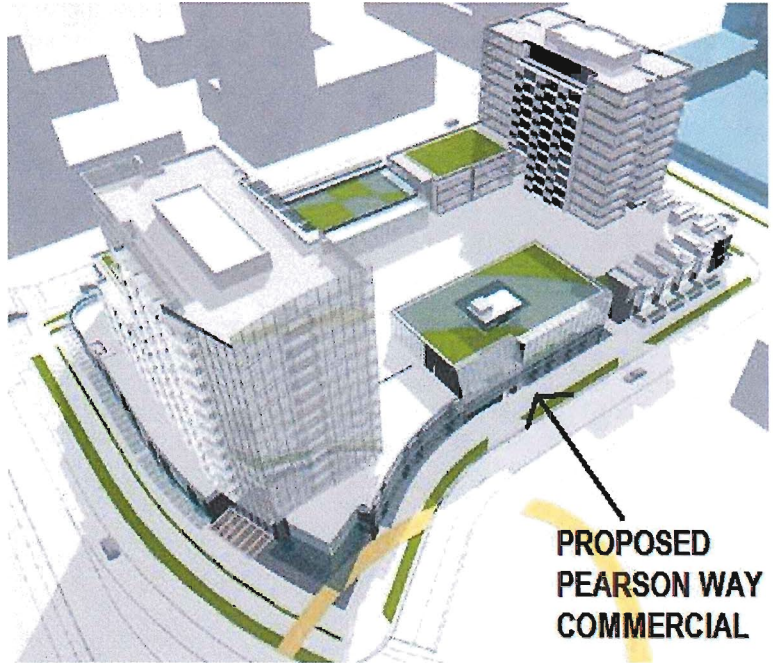


**6900 PEARSON WAY: Phase 2 Preliminary Design**

**PHASE 2: VIEW FROM SOUTHWEST (HOLLYBRIDGE WAY/PEARSON WAY INTERSECTION)**



RZ 09-506904 Conceptual Design



Proposed Conceptual Design

**PHASE 2: VIEW FROM NORTHWEST (RIVER ROAD IN FOREGROUND)**



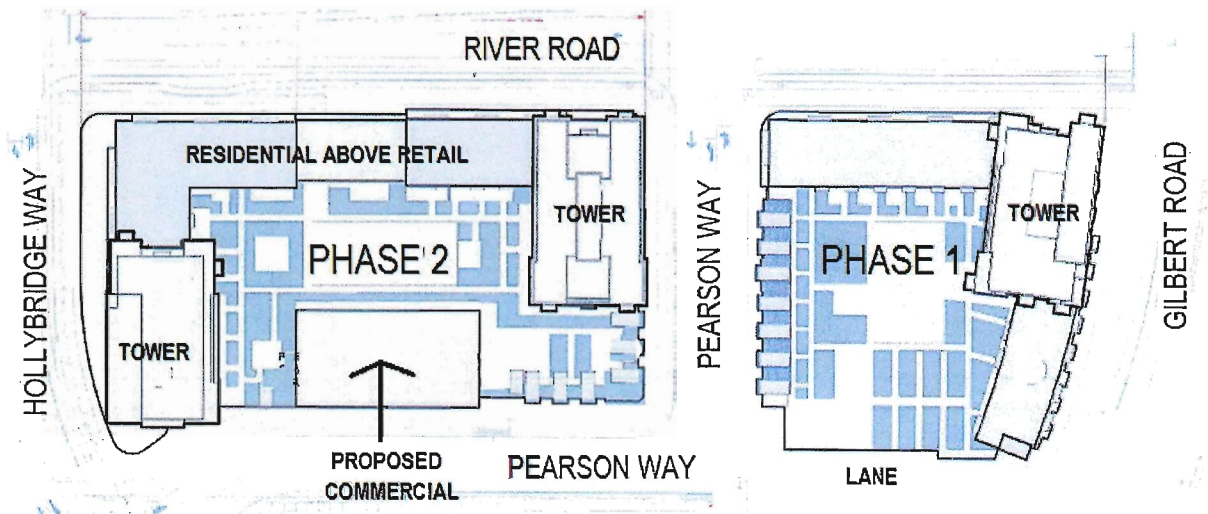
RZ 09-506904 Conceptual Design



Proposed Conceptual Design

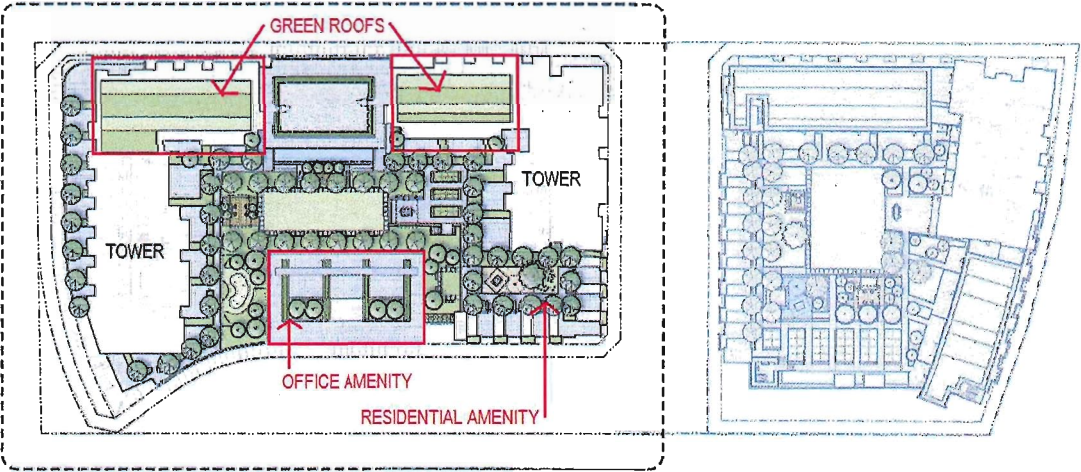


6900 PEARSON WAY: Phase 2 Preliminary Design



PHASE 2: Proposed Conceptual Design

PHASE 1: Approved Design



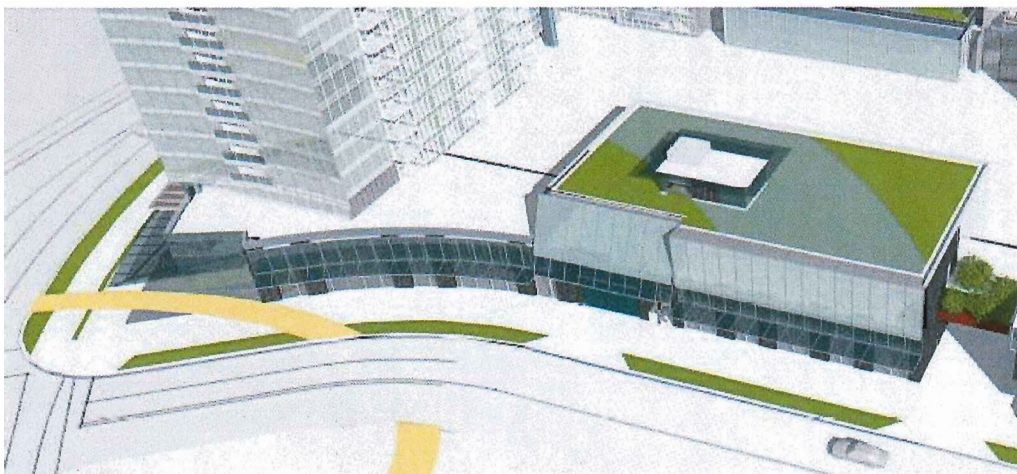
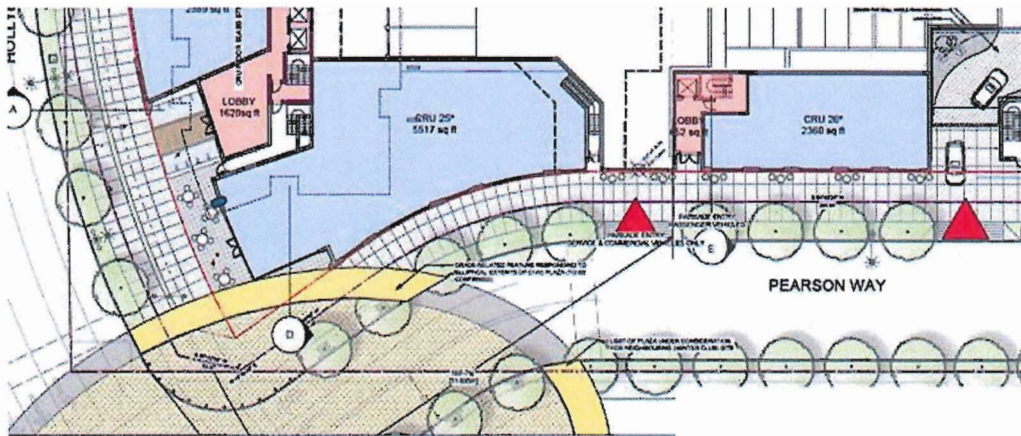
PHASE 1: Approved Design





## 6900 PEARSON WAY: Phase 2 Preliminary Design

## PHASE 2: Proposed Pearson Road Commercial Frontage





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9148 (RZ 14-665416)  
6888 River Road and 6900 Pearson Way**

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:
  - a) repealing Section 9.4.4.6 in its entirety and marking it as “Repealed”; and
  - b) inserting Section 20.27 as follows:

**“20.27 Residential / Limited Commercial (ZMU 27) – Oval Village (City Centre)**

**20.27.1 Purpose**

The **zone** accommodates mid- to high-rise apartments within the **City Centre**, plus a limited amount of **commercial uses** and compatible **secondary uses**. Additional **density** is provided to achieve **City** objectives in respect to **road** and affordable housing.

**20.27.2 Permitted Uses**

- **child care**
- **congregate housing**
- **housing, apartment**
- **housing, town**
- **live/work dwelling**

**20.27.3 Secondary Uses**

- **amenity space, community**
- **animal grooming**
- **boarding and lodging**
- **broadcast studio**
- **community care facility, minor**
- **education, commercial**
- **entertainment, spectator**
- **government service**
- **health service, minor**
- **home-based business**
- **hotel**
- **library and exhibit**
- **liquor primary establishment**
- **manufacturing, custom indoor**
- **office**
- **park**
- **parking, non-accessory**
- **private club**

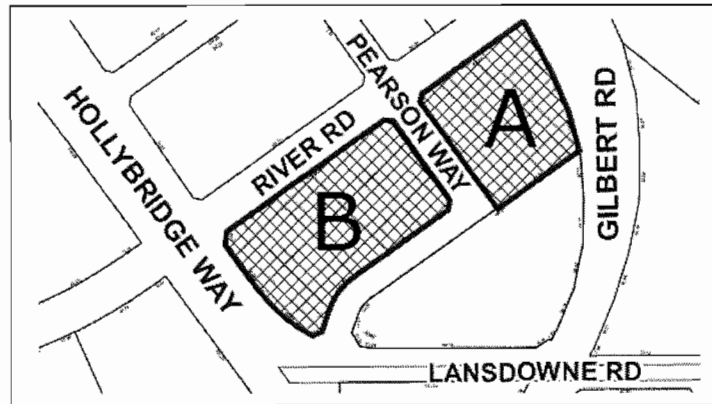
- recreation, indoor
- religious assembly
- restaurant
- retail, convenience
- retail, general
- retail, second hand
- service, business support
- service, financial
- service, household repair
- service, personal
- studio
- vehicle rental, convenience
- veterinary service

#### 20.27.4 Permitted Density

1. The maximum **floor area ratio** is 1.2, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 20.27.4.1, the reference to “1.2”:
  - a) is increased to a higher **floor area ratio** of “1.68”, provided that the **owner** has paid or secured to the satisfaction of the **City** a monetary contribution of \$2,800,000 to the **City’s capital affordable housing reserve**; and
  - b) further increased to a higher **floor area ratio** of “2.0”, provided that the **owner** has paid a sum into the **City’s capital affordable housing reserve** under paragraph 20.27.4.2(a) and paid or secured to the satisfaction of the **City** an additional monetary contribution to the **City’s capital affordable housing reserve**, the value of which additional monetary contribution shall be \$1,839,530 adjusted annually beginning at the end of December 2015 by any increase in the CPI Inflation Index as at the end of December 2014, wherein CPI Inflation Index shall mean for the purposes of paragraph 20.27.4.2(b) the All-items Consumer Price Index for British Columbia, not seasonally adjusted, as published by Statistics Canada (or its successor government department or agency), or such substitute index as is formally designated by the Government of Canada or, if no index is published or designated by the Government of Canada in substitution therefore, such substitute index as the **City** considers, in its discretion, most closely approximating the All-items Consumer Price Index for British Columbia. Whenever the Official Time Base (currently 2002 = 100) is changed or a substitute index is designated, historical value will be rebased through the use of a conversion factor as published by the Government of Canada or, in the absence of such publication, such conversion factor shall be the conversion factor that the **City** considers, in its discretion, best achieves comparability.

3. If the **owner** of a **lot** has paid a sum into the **City's** capital **affordable housing reserve** under paragraphs 20.27.4.2(a) and (b), an additional 0.23 **density bonus floor area ratio** is permitted, provided that:
  - a) the **lot** is located in the Village Centre Bonus Area designated by the **City Centre Area Plan**;
  - b) the **owner** uses the additional 0.23 **density bonus floor area ratio** only for non-residential purposes, which non-residential purposes shall provide, in whole or in part, for **convenience retail uses** (e.g., large format grocery store; drug store), **minor health services**, pedestrian-oriented **general retail**, or other **uses** important to the viability of the Village Centre as determined to the satisfaction of the **City**;
  - c) the **owner** uses a maximum of 49% of the **gross floor area** of the **building**, including the additional 0.23 **density bonus floor area ratio** (i.e. the **gross floor area** of the additional **building** area), for non-residential purposes; and
  - d) the **owner** has paid or secured to the satisfaction of the **City** a monetary contribution of \$1,154,700 to the **City's** capital **child care reserve fund**.
4. For the area within the **City Centre** shown cross-hatched in Section 20.27.4.4, Diagram 1, notwithstanding paragraph 20.27.4.2(b), the reference to "2.0" is increased to a higher **floor area ratio** of "2.47" and, notwithstanding Section 20.27.4.3, the reference to "0.23" is increased to a higher **floor area ratio** of "0.29", provided that:
  - a) the **owner** complies with the conditions set out in paragraphs 20.27.4.2(a) and (b) and paragraphs 20.27.4.3(a), (b), (c), and (d);
  - b) the **owner** dedicates not less than 3,862.9 m<sup>2</sup> of land to the **City** as **road**;
  - c) the maximum total combined **floor area** for the areas shown cross-hatched in Section 20.27.4.4, Diagram 1, shall not exceed 45,817.0 m<sup>2</sup>, of which the **floor area** of residential **uses** shall not exceed 41,049.0 m<sup>2</sup> and the **floor area** of other **uses** shall not exceed 4,768.0 m<sup>2</sup>; and
  - d) the maximum **floor area** for the areas shown cross-hatched and indicated as "A" and "B" in Section 20.27.4.4, Diagram 1, shall not exceed:
    - i. for "A": 16,670.0 m<sup>2</sup>, of which the **floor area** of residential **uses** shall not exceed 15,496.9 m<sup>2</sup> and the **floor area** of other **uses** shall not exceed 1,173.1 m<sup>2</sup>; and
    - ii. for "B": 29,147.0 m<sup>2</sup>, of which the **floor area** of residential **uses** shall not exceed 25,552.1 m<sup>2</sup> and the **floor area** of other **uses** shall not exceed 3,594.9 m<sup>2</sup>.

Diagram 1



#### 20.27.5 Permitted Lot Coverage

1. The maximum **lot coverage** for **buildings** and landscaped roofs over **parking spaces** is 90%, exclusive of portions of the **site** the **owner** dedicated to the **City** for road purposes.

#### 20.27.6 Yards & Setbacks

1. Minimum setbacks shall be:
  - a) for **road setbacks**, measured to a **lot line** or the boundary of an area granted to the **City** via a statutory **right-of-way** for **road** purposes: 6.0 m, but this may be reduced to 3.0 m if a proper interface is provided as specified in a Development Permit approved by the **City**;
  - b) for **interior side yard setbacks**, measured to a **lot line**: 6.0 m, but may be reduced to 0.0 m if a proper interface is provided as specified in a Development Permit approved by the **City**; and
  - c) for parking situated below finished grade, measured to a **lot line**: 0.0 m.

#### 20.27.7 Permitted Heights

1. The maximum **building height** shall be:
  - a) 25.0 m for portions of the **building** located less than 60.0 m from a **lot line** abutting Gilbert Road; and
  - b) 47.0 m geodetic elsewhere.
2. Notwithstanding paragraph 20.27.7.1(a), the maximum **building height** may be increased to 47.0 m geodetic if a proper interface is provided with adjacent **buildings**, **parks**, and **roads**, as specified in a Development Permit approved by the **City**.
3. The maximum **height** for **accessory buildings** is 5.0 m.
4. The maximum **height** for **accessory structures** is 12.0 m.

**20.27.8 Subdivision Provisions**

1. The minimum **lot area** for the areas shown cross-hatched and indicated as “A” and “B” in Section 20.27.4.4, Diagram 1, exclusive of portions of the **site** the **owner** dedicates to the **City** for **road** purposes, shall be:
  - a) for “A”: 6,800.0 m<sup>2</sup>; and
  - b) for “B”: 9,800.0 m<sup>2</sup>.

**20.27.9 Landscaping & Screening**

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

**20.27.10 On-Site Parking & Loading**

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

**20.27.11 Other Regulations**

1. Signage shall be provided according to the standards set out in *Sign Bylaw No. 5560*, as amended or replaced from time to time, as it applies to development in the Downtown Commercial (CDT1) **zone**, except that:
  - a) for projecting signs, canopy signs, and fascia signs, maximum **height** shall not project above the first habitable **storey** of the **building**;
  - b) freestanding signs shall include freestanding mall/outside signs; and
  - c) for freestanding signs:
    - i. the maximum number of signs shall be 1 per **lot**;
    - ii. the maximum total combined area of the signs, including all sides used for signs, shall not exceed 10.0 m<sup>2</sup> per lot;
    - iii. the maximum **height**, measured to the **finished site grade** of the **lot** upon which the sign is situated, shall not exceed 4.0 m; and
    - iv. the maximum width, measured horizontally to the outer limits of the sign at its widest point, including any associated structure, shall not exceed 1.2 m.
2. **Congregate housing** and **apartment housing** must not be located on the **first storey** of the **building**, exclusive of interior entries, common stairwells, and common elevator shafts.
3. **Telecommunication antenna** must be located a minimum of 20.0 m above the ground (i.e. on the roof of a **building**).
4. 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 lots and by designating it **“RESIDENTIAL / LIMITED COMMERCIAL (ZMU 27) – OVAL VILLAGE (CITY CENTRE)”**:

P.I.D. 029-221-986

Lot 1 Section 5 Block 4 North Range 6 New Westminster District Plan EPP33697

P.I.D. 029-221-994

Lot 2 Sections 5 and 6 Block 4 North Range 6 New Westminster District Plan EPP33697

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9148”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

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

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 





**Termination of Housing Agreement (5440 Hollybridge Way)  
Bylaw No. 9150**

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

1. The Mayor and City Clerk for the City of Richmond are authorized:
  - a) to execute agreements to terminate the housing agreement referred to in Housing Agreement (5440 Hollybridge Way) Bylaw No. 8995 (the "Housing Agreement");
  - b) to cause Notices and other charges registered at the Land Title Office in respect to the Housing Agreement to be discharged from title; and
  - c) to execute such other documentation required to effect the termination of the Housing Agreement.
2. This Bylaw may be cited as **"Termination of Housing Agreement (5440 Hollybridge Way) Bylaw No. 9150"**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

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





# City of Richmond

## Report to Committee Planning and Development Department

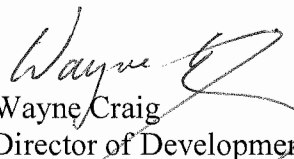
**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development

**Date:** June 2, 2014  
**File:** RZ 13-643436

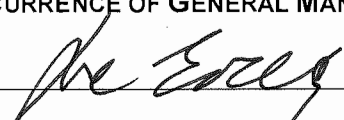
**Re:** Application by Cotter Architects Inc. for Rezoning at 3471 Chatham Street from the "Steveston Commercial (CS3)" zone to a site specific "Commercial Mixed Use (ZMU26) – Steveston Village" zone

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9138 to: create a site specific "Commercial Mixed Use (ZMU26) – Steveston Village" zone; and to rezone 3471 Chatham Street from the "Steveston Commercial (CS3)" zone to the "Commercial Mixed Use (ZMU26) – Steveston Village" zone, be introduced and given first reading.

  
Wayne Craig  
Director of Development

SB:blg  
Att. 6

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

## Staff Report

### Origin

Cotter Architects Inc. has applied to the City of Richmond for permission to rezone 3471 Chatham Street (Attachment A) from the “Steveston Commercial (CS3)” zone to a new site specific “Commercial Mixed Use (ZMU26) – Steveston Village” zone in order to construct a three-storey mixed-use building containing approximately 10 residential units in the upper floors and 324 m<sup>2</sup> (3,485 ft<sup>2</sup>) commercial space on the ground floor.

A staff report was reviewed by Planning Committee at the meeting of May 6, 2014 and referred back to staff (Attachment B). In response to the referral, the applicant has revised the design to address the building height and architectural form and character of the proposal (Attachments C and D). The applicant has also agreed to revised rezoning considerations (Attachment E), which no longer includes the installation of a public bench along Chatham Street. The proposed site specific zone has been revised to accommodate the setbacks of the revised proposal.

### Background

The following referral motion was carried at the May 6, 2014 Planning Committee meeting:

*“That the staff report titled, Application by Cotter Architects Inc. for Rezoning at 3471 Chatham Street from the “Steveston Commercial (CS3)” Zone to a Site Specific “Commercial Mixed Use (ZMU26) - Steveston Village” Zone, dated April 29, 2014, from the Director, Development, be referred back to staff to examine changes to the design of the proposed development that would address aspects of building height and architectural form and character.”*

This staff report addresses the Planning Committee referral by providing a summary of proposed revisions to the building height and architectural form and character and presenting the zoning amendment bylaw for introduction and first reading.

### Findings of Fact

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

Please refer to the original staff report dated April 29, 2014 (Attachment B) for information pertaining to the history of the site, surrounding development, Steveston Village Conservation Strategy, public input received prior to Planning Committee and responses, Richmond Heritage Commission comments, Richmond Public Art Advisory Committee comments, as well as staff comments on the proposal, original zoning amendment bylaw, original rezoning considerations and financial impact.

## Public Input

Public input was received regarding the proposal and discussed in the original staff report (Attachment B). After the original staff report was written, the City received two (2) additional pieces of correspondence from the public (Attachment F). The majority of the concerns raised in the new correspondence were similar to other comments received by staff and were included and discussed in the original rezoning report. Two new concerns raised in the correspondence include (staff comments are included in *'bold italics'*):

- The proposed building height would block views to the South from the property at 3500 Broadway Street – *As noted in the original rezoning staff report, the three-storey building height included in the proposed ZMU26 zone complies with the current CS3 zoning of the subject site, the Steveston Village Conservation Strategy and the Steveston Area Plan (Steveston Village Land Use Density and Building Height Map). As part of the revised design concept (Attachment D), the applicant has submitted sun shadowing diagrams illustrating that the proposed development would not cast shadows on the Broadway Street properties so would not impact existing vegetation in the back yards.*
- The construction site has blocked access from the rear lane – *The existing lane was used for vehicle access and manoeuvring for parking on the former credit union site. Most of the single detached home properties have driveways and parking areas along Broadway Street and 3<sup>rd</sup> Avenue, and most have solid fences and landscaping buffering them from the lane. The adjacent single detached home at 11931 3<sup>rd</sup> Avenue has a single-car garage access from the eastern portion of the lane. The developer has requested use of a portion of the lane for storage of the large heavy concrete wall panels until they can be mounted on the building and to facilitate pre-loading and construction activities. Access will be maintained for the neighbouring garage and the developer has offered to help any home owner that needs access to their rear yard. As part of the development proposal, the developer is required to upgrade the entire east-west rear lane through a Servicing Agreement to City lane design standards, including drainage.*

In addition, the applicant has revised the architectural design of the proposal in response to the previous concerns regarding building height, the transition to neighbouring single detached homes, the heritage character of the design, location and design of balconies, the number of artwork panels mounted on the west elevation of the building and the placement of a public bench along Chatham Street.

## Analysis

### Building Height and Architectural Form and Character

In their referral back to staff, Planning Committee asked staff to examine changes to the design of the proposed development that would address aspects of building height and architectural form and character.

In response to the referral, the applicant has submitted a revised design (Attachment D) with a lower building height, revised building character with revised massing, revised location and design of balconies, includes additional artwork panels on the West facade, revised building finishing of predominantly hardi-plank horizontal siding with additional details and heritage colours.

Building height was lowered overall in the revised design concept to comply with the Maximum 12 m building height specified in the proposed ZMU26 zone and the OCP Steveston Village Land Use Density and Building Height Map. The applicant is also showing an optional elevator to provide access to the roof deck for persons in wheelchairs. If the optional elevator is pursued, a height variance would be needed through the required Development Permit application process to allow the elevator structure. Sun shading diagrams in the revised design concept include neighbouring homes, the existing large trees and the revised design. The diagrams illustrate that building does not result in significant sun shading for the neighbouring properties. From the middle of March to the middle of September the proposed building would not cast a shadow on the properties to the north or the properties to the east during the day (9am to 3pm). The diagrams also show that the proposed building would cast a shadow over approximately the rear third of the properties to the west during the morning when the sun angle is lower.

The proposed design has been revised to appear as a number of narrower buildings. Making reference to the transition from the commercial village centre to the residential neighbourhood to the north and west, the building is designed to appear as a standard three-storey commercial character false front building at the southeast corner, adjacent to more residential character buildings with sloped gable roofs and shed roof dormers at the other edges of the site. The angled corner is a result of the corner cut dedication that the application was required to provide as a condition of the Heritage Alteration Permit approved by Council in September of 2013.

The proposed commercial character massing at the corner references historic false front buildings with simple facades, simple detailing, hardi-plank horizontal siding, a regular rhythm of large store front windows and smaller windows at the upper floor levels. The continuous sign band and raised awnings above the store front windows reference the higher traditional commercial ceiling heights while keeping the overall building height as low as possible.

The proposed use of larger gable and lower shed roof elements provide a more residential character building massing and lower the apparent building height as the design moves away from the corner. The treatment of roof massing, building articulation, facade design and colour visually break down the three store building to appear as large homes with ground floor store fronts and a corner false front building abutting each other. This would provide a desired transition from the corner commercial character false front massing to a more residential character massing as a transition from the village core to the adjacent single detached residential neighbourhood to the north and west.

The heritage character of the proposal's architectural form and character has been strengthened with revisions to the massing and design of the building and roof. There are two sets of guidelines commonly referred to as the Sakamoto guidelines: the *Design Criteria for the Steveston Revitalization Area* (1987) for new buildings and the *Steveston Downtown Revitalization Facade Guidelines* (1989) for existing buildings. The subject site is adjacent to

the Steveston Revitalization Area identified in the 1987 *Design Criteria for the Steveston Revitalization Area*, and the revised design concept complies with the intent of the guidelines. As part of the required Development Permit application process, design details would be further developed and the proposal would be reviewed by the Richmond Heritage Commission. In addition, any additional guidelines or policies resulting from the Steveston streetscape or conservation strategy reviews would be incorporated into the design as part of the required Development Permit and Servicing Agreement.

#### Interface to West

In response to comments from the neighbour to the west and discussion at the Planning Committee meeting; (i) the applicant revised the design to remove most west facing balconies and to place two additional sculptural artwork wall panels on the west side elevation to provide a more attractive and quiet interface; (ii) staff removed the requirement to install a bench along the Chatham Street sidewalk to prevent loitering; and (iii) the rezoning considerations and Servicing Agreement requirements were revised to include the installation and maintenance of low planting in the unconstructed side lane to the west to prevent loitering (Attachment E). The neighbours expressed concerns about loitering in this unconstructed side lane in the past. With the installation of low planting to make loitering uninviting and uncomfortable along with the change from a commercial building site that sat unoccupied at night to a mixed use development with residential units providing overlook into the lane at night, concerns of loitering in the unconstructed side lane should be resolved.

The only balcony that remains on the west elevation is a corner balcony at the second floor level with overlook to the rear lane, the unconstructed side lane to the west and the back corner of the neighbour's back yard across the unbuilt side lane. There are existing mature evergreen trees on the west side of the unconstructed side lane that provide screening to address privacy overlook.

#### Accessibility

In response to discussion at Planning Committee, the applicant has reviewed their accessibility strategy for the proposal and have provided two (2) options for access to the proposed roof deck.

All ten (10) of the proposed apartments will be Basic Universal Housing Features units. The apartment units will comply with section 4.16 of the Zoning Bylaw to provide features and sufficient clearances and heights to accommodate a resident in a wheelchair. These units could be easily renovated with installation of grab bars, accessible toilet and shower.

The proposal includes wheelchair access at all entries to the building and in all common areas inside the building. The owner would like to also provide wheelchair access to the roof deck, but this would trigger the need for a building height variance as part of the required Development Permit application process. The owner has had discussions with a potential purchaser who currently uses a wheelchair. They would like to accommodate potential purchasers who use wheelchairs or have difficulty with stairs and to provide an option for home owners to downsize from multi-level homes into a single level apartment that will accommodate aging in place closer to the village.

In response to discussion at Planning, the applicant has identified the following two (2) options, which staff will review as part of the required Development Permit application process:

- Option 1 With Elevator and Stair Access to Roof Deck (Recommended)

The accessible option 1 would provide access to the roof deck with an elevator. This would accommodate a person in a wheelchair, a person who has difficulty managing stairs, as well as a convenient way to transport barbeques, deck chairs, food and beverages, small containers for gardening, gardening tools, supplies, compost and soil. The proposed elevator structure should not be significantly visible from the street as it would be located centrally on the roof, set back from Chatham Street and also set back from 3<sup>rd</sup> Avenue. The sun shading diagrams illustrate that the elevator structure located centrally on the roof deck would not cast shadows on neighbouring properties.

The elevator over-run would not comply with the maximum 12 m building height restriction in the proposed ZMU26 zone. A height variance would be required through the required Development Permit application process to allow the elevator structure to have a maximum height of 15.4 m.

- Option 2 With Stair Access to Roof Deck

The non-accessible option 2 would provide access to the roof deck with one (1) common stairwell. This option would not allow a person in a wheelchair, or a person that has difficulty managing stairs, to access the roof deck.

The stairwell option would comply with the maximum 12 m building height of the proposed ZMU26 zone.

### Proposed Zoning Amendment

To accommodate the revised proposed architectural form and character described above, the zoning amendment bylaw was revised to accommodate the proposed setbacks. The setback requirements in the proposed ZMU26 zone were revised to increase the maximum setback of the ground and second floors from 0.5 m to 2.5 m to allow the different building form components to have different setbacks. This allows a greater setback at the west end of the Chatham facade to transition to the neighbouring single detached home; allows recessed vertical slots to reinforce the appearance that the building is a number of narrower abutting buildings; and allows the gable roof forms to have overhangs.

### **Financial Impact**

As noted in the original staff report (Attachment B).



## Conclusion

In response to Planning Committee's referral and working with staff, the applicant has revised the proposal has been revised to lower the building height, strengthen the heritage and residential character of the design, reduce overlook potential from west facing balconies, include two additional artwork panels on the west facade and remove a previously proposed public bench along Chatham Street.

The proposal provides a medium density mixed use three (3) storey development with commercial space fronting onto Chatham Street, ten (10) residential apartment housing units, and the re-use of concrete sculptural relief artwork wall panels from the Gulf & Fraser Credit Union building that was formerly on the site. The development will anchor the northwest corner of the Steveston Village Heritage Conservation Area in a way that also provides a transition to the rest of the block, which is outside of the conservation area and consists of single detached housing. The proposal is consistent with the City's 2041 Official Community Plan (OCP) regarding mixed use development. The creation of the new "Commercial Mixed Use (ZMU26) –Steveston Village" zone is proposed to accommodate the proposal on the subject site, including density bonus provisions to support the City's Affordable Housing Strategy and Steveston Village Heritage Conservation Grant Program.

Overall, the proposed land use, density, site plan and building massing respects the surrounding single detached housing and future three-storey development potential to the south and east within the Steveston Village Heritage Conservation Area. Further review of the project design is required to be completed as part of the required Development Permit, Heritage Alteration Permit and Servicing Agreement application review processes. The proposed roadway improvements will enhance pedestrian safety in the neighbourhood.

The list of rezoning considerations included as Attachment E has been agreed to by the applicant.

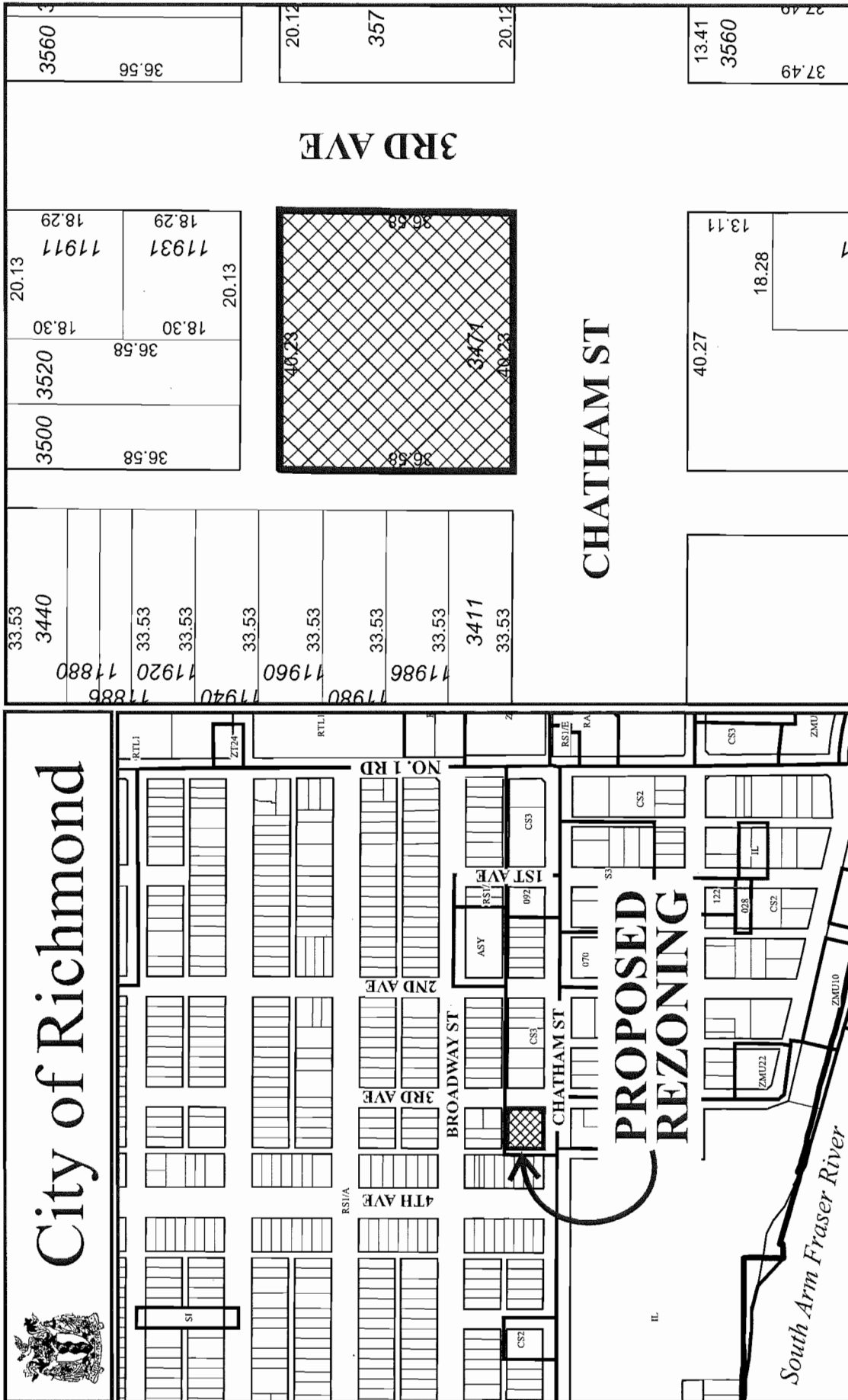
On this basis, staff recommend that Zoning Bylaw 8500, Amendment Bylaw 9138 be introduced and given first reading.

*Sara Badyal*

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

SB:blg

Attachment A: Location Map and Aerial Photo  
Attachment B: Report to Committee dated April 29, 2014  
Attachment C: Development Application Data Sheet  
Attachment D: Conceptual Development Plans  
Attachment E: Rezoning Considerations  
Attachment F: Public Input (received after April 29, 2014)





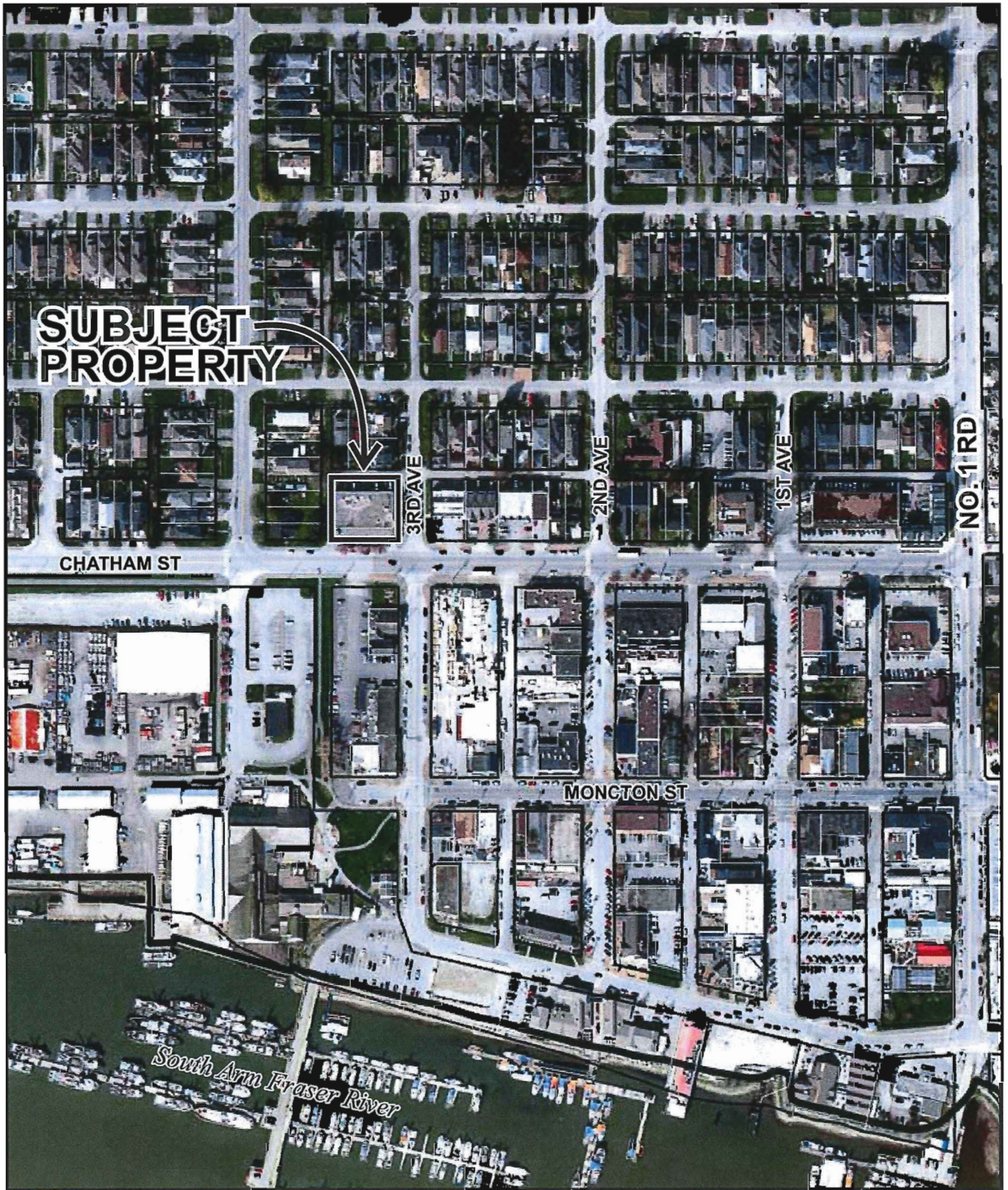
# RZ 13-643436

Original Date: 08/26/13

Revision Date:

Note: Dimensions are in METRES





RZ 13-643436

Original Date: 08/26/13

Amended Date:

Note: Dimensions are in METRES



**City of  
Richmond**

**Report to Committee**  
Planning and Development Department

**To:** Planning Committee **Date:** April 29, 2014  
**From:** Wayne Craig **File:** RZ 13-643436  
 Director of Development  
**Re:** Application by Cotter Architects Inc. for Rezoning at 3471 Chatham Street from the "Steveston Commercial (CS3)" Zone to a Site Specific "Commercial Mixed Use (ZMU26) - Steveston Village" Zone

**Staff Recommendation**

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9138 to: create "Commercial Mixed Use (ZMU26) - Steveston Village"; and to rezone 3471 Chatham Street from "Steveston Commercial (CS3)" to "Commercial Mixed Use (ZMU26) - Steveston Village"; be introduced and given first reading.

*Wayne Craig*  
 Wayne Craig  
 Director of Development

SB:blg  
 Att. 9

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Affordable Housing	<input checked="" type="checkbox"/>	<i>[Signature]</i>



## **Staff Report**

### **Origin**

Cotter Architects Inc. has applied to the City of Richmond for permission to rezone 3471 Chatham Street (Attachment 1) from the "Steveston Commercial (CS3)" zone to a new site specific "Commercial Mixed Use (ZMU26) - Steveston Village" zone in order to construct a three-storey mixed use building containing approximately 10 residential units in the upper floors and 324 m<sup>2</sup> (3,485 ft<sup>2</sup>) commercial space on the ground floor.

### **Background**

The former building on the currently vacant site was a Gulf & Fraser credit union, which included sculptural concrete relief panels with images by artist Leonard Epp portraying the commercial fishery history of Steveston Village. When the building was demolished, the developer salvaged a number of the wall panels and is proposing to mount nine (9) of these panels on the proposed building elevations.

Heritage Alteration Permit HA 13-641865 was approved by Council September 23, 2013 to allow for the demolition of the former Gulf & Fraser credit union building, pre-construction activities and a corner cut road dedication at the intersection of 3rd Avenue and Chatham Street.

### **Findings of Fact**

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

### **Surrounding Development**

The site is located in the Steveston Village Heritage Conservation Area. The Steveston Area Plan includes the Steveston Village Land Use Density and Building Map (Attachment 3) to guide development within the conservation area. Surrounding development is as follows:

- To the north and west: Across the rear lane to the north and undeveloped lane to the west, are single detached homes, zoned "Single Detached (RSI/A)", with a maximum building height of 9 m and 2 ½ storeys.
- To the east: Across 3<sup>rd</sup> Avenue, are a number of three-storey mixed use buildings that are set back from Chatham Street behind surface parking areas and consisting of residential units above ground floor commercial space. The properties are zoned "Steveston Commercial (CS3)", with a permitted density of 1.0 floor area ratio (FAR) and a maximum permitted building height of 12 m and three (3) storeys.
- To the southeast: Diagonally, across both 3<sup>rd</sup> Avenue and Chatham Street, is an outdoor storage yard for Rod's Building Supplies, and a single-storey commercial building. All of these properties are zoned "Steveston Commercial (CS3)", with a permitted density of 1.0 floor area ratio (FAR) and a maximum permitted building height of 12 m and three (3) storeys.

- To the south: Across Chatham Street, are a surface parking area and identified heritage resources which front onto 3<sup>rd</sup> Avenue. The resources include the vacant southwest corner of 3<sup>rd</sup> Avenue and Chatham Street, the Steveston Courthouse, and the Sockeye Hotel (Steveston Hotel). The vacant southwest corner of 3<sup>rd</sup> Avenue and Chatham Street is the symbolic civic precinct formerly consisting of the Steveston Courthouse, the City jail and a former firehouse. All of these properties are zoned “Steveston Commercial (CS2)”, with a permitted density of 1.0 FAR and a maximum permitted building height of 9 m and two (2) storeys.
- To the southwest: Across Chatham Street, are lands owned by crown federal and the Steveston Harbour Authority that extend from Chatham Street to the river, zoned “Light Industrial (IL)”, with a permitted density of 1.0 FAR and a maximum permitted building height of 12 m. Existing land uses include surface parking areas fronting onto Chatham Street, a mix of buildings and storage areas, structures in the river for commercial boats, and the Gulf of Georgia Cannery.

### **Related Policies & Studies**

#### General

The rezoning application has been reviewed in relation to the 2041 Official Community Plan (OCP), 2009 Steveston Village Conservation Strategy, Flood Plain Designation and Protection Bylaw 8204, the 2007 Affordable Housing Strategy and the Public Art Program. An overview of the review in relation to these policies is provided in the “Analysis” section of this report.

#### Steveston Village Conservation Strategy (Strategy) Review

As directed by Planning Committee on July 16, 2013, staff are clarifying the following matters to enhance the Strategy:

- Land use matters include: clarifying maximum densities and building heights in the Village, particularly along Moncton Street and the south side of Bayview Avenue, comparing pre 2009 Village building designs with the current Strategy requirements, indicating how the Sakamoto guidelines are included in the Strategy and providing information regarding eliminating rooftops.
- Transporting matters include: clarifying onsite parking requirements, Bayview Avenue and Chatham Street streetscape visions, exploring a no parking option on Bayview Street and its implications for parking within Steveston and vehicular traffic on Bayview Street, and providing heritage sidewalk design (i.e., plank) options and, parking options on 4th Avenue.

Staff anticipate addressing these matters in a report to Planning Committee in June, 2014. Staff suggest that it is appropriate to bring this rezoning proposal forward before the above Strategy review is completed, as the proposal meets to the current Strategy requirements and the above review is not anticipated to propose changes which would affect this site or proposal on Chatham Street.

If the strategy review results in a need to change the proposed frontage improvements, those changes will be incorporated into the required Servicing Agreement prior to rezoning approval.

## Public Input

Informational signage is posted on the subject site to notify the public of the subject application and the statutory Public Hearing will provide local property owners and other interested parties with an additional opportunity to comment.

The applicant advises that they discussed the development proposal with all of the neighbours to the west across the unbuilt City lane right-of-way and to the north across the rear lane. The applicant also advises that they presented the development proposal to the Steveston 20/20 community group on September 10, 2013. City staff did not attend the meeting.

At the time of writing this report, the City has received public correspondence (Attachment 4), which includes the following concerns (staff comments are included in '*bold italics*')::

- A development similar to that at Chatham Street and 5<sup>th</sup> Avenue would be preferred – *At 11991 5th Avenue there is an existing non-conforming two-storey mixed use building on a site zoned Steveston Commercial (CS2). The development includes a small ground level corner commercial unit surrounded with two-storey townhouses that each has its own roof patio with stair access. The development was constructed under an older version of the CS2 zone that did not restrict the amount of residential floor area at street level. The proposed ZMU26 zone includes the requirement to locate residential units on the upper floors of the building to comply with the residential requirements in the Steveston Commercial CS2 and CS3 zones as well as the Development Permit guidelines for Steveston Village.*
- The proposed building character and use does not reflect the area or site history – *The proposed permitted uses in the proposed ZMU26 zone include a mix of commercial uses and apartment housing , in compliance with the and Steveston Village Conservation Strategy and Steveston Area Plan (Steveston Village Land Use Density and Building Height Map). The mixed land use concept also complies with the site's existing CS3 zoning, although the list of permitted uses has been reduced to reflect the uses proposed by the applicant and the proposed parking provision on the subject site.*
- The proposed building size is larger than and not the same character as neighbouring single-family homes – *The proposed ZMU26 zone includes a maximum permitted density of 1.6 FAR and a maximum permitted building height of 12 m and three (3) storeys, in compliance with the and Steveston Village Conservation Strategy and Steveston Area Plan (Steveston Village Land Use Density and Building Height Map). As part of the required Development Permit, the applicant will be requesting a variance to increase the building height from 12 m to 15.4. The purpose of the variance is to allow elevator access to the rooftop patio embedded in a sloped roof massing to soften the appearance of the roof and to provide the roof with a residential character for transition to the neighbouring single detached homes. Only small portions of the proposed roof massing are taller than 12 m.*
- Proposed building height will shadow neighbouring yards and balcony overlook will impact privacy of surrounding residents – *As noted above, the three-storey building height included in the proposed ZMU26 zone complies with the Steveston Village Conservation Strategy and Steveston Area Plan (Steveston Village Land Use Density and Building Height Map)*



*as well as the current CS3 zoning of the subject site. The proposed three-storey building includes balconies to provide the residential units with semi-private outdoor space. The proposal also is separated from the neighbouring single detached homes by a 6m wide unbuilt lane right-of-way on the west side of the property and a 6m building setback as well as a 6m wide rear lane right-of-way on the north side of the property. This separation provides mitigation for shadowing and privacy overlook concerns. The applicant has submitted a shadow analysis that demonstrates that the roof elements would not significantly increase the amount of shadow cast by the proposed building. Shadowing and privacy overlook would be reviewed in detail as part of the required Development Permit application process.*

- *Rooftop patios allow an extra storey of living space and do not reflect the village history – There are a few rooftop patios on newer buildings in Steveston Village, some of which are shared by residents and some of which are allocated to individual units. They offer residents with more generous space to garden in planters and spend time outside in a semi-private setting that does not impact the massing of the building in the same way that providing a generous patio for every apartment would. The proposal includes an open rooftop patio area in the centre portion of the roof, accessed from a shared stairwell and elevator. The patio area is not covered or enclosed and is not considered to be a building storey. Architectural form and character would be reviewed in detail as part of the required Development Permit application process and staff will work with the applicant to ensure that the apparent building height and massing of the building is minimized and no trees or tall hedges are planted in roof gardens.*
- *The proposed building character should present frontages that look like a series of small buildings in accordance with the small historic lots as shown in the Steveston Village 1892 Historic Lot Lines Map – Architectural form and character would be reviewed in detail as part of the required Development Permit application process. The applicant advises that the 3<sup>rd</sup> Avenue frontage is broken down into three (3) zones; a commercial zone at the corner, a residential zone under a gable end, and a surface zone with landscaping and parking adjacent to the rear lane, providing a transition in massing from the commercial character of Chatham Street to the residential character across the lane to the North.*
- *The building should have the same set back from Chatham Street as the mixed use development on the other side of 3<sup>rd</sup> Avenue to maintain the broad Chatham Street streetscape and to enhance the street-end view to Sturgeon Bank on the west – The proposed ZMU26 zone includes the requirement to locate the building tight to the public road property lines. This complies with the existing setback requirements in the Steveston Commercial CS2 and CS3 zones as well as the Development Permit guidelines for Steveston Village.*
- *Brick and metal siding as wall sheathing is out of character for a residential building and the Steveston Area Plan states that corrugated metal siding is appropriate in the ‘maritime mixed use’ and industrial areas – Architectural form and character, including building cladding materials, would be reviewed in detail as part of the required Development Permit application process. The design was revised to replace brick with painted cement board horizontal siding. Metal cladding material does comply with the Development Permit*

*guidelines for Steveston Village, which call for natural durable materials. While metal siding is particularly highlighted for use on industrial buildings, this material is not limited to industrial buildings.*

- Proposed parking is inadequate – *The proposal includes more parking than the zoning bylaw requires and parking, bicycle storage and loading would be reviewed in detail as part of the required Development Permit application process.*

#### **Richmond Heritage Commission**

The development proposal was presented to the Heritage Commission at their meeting on January 15, 2014 (Attachment 5). The Commission supported the proposal, endorsed the use of panels from the former Gulf & Fraser building in the proposal, and asked that the applicant and Planning Committee consider their comments.

In response to comments from the Commission, the placement of panels proposed to be mounted on the building elevations was revised to maximize visibility for the public and the design was revised to provide a more traditional scale and proportion for the storefront glazing. An interpretative didactic panel is proposed to be installed on the building exterior to provide information about the panel artwork, and bicycle racks were relocated away from an artwork panel to locations in the City boulevards. Detailed design would be provided through the required Development Permit and Servicing Agreement.

#### **Richmond Public Art Advisory Committee**

The development proposal was presented to the Public Art Advisory Committee at their meeting on February 18, 2014 (Attachment 6). The Committee accepted the use of the panels from the former Gulf & Fraser building in the proposal as the developer's contribution to Public Art and recommended that the developer contact and involve the original artist, Leonard Epp and select a designer to work on the interpretive panels.

In response to the Committee recommendation and staff comments, the developer has contacted artist Leonard Epp and will also soon be starting the interpretative panel design process.

#### **Staff Comments**

Based on a review of the subject application, staff are supportive of the subject rezoning application, provided that the developer fully satisfies the considerations of the rezoning (Attachment 7).

#### **Analysis**

##### Proposed Zoning Amendment

Amendments to the Richmond Zoning Bylaw 8500 are proposed to create the new site specific zone "Commercial Mixed Use (ZMU26) –Steveston Village" and to rezone the subject site from the "Steveston Commercial (CS3)" zone to this new zone. The proposed bylaw has been prepared to manage development on the subject site in accordance with the Steveston Area Plan and the Steveston Village Conservation Strategy.

The proposed ZMU26 zone includes a maximum density of 1.6 FAR in accordance with the Steveston Village Land Use Density and Building Map, including density bonus provisions in accordance with the City's Affordable Housing Strategy and the Steveston Village Heritage Conservation Grant Program Policy. Following the intent of the Steveston Village Development Permit guidelines and existing mixed use zoning in the village (CS2 & CS3), the proposed ZMU26 zone requires the building to be located at the fronting public road Chatham Street and 3<sup>rd</sup> Avenue property lines with limited recesses and restricts the amount of residential area at the ground floor level. The ZMU26 zone permits a 33% parking reduction for non-residential uses, which is supported by the Steveston Village Conservation Strategy.

#### Proposal Details

Staff's review of the proposed development shows it to be generally consistent with City policies, as indicated below:

- a) Floodplain Management: In accordance with the City's Flood Plain Designation and Protection Bylaw 8204, the developer has agreed to register a floodplain covenant as a consideration of the rezoning specifying a minimum habitable elevation of no lower than the adjacent City sidewalk.
- b) Village Density Bonusing Formulas: The Steveston Village Conservation Strategy requires that developers are to provide voluntarily financial contributions, for density increases in accordance with the Steveston Village Heritage Conservation Grant Program Policy 5900 (Attachment 8) as follows:
  - i. For proposals above 1.2 FAR, \$47.00 per buildable square foot (bft<sup>2</sup>) of all building floor area above 1.2 FAR is to be contributed to the heritage grant program,
  - ii. If the proposal involves residential uses, \$4.00 per buildable square foot (bft<sup>2</sup>) of all buildable residential floor area in the building is to be contributed to the Affordable Housing Strategy, and
  - iii. Where an affordable housing contribution is provided, the final amount contributed to the heritage grant program shall be the total amount in (i) minus the total amount in (ii).

Under this formula, the proposal involves developer contributions of \$296,476, as follows, \$86,992 for affordable housing and \$209,484 for the heritage grant program, as explained below.

- c) Affordable Housing: Based on the above village density bonusing formulas, the developer has agreed to provide a voluntary contribution of \$86,992 (based on the buildable residential floor area), to the City's Affordable Housing Reserve as a consideration of the rezoning.
- d) Heritage: Based on the above village density bonusing formulas, the developer has agreed to provide a voluntary contribution of \$209,484 to the Steveston Village Heritage Conservation Grant Program as a consideration of the rezoning.
- e) Public Art: The City's Public Art Program seeks developer participation through the installation of Public Art on development sites or the voluntary contribution \$0.77 per buildable square foot of residential floor area and \$0.41 per buildable square foot of commercial floor area, to the City's Public Art fund (e.g. \$18,175). The developer has

agreed to participate in the City's Public Art Program through the installation of artwork wall panels on the subject site and has agreed to the following considerations of the rezoning:

- i. Submission of a security will be held in the cash-in-lieu amount and returned to the developer upon completion of the following.
  - ii. Installation of at least nine (9) of the panels by artist, Leonard Epp, along with a didactic panel on the building facades (Attachment 9).
  - iii. A transfer of all of the artist's right, title and interest in the Public Art to the Strata, including a transfer of joint, worldwide copyright.
  - iv. Submission of a final report to the City and the Strata promptly after completion of the installation of the Public Art, which describes, among other things, the Public Art, the siting of the Public Art, a brief biography of the artist, the artist's statement on the Public Art, a maintenance plan for the Public Art; and 12 high resolution images in digital format of the Public Art showing it in context and revealing significant details.
- f) Infrastructure Improvements: The developer has agreed to enter into a Servicing Agreement as a consideration of the rezoning, including design and construction of the following:
- Road Network Improvements – Chatham Street and 3<sup>rd</sup> Avenue streetscape improvements and upgrade of the existing east-west rear lane to City lane design standards. Streetscape improvements along Chatham Street and 3<sup>rd</sup> Avenue include a new concrete sidewalk at the property line and grass boulevards, with street tree planting behind the existing curb line extending across both frontages and across the west lane right-of-way, including a concrete pad, seating bench and low fence behind the Chatham Street sidewalk at the west edge of the site. Concrete pads and bicycle racks for Class 2 short-term bicycle parking are to be provided in the boulevards: on 3<sup>rd</sup> Avenue within 15 m of the residential lobby and on Chatham Street approximately mid way among the commercial units.
- The City is currently reviewing streetscape visions for Bayview and Chatham Streets in Steveston Village. It is anticipated that the proposed frontage improvements will relate well with the potential visions. Should the frontage improvements need to be adjusted as a result of changes to the visions, those adjustments will be incorporated into the required Servicing Agreement prior to rezoning approval.
- Fire Hydrant Improvements – Provide a new fire hydrant along 3<sup>rd</sup> Avenue, spaced as per City standards.
  - Storm Sewer Improvements – Provide a new storm sewer system for the rear lane.
  - Sanitary Sewer Improvements – Upgrade the existing sanitary sewer in the rear lane.
  - Water Distribution Improvements – Provide a new water main along 3<sup>rd</sup> Avenue from Chatham Street to Broadway Street. The portion of the work between the north edge of the lane and Broadway Street will be funded by the City and will proceed subject to availability of City funds.
  - Once the building design has been confirmed at the Building Permit stage, the applicant is required to submit fire flow calculations signed and sealed by a professional engineer

based on the Fire Underwriter Survey or ISO to confirm that there is adequate available water pressure in fire hydrants to accommodate fire fighting. Based on the proposed rezoning, the subject site requires a minimum fire flow of 220 L/s.

g) Tree Retention and Replacement

Bylaw-size trees	Existing	Retained	Compensation
On-site	3	0	5 new trees & \$500 contribution to achieve 2:1 replacement ratio
On neighbouring properties	7	7	To be protected
In the City boulevard	6	6	To be protected

- There are three (3) bylaw size trees on the subject site and are proposed for removal. A Japanese Maple tree (0.35 m dbh) is located inside the property at the corner of Chatham Street and 3<sup>rd</sup> Avenue and two (2) Crimson King Maple trees (0.30 & 0.36 m dbh) are located on the shared property line between the site and 3<sup>rd</sup> Avenue. The trees conflict with the proposed building envelope.
- The City's Tree Preservation Coordinator has reviewed the proposal and agrees with the removal of the existing on-site tree and replacement with new tree planting.
- Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), six (6) replacement trees are required for the removal of three (3) bylaw-sized trees or compensation at a rate of \$500 for each replacement tree that is not accommodated on the site. The preliminary development concept plans (Attachment 9) include five (5) new trees and the landscape plan would be further reviewed through the required Development Permit for tree planting opportunities.
- The developer is required to protect the seven (7) trees on neighbouring properties and in the unbuilt west lane right-of-way (ROW) adjacent to the subject development site. The developer is required to install any needed tree protection fencing prior to any construction activities occurring on the site as per City of Richmond Tree Protection Information Bulletin Tree-03.
- The developer is required to protect the row of six (6) Purple Plum trees in the Chatham Street city boulevard and additional street tree planting in new Chatham Street and 3<sup>rd</sup> Avenue grass boulevards will be provided through the required Servicing Agreement.

g) Sustainability: The developer proposes to construct a medium density mixed use development with the following sustainability features:

- Boilers will be 99.9% Efficient "Rennai" tankless on-demand systems. The Rennai tankless system (on average) delivers 29% reduction in annual energy cost over a gas hot water tank, and 66% reduction over an electric hot water tank.
- Windows will be ultra insulated triple glazed. In comparison to double glazed windows, triple glazed windows offer increased window strength, increased resistance to condensation problems, reduced sound transmission, and decreased heat loss.

- Insulation will be icynene foam which provides 35% higher insulation value than equivalent thickness batt insulation.
- Toilets will be low-flow dual flush.
- Lighting will be energy efficient LED dimmable lighting, some with daylight sensors and/or timer switches
- Residential units will have heat recovery ventilation units.

h) Parking

- Vehicle access to the proposed development is from the existing rear north lane.
- Garbage/recycling storage/collection – The proposal includes an interior enclosed room for garbage and recycling storage at the northeast corner of the building.
- Loading – The subject proposal does not include a designated on-site truck loading space. The proposal is not required to provide an on-site loading space as the subject site fronts onto a public road where on-street parking is allowed and the proposal contains only 10 apartment units and 324m<sup>2</sup> of commercial space.
- Resident parking – The proposal includes an enclosed secure parking area with 20 parking spaces for residents, or 2 parking spaces for each apartment unit.
- Visitor and Commercial parking – The proposal includes a shared pool of 8 surface parking spaces for the use of the commercial space and residential visitors. To support this shared use, the developer has agreed to enter into a legal agreement to ensure that non-residential parking is shared by visitors and commercial uses. The legal agreement will prohibit the assignment of parking spaces to any particular unit or user.
- Bicycle parking – The proposal includes interior bicycle storage rooms and exterior bicycle parking racks. The developer has agreed to enter into a legal agreement to ensure that bicycle parking areas are available for shared common use for the sole purpose of bicycle storage and are not used for or converted into habitable space (e.g. storage).
- Electric vehicles – In accordance with the OCP, the proposal includes the provision of electric vehicle charging features. The developer has agreed to enter into a legal agreement to ensure the provision of a minimum of 20% of parking stalls with a 120V receptacle to accommodate electric vehicle charging equipment and an additional 25% of parking stalls to accommodate the future installation of electric vehicle charging equipment (e.g. pre-ducted for future wiring).

i) Form of Development

The developer proposes to construct a medium density mixed use development with approximately 324 m<sup>2</sup> (3,485 ft<sup>2</sup>) of street fronting commercial area and 10 apartments in a three (3) storey building (Attachment 9), which generally conforms to OCP policies, the Steveston Area Plan and Development Permit guidelines.

Development Permit and Heritage Alteration Permit approval to the satisfaction of the Director of Development is required prior to rezoning adoption, which will include the following:

- Detailed architectural and open space design. Review proportion, spacing, symmetry and vertical alignment of windows. Review proportion and material of the cornice (e.g. wood or cast concrete) as well as continuous treatment (e.g. extend balcony railings round length of parapet on the east and west facades). Maximize opportunities to screen parking from 3rd Avenue and strengthening the transition to the residential character to the west and north, including reviewing openings and landscape buffer. The proposed building form: includes recesses to visually break down the long building elevation along Chatham Street; provides a building setback transition at the west edge of the building as a transition to the neighbouring single detached home across the City right-of-way; and provides a unique character to the building elevation along 3<sup>rd</sup> Avenue as a transition from the commercial character of Chatham Street to the residential character across the lane to the north.
- Detailed review of the requested variance to increase permitted building height from 12 m to 15.4 m. The increased building height accommodates elevator access to the rooftop patio and allows the elevator housing to be embedded in a sloped roof massing to soften the appearance of the roof and provide the roof with a residential character for transition to the neighbouring single detached homes.
- Detailed review of canopies or awnings along the Chatham Street or 3rd Avenue, minimizing a modern metal canopy structure as much as possible or consider using simple fabric awnings over the storefront windows (e.g. Hepworth Block, 12211 No 1 Road, and 3993 Chatham St). Any structures located in the right-of-ways must be easily removable (i.e. not cast in place and not permanently attached to any other structures) and require a separate encroachment agreement as part of the future Building Permit process.
- Provide signage guidelines for the project identifying signage locations, sizes, material and design.
- Review of sustainability features of the development.
- Review of adaptable and aging in place features. At least one (1) Basic Universal Housing Features unit is proposed, aging in place features are proposed in all units and elevator access is proposed to all levels of the building, including the roof deck.
- Provide indoor amenity space or cash-in-lieu in accordance with the OCP (e.g. \$10,000 for 10 dwelling units)



- Vehicle and bicycle parking, electric vehicle charging equipment, parking gate locations, truck loading, garbage, recycling and food scraps storage and collection, including truck manoeuvring, and private utility servicing.

**Financial Impact or Economic Impact**

As noted in the report.

**Conclusion**

The proposal provides a medium density mixed use three (3) storey development with commercial space fronting onto Chatham Street, residential apartment housing, and the re-use of concrete sculptural relief wall panels from the Gulf & Fraser credit union building that was formerly on the site. The development will anchor the northwest corner of the Steveston Village Heritage Conservation Area in a way that also provides a transition to the rest of the block, which is outside of the conservation area and consists of single detached housing. The proposal can be considered under the City's 2041 Official Community Plan (OCP) regarding mixed use development. The creation of the new zone "Commercial Mixed Use (ZMU26) -Steveston Village" is proposed to accommodate the proposal on the subject site, including density bonus provisions to support the City's Affordable Housing Strategy and Steveston Village Heritage Conservation Grant Program.

Overall, the proposed land use, density, site plan and building massing respects the surrounding single detached housing and future three-storey development potential to the south and east within the Steveston Village Heritage Conservation Area. Further review of the project design is required to be completed as part of the required Development Permit, Heritage Alteration Permit and Servicing Agreement application review processes. The proposed roadway improvements will enhance pedestrian safety in the neighbourhood.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9138 be introduced and given first reading.



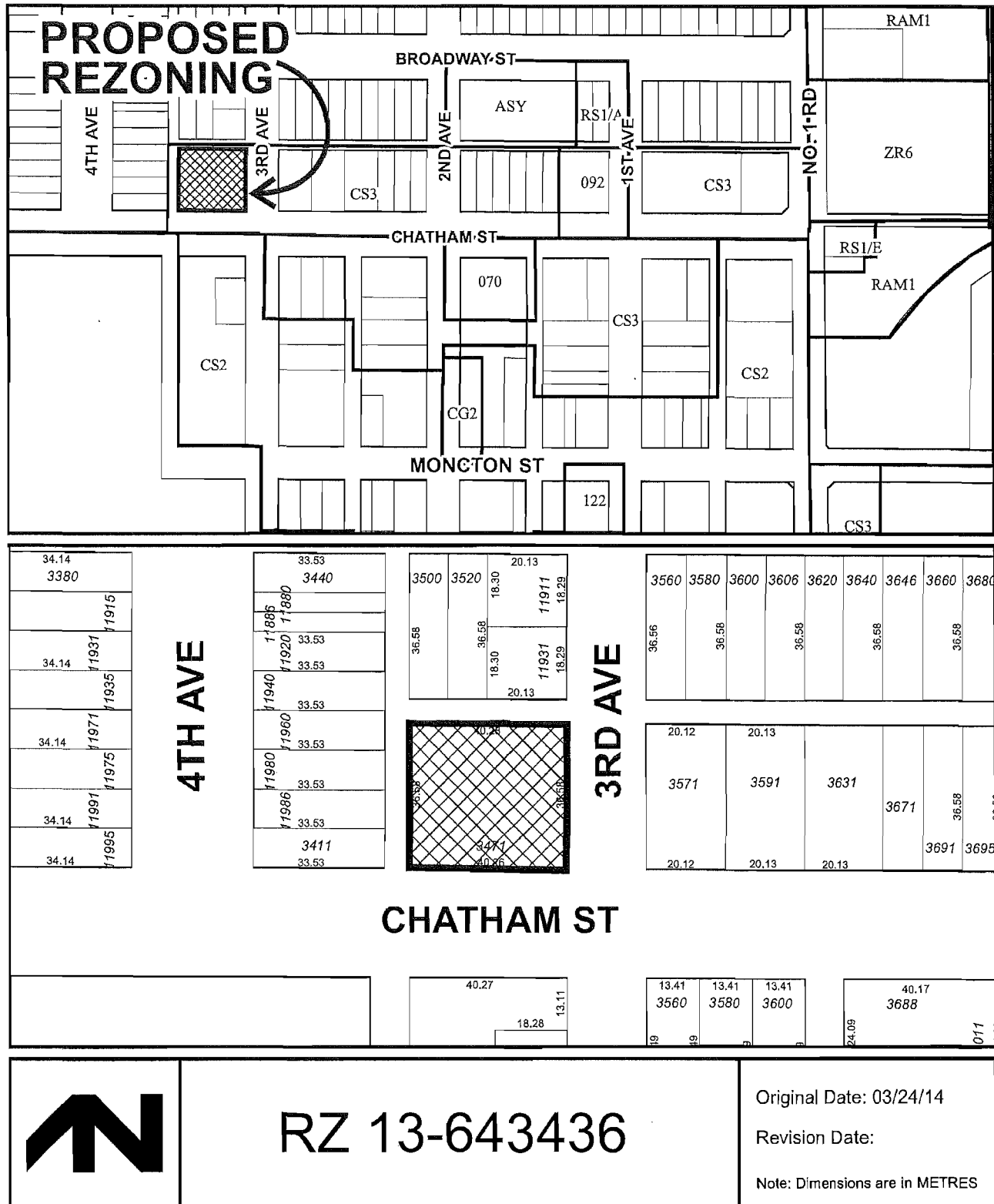
Sara Badyal, M. Arch, MCIP, RPP  
Planner 2

SB:bg

- Attachment 1: Location Map & Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Steveston Village Land Use Density and Building Site Context Map
- Attachment 4: Public Correspondence
- Attachment 5: Richmond Heritage Commission Minutes Excerpt (January 15, 2014)
- Attachment 6: Richmond Public Art Advisory Committee Minutes Excerpt (February 18, 2014)
- Attachment 7: Rezoning Considerations
- Attachment 8: Steveston Village Heritage Conservation Grant Program Policy 5900
- Attachment 9: Conceptual Development Plans

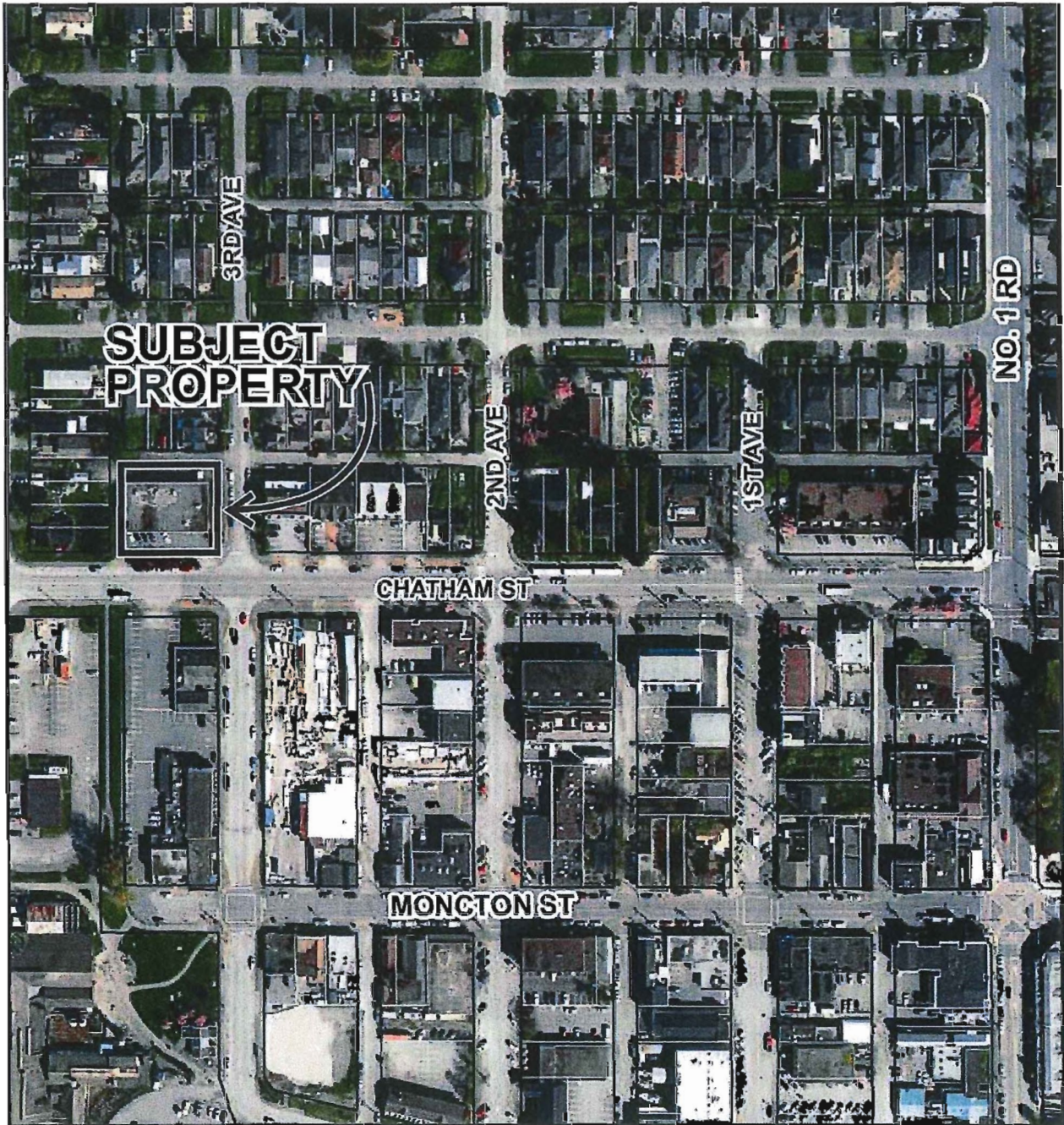


City of  
Richmond





City of  
Richmond



RZ 13-643436

Original Date: 03/24/14

Revision Date:

Note: Dimensions are in METRES



**RZ 13-643436**

**Attachment 2**

Address: 3471 Chatham Street

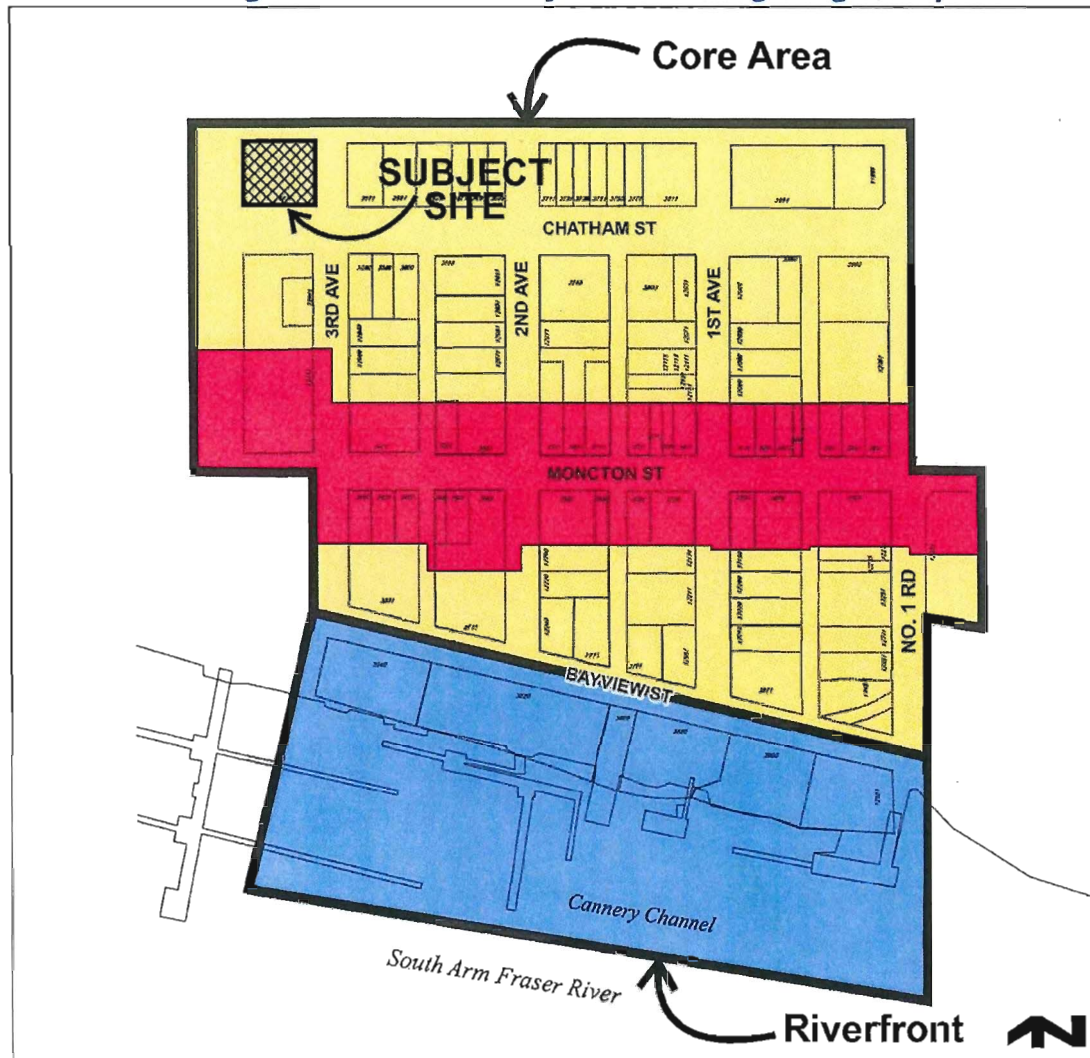
Applicant: Cotter Architects Inc.

Planning Area(s): Steveston Village

	Existing	Proposed	
<b>Owner:</b>	Steveston Flats Development Corp. Inc. No. BC0968919	Unknown	
<b>Site Size (m<sup>2</sup>):</b>	1,473 m <sup>2</sup>	1,465 m <sup>2</sup>	
<b>Land Uses:</b>	Vacant	Mixed Use Commercial and Residential	
<b>Area Plan Designation:</b>	Heritage Mixed Use (Commercial- Industrial with Residential & Office Above)	Complies	
<b>Zoning:</b>	Steveston Commercial (SC3)	Commercial Mixed Use (ZMU26) – Steveston Village	
<b>Number of Units:</b>	None	3 CRU and 10 apartments	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.6	1.6	None Permitted
Lot Coverage	Max. 100%	81%	None
Setbacks: 3 <sup>rd</sup> Avenue Chatham Street Rear lane West side yard	0 m 0 m None None	0.35 m (0 m to cornice) 0.35 m (0 m to cornice) 6 m 0.35 m (0 m to cornice)	None
<b>Height</b>	<b>Max. 12 m &amp; Three Storey</b>	<b>Up to 15.4 m for limited portions of the roof</b>	<b>3.4 m Increase</b>
<b>Parking Spaces:</b>	As per the Steveston Village Conservation Strategy:		
Commercial/Visitor	7	8	None
Resident	10	20	
Accessible	(1)	(1)	
Total	19	28	
Tandem Parking Spaces	Permitted	None	None
Amenity Space – Indoor	Min. 50 m <sup>2</sup>	Cash-in-lieu	None
Amenity Space – Outdoor	Min. 60 m <sup>2</sup>	139 m <sup>2</sup>	None



## Steveston Village Land Use Density and Building Height Map



	Maximum FAR	Maximum Storeys	Maximum Building Height
Core Area, generally	1.6	3	12 m *
Moncton Street **	1.2	2	9 m *
Riverfront Area	1.6	3	20 m GSC ***

\* Maximum building height may increase where needed to improve the interface with adjacent existing buildings and streetscape, but may not exceed the maximum storeys.

\*\* Three-storey building height with additional appropriate density may be considered in special circumstances (See Section 4.0 Heritage).

\*\*\* Maximum building height may not exceed the height of the Gulf of Georgia Cannery, which is approximately 22 meters GSC.

February 17, 2014

**Planning Committee  
City of Richmond**

To whom it may concern,

Re: Proposed development at 3471 Chatham Street, Richmond, BC

We are writing this letter to voice our concerns about the above noted development. As proposed, it is inappropriate in both scale and design.

The maximum height for buildings in the site's CS3 Zoning is 12 metres but the proposed building has a design height of more than 14 metres.

Section 9.2.2 (page 38) of the Steveston Conservation Area guidelines, "Cohesive Character Areas", states:

**"The form of new development should be guided by that of adjacent existing development, even where new uses are being introduced. For example, multiple family residential or commercial uses introduced adjacent to single family homes should adopt a scale and character similar to those existing dwellings...."**

The proposed building hardly fits with the above requirement. This proposal sits in a block of entirely single family residences. It is a massive building that is not complimentary to its surroundings and does not look beyond its boundaries in order to knit in. Even the developer's own 'streetscape' shows the proposed development as larger than the buildings on all sides of it along Chatham Street and 3<sup>rd</sup> Avenue. Being bigger than everything around you is certainly not an effort of transitioning. An example of a multi-use development which does, in our opinion, transition into a residential area exists at the northwest corner of Chatham and 5<sup>th</sup> Avenue. We have attached photos of that development. A similar development at 3471 Chatham St. would definitely be much more welcome.

The suggestion that pulling back the top floor from Chatham Street will "break down the three-storey massing" is simply visual deception. It does nothing to alter the overall height of the building.

The Steveston Conservation Area guidelines, Section 9.2.1 (page 36), subsection c) states:  
**"New development should look beyond the boundaries of its own site in order that it may knit into not only what exists today, but what existed in the past....."**

The proposed building does not reflect the area or site's architectural history. Until the G&F building was constructed in 1976, there was no large building on that site. From our cursory look at aerial and heritage photographs, we're not aware of any commercial use on that site unless one considers bootlegging from a private home during the late 1940's and early 1950's a commercial use.

The developer has maximized the available lot area but in doing so has eliminated any opportunity for landscaping and created an oversized block of a building with little imaginative styling. While undeniably practical, the generally flat front façade is neither interesting nor appealing. The Steveston Area Plan 9.3.2.2.ac) says that buildings should **“retain or re-establish the small historic lots as shown in the Steveston Village 1892 Historic Lot Lines Map”**. In other words, buildings should present frontages that look like a series of small buildings rather than one continuous frontage. The original plans for both the Mukai building at the southwest corner of No.1 Rd. and Moncton and the E.A Towns site at Third Ave. and Bayview were rejected by the City partly because they didn’t adhere to this requirement. This sets a precedent for the City to reject the proposed design of this building as well.

While the suggested minimal number of parking spaces may be acceptable to the City, we feel it is inadequate for the staff and customers of the proposed retail space, not to mention the visitors to the residential units above. The overflow will simply add to the parking congestion already existing along Chatham St. and Third Ave. Relocating the parking to the rear of the building, thus pushing the building forward to the Chatham Street property line, does not solve the problem. This also disrupts the existing broad Chatham Street streetscape and view corridor to the west which would not agree with the objective in section 9.2.1 Settlement Patterns – Views a) and c) of the Steveston guidelines which state **“Most importantly, new development should enhance street-end views towards the river on the south and Sturgeon Bank on the west” and “contribute to the attractiveness of public streets and open spaces.”** A smaller building in line with the rest of the existing buildings along Chatham Street would address these two issues.

With regard to the Steveston guidelines Section 9.2.3 Architectural Elements (page 42) Exterior Walls and Finishes, Clause b) states:

**“Materials should be of high quality, natural and durable, and should avoid artificial ‘heritage’ looks (e.g. old looking new brick) and misappropriated images (e.g. river rock façade treatments). The preferred material is wood in the form of narrow-board lap siding, board and batten, and shingles. Unpatterned stucco (preferably with a heavy texture, such as ‘slop-dash’) is an acceptable alternative to wood, while corrugated metal siding is appropriate in the ‘maritime mixed use’ and industrial areas. Typically, combinations of two or more materials on a single building should be avoided.”**

There was no significant use of brick in Steveston other than the unique Hepworth building, and metal only appeared sparsely on some cannery complexes, and then primarily as roofing and not siding. It would be not only totally out of character for a residential building to use these materials but flies in the face of the guidelines.

The guidelines (Section 9.3.2.1; page 53) further suggest in part that **“...new development of greater scale should ensure that larger structures do not unnecessarily block views from or impact the privacy of smaller ones.”**

This proposed building with its unacceptable height will shadow the neighbourhood yards and together with balconies overlooking the adjacent properties will definitely impact the privacy of surrounding residents.

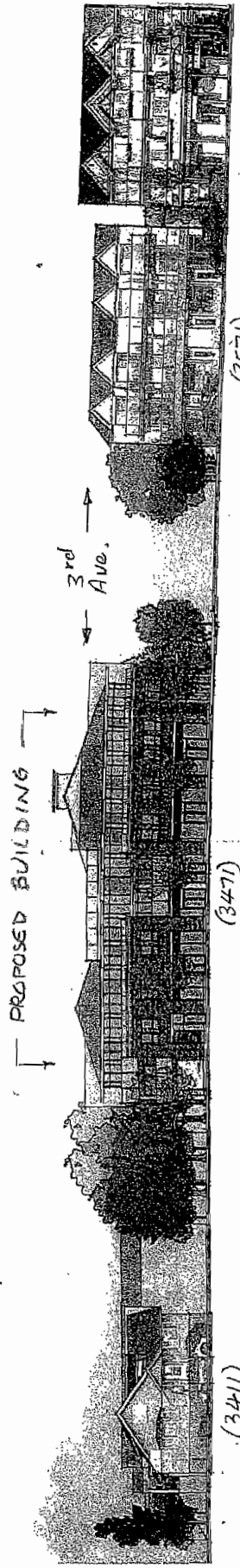


In principle, we object to rooftop patios in Steveston as they allow an extra storey of living space not counted in the building's design height and are not reflective of the village history.

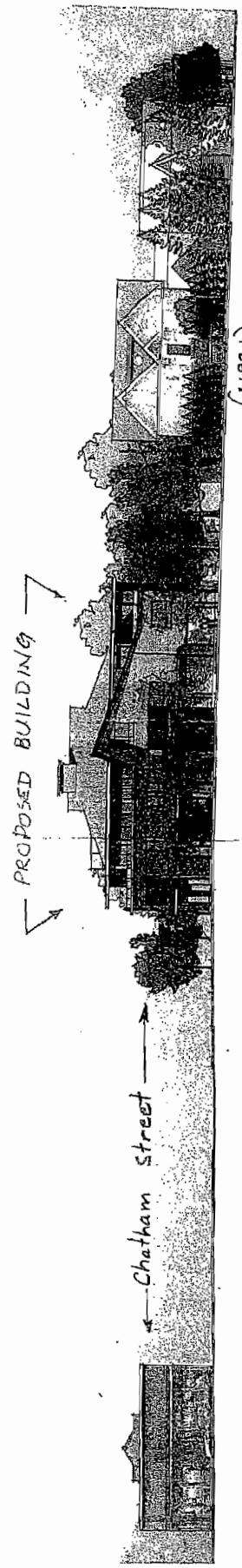
New growth should not **“disrupt the character and existing fabric of the community which is so valued” (Steveston Area Plan Overview 1.0)**. Unfortunately, this proposal is intrusive and disruptive and we would appreciate it if the City would abide by its own regulations and reject this proposal as currently presented.

Ralph and Edith Turner  
3411 Chatham Street

# STREETSCAPE PLAN

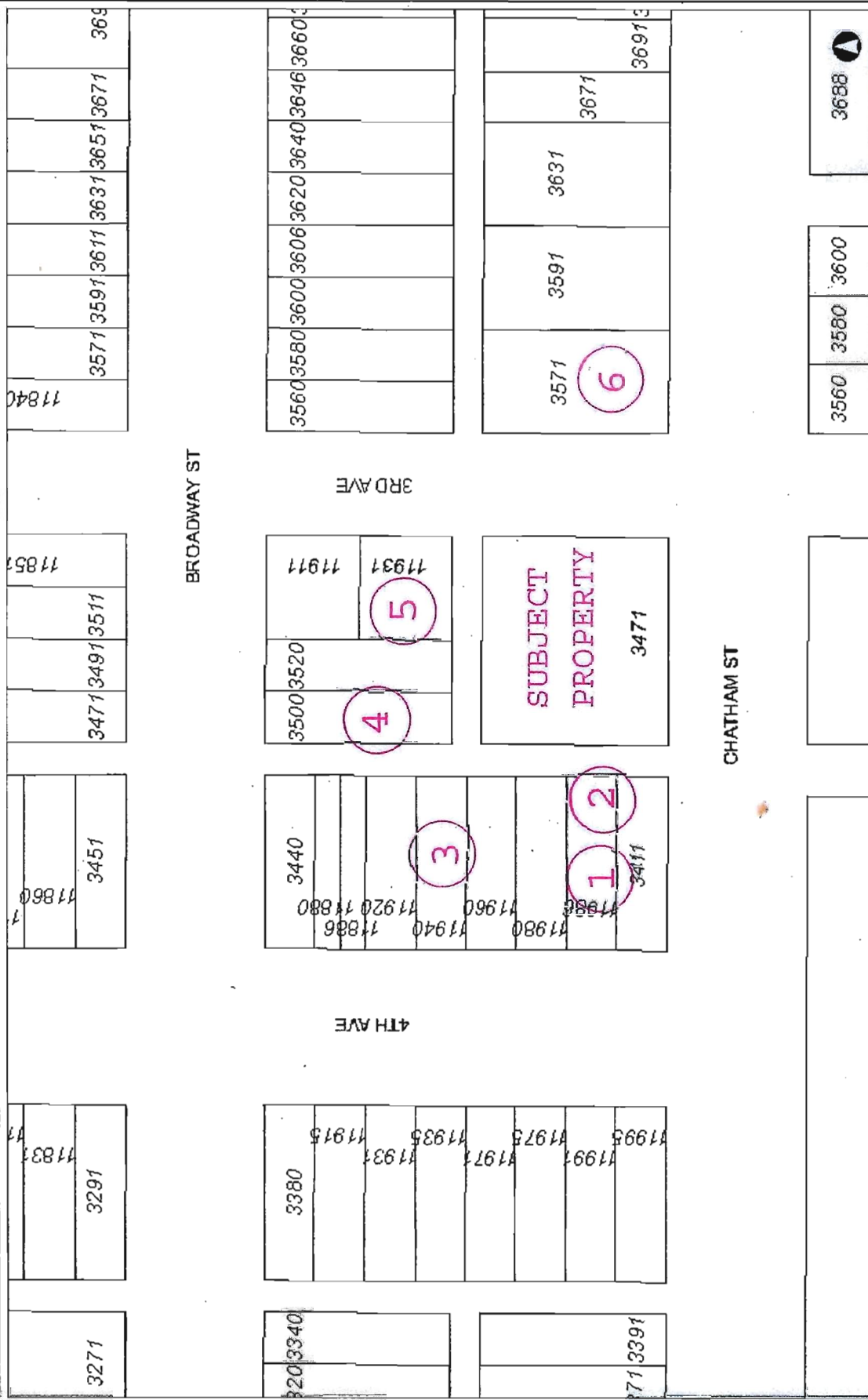


① SOUTH STREETSCAPE ELEVATION (ALONG CHATHAM STREET)



② EAST STREETSCAPE ELEVATION (ALONG 3RD AVENUE)

# City of Richmond Interactive Map



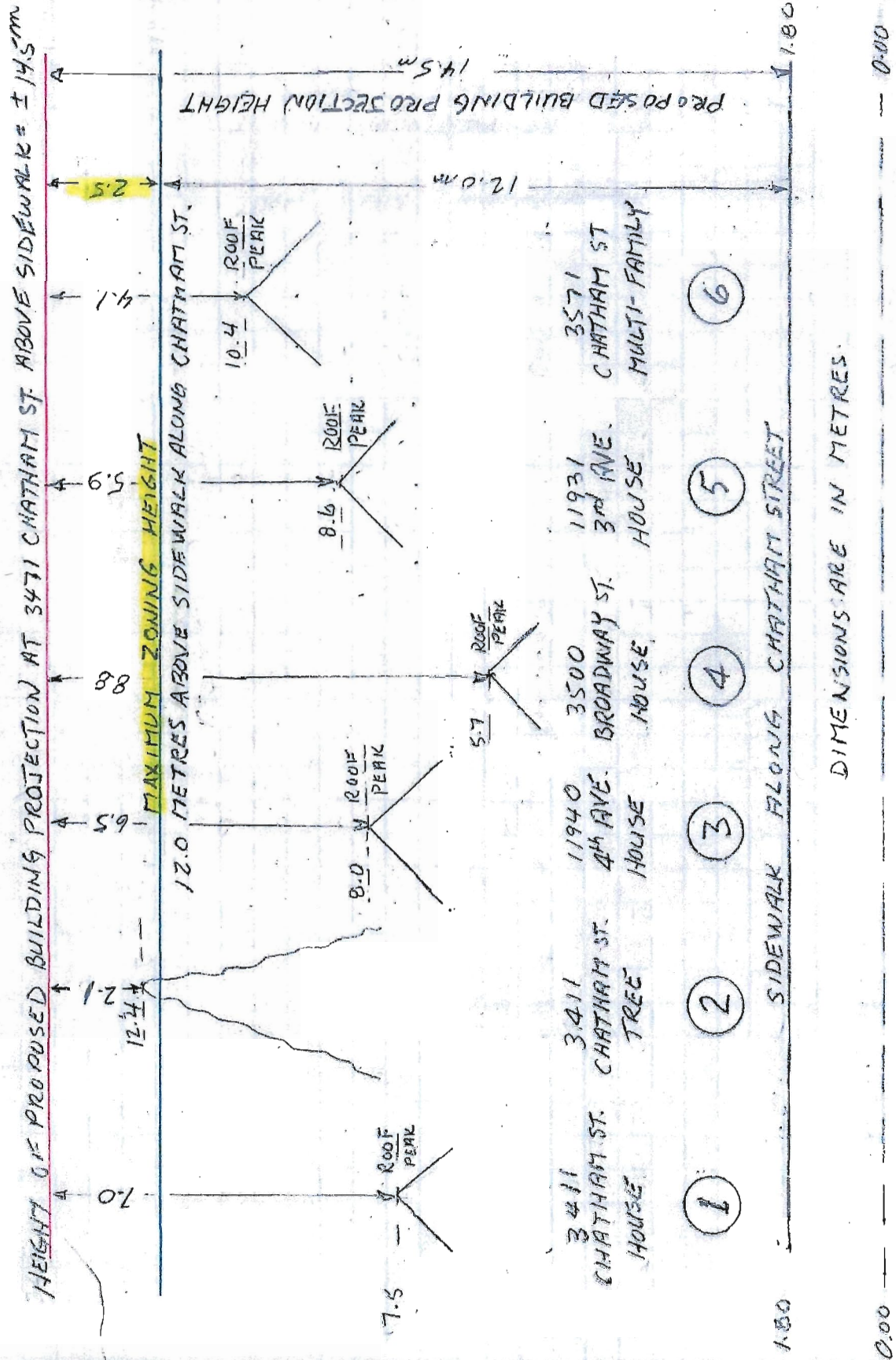
51.9	0	25.94	51.9 Meters
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This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

© City of Richmond

THIS MAP IS NOT TO BE USED FOR NAVIGATION

RELATIVE HEIGHTS OF PROPOSED BUILDING  
AT 3471 CHATHAM STREET AND ADJACENT STRUCTURES  
— WITH REFERENCE TO SIDEWALK.





STRATA COMPLEX AT CHATHAM ST. AND 5<sup>th</sup> AVE.



PLN - 210

153 7/15.5





PLN - 211





PLN - 212









City of  
Richmond

**Excerpt from Minutes  
Heritage Commission**  
Development Applications Division  
6911 No. 3 Road, Richmond, BC V6Y 2C1

**Wednesday, January 15, 2014**

3. DEVELOPMENT PROPOSAL - 3471 CHATHAM STREET (RZ 13-643436)

Rob Whetter and Bob Hodder joined the Commission to make a presentation on the Cotter Developments building in the former Gulf of Fraser Credit Union building.

It was noted that this is a 1/3 acre space in the Steveston core that will be a 3 storey mixed-use building with 2 storeys of residential above retail space. Discussion ensued on the history of the site, principle design concepts, materials, ways to reflect Steveston's heritage, the neighbours, the laneways, the roof and elevator.

Discussion further ensued on incorporating the 9 or 10 of the panels (salvaged from the previous building) on the exterior of the building. It was noted that the remainder would be donated to the city. It was noted that there is a building on East Hastings that has similar concrete panels.

Commission members expressed concern over a lack of parking spaces for the public. It was noted that street parking is available and it meets the city's bylaw requirements (approved by the Transportation Department) for parking in Steveston.

Commission members also recommended cleaning up the laneway and upgrading the landscaping to fit within the character of the neighbourhood. It was also noted that softening the fronts of buildings (with window boxes or plantings) to reflect the characteristic of buildings nearby would also be recommended. Commission members also discussed the placement of the panels to ensure visibility and potentially including one in the lobby area –

*The unbuilt City lane right-of-way along the west edge of the site will be cleaned up and a bench and low fence will be provided behind the Chatham Street sidewalk to provide an opportunity to site and look at the panels proposed for the west elevation of the building.*

*To provide a more traditional smaller scale pedestrian retail interface, the applicant revised the design to decrease the width of the storefront glazing, provide additional pilasters and provide a more traditional proportion for the window bases.*

*The panel placement in the proposed design maximizes visibility for the public and the applicant is reviewing whether or not a portion of an additional panel can be installed inside the residential lobby. A didactic panel is also proposed to be installed on the building exterior to provide information about the panel artwork. Detailed design would be designed through the required Development Permit.*

Discussion ensued on the location of a bike pad. Staff noted that they can look into seeing if it can be on public property – *Transportation staff reviewed the proposal and the class 2 bicycle racks have been relocated into the Chatham Street and 3<sup>rd</sup> Avenue boulevards. The location and design would be detailed as part of the required Servicing Agreement application.*

Discussion further ensued on the siding materials (corrugated metal, instead of wood) and not shying away from the industrial aesthetic. Maintenance considerations were noted. Commission members also noted that framing the bottom of the windows with a larger, painted wood base may make this building more consistent with the Hepworth building. Commission members also discussed the columns, use of concrete, lighting issues and potential businesses to occupy these storefronts (including a possible clinic, learning centre, Cyclone Taylors shop or “light” retail services) – *Storefront window framing was revised to address Commission comments and would be further refined as part of the required Development Permit application.*

Staff will keep in touch with the developer and will report back on progress on a monthly basis.

It was moved and seconded

That Richmond Heritage Commission support the design of the rezoning proposal at 3471 Chatham Street as presented on Jan 15, 2014 and that Planning Committee give consideration to the feedback presented by the Heritage Commission. The Commission also endorses the use of the panels.

CARRIED



City of  
Richmond

**Excerpt from Minutes  
Public Art Advisory Committee**

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

**Tuesday, February 18, 2014**

**1. PRELIMINARY PUBLIC ART PLAN FOR 3471 CHATHAM STREET**

Rob Whetter, of Cotter Architects presented the preliminary Public Art Plan for 3471 Chatham Street. It was noted that this is the 1/3 acre site of the former GF Financial building. Due to its location, it requires rezoning and a Heritage Alteration Permit.

Mr. Whetter noted that twelve bas relief concrete panels comprising the exterior facade of the original building were salvaged and will be incorporated into the new design. The panels depict a nod to Steveston's fishing heritage. It was also noted that there is a Vancouver branch which retains similar concrete panels.

It was noted that the design of the new building incorporates nine of the eleven intact panels and they will donate any unused panels to the City or other interested parties. The locations of the panels were discussed. The artist for the panels was identified as Leonard Epp, a former Richmond resident and owner of the Parsons House in Terra Nova, with his spouse, the noted artist Ann Kippling. Epp designed the stained glass panels which are surviving in the Parsons House.

It was noted that with these ready-made heritage panels, this project is different than most public art projects. It was noted that the Public Art contribution will go into salvaging, detailing and installing these salvaged art pieces. Committee members commended the developer on preserving significant heritage artwork and using it as a public art contribution.

Discussion ensued on how to involve an artist and the public. It was noted that a designer could be enlisted to help with the display. Commission members also recommended trying to reach the original artist to involve him in the project.

The developer will contact the artist and work with a designer to include an artist statement in a plaque or interpretive panel. Ms. Jones noted that she will try to get the artist's contact information.

Discussion ensued on an open call for this project and if it is necessary given the circumstances.

It was moved and seconded

That the Richmond Public Art Advisory Committee accept the panels as the developer's contribution to public art and recommend that the developer contact and involve the original artist, Leonard Epp and select a designer to work on the interpretive panels.

**CARRIED**



## Rezoning Considerations

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

**Address:** 3471 Chatham Street

**File No.:** RZ 13-643436

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9138, the developer is required to complete the following:**

1. Register a 4m by 4m corner cut road dedication at the southeast corner of the site (as per approved HA 13-641865).
2. Register a flood indemnity covenant on title.
3. Enter into a legal agreement that identifies the building as a mixed use building indicating that they are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and noise generated from HVAC units will comply with the City's Noise Bylaw.
4. Enter into a legal agreement to prohibit the conversion of bicycle parking area into habitable space (e.g. storage) and requiring that the rooms remain available for shared common use for the sole purpose of bicycle storage.
5. Enter into a legal agreement to ensure the shared use of residential visitor and commercial parking spaces and prohibiting assignment of any of these parking spaces to a particular unit or user.
6. Enter into a legal agreement to ensure the provision of electric vehicle charging features: a minimum of 20% of parking stalls to be provided with a 120V receptacle to accommodate electric vehicle charging equipment; and an additional 25% of parking stalls to be constructed to accommodate the future installation of electric vehicle charging equipment (e.g. pre-ducted for future wiring).
7. Submit confirmation of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be protected off-site. 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.
8. Install appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
9. Voluntarily contribute \$4.00 per buildable square foot of residential floor area to the City's affordable housing strategy (e.g. \$86,992).
10. Voluntarily contribute \$47.00 per buildable square foot of floor area for the density increase from 1.2 to 1.6 FAR (e.g. 0.4 FAR) as per Steveston Village Heritage Conservation Grant Program Policy 5900 (e.g. \$ 296,476). In accordance with the policy, the contribution is reduced by the amount of the Affordable Housing contribution (e.g. total payable of \$209,484).
11. Provide on-site indoor amenity space in accordance with the OCP, or contribute cash-in-lieu in accordance with Council Policy 5041 (e.g. \$10,000 for 10 apartments).
12. Voluntarily participate in the City's Public Art Program through the installation of the artwork onsite or contribute cash-in-lieu in the amount of \$0.77 per buildable square foot of residential floor area and \$0.41 per buildable square foot of commercial floor area (e.g. cash-in-lieu amount of \$18,175). A security will be held in the cash-in-lieu amount and returned to the developer upon completion of the following:
  - a) Installation of at least 9 of the panels by artist Leonard Epp along with a didactic panel on the building facades.
  - b) A transfer of all of the artist's right, title and interest in the Public Art to the Strata, including a transfer of joint, worldwide copyright, in a form satisfactory to the Director, Arts, Culture and Heritage Services, executed by the owner and delivered to the Strata within thirty (30) days of the date on which the Public Art is installed.
  - c) Submission of the Final Report to the City and the Strata promptly after completion of the installation of the Public Art. The Final Report" means a final report in form and content satisfactory to the Director of Development and Director, Arts, Culture and Heritage which describes, among other things, the Public Art, the siting of the Public Art, a brief biography of the artist, the artist's statement on the Public Art, and such other



details as the Director of Development and Director, Arts, Culture and Heritage, in their sole discretion, may request, which final report will include enclosures as follows:

- (i) maintenance plan for the Public Art; and
- (ii) twelve (12) high resolution images in digital format of the Public Art showing it in context and revealing significant details;

13. Submit a Development Permit\* and Heritage Alteration Permit\* completed to a level deemed acceptable by the Director of Development.
14. Enter into a Servicing Agreement\* for the design and construction of road and infrastructure works, including, but may not be limited to:
  - a) Chatham Street and 3rd Avenue improvements – New concrete sidewalk at the property line and 2.5 m wide grass boulevards with street tree planting behind existing curb. The sidewalks are to occupy the remaining right-of-way between the boulevard and the property line. Works to extend across both frontages and west lane right-of-way, including removal of existing driveways and installation of barrier curb with gutter and installation of a concrete pad, seating bench and low fence behind the Chatham Street sidewalk at the west edge of the site. Concrete pads and bicycle racks for class 2 short-term bicycle parking are to be provided in the boulevards: on 3<sup>rd</sup> Avenue within 15 m of the residential lobby and on Chatham Street approximately mid way among the commercial units.

Should Council adopt streetscape visions for Bayview and Chatham Streets prior to the adoption of the subject rezoning, the frontage improvements above shall be adjusted, if necessary, to be in keeping with Streetscape Visions for Bayview and Chatham Streets as approved by Council.
  - b) Lane improvements – Reconstruct the existing east-west lane along the north property line of the site, including the driveway crossing on 3rd Avenue, to City lane design standards (Min. 5.4 m wide pavement). Ensure the unbuilt north-south lane right-of-way along the west property line of the site is cleaned up, levelled and planted with grass.
  - c) Storm sewer improvements – Provide a new storm sewer (200mm diameter) for the rear lane located along the north property line, including a new manhole to connect to the existing 3<sup>rd</sup> Avenue storm sewer.
  - d) Sanitary sewer improvements – Upgrade the existing sanitary sewer in the rear lane from 150mm to 200mm diameter from manhole SMH5503 to the centre of 3<sup>rd</sup> Avenue (Approximately 55 m length), including a new manhole to connect to the existing system.
  - e) Water distribution improvements –
    - i. Design and construct a new water main along 3<sup>rd</sup> Avenue (200mm diameter) from the existing 300mm diameter Chatham Street water main to the existing water main along Broadway Street (Approximately 105 m length).
    - ii. The City will pay for the construction of the portion of new water main along 3rd Avenue (200mm diameter) from the north edge of the rear lane to the existing water main along Broadway Street (Approximately 45 m length).
  - f) Fire Hydrant improvements – Provide a new fire hydrant along 3<sup>rd</sup> Avenue, spaced as per City standards.
  - g) Private Utilities –
    - i. Developer to provide private utility companies rights-of-ways to accommodate any above ground equipment (e.g. transformers, kiosks, cabinets) and future under-grounding of overhead lines.
    - ii. Existing BC Hydro poles along 3<sup>rd</sup> Avenue may conflict with the required frontage improvements. Alteration and relocation of any private utilities will be at the Developer's cost.
    - iii. If BC Hydro requires a new PMT to service this development, it is required to be located on the subject site. Please note that BC Hydro had indicated that the proposed site may require a PMT for the proposed mixed use development, they prefer PMT to be installed near the electrical room, and that the developer has not provided electrical details/information to them at this stage.
    - iv. It is recommended that the developer contact the private utility companies to learn of their requirements.

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

1. Provide an acoustical report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. 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

2. Provide landscaping security (in an amount based on a cost estimate sealed by a registered Landscape Architect for materials, installation and a 10% contingency)

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

3. Incorporate sustainability, accessibility and public art measures in Building Permit (BP) plans as determined via the Rezoning, Development Permit and/or Heritage Alteration Permit processes.
4. Enter into an Encroachment Agreement\* for any canopies/awnings/signs that encroach into the Chatham Street and 3<sup>rd</sup> Avenue road rights-of-way. Any overhead structure located within the rights-of-way must be safe and easily removable (i.e. not cast in place and not permanently attached to any other structure).
5. Submit a Construction Parking and Traffic Management Plan to the Transportation Division. 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 Infrastructure) and MMCD Traffic Regulation Section 01570.
6. Submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey or ISO to confirm that there is adequate available flow for fire-fighting purposes. Based on the proposed rezoning and using the OCP model, there is sufficient water available from Chatham Street, but not from Broadway Street (411 L/s available at 20 psi residual from the Chatham Street hydrant and 125 L/s available at 20 psi residual from the Broadway Street hydrant for a minimum fire flow requirement of 220 L/s). The required SA includes a new hydrant along 3<sup>rd</sup> Avenue.
7. If applicable, pay latecomer agreement charges associated with eligible latecomer works.
8. 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 Division at 604-276-4285.

**Note:**

\* This requires a separate application.

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

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

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

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

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

- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

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Signed

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Date



**Policy No. 5900:**

**Steveston Village Heritage Conservation Grant Program**

**1. Purpose**

The purpose of this program is to establish, for Steveston Village, as identified in the Steveston Area Plan, a City grant program to financially cost share in conserving the exteriors of private and City owned identified heritage properties.

**2. Program Funding Sources**

- The sources of funds will include moneys contributed from:
  - Private sector density bonusing contributions as per the Steveston Area Plan (e.g., for rezonings to the Steveston Village Conservation Zone) with over 1.2 floor area ratio (FAR),
  - Other private donations, and
  - Senior government and NGO grants.
- If an owner who is rezoning to the Steveston Village Conservation Zone and increasing density to over 1.2 FAR, wishes to apply for a City grant, the developer shall provide the required contribution to the City prior to final approval of a rezoning and may later apply for a cost sharing grant.
- Private sector density bonusing contributions shall be calculated as \$47.00 per buildable square foot for densities over 1.2 FAR. (This is a portion of the increased land value which private landowners receive due to increased density over 1.2 FAR).
- Where a developer is required to meet the City's Affordable Housing Policy, the \$47.00 is to be reduced accordingly.
- The rate may be reviewed and modified by Council periodically.

**3. City Accounts**

For the grant program, the City will maintain the existing Heritage Trust Account No 2207 (a capital and non capital heritage account) to manage received funds and may, as necessary, establish new heritage accounts.

**4. The Use Of Program Funds**

The collected funds are to be used to cost share:

- For Privately owned identified heritage buildings: the private capital costs of conserving their exteriors, on a 50/50 cost sharing basis.
- For City owned identified heritage buildings: the City's capital costs of conserving their exteriors, on a 50/50 cost sharing basis.
- The Program is not to pay for all private or City heritage conservation costs.

**5. Council Approval is Required**

- Council approval is required to allocate any program funds.



6. Maximum Private Grant Amount

- Private owners may apply to receive up to:
  - Initial Funding: \$50,000 per identified heritage building - with private matching funds.
  - Optional Funding: Council may consider an additional \$25,000 per identified heritage building - with additional matching private funding to achieve exceptional heritage conservation, as determined by Council.
- As heritage conservation may occur in stages, a private owner may apply more than once, however, the maximum grant which may be allocated is \$75,000 per identified heritage building.

7. Private Owner Application Requirements and Procedures

- Step 1: Private Owner – City Discussion
  - Owners are encouraged to discuss their grant application intentions as early as possible when considering to apply and before undertaking any work, to discuss the implications and timing of a possible grant,
  - No grant is to be provided for work which is undertaken before Council approves the grant.
- Step 2: Owner Application
  - Owners are to submit a completed application form accompanied by:
    - A cover letter describing the proposed work and how it complies with program objectives,
    - Architectural drawings and coloured renderings,
    - An outline of conservation work and specifications,
    - Current color photographs of the building,
    - Any archival photographs and historical documentation.
    - A minimum of three (3) competitive estimates for the proposed work. (Note: This is not a pro forma analysis,)
    - Other, as necessary.
- Step 3: Application Review Procedure
  - Applications will be reviewed by staff who will make a recommendation to Council.
  - Council approval is required for all grants
- Step 4: Actual Grant Issuance
  - Council authorizes a grant,
  - Owners submit actual costs of completed work,
  - Staff review costs,
  - Staff may issue the approved grant if it meets the program criteria and Council has approved it, and
  - Staff notify Council of issued grants.

8. Eligible Private Owner Grant Items

- Program grants for private sector work are for the conservation of the exteriors of identified heritage buildings (e.g., roof, foundation, walls, siding, doors, windows).
- This includes directly related costs to prepare drawings, etc.
- Maintenance work will not be funded.



9. No Grant, If Funds Are Not Available

- If no program funds are available when a grant application is made:
  - No grant application will be considered,
  - No City grant will be given, and
  - A grant is not to be deferred until grant funds become available.

10. Maximum Grant Amount For City Owned Identified Heritage Buildings

- A City division may apply to receive up to:
  - Initial Funding: \$50,000 per identified heritage building - with other matching funds.
  - Optional Funding: Council may consider an additional \$25,000 per identified heritage building - with additional other matching funding to achieve exceptional heritage conservation, as determined by Council.
- As heritage conservation may occur in stages, a City division may apply more than once, however, the maximum grant which may be allocated is \$75,000 per identified heritage building,

11. City Application Requirements and Procedures

- Step 1: City Division Discussion
  - Applying City divisions are encouraged to discuss their grant application intentions as early as possible when considering to apply and before undertaking any work, to discuss the implications and timing of a possible grant,
  - No grant is to be provided for work which is undertaken before Council approves the grant.
- Step 2: City Division Application

The relevant City division is to submit a completed application form accompanied by:

  - A cover letter describing the proposed work and how it complies with program objectives,
  - Architectural drawings and coloured renderings,
  - An outline of conservation work and specifications,
  - Current color photographs of the building,
  - Any archival photographs and historical documentation.
  - If the City is doing the work itself, an itemized estimate of the proposed work.
  - If the City is contracting out the work, proposals as per City policy.
  - Other, as necessary.
- Step 3: Application Review Procedure
  - Applications will be reviewed by staff who will make a recommendation to Council,
  - Council approval is required for all grants.
- Step 4: Grant Issuance
  - Council authorizes a grant,
  - Once approved, the grant may be issued to do the work.

12. Eligible City Grant Items

- Program grants for City owned identified heritage buildings are for the conservation of their exteriors (e.g., roof, foundation, walls, siding, doors, windows).
- This includes directly related costs to prepare drawings, etc.
- Maintenance work will not be funded





13. No Grant If Funds Are Not Available

- If no program funds are available when a grant application is made:
  - No grant application will be consider
  - No City grant will be given, and
  - A grant is not to be deferred until grant funds become available.

14. Program Review

- The Program will be reviewed and modified by Council, as necessary.

## DEVELOPMENT DATA

GROSS SITE AREA:	15,856 SF (1,473 SM)
LESS CORNER CUT:	86 SF (8 SM)
NET SITE AREA:	15,770 SF (1,465 SM)
BUILDING FOOTPRINT:	12,828 SF (1,192 SM)
SITE COVERAGE:	81%
COMMERCIAL AREA:	3,485 SF (324 SM)
RESIDENTIAL AREA:	20,396 SF (1,895 SM)
GROSS FLOOR AREA:	25,866 SF (2,403 SM)
FLOOR AREA RATIO:	1.6 (25,866 SF/15,770 SF)
GROSS SALEABLE:	23,890 SF (2,219 SM)
GROSS SALEABLE/GFA:	92%

## UNIT SUMMARY

LEVEL 3:	2 BEDROOM + DEN:	4 UNITS
LEVEL 2:	2 BEDROOM + DEN:	6 UNITS
TOTAL RESIDENTIAL:	2 BEDROOM + DEN:	10 UNITS

## GFA SUMMARY

LEVEL 3:	2,383 SF (221 SM)
UNIT 301	2,324 SF (216 SM)
UNIT 302	2,289 SF (211 SM)
UNIT 303	2,388 SF (222 SM)
UNIT 304	9,364 SF (870 SM)
L3 TOTAL RESIDENTIAL:	397 SF (37 SM)
L3 COMMON AREA:	9,761 SF (907 SM)
L3 GFA:	

LEVEL 2:	1,878 SF (174 SM)
UNIT 201	1,838 SF (171 SM)
UNIT 202	1,693 SF (157 SM)
UNIT 203	1,904 SF (177 SM)
UNIT 204	1,761 SF (164 SM)
UNIT 205	1,957 SF (182 SM)
UNIT 206	11,032 SF (1,025 SM)
L2 TOTAL RESIDENTIAL:	421 SF (39 SM)
L2 COMMON AREA:	11,452 SF (1,064 SM)
L2 GFA:	

## LEVEL 1/ GROUND FLOOR:

TOTAL CRU:	3,485 SF (324 SM)
L1 COMMON AREA:	1,168 SF (109 SM)
L1 PARKING, STO., GARBAGE & MECH.:	7,814 SF (726 SM)
L1 GFA:	4,653 SF (432 SM)

TOTAL RESIDENTIAL:	20,396 SF (1,895 SM)
TOTAL CRU:	3,485 SF (324 SM)
TOTAL GFA:	25,866 SF (2,403 SM)

\* NOT INCLUDED IN GFA

## PARKING CALCULATIONS

- PARKING SPACES REQUIRED:	
MIXED COMMERCIAL/RESIDENTIAL USES:	
10 APARTMENTS:	1.5 PARKING SPACES/UNIT
TOTAL REQUIRED:	15 RESIDENTIAL SPACES 2 VISITOR SPACES
COMMERCIAL (GENERAL RETAIL):	
@ 3 / 100 m² UP TO 350 m²:	4 COMMERCIAL SPACES
@ 4 / 100 m² OVER 350 m²:	-
TOTAL REQUIRED:	4 COMMERCIAL SPACES
TOTAL PARKING SP. REQUIRED:	21 SPACES
- PARKING SPACES PROVIDED:	
RESIDENTIAL:	20 RESIDENTIAL SPACES 2 VISITOR SPACES
COMMERCIAL:	6 COMMERCIAL SPACES
TOTAL PARKING SP. PROVIDED:	28 PARKING SPACES

## BICYCLE PARKING CALCULATIONS

- BICYCLE PARKING REQUIRED:	
MIXED COMMERCIAL/RESIDENTIAL USES:	
10 APARTMENTS:	CLASS 1 1.25 SPACES/UNIT
TOTAL REQUIRED:	13 SPACES CLASS 2 0.20 SPACES/UNIT 2 SPACES
COMMERCIAL (GENERAL RETAIL):	
CLASS 1	CLASS 2
@ 0.27 / 100 m² GFA	@ 0.4 / 100 m² GFA
(LEASEABLE) > 100 m²:	(LEASEABLE) > 100 m²:
TOTAL REQUIRED:	1 SPACE 2 SPACES
TOTAL BICYCLE SP. REQUIRED:	14 CLASS 1 SPACES 4 CLASS 2 SPACES
- BICYCLE PARKING PROVIDED:	
CLASS 1	CLASS 2
TOTAL BICYCLE SP. PROVIDED:	14 SPACES (WITHIN L1 STORAGE ROOMS) 4 SPACES

CONCEPTUAL  
ONLY

NOTES:

1. SITE	1. SITE
2. ZONING	2. ZONING
3. SUBDIVISION	3. SUBDIVISION
4. LOT AREA	4. LOT AREA
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**cotter**  
ARCHITECTS

4755 - 13800 RD. 10000, RICHMOND, BC V7A 5P7  
Tel: 604.271.1111 Fax: 604.271.1112  
www.cotterarchitects.com

NOTES:

CHATHAM & 3RD  
RESIDENTIAL/COMMERCIAL  
MIXED USE DEVELOPMENT  
RICHMOND, BC  
PRELIMINARY DESIGN

COTTER  
Steveston Flats Development  
Corporation

CHATHAM & 3RD  
RESIDENTIAL/COMMERCIAL  
MIXED USE DEVELOPMENT  
RICHMOND, BC  
PRELIMINARY DESIGN

CHATHAM & 3RD  
RESIDENTIAL/COMMERCIAL  
MIXED USE DEVELOPMENT  
RICHMOND, BC  
PRELIMINARY DESIGN

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RESIDENTIAL/COMMERCIAL  
MIXED USE DEVELOPMENT  
RICHMOND, BC  
PRELIMINARY DESIGN

CHATHAM & 3RD  
RESIDENTIAL/COMMERCIAL  
MIXED USE DEVELOPMENT  
RICHMOND, BC  
PRELIMINARY DESIGN

ATTACHMENT 9

A-010



cotton  
ARCHITECTS

8285 - 11260 N.W. 5 ROAD, MIAMI, FL 33157  
813-494-7791 FAX 813-494-7792

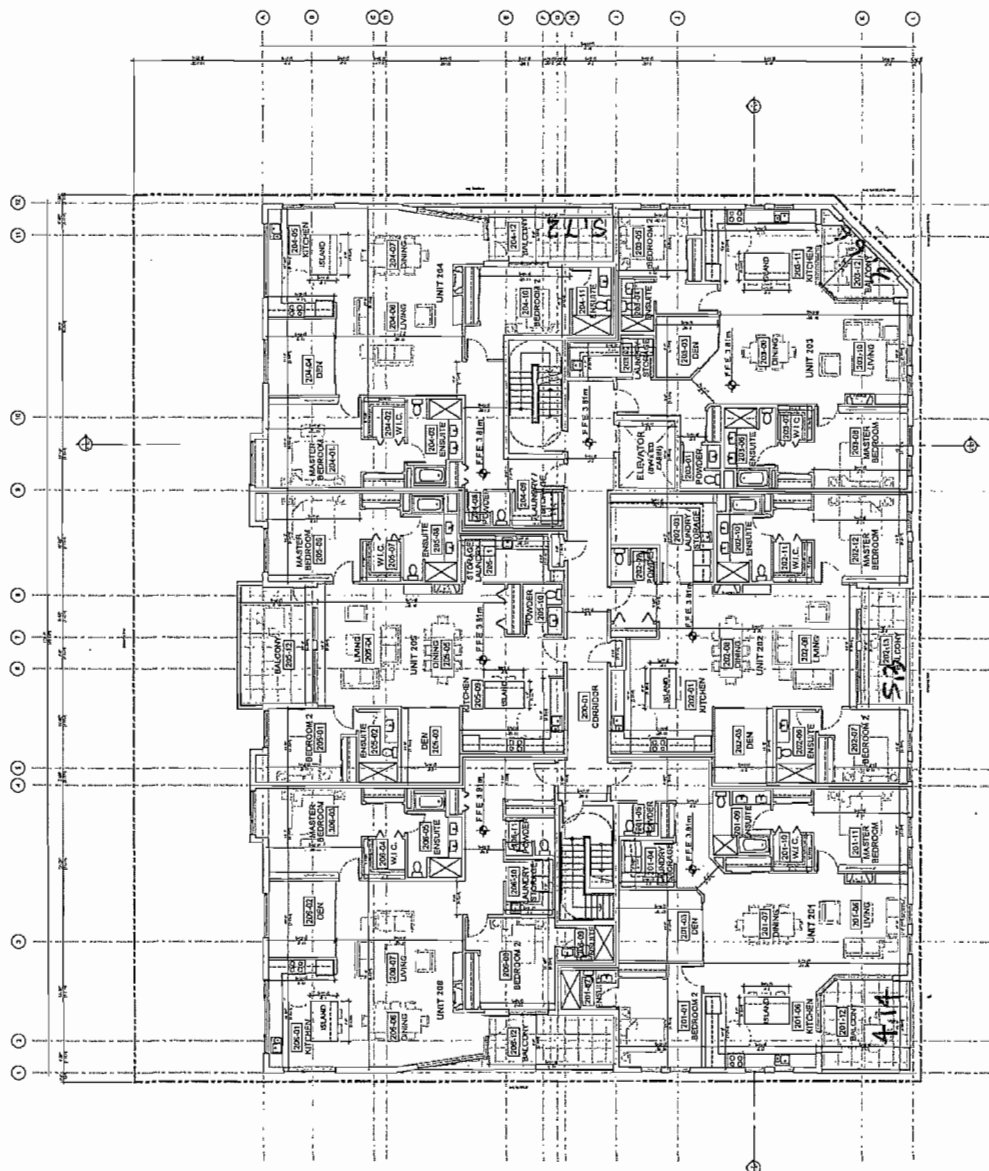
**CHATHAM & 3RD  
RESIDENTIAL/COMMERCIAL  
MIXED USE DEVELOPMENT**  
3471 Chatham Street

**CLUBS**  
**Stevenson Flats Development**  
**Corporation**

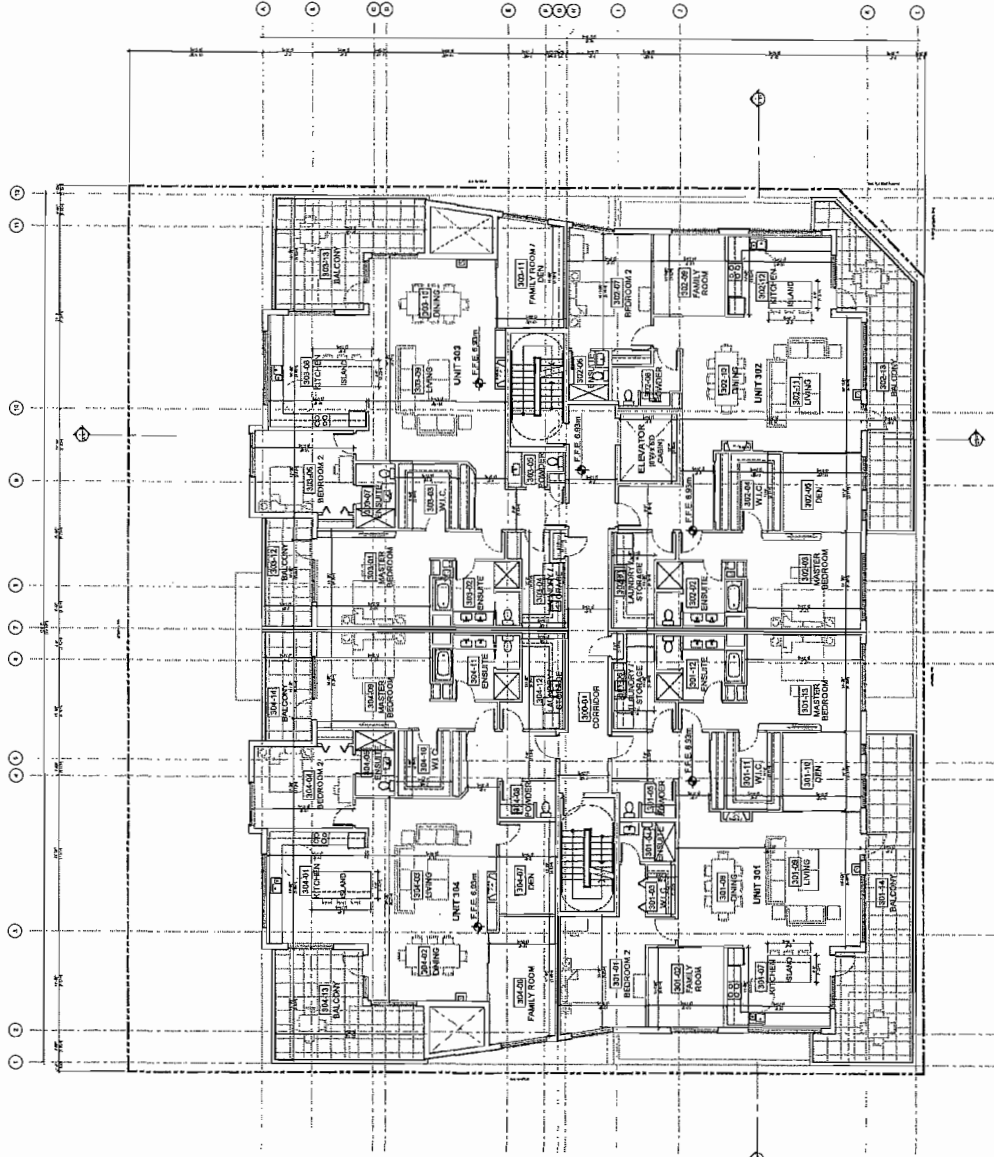
ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED  
DATE 07-18-2019 BY 60322 UCBAW/SJS

NAME	DATE
EXPERIMENT NO.	
THEORY	
APPARATUS	
PROCEDURE	
RESULTS	
DISCUSSION	
CONCLUSION	
REFERENCES	

LEVEL 2 FLOOR PLAN



NOTES:



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4035 - 133RD AVE. S. SUITE 100, MINNEAPOLIS, MN 55410  
TEL: 612.338.1100 FAX: 612.338.1101  
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CHATHAM & 3RD  
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MARKETPLACE DEVELOPMENT  
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ARCHITECTS

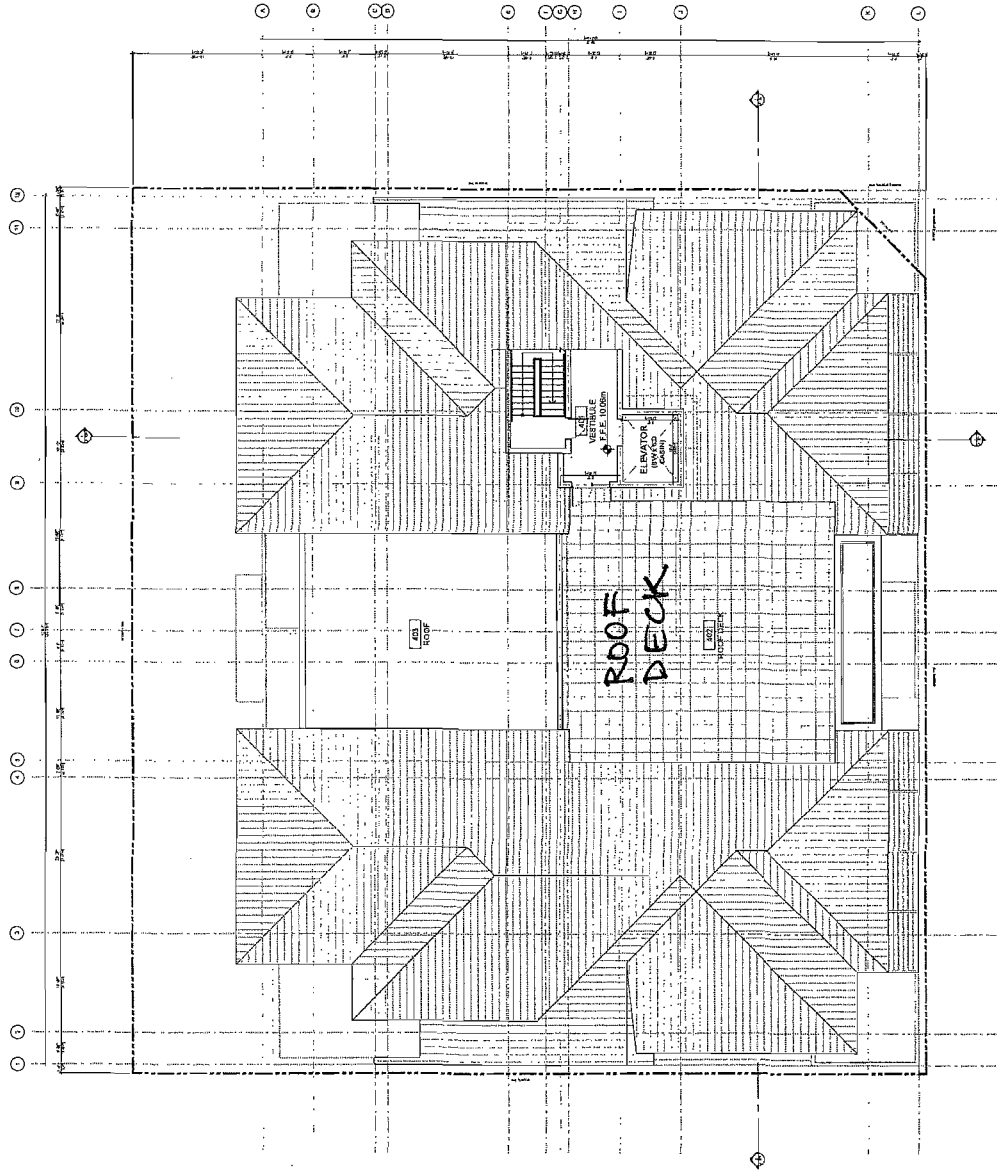
Client: Stevenson Flats Development Corporation  
Project: Chatham & 3rd Residential Commercial Marketplace Development  
Phase: Schematic Design

Project No: 133RD-001  
Drawing No: 133RD-001-001  
Scale: 1/8" = 1'-0"

Level: 3  
Date: 10/1/2011  
By: [Signature]  
Check: [Signature]

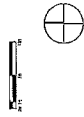
Level 3 Floor Plan

NOTES:



PLN - 230

1 ROOF DECK  
1/8" = 1'-0"



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518.263.1234

SKIDMORE, OWINGS & MERRILL  
CORPORATION

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CORPORATION

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CORPORATION

A-114





- NOTES: MATERIAL LEGEND
- 1 HARDWOOD METAL ROOFING
  - 2 STAINLESS STEEL ROOFING
  - 3 INSIDE PANEL, INTERIOR TRIM, REVEALS
  - 4 HARDWOOD LAMINATE
  - 5 ADVANCED CORRUGATED METAL CLADDING
  - 6 EXPOSED CONCRETE, UNPAINTED
  - 7 STAINLESS STEEL PANELS
  - 8 METAL CLADDING, VERTICAL
  - 9 HARDWOOD LAMINATE, HORIZONTAL
  - 10 EXPOSED ALUMINUM Siding
  - 11 EXPOSED ALUMINUM Siding
  - 12 HARDWOOD LAMINATE
  - 13 HARDWOOD LAMINATE, VERTICAL
  - 14 ADVANCED CORRUGATED METAL CLADDING
  - 15 EXPOSED CONCRETE, UNPAINTED
  - 16 STAINLESS STEEL PANELS
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CHATHAM & 3RD  
RESIDENTIAL COMMERCIAL  
MIXED USE DEVELOPMENT

3RD CHATHAM ST  
CHATHAM, MA 01928

DATE: 08/14/2018

SCALE: 1/8" = 1'-0"

PROJECT: 18-001

CLIENT: CHATHAM & 3RD

DESIGNER: J. COTTER

DRAWN BY: J. COTTER

CHECKED BY: J. COTTER

APPROVED BY: J. COTTER

**SOUTH & EAST  
BUILDING ELEVATIONS**

CHATHAM & 3RD  
RESIDENTIAL COMMERCIAL  
MIXED USE DEVELOPMENT

3RD CHATHAM ST  
CHATHAM, MA 01928

DATE: 08/14/2018

SCALE: 1/8" = 1'-0"

PROJECT: 18-001

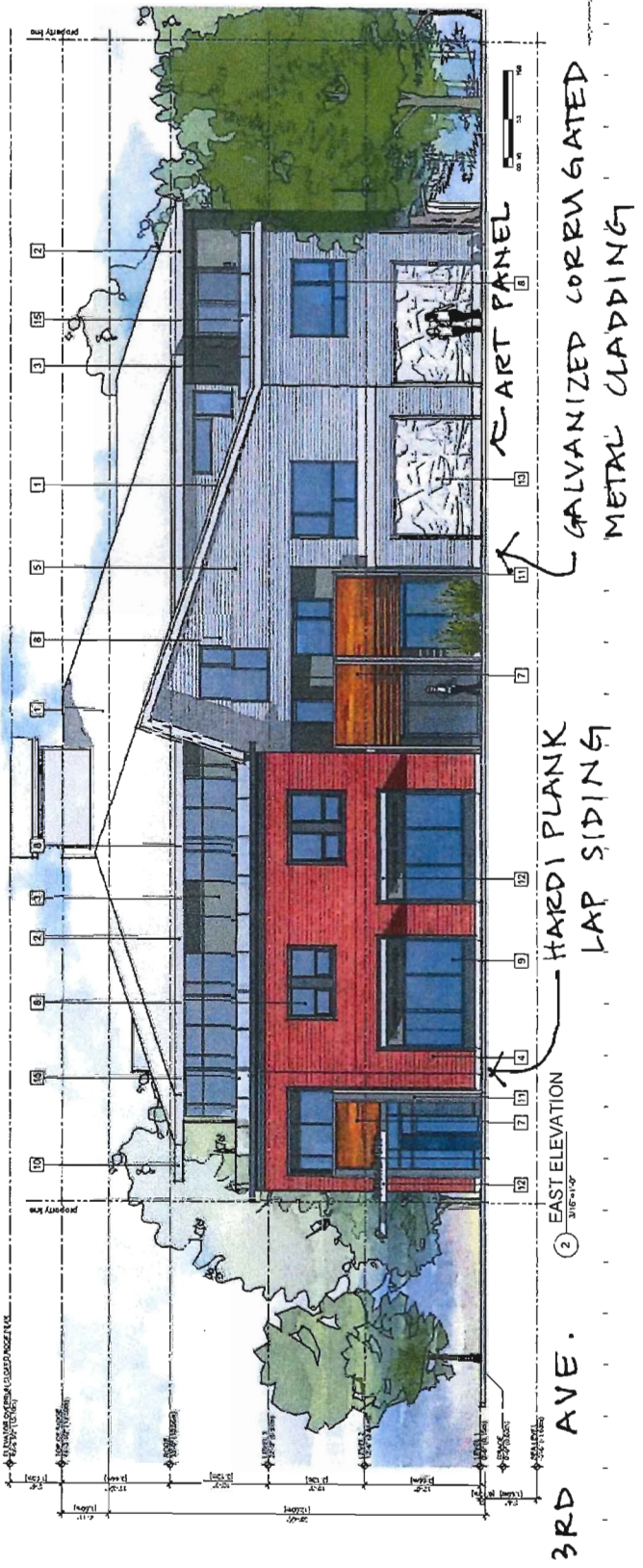
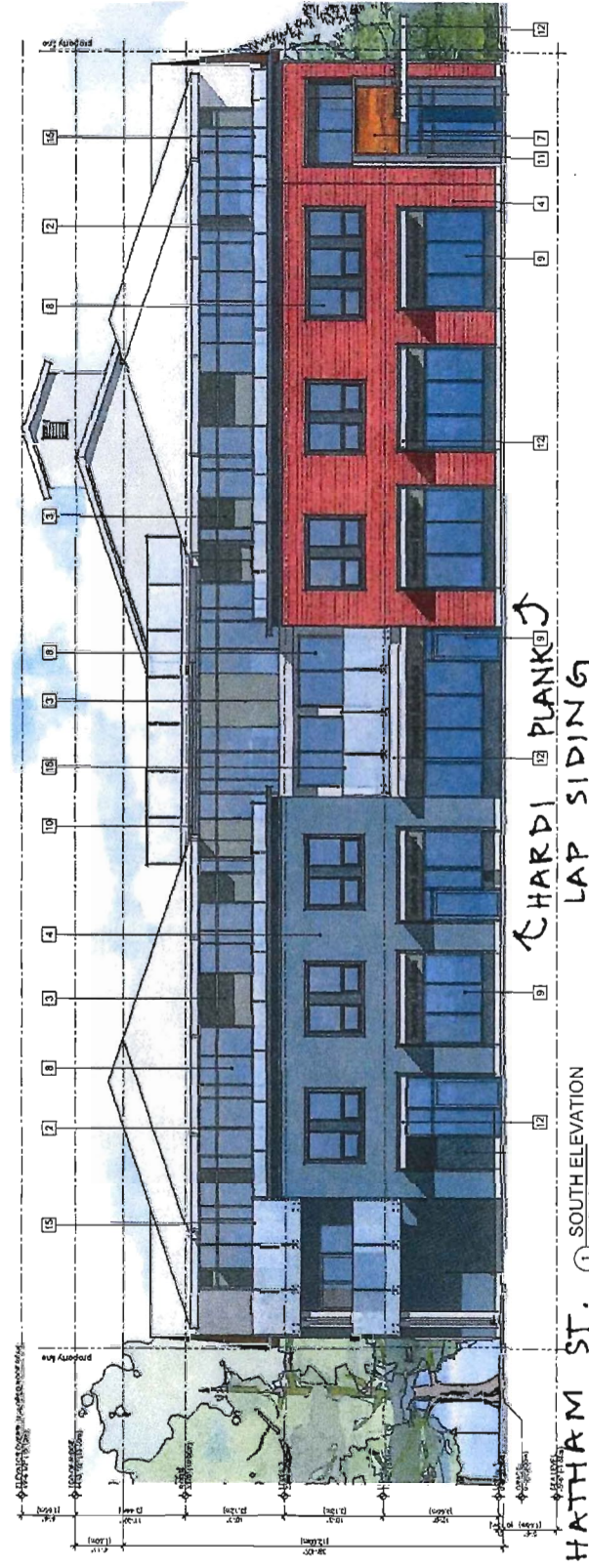
CLIENT: CHATHAM & 3RD

DESIGNER: J. COTTER

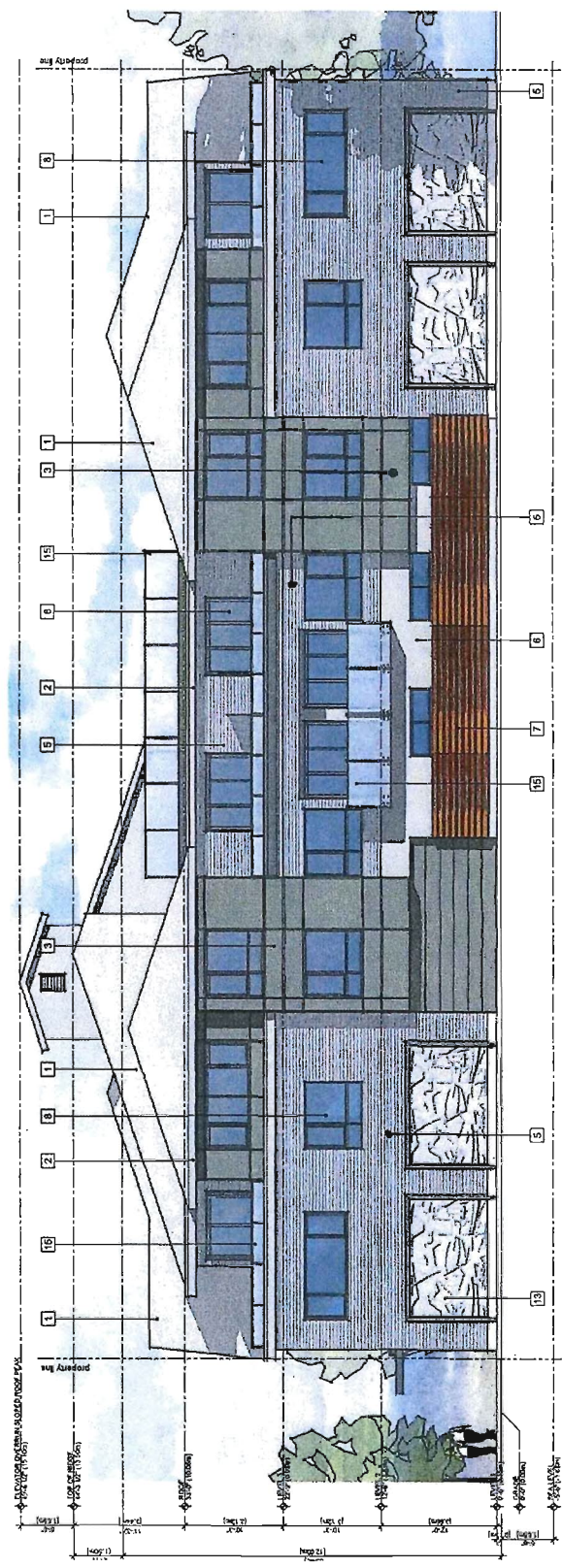
DRAWN BY: J. COTTER

CHECKED BY: J. COTTER

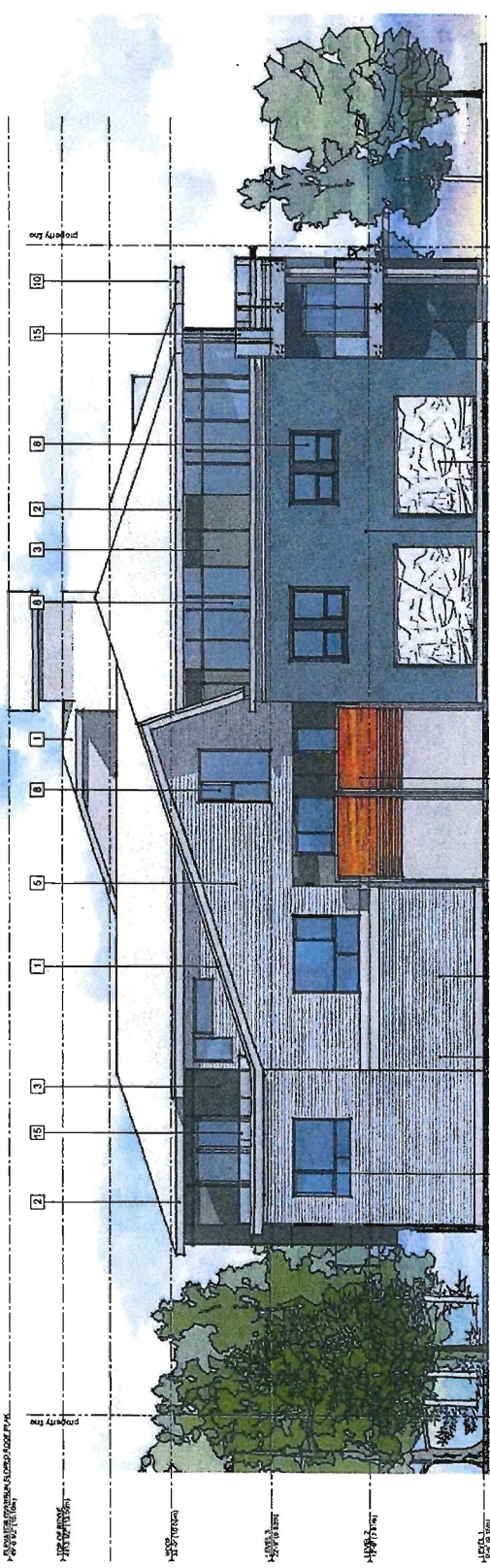
APPROVED BY: J. COTTER







EAR LANE  
NORTH ELEVATION  
3/18/17



EAR LANE  
WEST ELEVATION  
3/18/17

UN DEVELOPED LANE  
GALVANIZED CORRUGATED METAL CLADDING  
HARDI PLANK LAP SIDING

- NOTES: MATERIAL LEGEND
1. STAINLESS STEEL METAL ROOFING
  2. STAINLESS STEEL METAL ROOFING
  3. HARDI PLANK WITH CEILING FINISH
  4. HARDI PLANK WITH CEILING FINISH
  5. GALVANIZED CORRUGATED METAL CLADDING
  6. EXPOSED CONCRETE - SANITIZED
  7. STAINLESS STEEL PLANKS
  8. METAL CLADDING WITH STAINLESS
  9. ANODIZED ALUMINUM TRIM FROM BUILDING
  10. EXPOSED ALUMINUM TRIM FROM BUILDING
  11. EXPOSED ALUMINUM TRIM FROM BUILDING
  12. PAINTED METAL & GLASS CANOPY
  13. SALVAGED RECYCLED CONCRETE
  14. PAINTED
  15. PAINTED
  16. STRUCTURAL GLASS GLAZING (GLAZING)

NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
1	STAINLESS STEEL METAL ROOFING	100	SQ. FT.	1.50	150.00
2	STAINLESS STEEL METAL ROOFING	100	SQ. FT.	1.50	150.00
3	HARDI PLANK WITH CEILING FINISH	100	SQ. FT.	1.50	150.00
4	HARDI PLANK WITH CEILING FINISH	100	SQ. FT.	1.50	150.00
5	GALVANIZED CORRUGATED METAL CLADDING	100	SQ. FT.	1.50	150.00
6	EXPOSED CONCRETE - SANITIZED	100	SQ. FT.	1.50	150.00
7	STAINLESS STEEL PLANKS	100	SQ. FT.	1.50	150.00
8	METAL CLADDING WITH STAINLESS	100	SQ. FT.	1.50	150.00
9	ANODIZED ALUMINUM TRIM FROM BUILDING	100	SQ. FT.	1.50	150.00
10	EXPOSED ALUMINUM TRIM FROM BUILDING	100	SQ. FT.	1.50	150.00
11	EXPOSED ALUMINUM TRIM FROM BUILDING	100	SQ. FT.	1.50	150.00
12	PAINTED METAL & GLASS CANOPY	100	SQ. FT.	1.50	150.00
13	SALVAGED RECYCLED CONCRETE	100	SQ. FT.	1.50	150.00
14	PAINTED	100	SQ. FT.	1.50	150.00
15	PAINTED	100	SQ. FT.	1.50	150.00
16	STRUCTURAL GLASS GLAZING (GLAZING)	100	SQ. FT.	1.50	150.00

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ARCHITECTS  
4111 CHAMBERS STREET, SUITE 100  
CHATHAM, VA 23041  
703.555.1111  
www.cotterarchitects.com

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RESIDENTIAL/COMMERCIAL  
MIXED USE DEVELOPMENT  
4111 CHAMBERS STREET  
CHATHAM, VA 23041

Stevenson Flats Development  
Corporation

NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
1	STAINLESS STEEL METAL ROOFING	100	SQ. FT.	1.50	150.00
2	STAINLESS STEEL METAL ROOFING	100	SQ. FT.	1.50	150.00
3	HARDI PLANK WITH CEILING FINISH	100	SQ. FT.	1.50	150.00
4	HARDI PLANK WITH CEILING FINISH	100	SQ. FT.	1.50	150.00
5	GALVANIZED CORRUGATED METAL CLADDING	100	SQ. FT.	1.50	150.00
6	EXPOSED CONCRETE - SANITIZED	100	SQ. FT.	1.50	150.00
7	STAINLESS STEEL PLANKS	100	SQ. FT.	1.50	150.00
8	METAL CLADDING WITH STAINLESS	100	SQ. FT.	1.50	150.00
9	ANODIZED ALUMINUM TRIM FROM BUILDING	100	SQ. FT.	1.50	150.00
10	EXPOSED ALUMINUM TRIM FROM BUILDING	100	SQ. FT.	1.50	150.00
11	EXPOSED ALUMINUM TRIM FROM BUILDING	100	SQ. FT.	1.50	150.00
12	PAINTED METAL & GLASS CANOPY	100	SQ. FT.	1.50	150.00
13	SALVAGED RECYCLED CONCRETE	100	SQ. FT.	1.50	150.00
14	PAINTED	100	SQ. FT.	1.50	150.00
15	PAINTED	100	SQ. FT.	1.50	150.00
16	STRUCTURAL GLASS GLAZING (GLAZING)	100	SQ. FT.	1.50	150.00

NORTH & WEST  
BUILDING ELEVATIONS

A-202



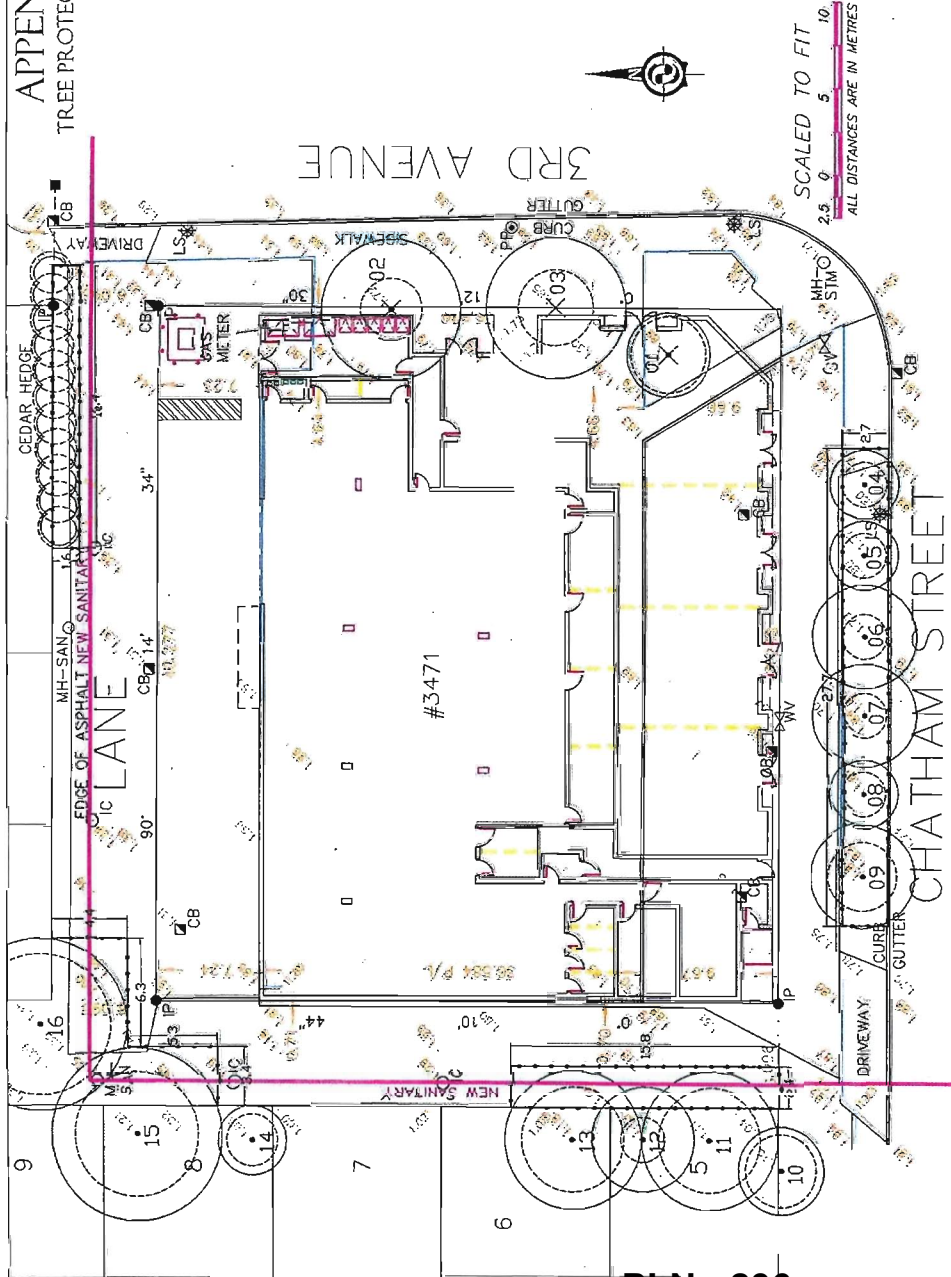


PLN - 234

1 SOUTH-EAST CORNER  
NTS



# APPENDIX 3 TREE PROTECTION PLAN



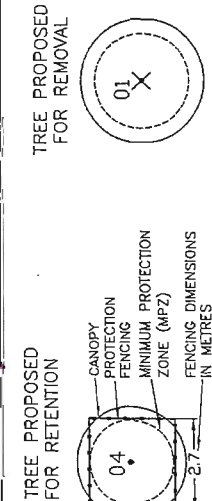
## TREE INVENTORY

#	Type	Action	DBH	MPZ
1	Japanese Maple	Remove	35cm	2.1m
2	Crimson King Maple	Remove	30cm	1.8m
3	Crimson King Maple	Remove	36cm	2.2m
4	Purple Plum	Retain	22cm	1.3m
5	Purple Plum	Retain	20cm	1.2m
6	Purple Plum	Retain	19cm	1.1m
7	Purple Plum	Retain	22cm	1.3m
8	Purple Plum	Retain	22cm	1.3m
9	Purple Plum	Retain	33cm	2.0m
10	English Holly	Retain	35cm	2.1m
11	Western Redcedar	Retain	50cm	3.0m
12	Hawthorne	Retain	22cm	1.3m
13	Western Redcedar	Retain	50cm	3.0m
14	Mountain Ash	Retain	25cm	1.5m
15	Cherry	Retain	40/40/40	3.6m
16	Alder	Retain	68cm	4.1m
17	Cedar Hedge	Retain	20cm	1.2m

## TREE PROTECTION FENCING

#	Type	DBH	Metres	Feet
4	Purple Plum	22cm	2.0m	6.6ft
5	Purple Plum	20cm	2.0m	6.6ft
6	Purple Plum	19cm	3.0m	9.8ft
7	Purple Plum	22cm	3.0m	9.8ft
8	Purple Plum	22cm	2.0m	6.6ft
9	Purple Plum	33cm	3.0m	9.8ft
10	English Holly	35cm	2.0m	6.6ft
11	Western Redcedar	50cm	4.0m	13.1ft
12	Hawthorne	22cm	3.0m	9.8ft
13	Western Redcedar	50cm	4.0m	13.1ft
14	Mountain Ash	25cm	2.0m	6.6ft
15	Cherry	40/40/40	5.0m	16.4ft
16	Alder	68cm	5.0m	16.4ft
17	Cedar Hedge	20cm	1.2m	3.9ft

## LEGEND



- NOTES:
1. SITE LAYOUT INFORMATION AND TREE SURVEY DATA PER SUPPLIED DRAWING
  2. REFER TO ATTACHED TREE PROTECTION REPORT FOR INFORMATION CONCERNING TREE SPECIES, STEM DIAMETER, HEIGHT, CANOPY SPREAD AND CONDITION.
  3. PROPOSED TREE REMOVAL AND RETENTION REFLECTS PRELIMINARY DRIVEWAY AND SERVICE CORRIDOR ALIGNMENT CONSIDERATIONS.
  4. ALL MEASUREMENTS ARE METRIC

Froggers Creek  
Tree Consultants Ltd

7763 McCreary Avenue Burnaby BC V5J 4M4  
Telephone: 604-721-8002 Fax: 604-437-0970

3471 CHATHAM STREET, BURNABY BC

TREE PROTECTION PLAN

THE DRAWING PLOTS ALL SURVEYED TREES, PROPOSED FOR RETENTION, REMOVAL, THEIR PROTECTION FENCING, AND MINIMUM PROTECTION ZONES IN RELATION TO PROPOSED LAYOUT

DATE: 07/04  
REVISION: 28, 2013





**RZ 13-643436**

**Attachment C**

Address: 3471 Chatham Street

Applicant: Cotter Architects Inc.

Planning Area(s): Steveston Village

	<b>Existing</b>	<b>Proposed</b>
<b>Owner:</b>	Steveston Flats Development Corp. Inc. No. BC0968919	Unknown
<b>Site Size (m<sup>2</sup>):</b>	Previously 1,473 m <sup>2</sup>	1,465 m <sup>2</sup>
<b>Land Uses:</b>	Vacant	Mixed Use Commercial and Residential
<b>Area Plan Designation:</b>	Heritage Mixed Use (Commercial- Industrial with Residential & Office Above)	Complies
<b>Zoning:</b>	Steveston Commercial (SC3)	Commercial Mixed Use (ZMU26) – Steveston Village
<b>Number of Units:</b>	None	Approx. 3 CRU and 10 apartments

<b>On Future Subdivided Lots</b>	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Floor Area Ratio	Max. 1.6	1.6	None Permitted
Lot Coverage	Max. 100%	78%	None
Setbacks: 3 <sup>rd</sup> Avenue	0 m	0.5 m to 2 m (0 m to 1.5 m to cornice/overhang)	None
Chatham Street	0 m	0.5 m to 2.5 m (0 m to 2 m to cornice/overhang)	
Rear Lane	None	6 m	
West side yard	None	0.5 m (0 m to overhang)	
Height – <b>Option 1 with Elevator</b> Option 2 without Elevator	Three Storey & Max. 12 m	Three Storey & <b>15.4 m for elevator</b> 12 m	<b>3.4 m Increase</b> None
Parking Spaces:	As per the Steveston Village Conservation Strategy:		
Commercial/Visitor	7	8	None
Resident	10	20	
Accessible	(1)	(1)	
Total	19	28	
Tandem Parking Spaces	Permitted	None	None
Amenity Space – Indoor	Min. 50 m <sup>2</sup>	Cash-in-lieu	None
Amenity Space – Outdoor	Min. 60 m <sup>2</sup>	139 m <sup>2</sup>	None

NOTES:



PLN - 238

1	ARCHITECT	CHATHAM & 3RD
2	DESIGNER	CHATHAM & 3RD
3	ENGINEER	CHATHAM & 3RD
4	LANDSCAPE ARCHITECT	CHATHAM & 3RD
5	INTERIOR DESIGNER	CHATHAM & 3RD
6	PAINTER	CHATHAM & 3RD
7	PLUMBER	CHATHAM & 3RD
8	ELECTRICIAN	CHATHAM & 3RD
9	MECHANICAL ENGINEER	CHATHAM & 3RD
10	GENERAL CONTRACTOR	CHATHAM & 3RD

**cotter**  
ARCHITECTS

1000 N. 10TH ST. SUITE 100, DENVER, CO 80202  
TEL: 303.733.1111 FAX: 303.733.1112  
WWW.COTTERARCHITECTS.COM

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1000 N. 10TH ST. SUITE 100, DENVER, CO 80202

STEVENSON FLATS DEVELOPMENT  
CORPORATION

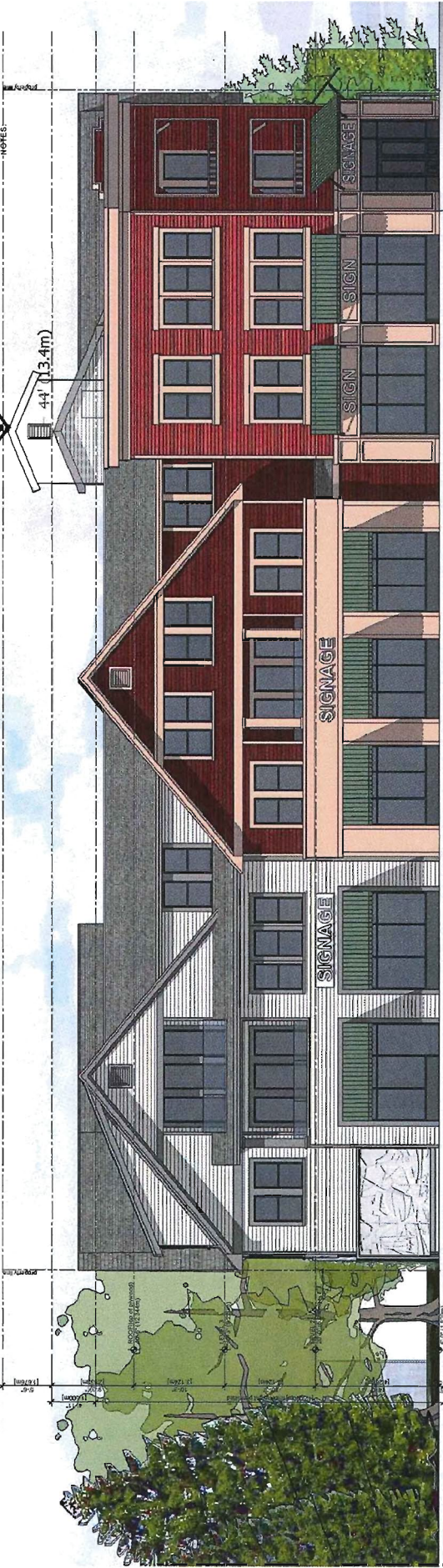
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MIXED USE DEVELOPMENT  
1000 N. 10TH ST. SUITE 100, DENVER, CO 80202

DATE	10/15/2014
BY	CHATHAM & 3RD
REVISION	10/15/2014
BY	CHATHAM & 3RD
REVISION	10/15/2014
BY	CHATHAM & 3RD
REVISION	10/15/2014
BY	CHATHAM & 3RD
REVISION	10/15/2014
BY	CHATHAM & 3RD
REVISION	10/15/2014

Attachment D



OPTIONAL  
ELEVATOR



1 SOUTH ELEVATION  
1/8"=1'-0"

CHATHAM STREET

OPTIONAL  
ELEVATOR



2 WEST ELEVATION  
1/8"=1'-0"

1	OWNER	STEVESON FLATS DEVELOPMENT CORPORATION
2	ARCHITECT	COTTER ARCHITECTS
3	DATE	10/1/2018
4	PROJECT	CHATHAM & 3RD
5	LOCATION	1000 N. CHATHAM STREET, SUITE 100, CHATHAM, NC 27513
6	SCALE	1/8"=1'-0"
7	DATE	10/1/2018
8	BY	ARCHITECT
9	REVISION	1.0
10	REVISION	1.0
11	REVISION	1.0
12	REVISION	1.0
13	REVISION	1.0
14	REVISION	1.0
15	REVISION	1.0
16	REVISION	1.0
17	REVISION	1.0
18	REVISION	1.0
19	REVISION	1.0
20	REVISION	1.0

**cotter**  
ARCHITECTS  
4215 - 11115 10th St. S. Suite 100, Chatham, NC 27513  
Tel: 704.722.1111 Fax: 704.722.1112 Email: info@cotterarchitects.com  
Web: www.cotterarchitects.com

CHATHAM & 3RD  
RESIDENTIAL COMMERCIAL  
MIXED-USE DEVELOPMENT  
1000 N. CHATHAM STREET  
CHATHAM, NC

OWNER  
Stevenson Flats Development Corporation

DATE  
10/1/2018

PROJECT  
CHATHAM & 3RD

LOCATION  
1000 N. CHATHAM STREET, SUITE 100, CHATHAM, NC 27513

SCALE  
1/8"=1'-0"

DATE  
10/1/2018

BY  
ARCHITECT

REVISION  
1.0

REVISION  
1.0

REVISION  
1.0

REVISION  
1.0

REVISION  
1.0



NOTES:

OPTIONAL  
ELEVATOR



OPTIONAL  
ELEVATOR

3RD AVENUE

1 EAST ELEVATION  
34'6" x 1'-0"



REAR LANE

2 NORTH ELEVATION  
34'6" x 1'-0"

1	GENERAL NOTES
2	SECTION 1: EXTERIOR FINISHES
3	SECTION 2: INTERIOR FINISHES
4	SECTION 3: MECHANICAL
5	SECTION 4: ELECTRICAL
6	SECTION 5: PLUMBING
7	SECTION 6: ROOFING
8	SECTION 7: LANDSCAPE
9	SECTION 8: SIGNAGE
10	SECTION 9: SPECIALTIES
11	SECTION 10: ACCESSIBILITY
12	SECTION 11: SUSTAINABILITY
13	SECTION 12: SECURITY
14	SECTION 13: FURNITURE
15	SECTION 14: EQUIPMENT
16	SECTION 15: FINISHES
17	SECTION 16: MATERIALS
18	SECTION 17: CONSTRUCTION
19	SECTION 18: MAINTENANCE
20	SECTION 19: OPERATIONS
21	SECTION 20: SCHEDULE

**cotter**  
ARCHITECTS  
4225 - 13TH AVENUE, SUITE 100, DENVER, CO 80202  
TEL: 303.733.1111 FAX: 303.733.1112  
WWW.COTTERARCHITECTS.COM

PROJECT:  
CHATHAM & 3RD  
RESIDENTIAL/COMMERCIAL  
MIXED-USE DEVELOPMENT  
307 Chatham Street  
Aurora, CO

CLIENT:  
Stevenson Flats Development  
Corporation  
10000 E. 10th Avenue, Suite 100, Aurora, CO 80010  
TEL: 303.733.1111 FAX: 303.733.1112  
WWW.STEVENSONFLATS.COM

DATE: 10/11/17  
DRAWN BY: JAC  
CHECKED BY: JAC  
DATE: 10/11/17  
SCALE: 1/8" = 1'-0"

PROJECT NAME:  
CHATHAM & 3RD  
RESIDENTIAL/COMMERCIAL  
MIXED-USE DEVELOPMENT  
307 Chatham Street  
Aurora, CO

DRAWING NO.:  
A-202





PLN - 241

1	ARCHITECT	CHATHAM & 3RD
2	PROJECT	STEVENSON FLATS DEVELOPMENT
3	LOCATION	1417 CHATHAM STREET, SEVENSON, MD 21155
4	DATE	10/15/2015
5	SCALE	1/8" = 1'-0"
6	BY	J. CHATHAM
7	CHECKED BY	J. CHATHAM
8	APPROVED BY	J. CHATHAM
9	DATE	10/15/2015
10	PROJECT NO.	1417 CHATHAM STREET
11	CLIENT	STEVENSON FLATS DEVELOPMENT CORPORATION
12	PROJECT NO.	1417 CHATHAM STREET
13	PROJECT NO.	1417 CHATHAM STREET
14	PROJECT NO.	1417 CHATHAM STREET
15	PROJECT NO.	1417 CHATHAM STREET
16	PROJECT NO.	1417 CHATHAM STREET
17	PROJECT NO.	1417 CHATHAM STREET
18	PROJECT NO.	1417 CHATHAM STREET
19	PROJECT NO.	1417 CHATHAM STREET
20	PROJECT NO.	1417 CHATHAM STREET

1	ARCHITECT	CHATHAM & 3RD
2	PROJECT	STEVENSON FLATS DEVELOPMENT
3	LOCATION	1417 CHATHAM STREET, SEVENSON, MD 21155
4	DATE	10/15/2015
5	SCALE	1/8" = 1'-0"
6	BY	J. CHATHAM
7	CHECKED BY	J. CHATHAM
8	APPROVED BY	J. CHATHAM
9	DATE	10/15/2015
10	PROJECT NO.	1417 CHATHAM STREET
11	CLIENT	STEVENSON FLATS DEVELOPMENT CORPORATION
12	PROJECT NO.	1417 CHATHAM STREET
13	PROJECT NO.	1417 CHATHAM STREET
14	PROJECT NO.	1417 CHATHAM STREET
15	PROJECT NO.	1417 CHATHAM STREET
16	PROJECT NO.	1417 CHATHAM STREET
17	PROJECT NO.	1417 CHATHAM STREET
18	PROJECT NO.	1417 CHATHAM STREET
19	PROJECT NO.	1417 CHATHAM STREET
20	PROJECT NO.	1417 CHATHAM STREET



ELEVATIONS SHOWING EXISTING NEIGHBOURING TREES/HEDGES

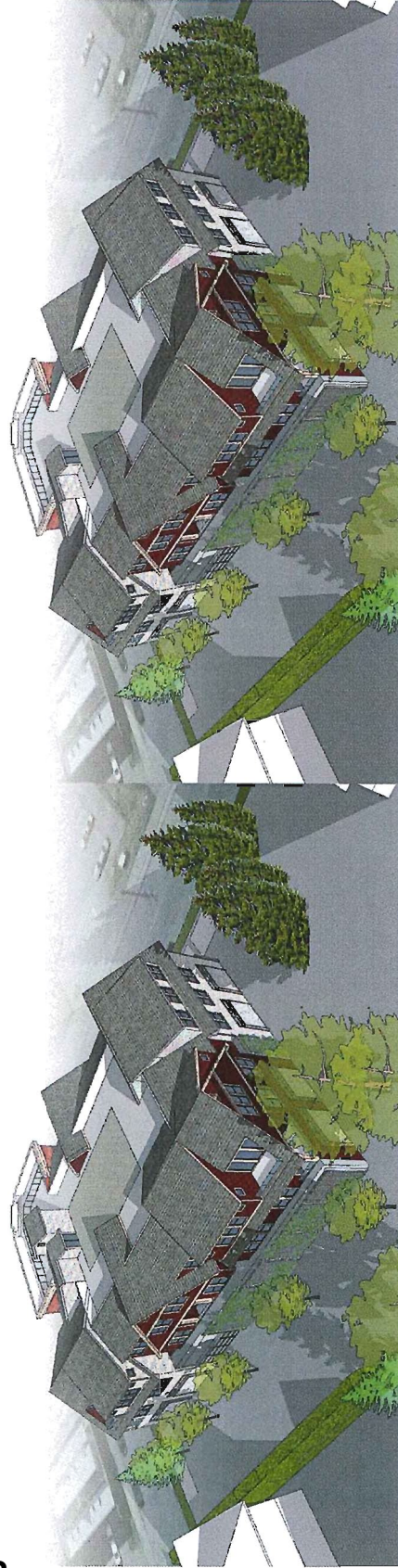


NOTE:



① SOUTH-EAST CORNER  
NTS

② SOUTH-WEST CORNER-without elevator overrun  
NTS



③ NORTH-EAST CORNER  
NTS

④ NORTH-WEST CORNER-without elevator overrun  
NTS

1	NOTES	PROPOSED NEW ARCHITECTURAL CONSTRUCTION
2	EXISTING	EXISTING ARCHITECTURAL CONSTRUCTION
3	DEMOLITION	DEMOLITION ARCHITECTURAL CONSTRUCTION
4	LANDSCAPE	LANDSCAPE ARCHITECTURAL CONSTRUCTION
5	UTILITIES	UTILITIES ARCHITECTURAL CONSTRUCTION
6	PAVING	PAVING ARCHITECTURAL CONSTRUCTION
7	WATER	WATER ARCHITECTURAL CONSTRUCTION
8	SEWER	SEWER ARCHITECTURAL CONSTRUCTION
9	STREET LIGHTS	STREET LIGHTS ARCHITECTURAL CONSTRUCTION
10	TRUCKS	TRUCKS ARCHITECTURAL CONSTRUCTION
11	VEHICLES	VEHICLES ARCHITECTURAL CONSTRUCTION
12	PEDESTRIANS	PEDESTRIANS ARCHITECTURAL CONSTRUCTION
13	BIKE RIDERS	BIKE RIDERS ARCHITECTURAL CONSTRUCTION
14	WALKERS	WALKERS ARCHITECTURAL CONSTRUCTION
15	SKATEBOARDERS	SKATEBOARDERS ARCHITECTURAL CONSTRUCTION
16	STREET ARTISTS	STREET ARTISTS ARCHITECTURAL CONSTRUCTION
17	STREET VENDORS	STREET VENDORS ARCHITECTURAL CONSTRUCTION
18	STREET MUSICIANS	STREET MUSICIANS ARCHITECTURAL CONSTRUCTION
19	STREET DANCERS	STREET DANCERS ARCHITECTURAL CONSTRUCTION
20	STREET ACTORS	STREET ACTORS ARCHITECTURAL CONSTRUCTION
21	STREET PERFORMERS	STREET PERFORMERS ARCHITECTURAL CONSTRUCTION
22	STREET ARTISTS	STREET ARTISTS ARCHITECTURAL CONSTRUCTION
23	STREET VENDORS	STREET VENDORS ARCHITECTURAL CONSTRUCTION
24	STREET MUSICIANS	STREET MUSICIANS ARCHITECTURAL CONSTRUCTION
25	STREET DANCERS	STREET DANCERS ARCHITECTURAL CONSTRUCTION
26	STREET ACTORS	STREET ACTORS ARCHITECTURAL CONSTRUCTION
27	STREET PERFORMERS	STREET PERFORMERS ARCHITECTURAL CONSTRUCTION
28	STREET ARTISTS	STREET ARTISTS ARCHITECTURAL CONSTRUCTION
29	STREET VENDORS	STREET VENDORS ARCHITECTURAL CONSTRUCTION
30	STREET MUSICIANS	STREET MUSICIANS ARCHITECTURAL CONSTRUCTION
31	STREET DANCERS	STREET DANCERS ARCHITECTURAL CONSTRUCTION
32	STREET ACTORS	STREET ACTORS ARCHITECTURAL CONSTRUCTION
33	STREET PERFORMERS	STREET PERFORMERS ARCHITECTURAL CONSTRUCTION
34	STREET ARTISTS	STREET ARTISTS ARCHITECTURAL CONSTRUCTION
35	STREET VENDORS	STREET VENDORS ARCHITECTURAL CONSTRUCTION
36	STREET MUSICIANS	STREET MUSICIANS ARCHITECTURAL CONSTRUCTION
37	STREET DANCERS	STREET DANCERS ARCHITECTURAL CONSTRUCTION
38	STREET ACTORS	STREET ACTORS ARCHITECTURAL CONSTRUCTION
39	STREET PERFORMERS	STREET PERFORMERS ARCHITECTURAL CONSTRUCTION
40	STREET ARTISTS	STREET ARTISTS ARCHITECTURAL CONSTRUCTION
41	STREET VENDORS	STREET VENDORS ARCHITECTURAL CONSTRUCTION
42	STREET MUSICIANS	STREET MUSICIANS ARCHITECTURAL CONSTRUCTION
43	STREET DANCERS	STREET DANCERS ARCHITECTURAL CONSTRUCTION
44	STREET ACTORS	STREET ACTORS ARCHITECTURAL CONSTRUCTION
45	STREET PERFORMERS	STREET PERFORMERS ARCHITECTURAL CONSTRUCTION
46	STREET ARTISTS	STREET ARTISTS ARCHITECTURAL CONSTRUCTION
47	STREET VENDORS	STREET VENDORS ARCHITECTURAL CONSTRUCTION
48	STREET MUSICIANS	STREET MUSICIANS ARCHITECTURAL CONSTRUCTION
49	STREET DANCERS	STREET DANCERS ARCHITECTURAL CONSTRUCTION
50	STREET ACTORS	STREET ACTORS ARCHITECTURAL CONSTRUCTION
51	STREET PERFORMERS	STREET PERFORMERS ARCHITECTURAL CONSTRUCTION
52	STREET ARTISTS	STREET ARTISTS ARCHITECTURAL CONSTRUCTION
53	STREET VENDORS	STREET VENDORS ARCHITECTURAL CONSTRUCTION
54	STREET MUSICIANS	STREET MUSICIANS ARCHITECTURAL CONSTRUCTION
55	STREET DANCERS	STREET DANCERS ARCHITECTURAL CONSTRUCTION
56	STREET ACTORS	STREET ACTORS ARCHITECTURAL CONSTRUCTION
57	STREET PERFORMERS	STREET PERFORMERS ARCHITECTURAL CONSTRUCTION
58	STREET ARTISTS	STREET ARTISTS ARCHITECTURAL CONSTRUCTION
59	STREET VENDORS	STREET VENDORS ARCHITECTURAL CONSTRUCTION
60	STREET MUSICIANS	STREET MUSICIANS ARCHITECTURAL CONSTRUCTION
61	STREET DANCERS	STREET DANCERS ARCHITECTURAL CONSTRUCTION
62	STREET ACTORS	STREET ACTORS ARCHITECTURAL CONSTRUCTION
63	STREET PERFORMERS	STREET PERFORMERS ARCHITECTURAL CONSTRUCTION
64	STREET ARTISTS	STREET ARTISTS ARCHITECTURAL CONSTRUCTION
65	STREET VENDORS	STREET VENDORS ARCHITECTURAL CONSTRUCTION
66	STREET MUSICIANS	STREET MUSICIANS ARCHITECTURAL CONSTRUCTION
67	STREET DANCERS	STREET DANCERS ARCHITECTURAL CONSTRUCTION
68	STREET ACTORS	STREET ACTORS ARCHITECTURAL CONSTRUCTION
69	STREET PERFORMERS	STREET PERFORMERS ARCHITECTURAL CONSTRUCTION
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71	STREET VENDORS	STREET VENDORS ARCHITECTURAL CONSTRUCTION
72	STREET MUSICIANS	STREET MUSICIANS ARCHITECTURAL CONSTRUCTION
73	STREET DANCERS	STREET DANCERS ARCHITECTURAL CONSTRUCTION
74	STREET ACTORS	STREET ACTORS ARCHITECTURAL CONSTRUCTION
75	STREET PERFORMERS	STREET PERFORMERS ARCHITECTURAL CONSTRUCTION
76	STREET ARTISTS	STREET ARTISTS ARCHITECTURAL CONSTRUCTION
77	STREET VENDORS	STREET VENDORS ARCHITECTURAL CONSTRUCTION
78	STREET MUSICIANS	STREET MUSICIANS ARCHITECTURAL CONSTRUCTION
79	STREET DANCERS	STREET DANCERS ARCHITECTURAL CONSTRUCTION
80	STREET ACTORS	STREET ACTORS ARCHITECTURAL CONSTRUCTION
81	STREET PERFORMERS	STREET PERFORMERS ARCHITECTURAL CONSTRUCTION
82	STREET ARTISTS	STREET ARTISTS ARCHITECTURAL CONSTRUCTION
83	STREET VENDORS	STREET VENDORS ARCHITECTURAL CONSTRUCTION
84	STREET MUSICIANS	STREET MUSICIANS ARCHITECTURAL CONSTRUCTION
85	STREET DANCERS	STREET DANCERS ARCHITECTURAL CONSTRUCTION
86	STREET ACTORS	STREET ACTORS ARCHITECTURAL CONSTRUCTION
87	STREET PERFORMERS	STREET PERFORMERS ARCHITECTURAL CONSTRUCTION
88	STREET ARTISTS	STREET ARTISTS ARCHITECTURAL CONSTRUCTION
89	STREET VENDORS	STREET VENDORS ARCHITECTURAL CONSTRUCTION
90	STREET MUSICIANS	STREET MUSICIANS ARCHITECTURAL CONSTRUCTION
91	STREET DANCERS	STREET DANCERS ARCHITECTURAL CONSTRUCTION
92	STREET ACTORS	STREET ACTORS ARCHITECTURAL CONSTRUCTION
93	STREET PERFORMERS	STREET PERFORMERS ARCHITECTURAL CONSTRUCTION
94	STREET ARTISTS	STREET ARTISTS ARCHITECTURAL CONSTRUCTION
95	STREET VENDORS	STREET VENDORS ARCHITECTURAL CONSTRUCTION
96	STREET MUSICIANS	STREET MUSICIANS ARCHITECTURAL CONSTRUCTION
97	STREET DANCERS	STREET DANCERS ARCHITECTURAL CONSTRUCTION
98	STREET ACTORS	STREET ACTORS ARCHITECTURAL CONSTRUCTION
99	STREET PERFORMERS	STREET PERFORMERS ARCHITECTURAL CONSTRUCTION
100	STREET ARTISTS	STREET ARTISTS ARCHITECTURAL CONSTRUCTION

**cotter**  
ARCHITECTS  
8229 - 11300 NO. 3 ROAD, RICHMOND, BC V7A 1P7  
TEL: 604.271.1130 FAX: 604.271.1131 EMAIL: info@cotterarchitects.com  
WWW.COTTERARCHITECTS.COM

PROJECT:  
CHATHAM & 3RD  
RESIDENTIAL/COMMERCIAL  
MIXED USE DEVELOPMENT  
3411 Chatham Street  
Richmond, BC

CLIENT:  
Stevenson Flats Development  
Corporation

DATE:  
1/10/2012

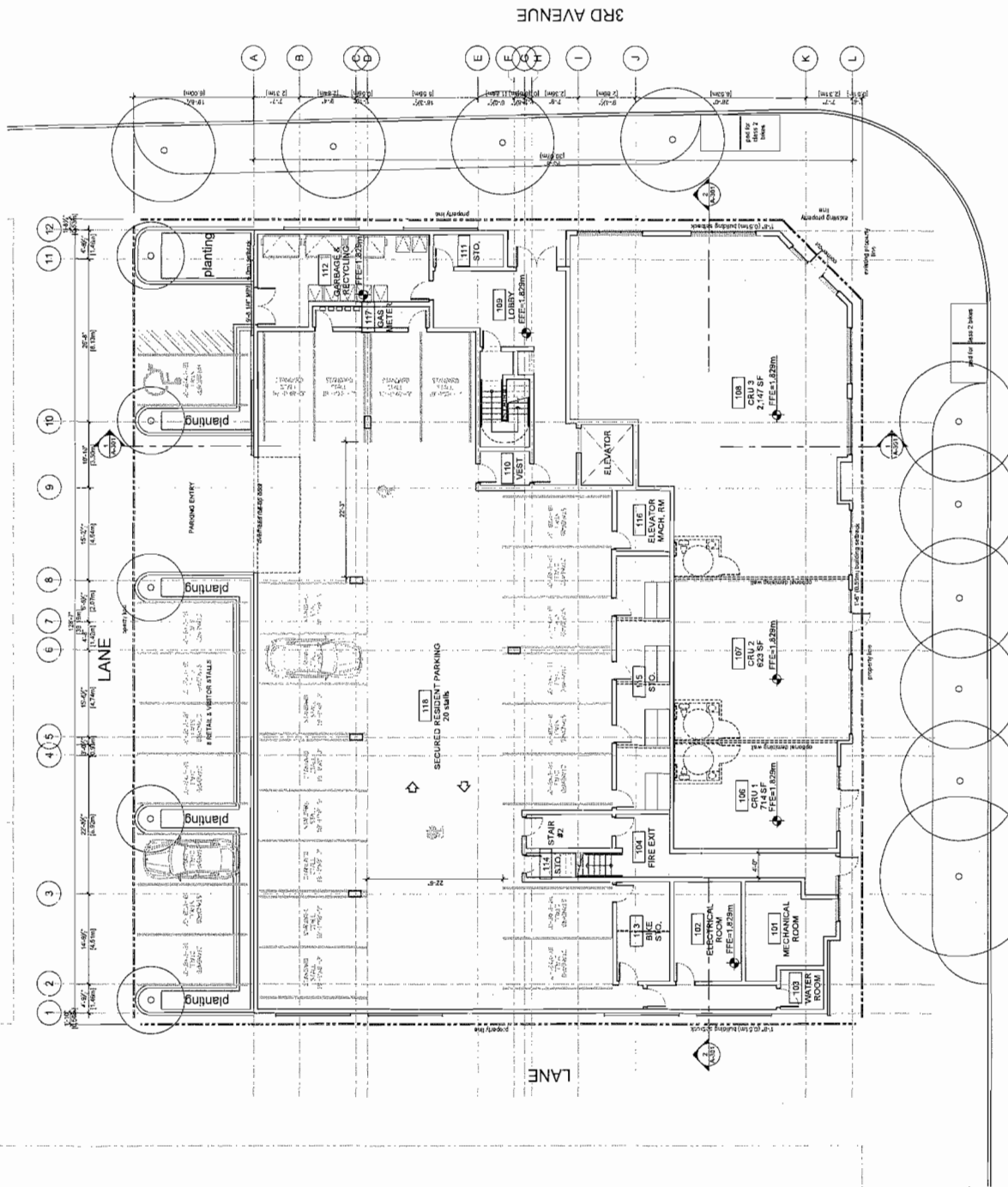
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96. 1/10/2012  
97. 1/10/2012  
98. 1/10/2012  
99. 1/10/2012  
100. 1/10/2012

PERSPECTIVES

DATE: 1/10/2012  
DRAWN BY: A-911a  
CHECKED BY: [Signature]  
SCALE: 1/8" = 1'-0"

NOTES:

PLN - 243



1 LEVEL 1  
158'-11 1/2"

A-111

1	ARCHITECT	CHATHAM & 3RD
2	DESIGNER	RESIDENTIAL/COMMERCIAL
3	ENGINEER	MIXED USE DEVELOPMENT
4	PLANNING	
5	LANDSCAPE ARCHITECT	
6	INTERIOR DESIGNER	
7	MECHANICAL ENGINEER	
8	ELECTRICAL ENGINEER	
9	CIVIL ENGINEER	
10	STRUCTURAL ENGINEER	
11	ENVIRONMENTAL ENGINEER	
12	SAFETY ENGINEER	

**cotter**  
ARCHITECTS

4000  
REVERSON FLATS DEVELOPMENT  
CORPORATION

CHATHAM & 3RD  
RESIDENTIAL/COMMERCIAL  
MIXED USE DEVELOPMENT

4000  
REVERSON FLATS DEVELOPMENT  
CORPORATION

4000  
REVERSON FLATS DEVELOPMENT  
CORPORATION

4000  
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CORPORATION

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CORPORATION

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REVERSON FLATS DEVELOPMENT  
CORPORATION

4000  
REVERSON FLATS DEVELOPMENT  
CORPORATION

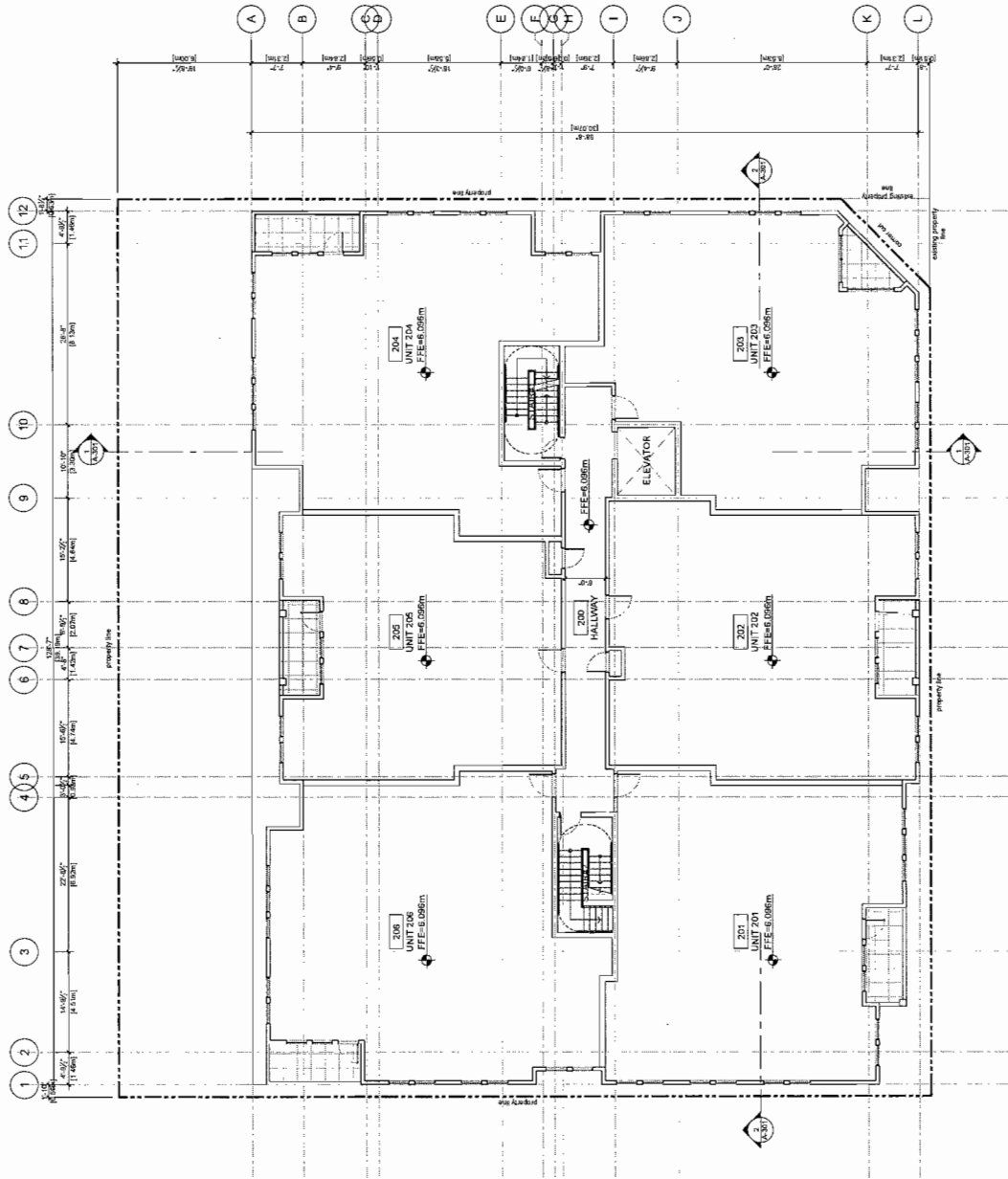
4000  
REVERSON FLATS DEVELOPMENT  
CORPORATION

4000  
REVERSON FLATS DEVELOPMENT  
CORPORATION

4000  
REVERSON FLATS DEVELOPMENT  
CORPORATION



NOTES:



PLN - 244

1	PROPOSED LEVEL 2 EXISTING CONDITIONS
2	PROPOSED LEVEL 2 EXISTING CONDITIONS
3	PROPOSED LEVEL 2 EXISTING CONDITIONS
4	PROPOSED LEVEL 2 EXISTING CONDITIONS
5	PROPOSED LEVEL 2 EXISTING CONDITIONS
6	PROPOSED LEVEL 2 EXISTING CONDITIONS
7	PROPOSED LEVEL 2 EXISTING CONDITIONS
8	PROPOSED LEVEL 2 EXISTING CONDITIONS
9	PROPOSED LEVEL 2 EXISTING CONDITIONS
10	PROPOSED LEVEL 2 EXISTING CONDITIONS
11	PROPOSED LEVEL 2 EXISTING CONDITIONS
12	PROPOSED LEVEL 2 EXISTING CONDITIONS

**cotter**  
ARCHITECTS

4215-13300 RD 5 ROAD RICHMOND, BC V7A 1T7  
TEL: 604.271.1111 FAX: 604.271.1112  
WWW.COTTERARCHITECTS.COM

PROJECT:  
CHATHAM & 3RD  
RESIDENTIAL/COMMERCIAL  
MIXED USE DEVELOPMENT  
1111 CHATHAM STREET  
VANCOUVER, BC

CLIENT:  
Stevenson Flats Development  
Corporation

DESIGNED BY: JAMES H. HALL, M.A.S.C., M.A.S.T.A.  
CHECKED BY: JAMES H. HALL, M.A.S.C., M.A.S.T.A.  
DATE: 09/11/14

PROJECT NO.	1414
DATE	09/11/14
SCALE	1/8" = 1'-0"
BY	JHH
CHECKED	JHH
DATE	09/11/14

LEVEL 2 FLOOR PLAN

1 LEVEL 2  
1/8" = 1'-0"



A-112

REV.

PROJ. NO. 1414, DATE 09/11/14, SCALE 1/8" = 1'-0"

NOTES:

1	REVISION	DATE	DESCRIPTION
2	REVISION	DATE	DESCRIPTION
3	REVISION	DATE	DESCRIPTION
4	REVISION	DATE	DESCRIPTION
5	REVISION	DATE	DESCRIPTION
6	REVISION	DATE	DESCRIPTION
7	REVISION	DATE	DESCRIPTION
8	REVISION	DATE	DESCRIPTION
9	REVISION	DATE	DESCRIPTION
10	REVISION	DATE	DESCRIPTION
11	REVISION	DATE	DESCRIPTION
12	REVISION	DATE	DESCRIPTION

**cotter**  
ARCHITECTS

4135-1139RD S ROAD, HEMLOCK BC V7A1J7  
TEL: 604-273-1139 FAX: 604-273-1138  
WWW.COTTERARCHITECTS.COM

**PROJECT:**  
CHATHAM & 3RD  
RESIDENTIAL COMMERCIAL  
MIXED USE DEVELOPMENT  
411 CAMPUS STREET  
VANCOUVER BC

**CLIENT:**  
Stevenson Flats Development  
Corporation

**DESIGNER:**  
COTTER ARCHITECTS  
4135-1139RD S ROAD, HEMLOCK BC V7A1J7  
TEL: 604-273-1139 FAX: 604-273-1138  
WWW.COTTERARCHITECTS.COM

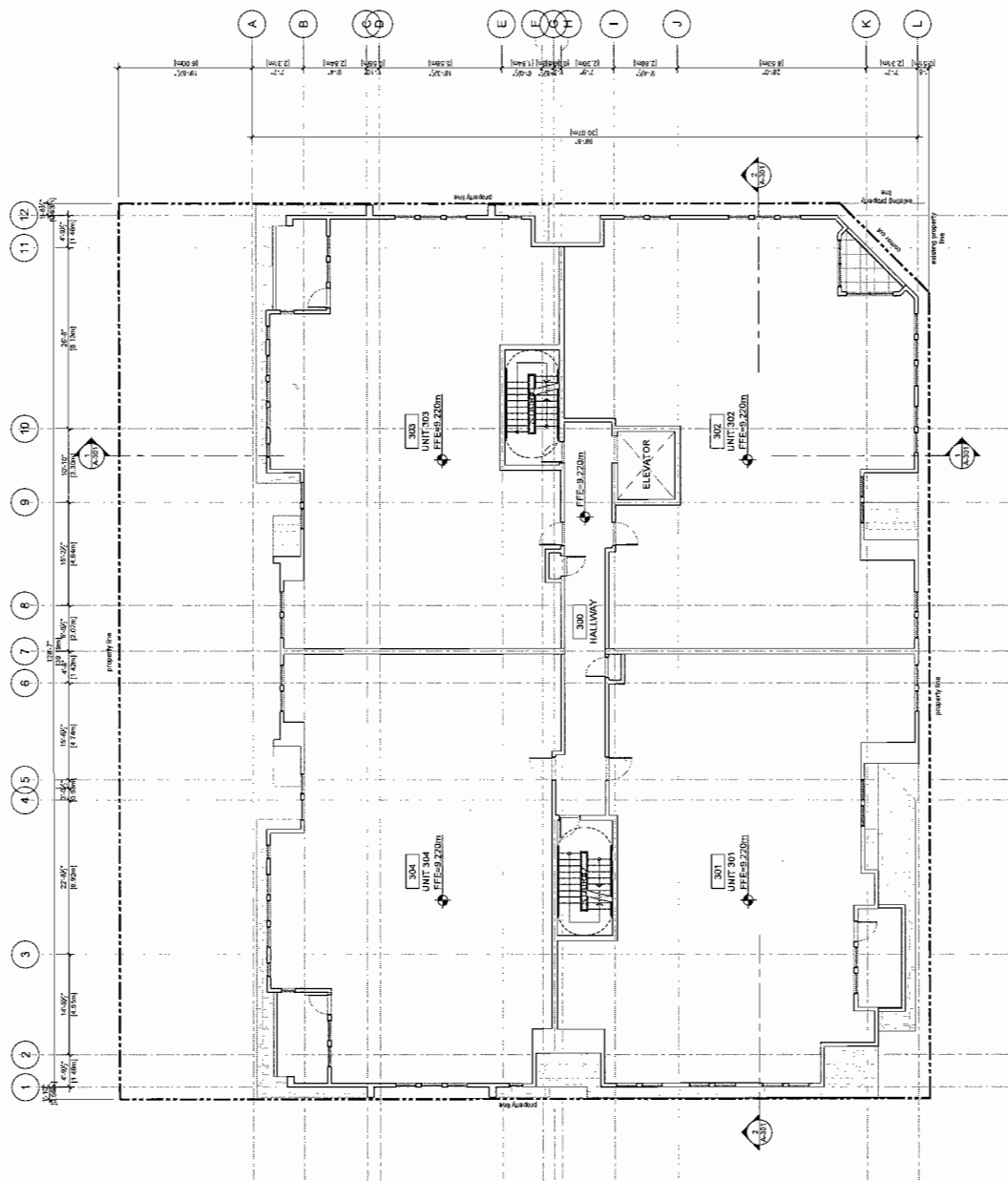
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DATE:	DATE:	DATE:	DATE:

**SHEET TITLE:**  
LEVEL 3 FLOOR PLAN

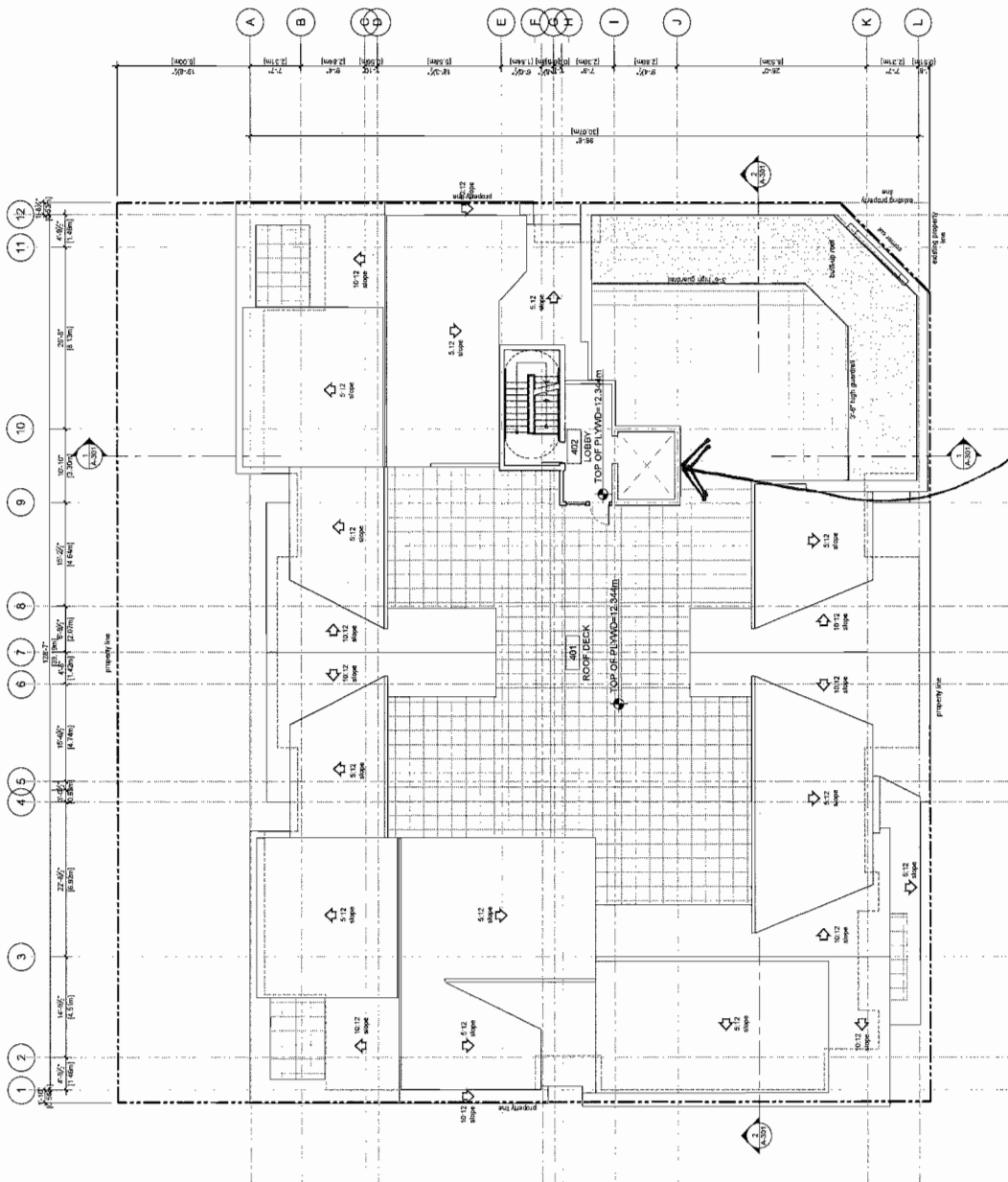


**DATE:**  
A-113

**LEVEL 3**  
1/8" = 1'-0"



NOTES:



OPTIONAL  
ELEVATOR

PLN - 246

1	MEET	CONSTRUCTION ACTION COMMENTS
2	MEET	CONSTRUCTION ACTION COMMENTS
3	MEET	CONSTRUCTION ACTION COMMENTS
4	MEET	CONSTRUCTION ACTION COMMENTS
5	MEET	CONSTRUCTION ACTION COMMENTS
6	MEET	CONSTRUCTION ACTION COMMENTS
7	MEET	CONSTRUCTION ACTION COMMENTS
8	MEET	CONSTRUCTION ACTION COMMENTS
9	MEET	CONSTRUCTION ACTION COMMENTS
10	MEET	CONSTRUCTION ACTION COMMENTS
11	MEET	CONSTRUCTION ACTION COMMENTS
12	MEET	CONSTRUCTION ACTION COMMENTS

**cotter**  
ARCHITECTS

4215 - 1330 NO 5 ROAD, RICHMOND, BC V6V 5Z7  
Tel: 604.273.1111 Fax: 604.273.1112  
www.cotterarchitects.com

PROJECT:  
CHATHAM & 3RD  
RESIDENTIAL/COMMERCIAL  
MIXED USE DEVELOPMENT  
3411 Chatham Street  
Richmond BC

OWNER:  
Recession Fabs Development  
Corporation

DESIGNED BY:  
DATE: 1/18/14  
SCALE: 1/8" = 1'-0"

DATE: 1/18/14  
SHEET: 10/14

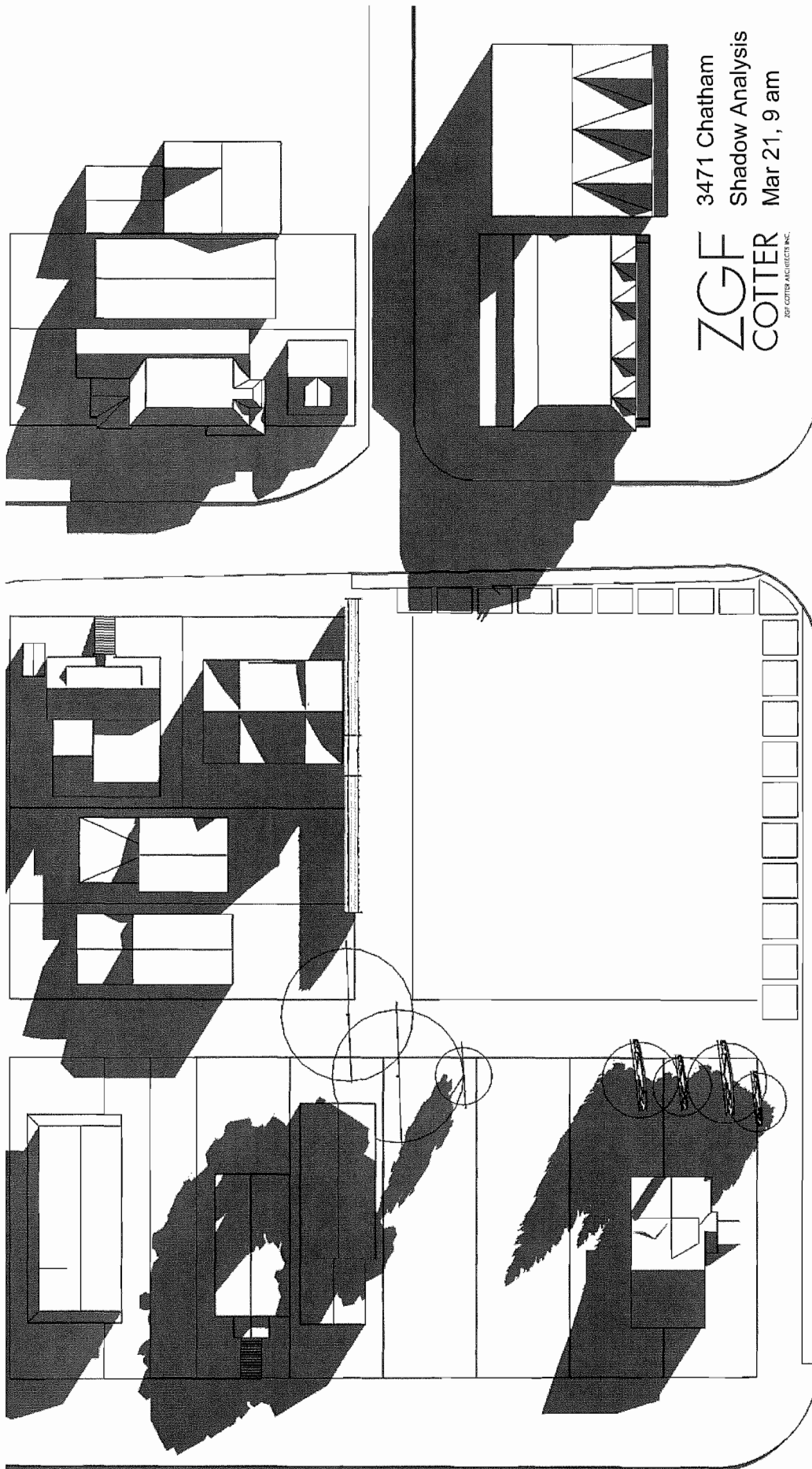
ROOF DECK FLOOR PLAN

1 ROOF DECK  
1/8" = 1'-0"

A-114

REV.

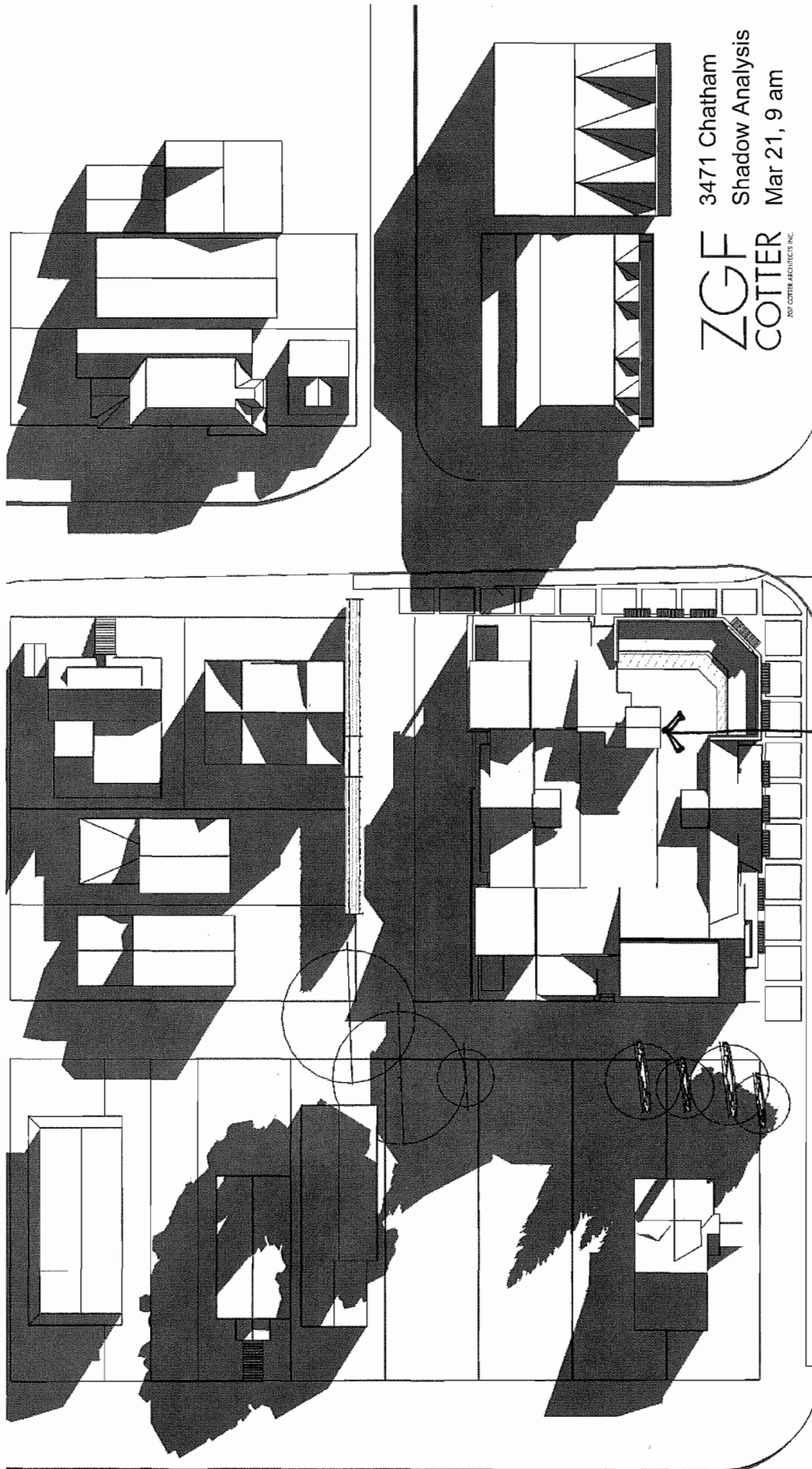




3471 Chatham  
Shadow Analysis  
Mar 21, 9 am

ZGF  
COTTER  
ZGF COTTER ARCHITECTS INC.

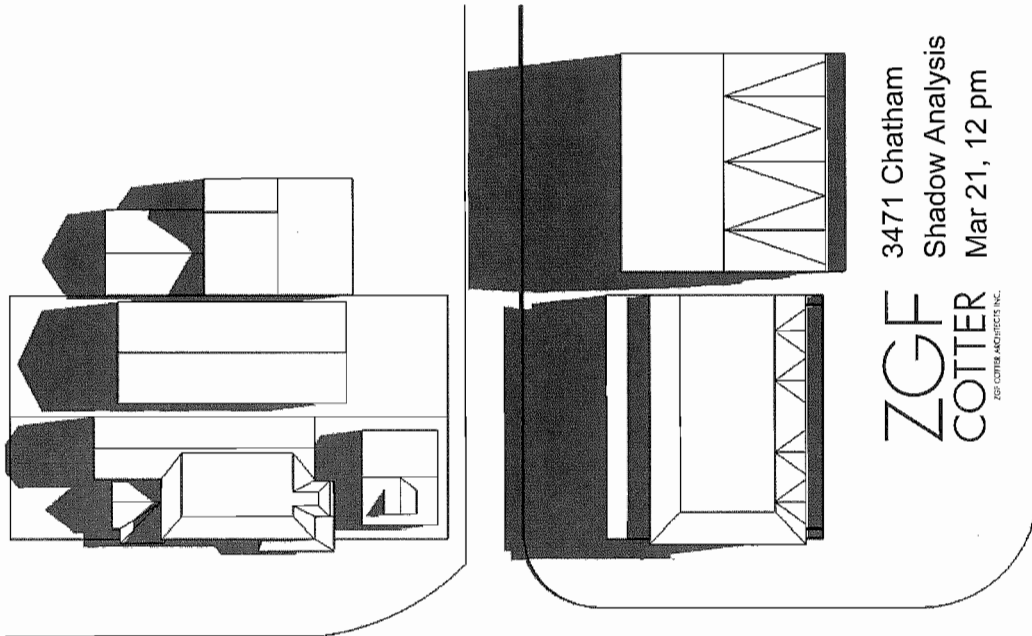
EXISTING



3471 Chatham  
Shadow Analysis  
Mar 21, 9 am  
ZGF  
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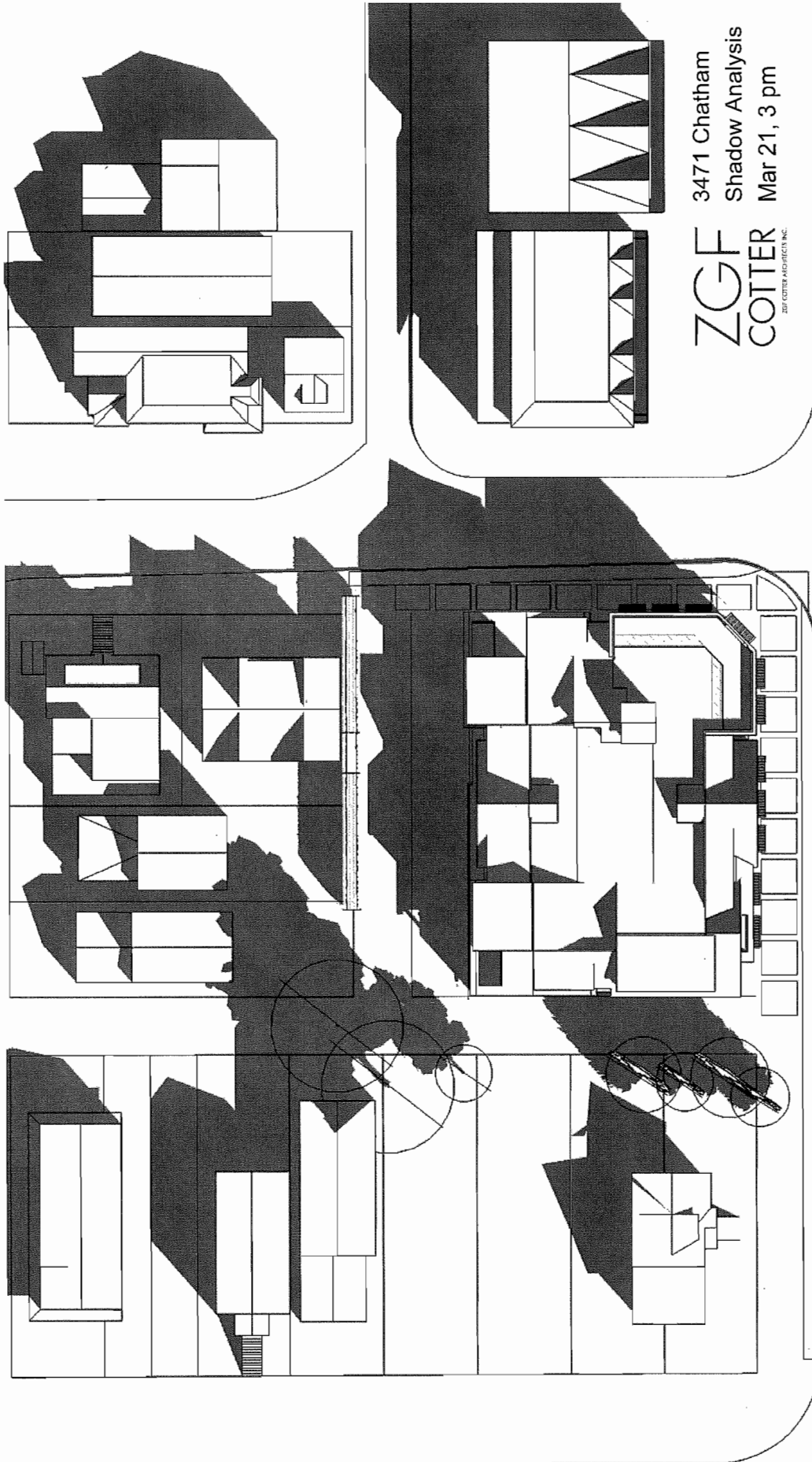
PROPOSED

OPTIONAL  
ELEVATOR  
(TYP.)

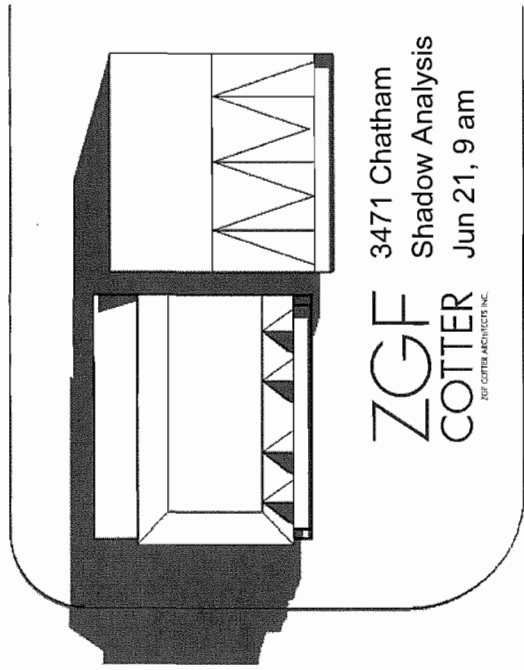
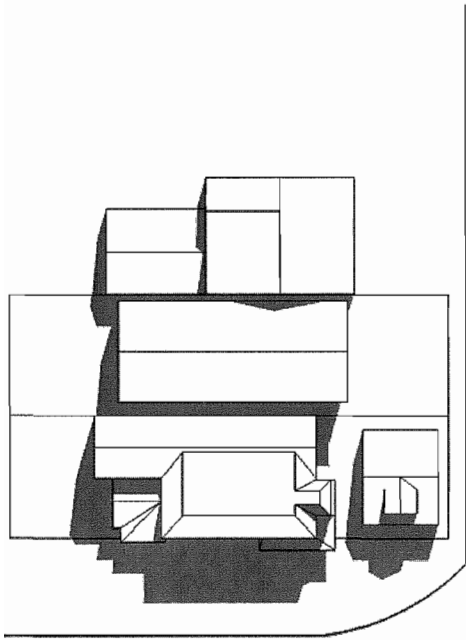
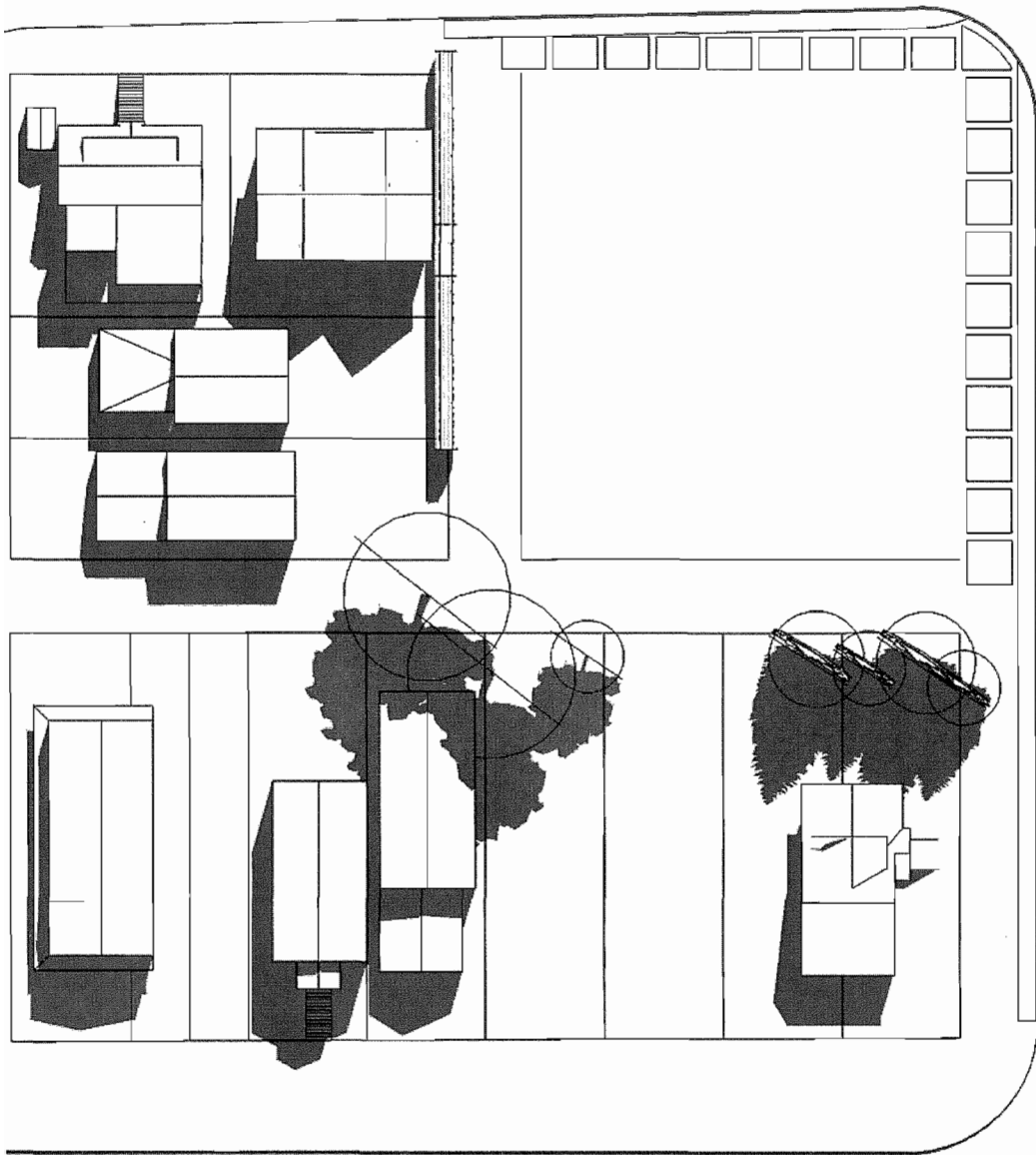


3471 Chatham  
Shadow Analysis  
Mar 21, 12 pm

ZGF  
COTTER  
2010 COTTER ARCHITECTS INC.



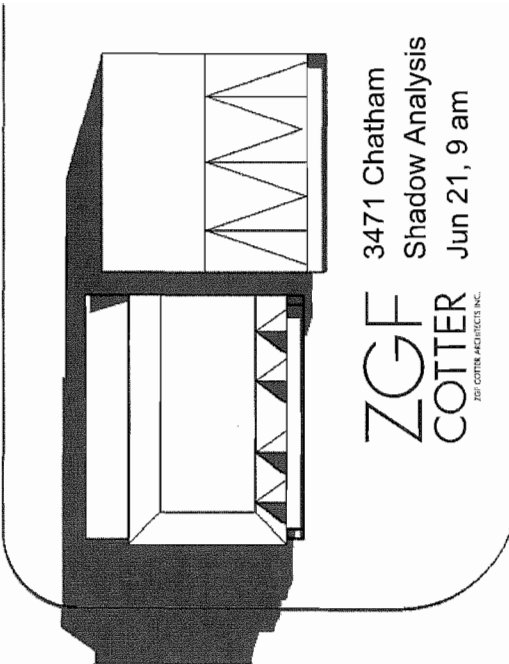
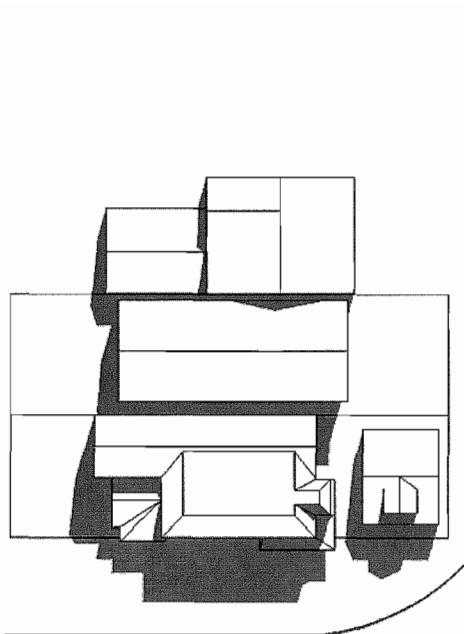




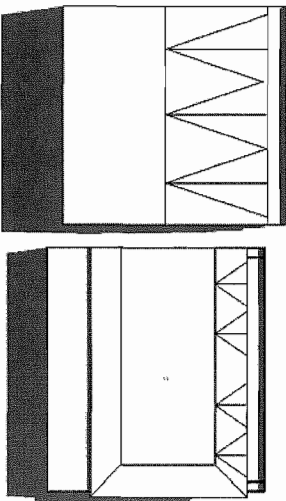
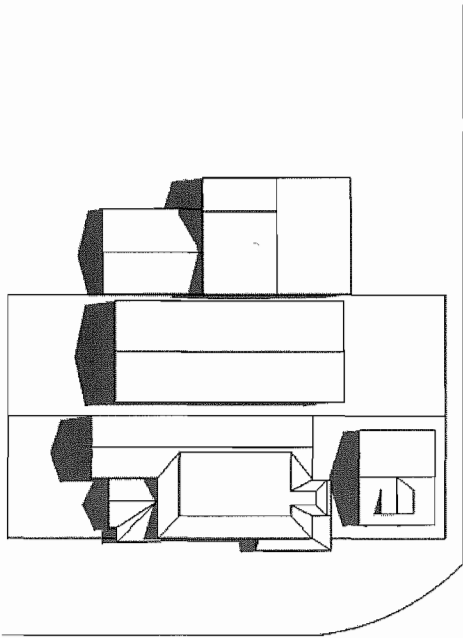
3471 Chatham  
Shadow Analysis  
Jun 21, 9 am

ZGF  
COTTER  
ZGF COTTER ARCHITECTS INC.

EXISTING

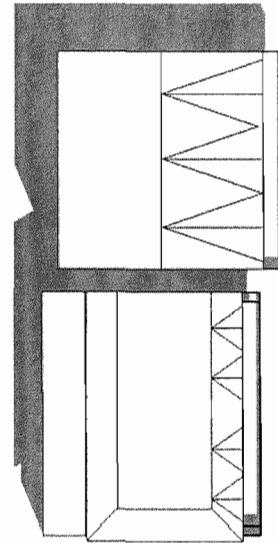
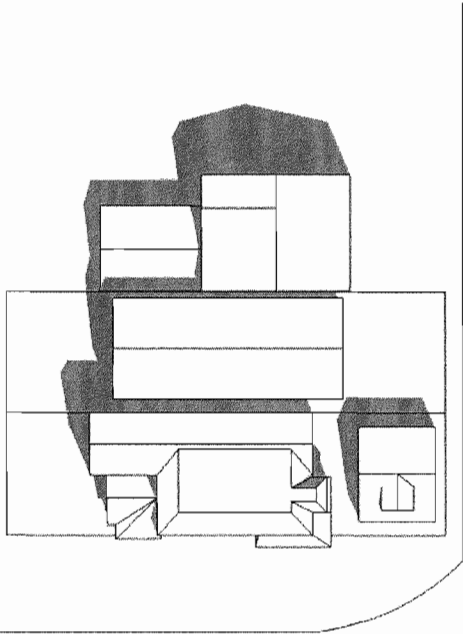


PROPOSED



3471 Chatham  
Shadow Analysis  
Jun 21, 12 pm

ZGF  
COTTER  
ZGF COTTER AND PARTNERS, INC.



3471 Chatham  
Shadow Analysis  
Jun 21, 3 pm

**ZGF**  
**COTTER**  
ZGF COTTER ARCHITECTS, INC.



**Address:** 3471 Chatham Street

**File No.:** RZ 13-643436

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9138, the developer is required to complete the following:**

1. Register a 4 m x 4 m corner cut road dedication at the southeast corner of the site (as per approved HA 13-641865).
2. Register a flood indemnity covenant on title.
3. Enter into a legal agreement that identifies the building as a mixed use building indicating that they are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and noise generated from HVAC units will comply with the City's Noise Bylaw.
4. Enter into a legal agreement to prohibit the conversion of bicycle parking area into habitable space (e.g. storage) and requiring that the rooms remain available for shared common use for the sole purpose of bicycle storage.
5. Enter into a legal agreement to ensure the shared use of residential visitor and commercial parking spaces and prohibiting assignment of any of these parking spaces to a particular unit or user.
6. Enter into a legal agreement to ensure the provision of electric vehicle charging features: a minimum of 20% of parking stalls to be provided with a 120V receptacle to accommodate electric vehicle charging equipment; and an additional 25% of parking stalls to be constructed to accommodate the future installation of electric vehicle charging equipment (e.g. pre-ducted for future wiring).
7. Enter into a legal agreement requiring the owner to maintain landscaping in the portion of the north-south unconstructed lane adjacent to the subject property as if it were a City boulevard.
8. Submit confirmation of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be protected off-site. 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.
9. Install appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
10. Voluntarily contribute \$4.00 per buildable square foot of residential floor area to the City's affordable housing strategy (e.g. \$86,992).
11. Voluntarily contribute \$47.00 per buildable square foot of floor area for the density increase from 1.2 to 1.6 FAR (e.g. 0.4 FAR) as per Steveston Village Heritage Conservation Grant Program Policy 5900 (e.g. \$ 296,476). In accordance with the policy, the contribution is reduced by the amount of the Affordable Housing contribution (e.g. total payable of \$209,484).
12. Provide on-site indoor amenity space in accordance with the OCP, or contribute cash-in-lieu in accordance with Council Policy 5041 (e.g. \$10,000 for 10 apartments).
13. Voluntarily participate in the City's Public Art Program through the installation of the artwork onsite or contribute cash-in-lieu in the amount of \$0.77 per buildable square foot of residential floor area and \$0.41 per buildable square foot of commercial floor area (e.g. cash-in-lieu amount of \$18,175). A security will be held in the cash-in-lieu amount and returned to the developer upon completion of the following:
  - a) Installation of at least 9 of the panels by artist Leonard Epp, along with a didactic panel on the building facades.
  - b) A transfer of all of the artist's right, title and interest in the Public Art to the Strata, including a transfer of joint, worldwide copyright, in a form satisfactory to the Director, Arts, Culture and Heritage Services, executed by the owner and delivered to the Strata within 30 days of the date on which the Public Art is installed.

- c) Submission of the Final Report to the City and the Strata promptly after completion of the installation of the Public Art. The Final Report" means a final report in form and content satisfactory to the Director of Development and Director, Arts, Culture and Heritage which describes, among other things, the Public Art, the siting of the Public Art, a brief biography of the artist, the artist's statement on the Public Art, and such other details as the Director of Development and Director, Arts, Culture and Heritage, in their sole discretion, may request, which final report will include enclosures as follows:
- i. maintenance plan for the Public Art; and
  - ii. 12 high resolution images in digital format of the Public Art showing it in context and revealing significant details.
14. Submit a Development Permit\* and Heritage Alteration Permit\* completed to a level deemed acceptable by the Director of Development.
15. Enter into a Servicing Agreement\* for the design and construction of road and infrastructure works, including, but may not be limited to:
- a) Chatham Street and 3rd Avenue improvements – New concrete sidewalk at the property line and 2.5 m wide grass boulevards with street tree planting behind existing curb. The sidewalks are to occupy the remaining right-of-way between the boulevard and the property line. Works to extend across both frontages and west lane right-of-way, including removal of existing driveways and installation of barrier curb with gutter and installation of a low fence behind the Chatham Street sidewalk at the west edge of the site. Concrete pads and bicycle racks for class 2 short-term bicycle parking are to be provided in the boulevards: on 3rd Avenue within 15 m of the residential lobby and on Chatham Street approximately mid way among the commercial units.  
Should Council adopt streetscape visions for Bayview and Chatham Streets prior to the adoption of the subject rezoning, the frontage improvements above shall be adjusted, if necessary, to be in keeping with Streetscape Visions for Bayview and Chatham Streets as approved by Council.
  - b) Lane improvements – Reconstruct the existing east-west lane along the north property line of the site, including the driveway crossing on 3rd Avenue, to City lane design standards (Min. 5.4 m wide pavement). Ensure the unbuilt north-south lane right-of-way along the west property line of the site is cleaned up, levelled and planted with ground cover (Maximum 0.3 m to 0.9 m mature height).
  - c) Storm sewer improvements – Provide a new storm sewer (200 mm diameter) for the rear lane located along the north property line, including a new manhole to connect to the existing 3rd Avenue storm sewer.
  - d) Sanitary sewer improvements – Upgrade the existing sanitary sewer in the rear lane from 150 mm to 200 mm diameter from manhole SMH5503 to the centre of 3rd Avenue (Approximately 55 m length), including a new manhole to connect to the existing system.
  - e) Water distribution improvements –
    - i. Design and construct a new water main along 3rd Avenue (200 mm diameter) from the existing 300 mm diameter Chatham Street water main to the existing water main along Broadway Street (Approximately 105 m length).
    - ii. The City will pay for the construction of the portion of new water main along 3rd Avenue (200 mm diameter) from the north edge of the rear lane to the existing water main along Broadway Street (Approximately 45 m length).
  - f) Fire Hydrant improvements – Provide a new fire hydrant along 3rd Avenue, spaced as per City standards.
  - g) Private Utilities –
    - i. Developer to provide private utility companies rights-of-ways to accommodate any above ground equipment (e.g. transformers, kiosks, cabinets) and future under-grounding of overhead lines.
    - ii. Existing BC Hydro poles along 3rd Avenue may conflict with the required frontage improvements. Alteration and relocation of any private utilities will be at the Developer's cost.
    - iii. If BC Hydro requires a new PMT to service this development, it is required to be located on the subject site. Please note that BC Hydro had indicated that the proposed site may require a PMT for the proposed mixed use development, they prefer PMT to be installed near the electrical room, and that the developer has not provided electrical details/information to them at this stage.
    - iv. It is recommended that the developer coordinate with the private utility companies to learn of their requirements.

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

1. Provide an acoustical report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. 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

2. Provide a landscaping security (in an amount based on a cost estimate sealed by a registered Landscape Architect for materials, installation and a 10% contingency).

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

1. Incorporate sustainability, accessibility and public art measures in Building Permit (BP) plans as determined via the Rezoning, Development Permit and/or Heritage Alteration Permit processes.
2. Enter into an Encroachment Agreement\* for any canopies/awnings/signs that encroach into the Chatham Street and 3rd Avenue road rights-of-way. Any overhead structure located within the rights-of-way must be safe and easily removable (i.e. not cast in place and not permanently attached to any other structure).
3. Submit a Construction Parking and Traffic Management Plan to the Transportation Division. 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 Infrastructure) and MMCD Traffic Regulation Section 01570.
4. Submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey or ISO to confirm that there is adequate available flow for fire-fighting purposes. Based on the proposed rezoning and using the OCP model, there is sufficient water available from Chatham Street, but not from Broadway Street (411 L/s available at 20 psi residual from the Chatham Street hydrant and 125 L/s available at 20 psi residual from the Broadway Street hydrant for a minimum fire flow requirement of 220 L/s). The required SA includes a new hydrant along 3rd Avenue.
5. If applicable, pay latecomer agreement charges associated with eligible latecomer works.
6. 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 Division at 604-276-4285.

**Note:**

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

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

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



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

---

Signed

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Date

- almost my worst nightmare
- wrong in so many ways - where to begin - not enough time
- long <sup>Feb.</sup> letter - staff managed to turn everything in favour

Hickling Initiates process to rezone.

- rezoned back to residential

- 1928

- commercial - we were nonconforming

commercial sprawl outside village core

- late 1970's <sup>changed to residential</sup> - Do Duck Inn

- preference for 5th Ave style that fits the neighborhood

- this one's a bad fit

- doesn't "transition" from village commercial to residential when it's bigger than everything around it
- doesn't "anchor" the corner - it overwhelms the corner overshadowing adjacent residences on N & W.

① Massive size is our biggest concern.

- over allowable height - add tower 10x10 15 m.

PLN 44 - monstrosity makes our house look like a cottage <sup>vegetation</sup>

② Design - reflection of small buildings on small lots

- 1 & Moncton / Mahai bldg

- 3rd & Bayview

③ Cladding - <sup>Per Permit Guidelines on industrial buildings</sup> corrugated metal - we're going to be looking at a whole wall of it. - backdrop for our yard.

staff accepts it  
PLN 30

- last summer - owner moved panel to

next side -> Jan plan - now

- placement of bench in lane to allow people to admire panel
  - pull patrons - afternoon water hole
  - garbage / glass / cigarettes
  - pruned over trees - perfect screening
  - camp site.
- I could go on - haven't even broached the
  - roof top garden issue
  - privacy concerns from 3rd floor balconies overlooking our back yard

The guidelines (Section 9.3.2.1; page 53) further suggest in part that "...new development of greater scale should ensure that larger structures do not unnecessarily block views from or impact the privacy of smaller ones."

New growth should not "disrupt the character and existing fabric of the community which is so valued" (Steveston Area Plan Overview 1.0). Unfortunately, this proposal is intrusive and disruptive and we would appreciate it if the City would abide by its own regulations and reject this proposal as currently presented.

contravenes accepted urban policy of the city for building in Steveston

**Badyal, Sara**

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**From:** Badyal, Sara  
**Sent:** Tuesday, 03 June 2014 12:37 PM  
**To:** Badyal, Sara  
**Subject:** FW: Proposed Development At 3471 Chatham St.

**From:** Rafiq Shaikh [<mailto:shaikhrafiq@hotmail.com>]  
**Sent:** June 3, 2014 11:20 AM  
**To:** Garnett, Cathie  
**Subject:** Proposed Development At 3471 Chatham St.

Hello Chathey ,

I am concern about above development.

We are the owner of 3500 Broadway street property ,which is North to above development.

Following are my concern :

Building Ht. proposed 46'-8 1/2". CS2 and CS3 allows Max ht.9M (29.5') and 12 M.(39.37 ')

I am concern of loosing South view ,dew to proposed building Ht.

Sun light,

Shadow of proposed building to North side properties,

Privacy .

Proposed development has blocked lane access to my and property.

I hope City Planning department will look into my above concern.

Thank You,

Rafiq Shaikh



### Richmond Zoning Bylaw 8500 Amendment Bylaw 9138 (RZ 13-643436) 3471 Chatham Street

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
  - a. Inserting the following into the end of the table contained in Section 5.15.1 regarding Affordable Housing density bonusing provisions:

Zone	Sum Per Buildable Square Foot of Permitted <b>Principal Building</b>
"ZMU26	\$4.00"

- b. Inserting the following into Section 20 (Site Specific Mixed Use Zones), in numerical order:

"20.26     **Commercial Mixed Use (ZMU26) – Steveston Village**

20.26.1     **Purpose**

The **zone** provides for incentives to support conservation of the heritage character of Steveston Village, while providing for the shopping, personal service, business, entertainment, mixed commercial/residential and industrial needs of the Steveston area.

20.26.2     **Permitted Uses**

- animal grooming
- broadcasting studio
- child care
- education
- education, commercial
- entertainment, spectator
- government service
- greenhouse & plant nursery
- health service, minor
- hotel

- housing, apartment
- industrial, general
- liquor primary establishment
- manufacturing, custom indoor
- office
- parking, non-accessory
- recreation, indoor
- recycling depot
- restaurant
- retail, convenience
- retail, general
- retail, second hand
- service, business support
- service, financial
- service, household repair
- service, personal
- studio
- veterinary service

20.26.3 Secondary Uses

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

20.26.4 Permitted Density

1. The maximum **floor area ratio** is 1.0.
2. Notwithstanding Section 20.26.4.1, the reference to “1.0” is increased to a higher **density** of “1.2” if the **owner** pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw, at the time **Council** adopts a zoning amendment bylaw to include the **owner’s lot** in the ZMU26 zone.
3. Notwithstanding Section 20.26.4.2, the reference to “1.2” is increased to a higher density of “1.6” if the **owner** pays into the City’s Heritage Trust Account, Steveston Village Conservation Program the sum of \$209,484 (calculated at \$47/sq.ft. multiplied by the 0.4 **density** increase from 1.2 to 1.6 FAR multiplied by the **lot area** less the sum paid into the **affordable housing reserve** in accordance with Section 20.26.4.2).



4. For the purposes of this **zone** only, **floor area ratio** shall not include those parts of the **building** used for public pedestrian passage **right-of-way**.

5. There is no maximum **floor area ratio** for **non-accessory parking** as a principal use.

#### 20.26.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 100% for **buildings**.

#### 20.26.6 Yards & Setbacks

1. There is no minimum **front yard**, **side yard** or **rear yard**.
2. **Building** front facades facing a public road shall not be set back from the public **road lot line**, except for the following elements:
  - a) a maximum **setback** of 2.5 m of a ground floor and second floor **building face** (to the underside of floor or roof **structure** above);
  - b) a recessed **balcony** opening shall have a maximum width of 5.8 m, and the total aggregate width shall be a maximum of 30% of the **lot width**;
  - c) a recessed third floor **building face**; and
  - d) the aggregate area of all recesses and openings in items b) and c) shall not exceed a maximum of 33% of the **building** facade as measured from the ground level to the parapet cap by the facade width.

#### 20.26.7 Permitted Heights

1. The maximum **height** for **buildings** is 12.0 m (not to exceed 3 **storeys**).

#### 20.26.8 Subdivision Provisions/Minimum Lot Size

1. There are no minimum **lot width**, **lot depth** or **lot area** requirements.

#### 20.26.9 Landscaping & Screening

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

#### 20.26.10 On-Site Parking

1. On-site **vehicle** and bicycle parking shall be provided according to the standards set out in Section 7.0. except that:
  - a) Required **parking spaces** for residential use visitors and non-residential **uses** may be shared; and

b) On-site vehicle parking shall be provided at the following rate:

- i) residential visitors – 0.2 space per **dwelling unit**; and
- ii) all other **uses** – on-site parking requirements contained in this bylaw are reduced by 33%.

#### 20.26.11 Other Regulation

1. For **apartment housing**, no portion of the **first storey** of a **building** within 9.0 m of the **lot line** abutting a **road** shall be used for residential purposes.
2. For **apartment housing**, an entrance to the residential **use** or parking area above or behind the commercial space is permitted if the entrance does not exceed 6.0 m in width.
3. Signage must comply with the City of Richmond's Sign Bylaw No. 5560, as it applies to **development** in the Steveston Commercial (CS3) **zone**.
4. In addition to the regulations listed above, the general development regulations in Section 4.0 and the Specified Use Regulations in Section 5.0 apply."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "**COMMERCIAL MIXED USE (ZMU26) – STEVESTON VILLAGE**".

P.I.D. 029-139-741

Lot 1 Section 20 Block 3 North Range 7 West New Westminster District Plan EPP30378

3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9138**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____	<div style="border: 1px solid black; padding: 5px;"> <p style="text-align: center; font-size: small;">CITY OF RICHMOND</p> <p style="text-align: center;">APPROVED by</p> <p style="text-align: center;"><i>[Signature]</i></p> <hr/> <p style="text-align: center;">APPROVED by Director or Solicitor</p> <p style="text-align: center;"><i>[Signature]</i></p> </div>
_____	
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\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee Planning and Development Department

**To:** Planning Committee

**Date:** May 30, 2014

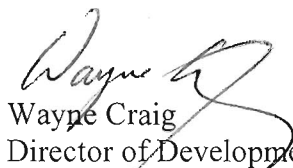
**From:** Wayne Craig  
Director of Development

**File:** RZ 10-552482

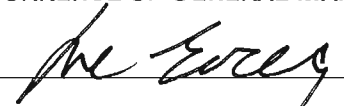
**Re:** Application by Tien Sher Land Investment Group Ltd. for Rezoning at 3391, 3411, 3451 No. 4 Road and Lot B, NWD PLAN 14909 from Single Detached (RS1/E) to Single Detached (RS2/B)

### Staff Recommendation

1. That third reading of Richmond Zoning Bylaw 8500, Amendment Bylaw 8789, for the rezoning of 3391, 3411, 3451 No. 4 Road and Lot B, NWD PLAN 14909, be rescinded; and
2. That Richmond Zoning Bylaw 8500, Amendment Bylaw 8789 be referred to the Monday, July 21, 2014 Public Hearing at 7:00 pm in the Council Chambers of Richmond City Hall.

  
Wayne Craig  
Director of Development

WC:blg  
Att.

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

## **Staff Report**

### **Origin**

Tien Sher Land Investment Group Ltd. has applied to the City of Richmond for permission to rezone 3391, 3411, 3451 No. 4 Road and Lot B, NWD Plan 14909 (Attachment 1) from “Single Detached (RS1/E)” zone to “Single Detached (RS2/B)” zone in order to permit the property to be subdivided into seven (7) single-family residential lots (Attachment 2).

### **Background**

BC Transportation Financing Authority (BCTFA) submitted an application in 2010 to rezone the subject site from “Single Detached (RS1/E)” to “Single Detached (RS2/B)” with an intention to subdivide the site into six (6) single-family residential lots all fronting Patterson Road. Council granted Second and Third Readings to the proposal on September 7, 2011. Tien Sher Land Investment Group Ltd. has recently acquired this site and is proposing to create a seven (7) lot subdivision under the same zoning (RS2/B); four (4) lots fronting on Patterson Road and three (3) lots fronting on Tuttle Avenue.

Due to the proposed changes to the lot configuration, revisions to a number of the rezoning consideration items are required. To provide a clear understanding of the changes, Attachment 3 included in this report will outline the required modifications and how they would affect this application.

Due to the proposed changes in lot orientation and the time since Public Hearing (September 7, 2011), staff recommend Council rescind third reading of Bylaw 8789 and the bylaw be referred to the July 21, 2014 Public Hearing. No changes to the content of the bylaw are required for the revised proposal (i.e., 7 lots instead of 6 lots). The applicant has been consulted on this matter and is aware a new Public Hearing is required.

### **Findings of Fact**

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

### **Surrounding Development**

The subject site is bounded by Highway 99 to the north, Tuttle Avenue to the south, the No. 4 Road off-ramp to the east, and Patterson Road to the west. The surrounding area is an established residential neighbourhood (west of No. 4 Road) consisting predominantly of single-family dwellings on lots zoned “Single Detached (RS1/B)”.

## **Related Policies & Studies**

### Lot Size Policy 5413

The subject site is located within the area covered by Lot Size Policy 5413 (adopted by Council August 28, 1989) (Attachment 5), which permits rezoning and subdivision of lots in accordance with “Single Detached (RS2/B)” (minimum 12 m wide and 360 m<sup>2</sup> in area). This redevelopment proposal would be consistent with the Lot Size Policy, and the site could be subdivided into seven (7) lots, all of which could meet the RS2/B requirements.

### Affordable Housing

The Richmond Affordable Housing Strategy requires a secondary suite on at least 50% of new lots, or a cash-in-lieu contribution of \$1.00 per square foot of total building area toward the Affordable Housing Reserve Fund for single-family rezoning applications.

The applicant has agreed to provide a voluntary cash contribution for affordable housing based on \$1.00 per square foot of building area for single-family developments (i.e. \$ 18,999.19).

Should the applicant change their mind about the Affordable Housing option selected to providing a legal secondary suite on four (4) of the seven (7) future lots at the subject site, the applicant will be required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suites are constructed to the satisfaction of the City, in accordance with the BC Building Code and the City’s Zoning Bylaw. This legal agreement will be a condition of rezoning adoption. This agreement will be discharged from Title on the lot without the secondary suite, at the initiation of the applicant, after the requirements are satisfied.

### Floodplain Management Implementation Strategy

The applicant is required to comply with the requirement of Richmond Flood Plain Designation and Protection Bylaw 8204, and the Flood Management Strategy. A Flood Indemnity Restrictive Covenant specifying the minimum flood construction level of 2.9 m GSC, or at least 0.3 m above the highest elevation of the crown of any road that is adjacent to the parcel is required prior to rezoning bylaw adoption.

### OCP Aircraft Noise Sensitive Development (ANSND) Policy

The subject site is located within the Aircraft Noise Sensitive Development (ANSND) Policy Area within a designation that permits new single-family development that is support by an existing Lot Size Policy. As the site is affected by Airport Noise Contours, the development is required to register an aircraft noise sensitive use covenant on title to address aircraft noise mitigation and public awareness, prior to final adoption of the rezoning bylaw.

## Public Input

There were no concerns at the previous Public Hearing.

The applicant has forwarded confirmation that the wording on the development sign installed on site has been revised to reflect the new proposal of a seven (7) lot subdivision. Staff did not receive any written correspondence expressing concerns in association with the revised proposal.

## Staff Comments

### Tree Retention and Replacement

A Tree Survey and a Certified Arborist's report were submitted in 2011, which identified 26 bylaw-sized trees on site. The City's Tree Preservation Coordinator and Parks Operations staff have reviewed the Arborist Report and concurred with the Arborist's recommendations to remove all trees identified on the Tree Survey except a Western Red Cedar tree located on the City boulevard along the Patterson Road frontage. A Tree Preservation Plan is included in Attachment 6. Among the 25 trees proposed for removal:

- Six (6) bylaw-sized trees are located on the City boulevard along the Patterson Road frontage. Parks Operations staff agreed to the proposed removal based on the health and condition of the trees, as well as the required frontage improvement works (including pavement widening and new sidewalk at property line) along Patterson Road. A cash compensation for the street tree removal in the amount of \$5,850 will be required.
- 19 bylaw-sized trees are located on the subject site, where:
  - Ten (10) trees have significant structural defects (cavities, trunk decay, previously topped or inclusions) such that they should not be considered for retention.
  - Seven (7) trees are either dead or dying; and
  - Two (2) trees are in good condition but warranted for removal due to their marginal form as a result of scaffold limbs, their close proximity to the proposed dwelling, and the 0.6 m grade change as a result of Flood Plain Bylaw requirements.

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 38 replacement trees are required. Based on the size requirements for replacement tree in the Tree Protection Bylaw No. 8057, replacement trees with the following minimum calliper sizes are required:

# Trees to be removed	dbh	# trees to be replaced	Min. calliper of deciduous tree	or	Min. height of coniferous tree
10	20-30 cm	20	6 cm		3.5 m
1	31-40 cm	2	8 cm		4.0 m
1	41-50 cm	2	9 cm		5.0 m
3	51-60 cm	6	10 cm		5.5 m
4	60 cm +	8	11 cm		6.0 m



tree. Tree protection fencing must be installed to City standards prior to any construction activities occurring on-site, and a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone must be submitted prior to final adoption of the rezoning bylaw. As a condition of rezoning, the applicant is required to submit a \$6,000 tree survival security. The City will retain 50% of the security until Final Inspection of the Building Permits of the affected future lots are issued. The City will retain the remaining 50% of the security for an additional two (2) years after the Final Inspection of the Building Permits to ensure that the tree has survived.

#### Landscape Buffer

To provide an aesthetically pleasing edge along the No. 4 Road off-ramp and to enhance traffic noise attenuation, the applicant will install a landscape buffer along the east and north property line of the subject site. A preliminary plan for the landscape buffer is included in Attachment 7. The buffer will be 1.5 m wide and will be composed of a solid 1.8 m high concrete noise attenuation fence and continuous planting of trees and shrubs on the highway side of the fence. The combination of the fencing and landscaping will both screen the view of the highways and arterial roads from the proposed lots and partially mitigate noise generated by nearby traffic. Staff will work with the developer to fine tune the buffer plan to accommodate any grade changes as a result of Flood Plain Bylaw requirements.

Prior to final adoption of the rezoning bylaw, a final landscape plan and associated cost estimates, including installation costs, provided by the Landscape Architect, must be submitted. Registration of a restrictive covenant to identify the entire 1.5 m rear yard space as a buffer area is required to prevent the removal of the buffer landscaping. In order to ensure that this landscape buffer work is undertaken, the applicant has agreed to provide a landscaping security based on 100% of the cost estimate.

#### Preliminary Architectural Elevation Plans & Landscape Plan

To illustrate how the future corner lot interfaces will be treated, the applicant has submitted proposed building elevations (Attachment 8) for the corner lots (proposed Lot 5 and Lot 7 as shown in Attachment 2). Prior to final adoption of the rezoning bylaw, the applicant is required to register a legal agreement on Title to ensure that the building design is generally consistent with the attached building design. Future Building Permit plans must comply with all City regulations and staff will ensure that Building Permit plans are generally consistent with the registered legal agreement for building design.

The applicant has also submitted preliminary landscape plans for the corner lots (Attachment 9). In order to ensure that this landscaping work is undertaken, the applicant has agreed to provide a landscape security based on 100% of the cost estimates, including installation cost, provided by the Landscape Architect, prior to final adoption of the rezoning bylaw.

#### Ministry of Transportation and Infrastructure (MOTI) Approval

MOTI approval is a condition of final approval for this site. No direct access to Highway 99 or the off-ramp is permitted.

### Vehicle Access

Vehicular access to No. 4 Road is not permitted in accordance with Residential Lot (Vehicular) Access Regulation Bylaw 7222. The applicant is proposing to access the future lots from Patterson Road and Tuttle Avenue.

### Site Servicing

An updated, independent review of servicing requirements (sanitary and water) has been conducted by the applicant's Engineering consultant based on the revised 7-lot proposal, which has been reviewed by the City's Engineering Department. The Capacity Analysis concludes that no upgrades are required to support the proposed development; however, the applicant is required to provide a new sanitary main to service the proposed lots:

- along the Patterson Road frontage, the sanitary main will be located within the roadway (i.e., west of the required curb and gutter).
- along the Tuttle Road frontage, an alignment underneath the required sidewalk can be explored. A 3.0 m wide Statutory Right-of -way (SRW) for utilities, to accommodate the sanitary main may be required. Details of the required utility SRW along Tuttle Avenue will be determined through the Servicing Agreement.

Prior to final adoption, the applicant is required to enter into a Servicing Agreement for the design and construction of the sanitary-main. The applicant is also required to discharge the existing SRW (Ref. BH88865) on Lot B and register a new SRW on title to provide a 3.0 m clearance from the existing watermain located in the eastern portion of Lot B.

The applicant is required to dedicate a 4 m x 4 m corner cut at the southwest corner of the site at the Patterson Road / Tuttle Avenue intersection and a 5 m x 5 m corner cut at the southeast corner of the site at the No. 4 Road / Tuttle Avenue intersection. Frontage improvements along the entire frontage on Patterson Road and Tuttle Avenue will be required (as part of the Servicing Agreement, see Attachment 10 for details). All works are to be at developer's sole cost, and no Development Cost Charge credits will be available.

### Subdivision

At future Subdivision stage, the applicant will be required to pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs. The applicant will also be required to provide underground hydro, telephone, and cable service connections for each lot.

### **Analysis**

This is a relatively straightforward redevelopment proposal. This development proposal is consistent with Lot Size Policy 5413 and is located within an established residential neighbourhood that has a strong presence of single-family lots zoned Single Detached (RS1/B):

There were no concerns at the previous Public Hearing and Council has granted Second and Third Readings to Bylaw 8789 (rezoning to RS2/B for a 6-lot subdivision) on September 7,

2011. While the proposal has been revised from a 6-lot subdivision to a 7-lot subdivision, no changes to Bylaw 8789 is required (still rezoning to RS2/B). Staff support the revised lot layout as it meets with the RS2/B requirements. All the relevant technical issues related to the proposed changes to the lot configuration have been addressed.

**Financial Impact or Economic Impact**

None.

**Conclusion**

The proposed rezoning to permit subdivision of three (3) existing large lot and a small remnant parcel into seven (7) medium sized lots complies with Lot Size Policy 5413 and all applicable policies and land use designations contained within the Official Community Plan (OCP). The proposal is also consistent with the direction of redevelopment in the surrounding area. On this basis, staff recommend support of the application.

Council granted Second and Third Readings to the proposal on September 7, 2011. It is recommended that Third Reading to Zoning Bylaw 8500, Amendment Bylaw 8789 be rescinded and the Bylaw be referred to the July 21, 2014 Public Hearing.



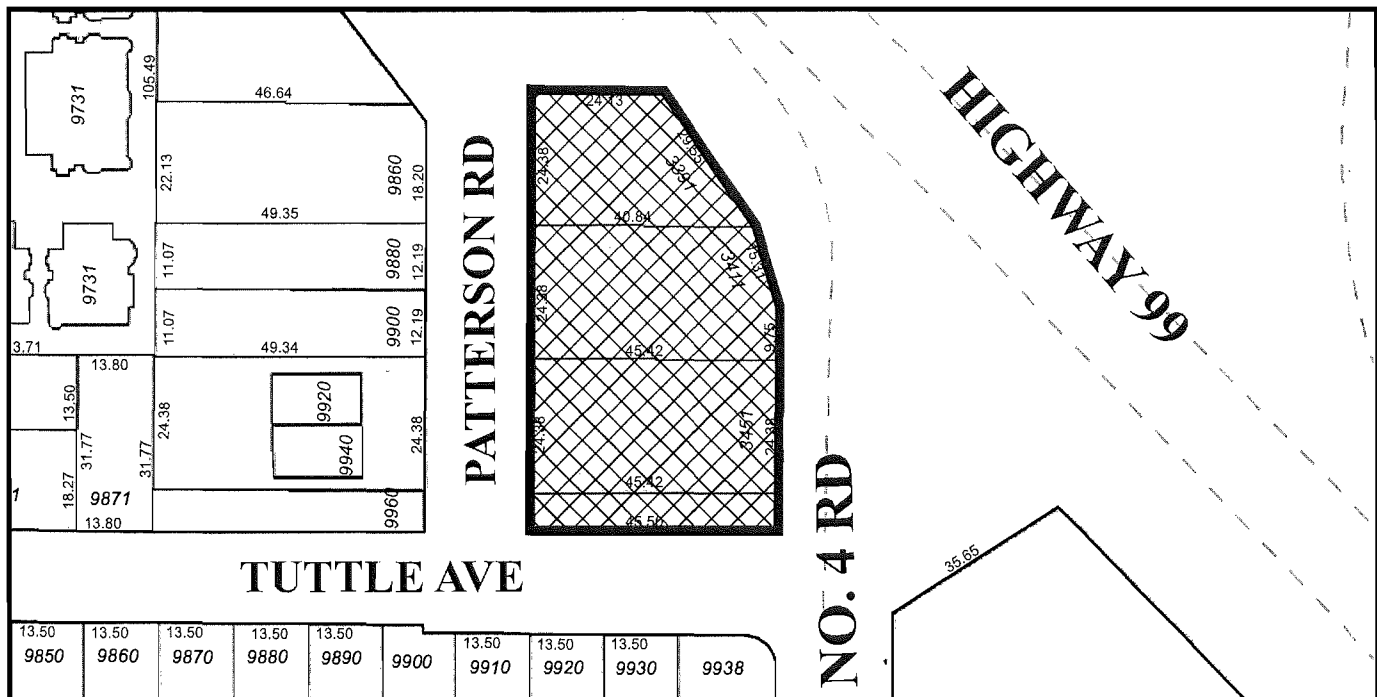
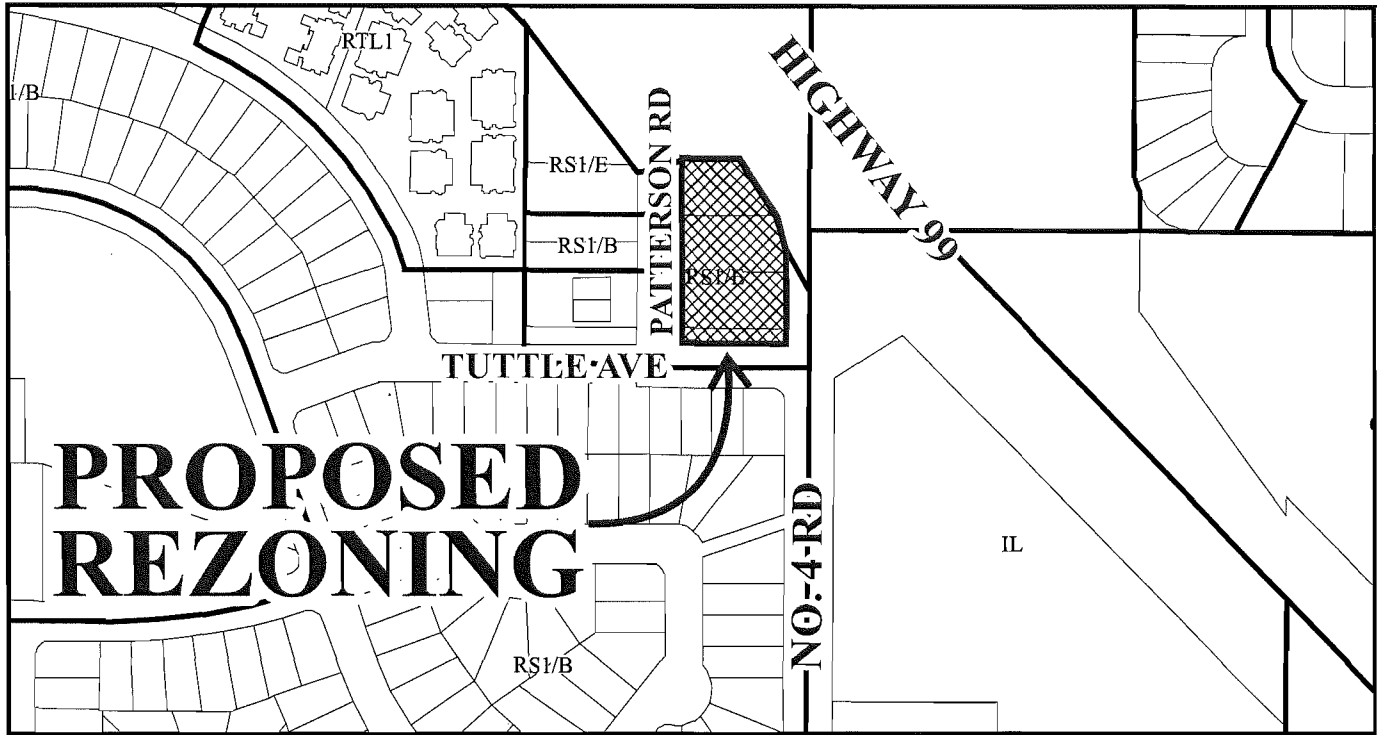
Edwin Lee  
Planning Technician-Design

EL:blg

- Attachment 1: Location Map
- Attachment 2: Proposed Subdivision Layout
- Attachment 3: Applicability of Approved Conditions
- Attachment 4: Development Application Data Sheet
- Attachment 5: Lot Size Policy 5413
- Attachment 6: Tree Preservation Plan
- Attachment 7: Preliminary Buffer Plan
- Attachment 8: Preliminary Building Elevations (Lot 5 & Lot 7)
- Attachment 9: Preliminary Landscape Plans (Lot 5 & Lot 7)
- Attachment 10: Rezoning Considerations



City of  
Richmond



RZ 10-552482

Original Date: 05/26/14

Revision Date:

Note: Dimensions are in METRES





City of  
Richmond



RZ 10-552482

Original Date: 05/26/14

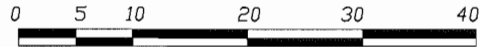
Revision Date:

Note: Dimensions are in METRES

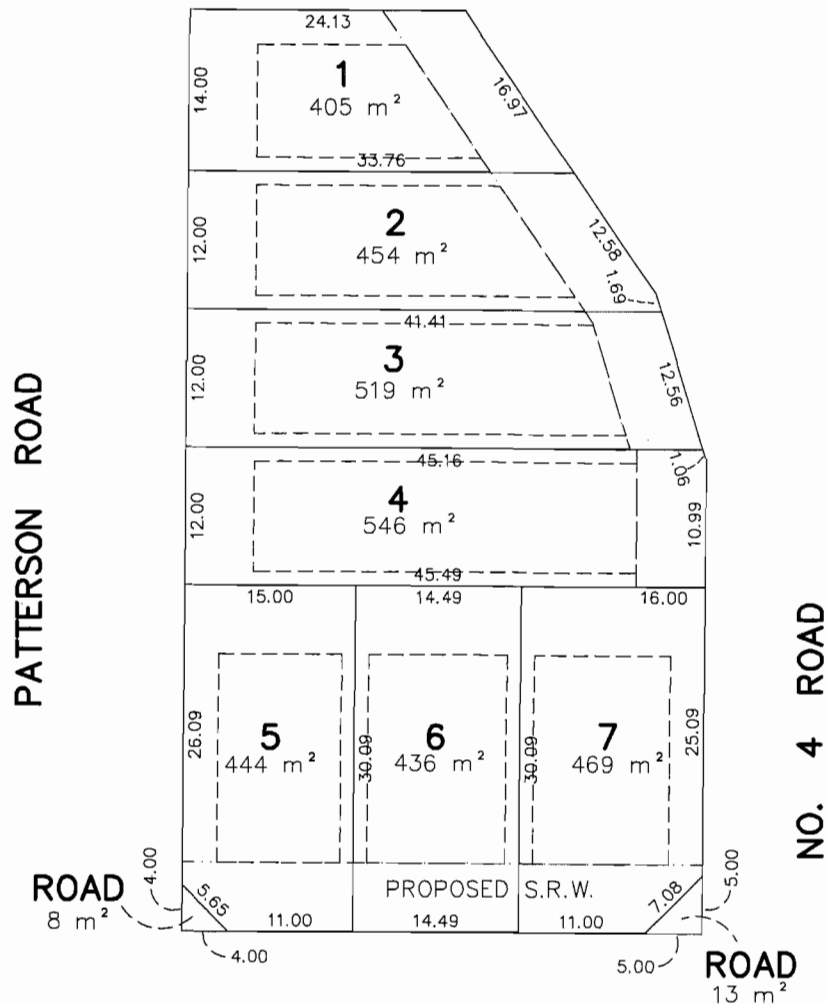
**PROPOSED SUBDIVISION PLAN OF LOTS A AND B PLAN 14909,  
AND C AND D PLAN 15919. ALL EXCEPT: PART ON  
STATUTORY RIGHT OF WAY PLAN 22045:  
SECTION 27 BLOCK 5 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT**

3391-3451 NO. 4 ROAD  
RICHMOND, B.C.  
ZONING RS2/B

**SCALE: 1:500**



ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED



J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 5417  
Drawn By: MY

**DWG No. 5417-PROSUB-02**

**PLN - 275**

JUNE 3RD, 2014.



### Applicability of Approved Conditions for RZ 10-552482

1. Dedication of a 4 m x 4 m corner cut at the southwest corner of the site at the Patterson Road/Tuttle Avenue intersection and a 5 m x 5 m corner cut at the southeast corner of the site at the No. 4 Road/Tuttle Avenue intersection.	1. Still applies.
2. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$18,136.60) to the City's Affordable Housing Reserve Fund. Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a proposal to build a secondary suite on three (3) of the six (6) future lots at the subject site.	2. Still applies; but based on the new proposal, the voluntary contribution amount is \$18,999.19.  Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a proposal to build a secondary suite on four (4) of the seven (7) future lots at the subject site.
3. Registration of a flood indemnity covenant on Title.	3. Still applies.
4. Registration of an aircraft noise sensitive use covenant on Title.	4. Still applies.
5. Issuance of a separate Tree Cutting Permit for the removal of six (6) street trees along the site frontages. The City's Parks Division has reviewed the proposed tree removal and concurs with it. Identified compensation in the amount of \$5,850 is required.	5. A separate permit is no longer required but the developer/contractor must contact Parks Division four (4) business days prior to the removal to allow proper signage to be posted.  Voluntary contribution of \$5,850 to Parks Division's Tree Compensation Fund still applies.
6. City acceptance of the developer's offer to voluntarily contribute \$10,000 to the City's Tree Compensation Fund for the planting of 20 replacement trees within the City.	6. Still applies.
7. Submission of a Landscaping Security to the City of Richmond in the amount of \$9,000 (\$500/tree) for the planting and maintenance of 18 replacement trees.	7. Still applies.
8. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained on City boulevard.	8. Still applies.

9. Submission of a Tree Survival Security to the City in the amount of \$6000 for the Western Red Cedar tree on the city boulevard along Patterson Road trees.	9. Still applies.
10. Registration of a legal agreement on title to identify the entire 1.5 m north side and rear yard space as a buffer area and to ensure that landscaping planted within this buffer is maintained and will not be abandoned or removed.	10. Still applies.
11. Submission of a Landscaping Security to the City of Richmond in the amount of \$35,508 for the buffer works as per the landscape plan prepared by Urban Systems, dated April 20, 2011, and attached to the Report to Committee dated June 24, 2011.	11. Still applies. Final landscape plan and cost estimates to be submitted prior to final adoption. Amount of landscaping security to be determined (based on 100% of the cost estimates including installation costs).
12. Provincial Ministry of Transportation & Infrastructure Approval.	12. Still applies.
13. Discharge a portion of the existing Statutory Right-of-Way (Ref. BH88865) on Lot B (except for a 3 m clearance from the existing watermain located in the eastern portion of Lot B).	13. Replace the existing SRW (Ref. BH88865) on Lot B with a new SRW to provide a 3.0 m clearance from the existing watermain located in the eastern portion of Lot B. Details of the required SRW to be determined through the Servicing Agreement.
14a. Granting of a 6.0 m wide Sanitary SRW along the rear property line.	14a. No longer applicable. Sanitary servicing will be through a new sanitary main located at the road frontages.
14b. Registration of a 1.5 m side yard setback covenant to address watermain capacity issue.	14b. No longer applicable based on updated FUS calculations.
14c. Enter into a Servicing Agreement for the design and construction of frontage improvements along the entire frontage on Patterson Road and Tuttle Avenue.	14c. Still applies and combined with item 13 in the new Rezoning Considerations letter.



**RZ 10-552482**

**Attachment 4**

Address: 3391, 3411, 3451 No. 4 Road and Lot B, NWD PLAN 14909

Applicant: Tien Sher Land Investment Group Ltd.

Planning Area(s): West Cambie

	Existing	Proposed
<b>Owner:</b>	Tien Sher Land Investment Group Ltd.	No Change
<b>Site Size (m<sup>2</sup>):</b>	3,291 m <sup>2</sup> (35,425 ft <sup>2</sup> )	Seven (7) lots – range from 405 m <sup>2</sup> to 546 m <sup>2</sup>
<b>Land Uses:</b>	Four (4) vacant lots	Seven (7) single-family dwellings
<b>OCP Designation:</b>	Neighbourhood Residential	No change
<b>Area Plan Designation:</b>	West Cambie Area Plan – Residential (Single Family only)	No change
<b>702 Policy Designation:</b>	Policy 5413 permits subdivision to "Single Detached (RS2/B)"	No change
<b>Zoning:</b>	Single Detached (RS1/E)	Single Detached (RS2/B)
<b>Number of Units:</b>	0	7
<b>Other Designations:</b>	N/A	N/A

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Coverage – Non-porous:	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping:	Min. 25%	Min. 25%	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Interior Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Setback – Exterior Side Yard (m):	Min. 3.0 m	Min. 3.0 m	none
Height (m):	Max. 2 ½ storeys	Max. 2 ½ storeys	none
Lot Width:	Min. 12 m	12 m to 16 m	none
Lot Size:	Min. 360 m <sup>2</sup>	405 m <sup>2</sup> to 546 m <sup>2</sup>	none

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



# City of Richmond

# Policy Manual

Page 1 of 2

Adopted by Council: August 28, 1989

**POLICY 5413**

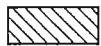
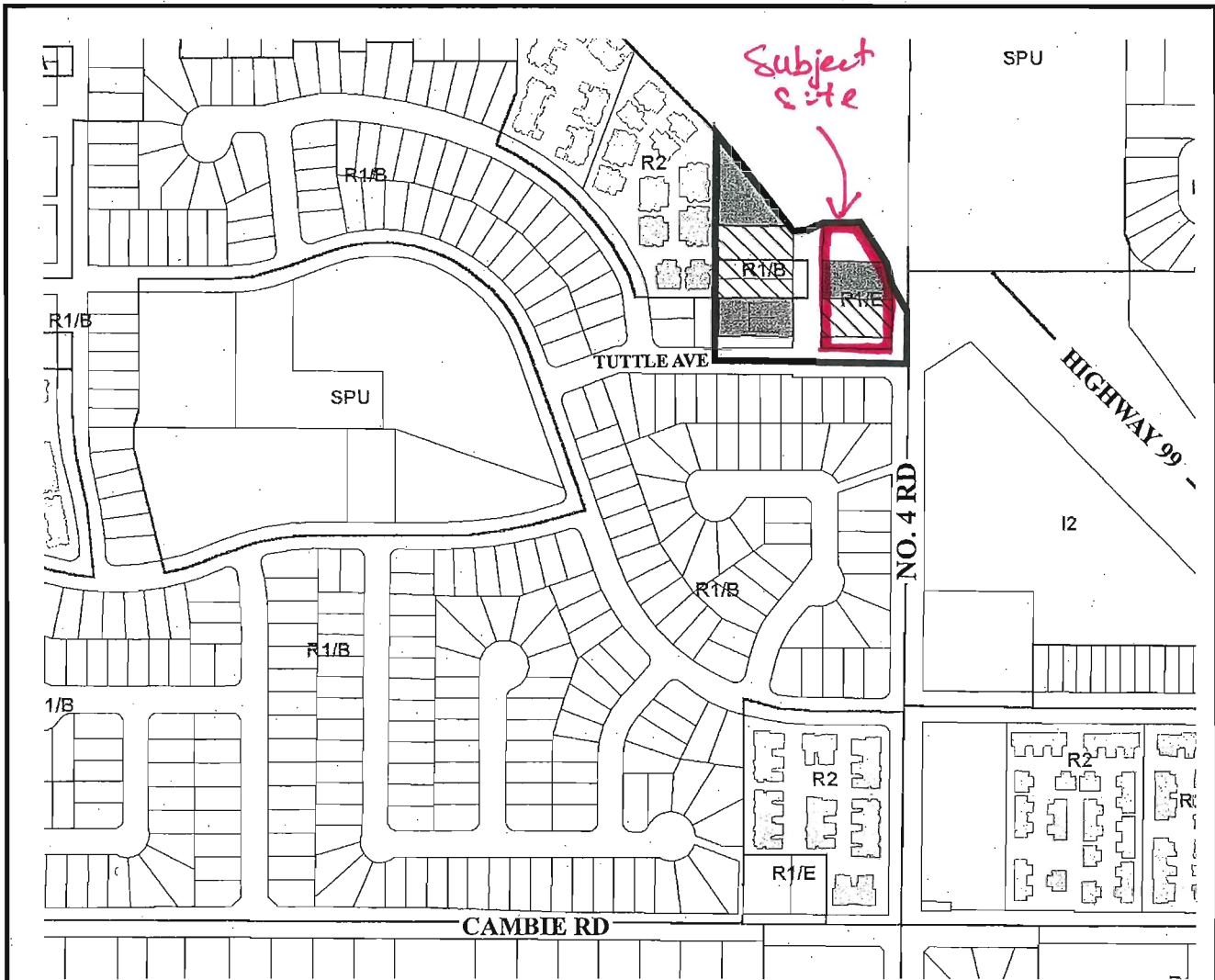
File Ref: 4045-00

**SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 27-5-6**

## **POLICY 5413:**

The following policy establishes lot sizes for the area bounded by properties on both sides of the **eastern end of Patterson Drive**, in a portion of Section 27-5-6:

1. All properties be permitted to subdivide as per Single-Family Housing District (R1/B), as per Zoning and Development Bylaw 5300.
2. Area boundaries are outlined on the accompanying plan.
3. This policy is to be used in determining the disposition of future applications in this area for a period of not less than five years, except as per the amending procedures in Zoning and Development Bylaw 5300.



Subdivision permitted as per (R1/B) providing no direct accesses are created on to arterial roads.



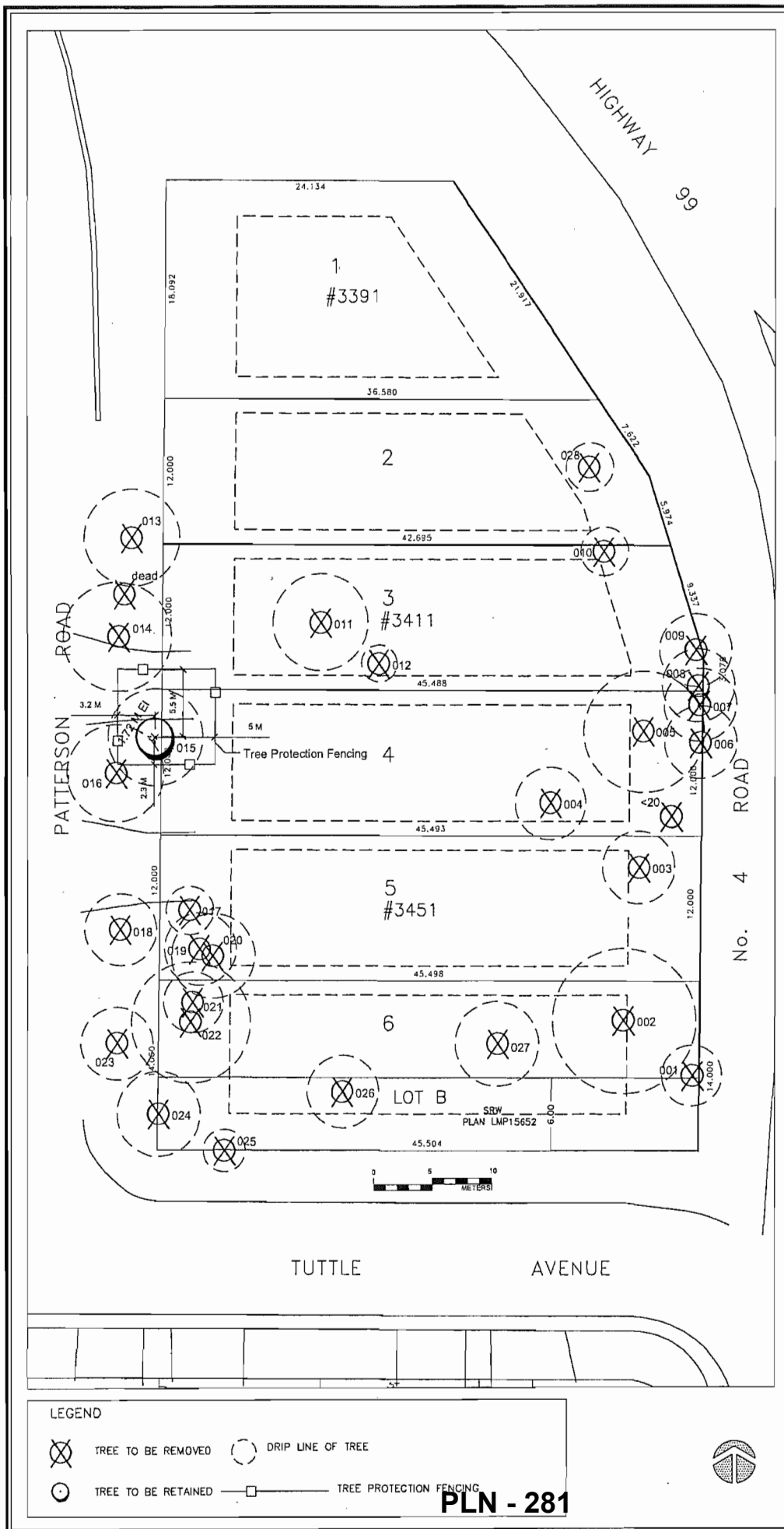
Duplexes eligible to be split into two lots.



## POLICY 5413 SECTION 27, 5-6

Adopted Date: 08/28/89

Amended Date:



# MIKE FADUM AND ASSOCIATES LTD. VEGETATION CONSULTANTS

11140 - 92A Avenue  
Delta, British Columbia  
V4C 3L8  
Ph: (604) 582-0309  
Fax: (604) 589-2888  
Email: mfadum@fadum.ca

## CLIENT

MINISTRY OF TRANSPORTATION  
LAND MANAGEMENT BRANCH

## FILE NO.

R2 10-552482

## PROJECT TITLE

TREE PRESERVATION  
AND PROTECTION PLAN  
3391/3411/3451 & LOT B.  
NWD PLAN 14909  
NO. 4 RD.,  
URBAN SYSTEMS  
RICHMOND, B.C.

## REVISIONS:

NO.	DATE	BY	RECORD OF ISSUE
1	JAN411	SL	EDITS FROM FIELD WORK
2	JAN2511	SL	CITY COMMENTS
3	June 2011	MF	TREE 15 - RETAIN

## NOTES:

REFER TO TREE ASSESSMENT  
REPORT FOR TREE SPECIES  
AND DATA

TREE 15 TO BE RETAINED.

LAYOUT AND CIVIL PLANS  
PROVIDED BY URBAN SYSTEMS  
LTD.

SURVEY PROVIDED BY  
UNDERHILL GEOMATICS LTD.

## SHEET TITLE

T1 - TREE PRESERVATION AND  
REMOVAL PLAN

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used for other projects without their  
permission.

## DRAWN

SCL

## SCALE

AS SHOWN

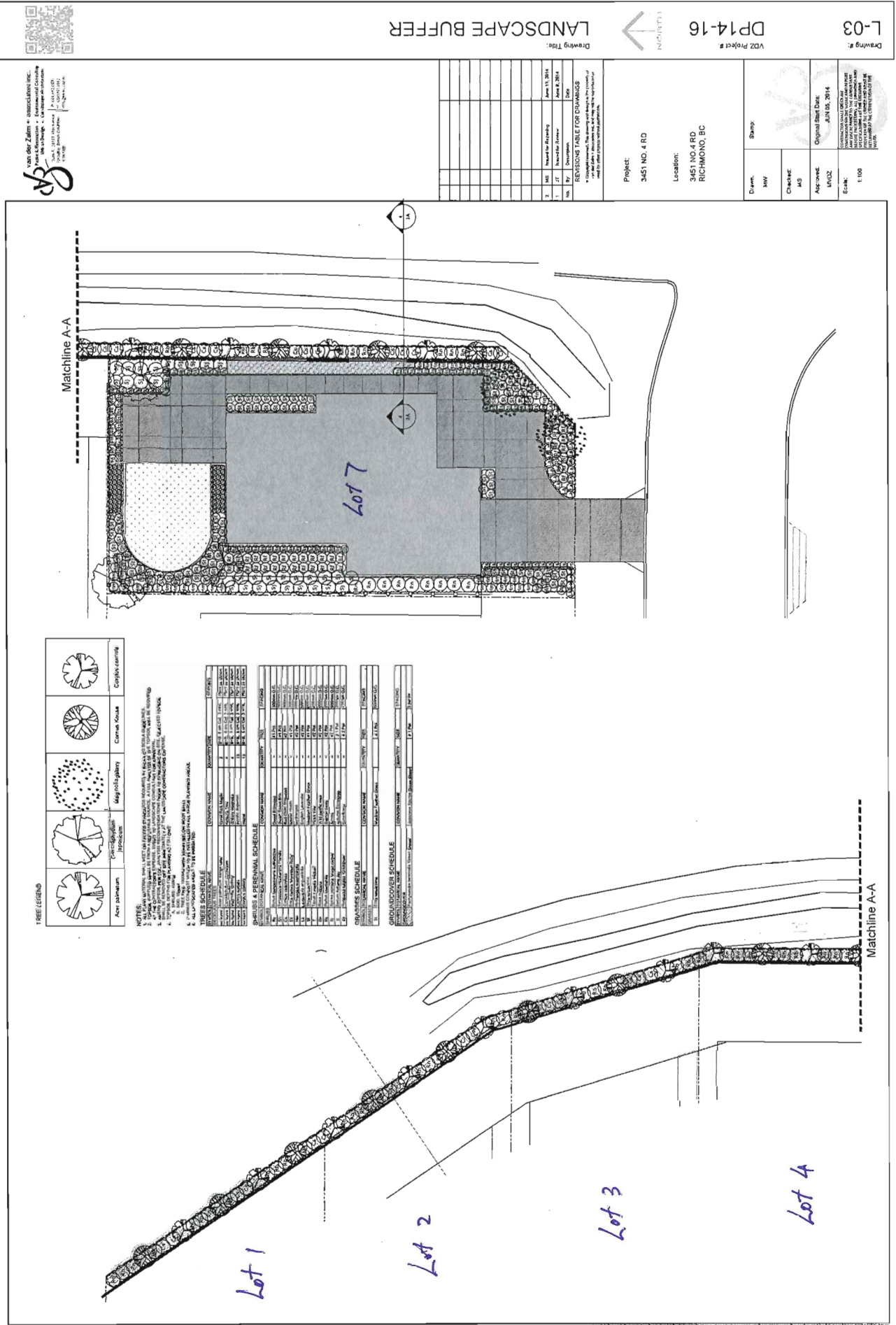
## DATE

DECEMBER 20, 2010

T-1

SHEET 1 OF 1







3451 NO. 4 RD  
RICHMOND, BC  
V6X 4A6  
3451 NO. 4 RD  
RICHMOND, BC  
V6X 4A6

# LANDSCAPE BUFFER - DETAILS & CROSS SECTION



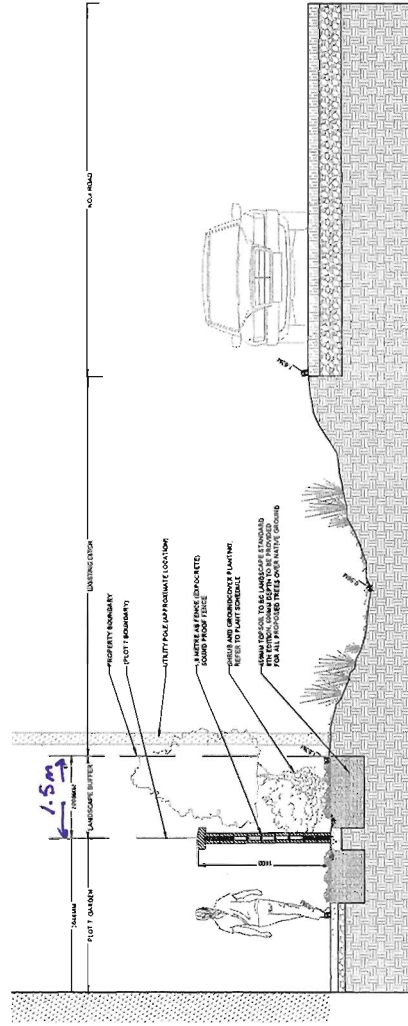
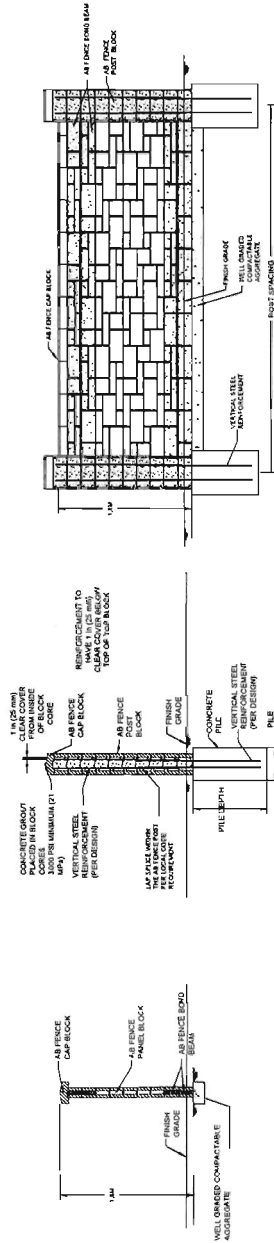
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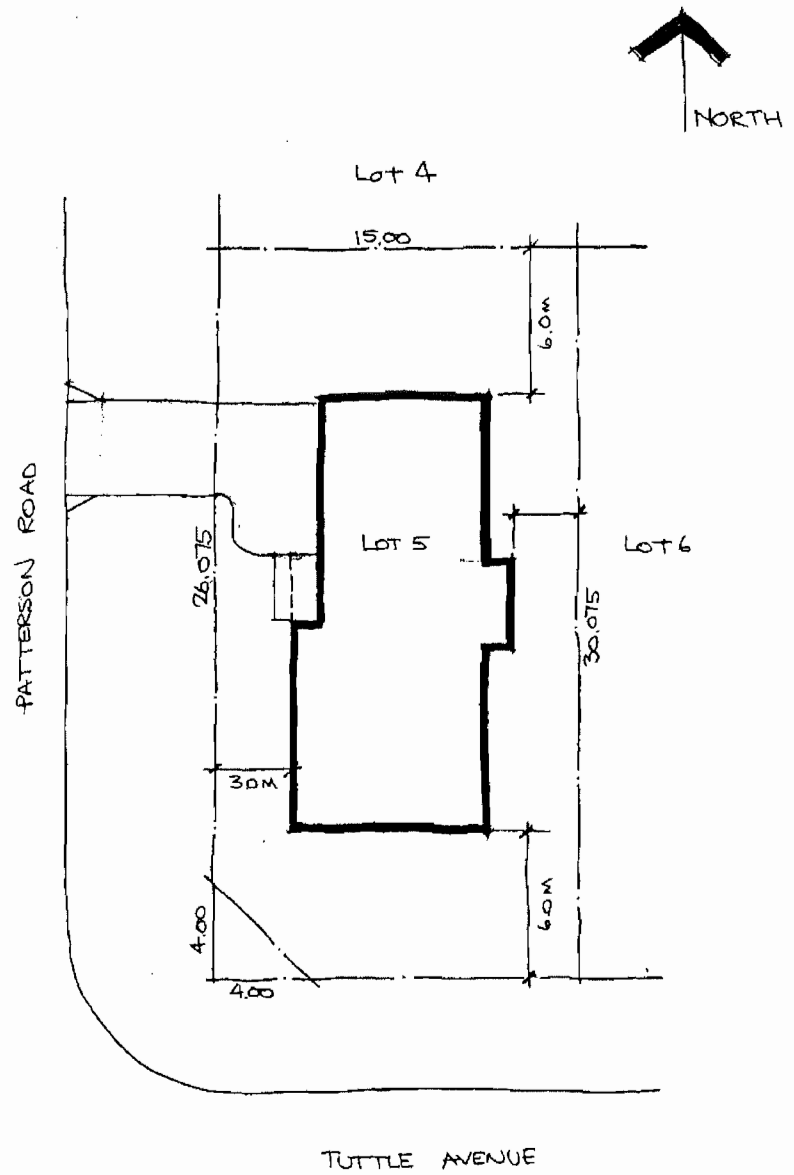
L-03A  
Drawing #:

REVISIONS TABLE FOR DRAWINGS			
No.	Revised	By	Date
1	Revised for Review	JT	June 8, 2014
2	Revised for Excavation	MS	June 11, 2014

Project:  
3451 NO. 4 RD  
Location:  
3451 NO. 4 RD  
RICHMOND, BC

Drawn: MM	Checked: MS	Approved: MMZ	Original Start Date: JUN 05, 2014
Scale: 1:100			



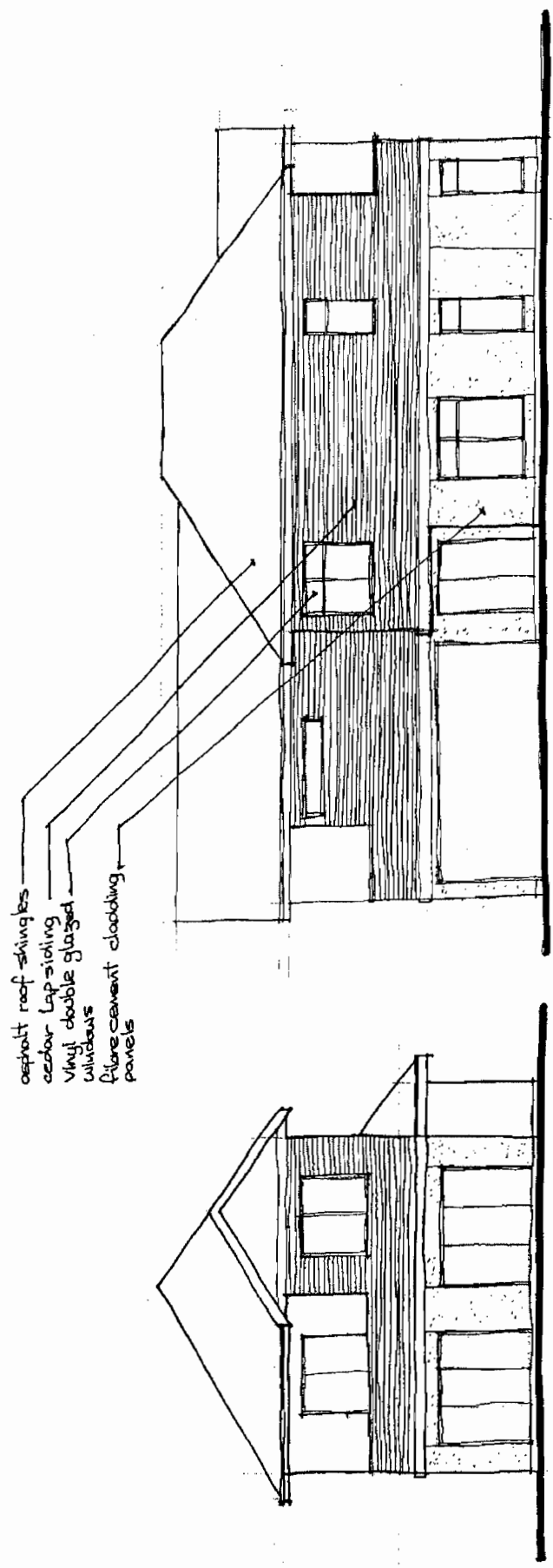


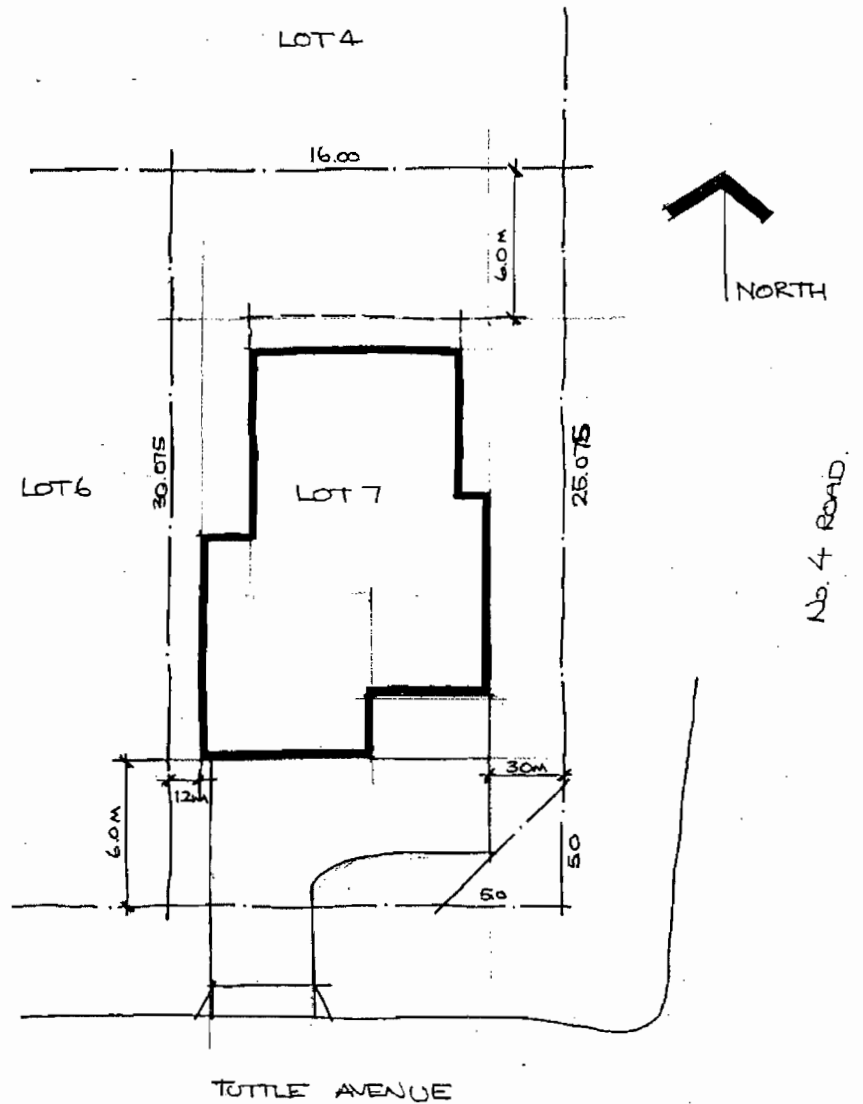
3391- 3451 No. 4 ROAD  
RICHMOND, BC

LOT 5- SITE PLAN  
SCALE  $\frac{1}{6}" = 1'-0"$

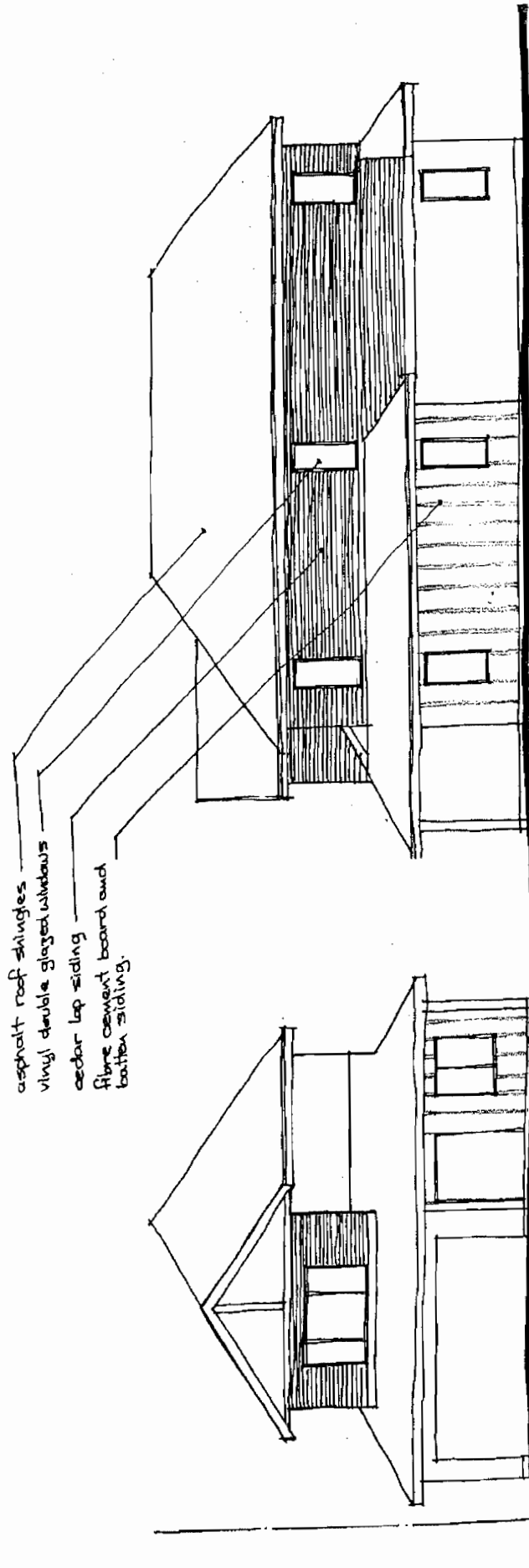
MAY 28, 2014

3391 - 3451 No. 4 Road  
RICHMOND, BC  
LOT 5 ELEVATIONS  
SCALE  $\frac{1}{8}" = 1'-0"$   
MAY 28, 2014





3391- 3451 No.4 ROAD  
 RICHMOND, B.C.  
 LOT 7 - SITE PLAN  
 SCALE 1/16" = 1'-0"  
 JUNE 02, 2014



PLN - 287

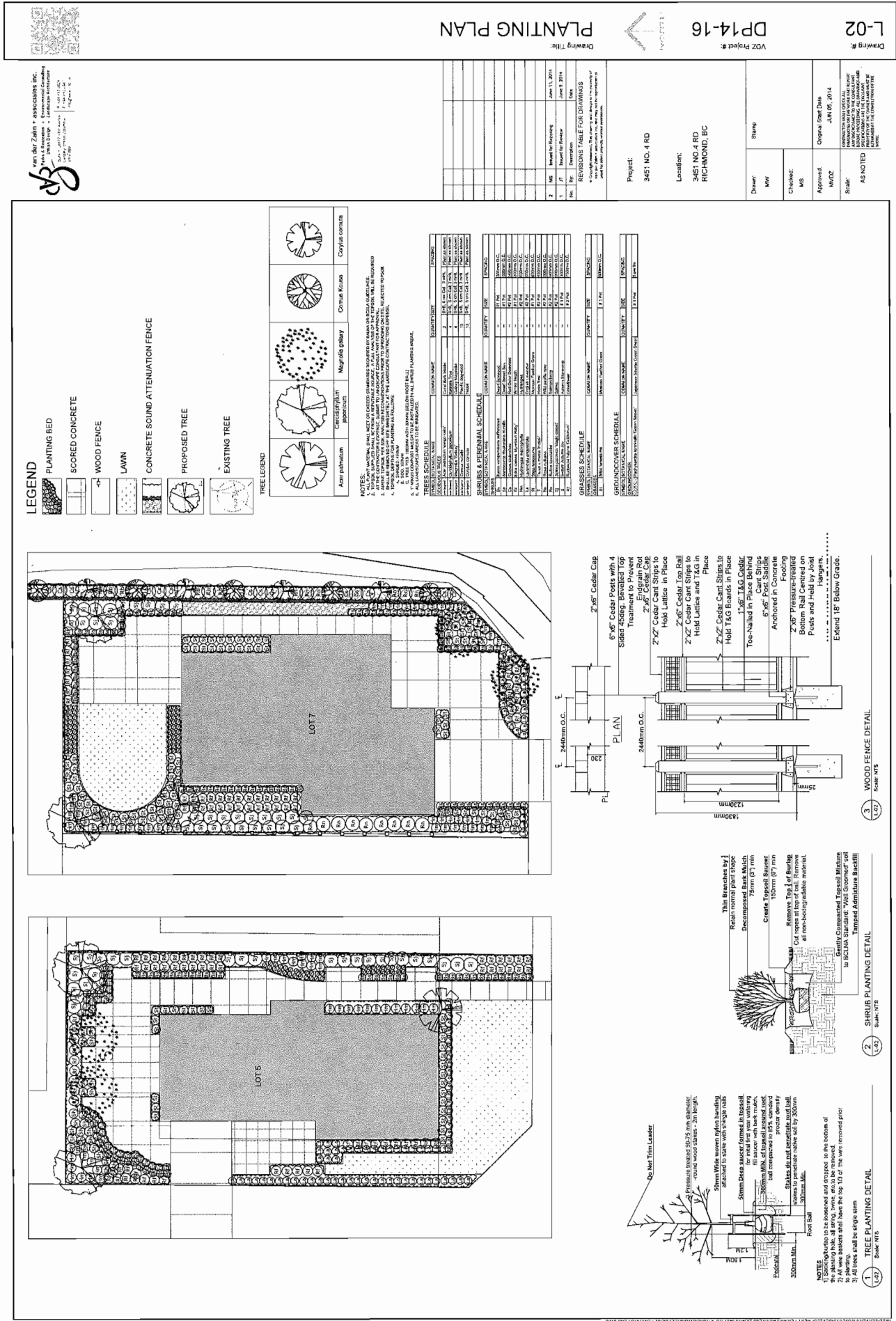
EAST ELEVATION

SOUTH ELEVATION

↑  
Main  
Entry

3391- 3451 NO. 4 ROAD  
RICHMOND, B.C.  
LOT 7 ELEVATIONS  
SCALE 1/8" = 1'-0"  
JUNE 02, 2014







# City of Richmond

## Rezoning Considerations

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

**Address:** 3391, 3411, 3451 No. 4 Road and Lot B, NWD PLAN 14909

**File No.:** RZ 10-552482

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 8789, the developer is required to complete the following:**

1. Dedication of a 4 m x 4 m corner cut at the southwest corner of the site at the Patterson Road/Tuttle Avenue intersection and a 5 m x 5 m corner cut at the southeast corner of the site at the No. 4 Road/Tuttle Avenue intersection.
2. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$18,999.19) to the City's Affordable Housing Reserve Fund.

**Note:** Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a proposal to build a secondary suite on four (4) of the seven (7) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.

3. Registration of a flood indemnity covenant on Title.
4. Registration of an aircraft noise sensitive use covenant on Title.
5. City acceptance of the developer's offer to voluntarily contribute \$5,850.00 to Parks Division's Tree Compensation Fund for the removal of six (6) trees located on the City boulevard in front of the site.

**Note:** Developer/contractor must contact the Parks Division (604-244-1208 ext. 1342) four (4) business days prior to the removal to allow proper signage to be posted. All costs of removal and compensation are the responsibility borne by the applicant.

6. City acceptance of the developer's offer to voluntarily contribute \$10,000.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
7. Submission of a Landscaping Security to the City in the amount of \$9,000.00 for the planting and maintenance of 18 replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	8 cm		4.0 m
2	9 cm		5.0 m
6	10 cm		5.5 m
8	11 cm		6.0 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required.

8. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained on the City boulevard. 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.
9. Submission of a Tree Survival Security to the City in the amount of \$6,000.00 for the Western Red Cedar tree on the City boulevard along Patterson Road to be retained. 50% of the security will be released at Final Inspection of the Building Permits of the affected future lots and 50% of the security will be release two (2) years after final inspection of the Building Permits in order to ensure that the tree has survived.
10. Registration of a legal agreement on Title to identify the 1.5 m wide strip of land along the entire north and east property line of the site as a buffer area and to ensure that landscaping planted within this buffer is maintained and

will not be abandoned or removed. Final buffer plan prepared by a Registered Landscape Architect will be attached to the legal agreement.

11. Submission of a Landscape Plan for the buffer area along the north and east property line of the site, 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.
12. Provincial Ministry of Transportation & Infrastructure Approval.
13. Enter into a Servicing Agreement\* for the design and construction of a new sanitary main and frontage improvements. Works include, but may not be limited to,

Frontage improvements:

- Patterson Road - curb and gutter, pavement widening to local road standards (i.e., 8.5 m ultimate pavement width), 1.5 m wide boulevard, and 1.5m wide sidewalk and road widening along site's frontage. It is noted that the new sidewalk must be designed to meander around the protected tree along Patterson Road.
- Tuttle Avenue - 1.5 m concrete sidewalk and 1.5 m (min.) wide grass boulevard c/w street trees at 9 m spacing.

Sanitary:

- Sanitary servicing will be through a new sanitary main located at the road frontages.
- The new sanitary main at Patterson Road frontage shall be located within the roadway (i.e., west of the required curb and gutter).
- At Tuttle Road frontage, an alignment underneath the required sidewalk can be explored. A 3.0 m utility SRW for the sanitary main on Tuttle Avenue frontage will be required.

Water:

- Using the OCP Model, there is 191 L/s available at 20 psi residual at the hydrant located at 9860 Patterson Road.
- Based on the proposed rezoning, the site requires a minimum fire flow of 220 L/s.
- Per Fire Underwriter Survey (FUS) calculations prepared by Core Concept Consulting dated May 15, 2014, the proposed site requires 183 L/s.
- The FUS calculation shall be included in the Servicing Agreement design.
- No watermain upgrade is required.
- Fire flow calculations signed and sealed by a professional engineer based on the FUS or ISO to confirm that there is adequate available flow must be submitted once the building design is confirmed at the Building Permit stage.
- Discharge the existing SRW (Ref. BH88865) on Lot B.
- Register a new SRW to provide a 3.0 m clearance from the existing watermain located in the eastern portion of Lot B.

Note: Design to include water, storm and sanitary service connections for each lot. All works at developer's sole cost.

14. Registration of a legal agreement on title to ensure that the building designs of Lot 5 and Lot 7, at future development stage, are generally consistent with the preliminary architectural plans of the proposed building elevations included as Attachment 8 to this report.
15. Submission of a Landscape Plan for proposed Lot 5 and Lot 7 as shown in Attachment 2, 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.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. 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 S

2. Incorporation of aircraft noise mitigation measures in Building Permit (BP) plans.
3. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
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 Division at 604-276-4285.

**Note:**

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

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

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

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

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Signed

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Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8789 (RZ 10-552482)  
3391, 3411, 3451 NO. 4 ROAD AND LOT B, NWD PLAN 14909**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **SINGLE DETACHED (RS2/B)**.  
P.I.D. 004-229-487  
Lot "A" Except: Part on Statutory Right of Way Plan 22045; Section 27 Block 5 North Range 6 West New Westminster District Plan 14909  
P.I.D. 014-343-835  
Lot "B" Except: Part on Statutory Right of Way Plan 22045; Section 27 Block 5 North Range 6 West New Westminster District Plan 14909  
P.I.D. 004-229-550  
Lot "C" Except: Portions on Statutory Right of Way Plan 22045; Section 27 Block 5 North Range 6 West New Westminster District Plan 15919  
P.I.D. 014-399-831  
Lot "D" Except: Portions on Statutory Right of Way Plan 22045; Section 27 Block 5 North Range 6 West New Westminster District Plan 15919
2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8789**".

FIRST READING

JUL 25 2011

A PUBLIC HEARING WAS HELD ON

SEP 07 2011

SECOND READING

SEP 07 2011

THIRD READING

SEP 07 2011

MINISTRY OF TRANSPORTATION AND  
INFRASTRUCTURE APPROVAL

OCT 19 2011

OTHER REQUIREMENTS SATISFIED

ADOPTED



\_\_\_\_\_  
MAYOR

**PLN - 292**

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



# City of Richmond

## Report to Committee Planning and Development Department

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

**Date:** June 6, 2014  
**File:** RZ 13-650616


**Re:** Application by Barbara Stylianou for Rezoning at 5280/5300 Moncton Street from Two-Unit Dwellings (RD1) to Single Detached (RS2/B)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9157, for the rezoning of 5280/5300 Moncton Street from "Two-Unit Dwellings (RD1)" to "Single Detached (RS2/B)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

CL:blg  
Att.

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



## Staff Report

### Origin

Barbara Stylianou has applied to the City of Richmond for permission to rezone the property at 5280/5300 Moncton Street from “Two-Unit Dwellings (RD1)” to “Single Detached (RS2/B)”, to permit the property to be subdivided to create two (2) lots, each approximately 12.5 m wide and 532 m<sup>2</sup> in area (Attachment 1). There is currently a duplex on the property, which will be demolished. A preliminary subdivision plan associated with this development proposal is included in Attachment 2.

### Findings of Fact

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

### Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- To the north, immediately across Moncton Street, are dwellings on large lots zoned “Single Detached (RS1/B)” and “Single Detached (RS1/E)”.
- To the east, is a dwelling on a large lot zoned “Single Detached (RS1/B)”.
- To the south, are dwellings on medium lots zoned “Single Detached (RS1/B)”, which front Imperial Drive.
- To the west, is a dwelling on a large lot zoned “Single Detached (RS1/E)”.

### Related Policies & Studies

#### Official Community Plan (OCP) & Steveston Area Plan Designations

The OCP land use designation for the subject site is “Neighbourhood Residential”. The Steveston Area Plan land use designation for the subject site is “Single-Family”. The proposed rezoning and subdivision is consistent with these designations.

#### Lot Size Policy 5429

The subject property is located within the area governed by Lot Size Policy 5429, adopted by City Council in 1990, and amended in 2005 (Attachment 4). The Lot Size Policy permits properties on portions of Moncton Street to rezone and subdivide in accordance with the “Single Detached (RS1-2/C)” zone where there is no lane or internal road access.

The subject site contains a duplex. The zoning amendment provisions of Richmond Zoning Bylaw 8500 indicate that the Lot Size Policy does not apply to a rezoning application on a site that contains a duplex and that is intended to be subdivided into no more than two (2) lots.

Potential exists for other large lots in the area that contain a duplex to redevelop in a similar manner.

#### Affordable Housing Strategy

For single-family rezoning applications, Richmond's Affordable Housing Strategy requires a secondary suite within a dwelling on 50% of new lots created through rezoning and subdivision, or a cash-in-lieu contribution of \$1.00/ft<sup>2</sup> of total building area towards the City's Affordable Housing Reserve Fund.

The applicant proposes to provide a contribution of \$1.00 per buildable square foot of the single-detached dwellings (i.e. \$5,941.00) to the City's Affordable Housing Reserve Fund in-lieu of providing a legal secondary suite in a dwelling on one (1) of the two (2) lots proposed at the subject site. The cash-in-lieu contribution must be submitted prior to final adoption of the rezoning bylaw.

**Note:** Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the rezoning bylaw, the City will accept a proposal to build a secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.

#### **Public Input**

There have been no concerns expressed by the public about the development proposal in response to the placement of the rezoning sign on the property.

#### **Staff Comments**

##### Background

The subject property is located on the south side of Moncton Street, between Railway Avenue and Trites Road in an area that contains a mix of older and newer single-detached homes and duplexes.

##### Trees & Landscaping

A Tree Survey and Certified Arborist's Report have been submitted by the applicant. The survey and report identify five (5) bylaw-sized trees on the subject property and one (1) bylaw-sized on the neighbouring property to the east at 5320 Moncton Street. The Arborist's Report identifies tree species, assesses the condition of the trees, and provides recommendations on tree retention and removal relative to the development proposal. The proposed Tree Retention Plan is shown in Attachment 5.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted an on-site visual tree assessment, and concurs with the Arborist's recommendations to remove all five (5) of the on-site trees due to very poor condition from previous topping and Tortrix Borer infestation (Trees # 1, 2, 3, 5 and 6), and to protect the Pine tree on the neighbouring site to the east at 5320 Moncton Street (Tree # 4).

To ensure protection of the Pine tree on the neighbouring site to the east at 5320 Moncton Street (Tree # 4), the applicant is required to submit a contract entered into between the applicant and a Certified Arborist for supervision of any works conducted within close proximity to the Tree Protection Zone.

Tree protection fencing must be installed on-site to City standard around the dripline of Tree #4 in accordance with the City's Tree Protection Bulletin (Tree-03). Tree protection fencing must be installed prior to demolition of the existing dwelling and must remain in place until construction and landscaping on the proposed lots is completed.

Consistent with the tree replacement ratio of 2:1 in the City's Official Community Plan, the applicant proposes to plant and maintain 10 replacement trees on the proposed lots.

To ensure that the replacement trees are planted and maintained, and that the front yards of the proposed lots are enhanced, the applicant is required to submit a Landscape Plan, Cost Estimate, and Landscaping Security prior to final adoption of the rezoning bylaw. The Landscape Plan must be prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and the Landscape Security must be based on 100% of the cost estimate provided by the Landscape Architect (including trees, fencing, paving surfaces, and installation costs).

Suitable tree species for replacement trees on the proposed lots, as recommended by the project Arborist and the City's Tree Protection division staff, include: Golden Cedar (*Cedrus deodara* 'Aurea'), Dove Tree (*Davidia involucrata*), Purple Fountain European Beech (*Fagus sylvatica* 'Purple Fountain'), Japanese Tree Lilac 'Ivory Silk' (*Syringa reticulata* 'Ivory Silk'), and Japanese Maple (*Acer palmatum* sp.). The final selection of replacement tree species will be confirmed in the Landscape Plan required prior to final adoption of the rezoning bylaw.

#### Existing Covenant

There is an existing covenant registered on Title of the subject lot, which restricts the use of the property to a duplex (i.e., AC310347), which must be discharged from Title prior to final adoption of the rezoning bylaw.

#### Flood Management

Prior to final adoption of the rezoning bylaw, the applicant is required to register a flood indemnity covenant on Title. The flood construction level is a minimum of 0.3 m above the highest elevation of the crown of the road adjacent to the subject site (i.e., Moncton Street).

#### Site Servicing & Vehicle Access

There are no servicing concerns with the proposed rezoning.

Vehicle access to the proposed lots is to be from Moncton Street via the two (2) existing driveway crossings.

#### Subdivision and Building Permit Stage

At subdivision stage, the applicant is required to pay servicing costs.

At Building Permit stage, the applicant will be required to complete the following works:

- The existing storm services are to be abandoned; a new connection complete with inspection chamber is required along the new common property line within the City boulevard on Moncton Street to service the proposed lots.
- The existing sanitary service is to be abandoned; a new connection complete with inspection chamber is required along the new common property line within the existing utility right-of-way at the south end of the subject site to service the proposed lots.
- The existing water service is to be removed/abandoned; two (2) new connections complete with meter boxes are required to service the proposed subdivided lots.

#### **Analysis**

This development proposal is consistent with the land use designation contained within the OCP and with the zoning amendment provisions of Richmond Zoning Bylaw 8500, which permit a rezoning application on a site that contains a duplex and that is intended to be subdivided into no more than two (2) lots.

Potential exists for other large lots in the area that contain a duplex to redevelop in a similar manner.

#### **Financial Impact**

None.

#### **Conclusion**

This rezoning application to permit subdivision of an existing large lot containing a duplex into two (2) lots complies with the applicable policies and land use designations contained within the OCP, and with Richmond Zoning Bylaw 8500.

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

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9157 be introduced and given first reading.



Cynthia Lussier  
Planning Technician  
CL:blg

Attachments:

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Preliminary subdivision plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Lot Size Policy 5429
- Attachment 5: Proposed Tree Retention Plan
- Attachment 6: Rezoning Considerations



# Z

RZ 13-650616

Original Date: 12/02/13

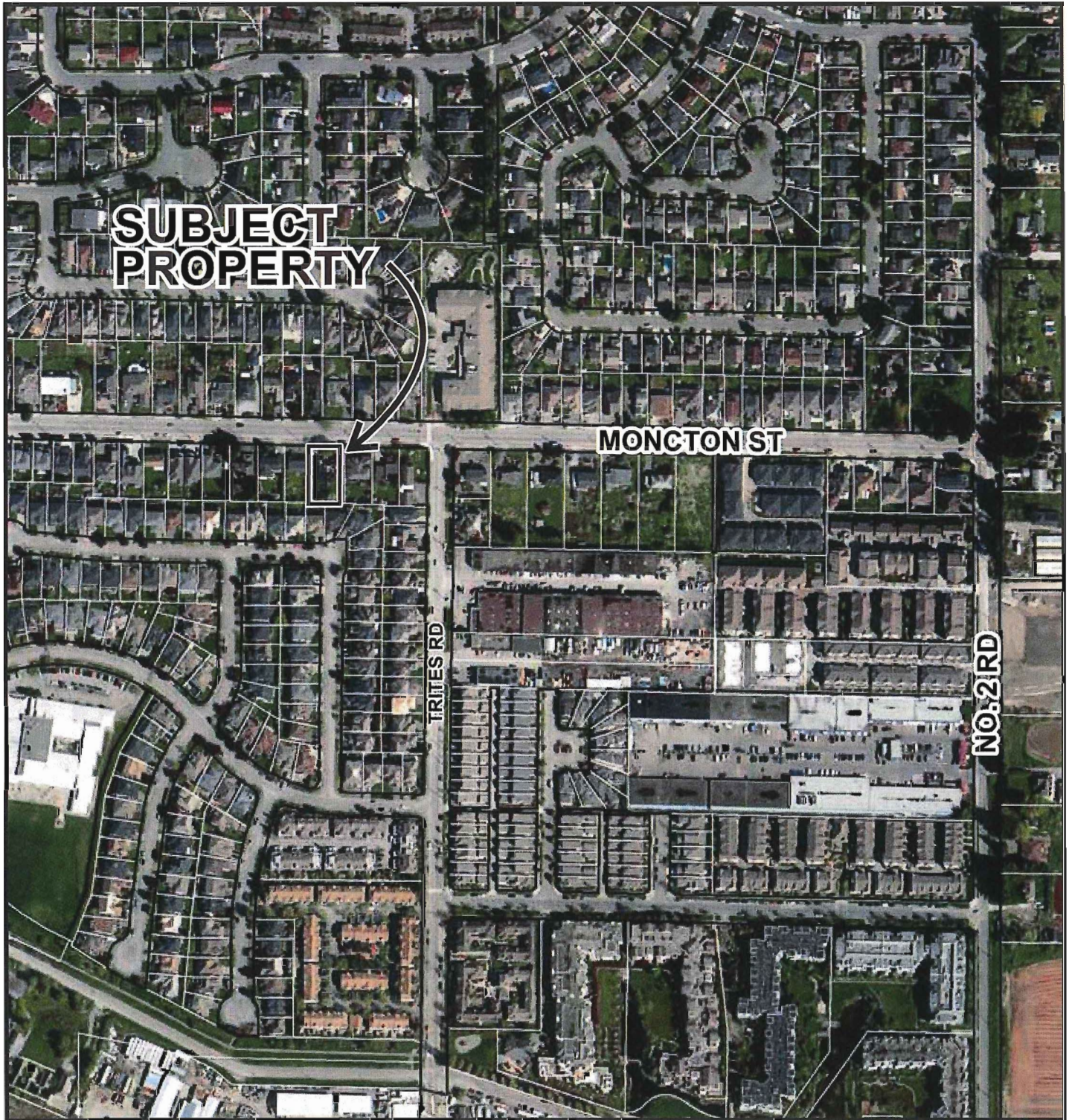
Revision Date:

**Note: Dimensions are in METRES**





City of  
Richmond



RZ 13-650616

PLN - 300

Original Date:12/02/13

Revision Date:

Note: Dimensions are in METRES



# SURVEY OF STRATA PLAN NW3126 SECTION 12 BLOCK 3 NORTH RANGE 7 WEST NWD

R-13-17397-TPG

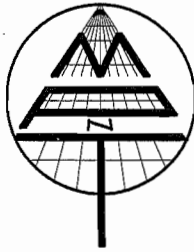
ATTACHMENT 2

## CIVIC ADDRESS

#5280/#5300 MONCTON STREET  
RICHMOND, B.C.

CURRENT ZONING: RD-1

FOR CITY OF RICHMOND  
APPLICATION PURPOSES

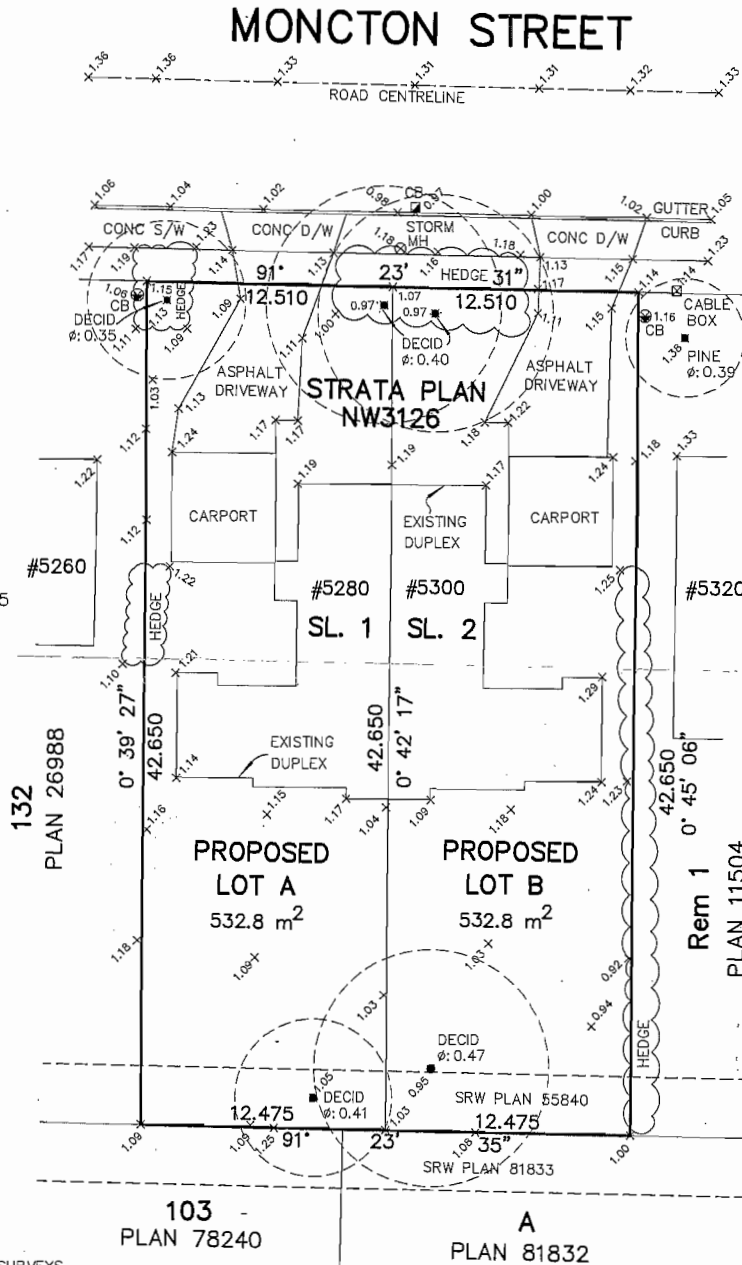


LEGEND  
SCALE 1:250



ALL DISTANCES ARE IN METRES.

- +1.15 INDICATES SPOT ELEVATION
- CB INDICATES CATCH BASIN
- MH INDICATES MANHOLE
- CONC INDICATES CONCRETE
- D/W INDICATES DRIVEWAY
- DECID INDICATES DECIDUOUS
- S/W INDICATES SIDEWALK
- SL INDICATES STRATA LOT



## NOTES:

- PROPERTY LINE DIMENSIONS ARE DERIVED FROM LAND TITLE OFFICE RECORDS AND LEGAL FIELD SURVEYS.
- ELEVATIONS ARE IN METRES AND ARE DERIVED FROM CITY OF RICHMOND HPN MONUMENT #205 (77H4827) ELEVATION=1.044 METRES.
- ALL DESIGNATED TREES AS DEFINED BY CITY OF RICHMOND BYLAW No. 8057, ARE SHOWN HEREON.

MATSON PECK & TOPLISS  
SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY  
RICHMOND, B.C., V7A 5H7  
PH: 604-270-9331  
FAX: 604-270-4137

CADFILE: 17397-001-TPG-000.DWG

CERTIFIED CORRECT  
THIS 9TH DAY OF OCTOBER, 2013

*Signature*

PLN - 301

B.C.L.S.



**RZ 13-650616**

**Attachment 3**

Address: 5280/5300 Moncton Street

Applicant: Barbara Stylianou

Planning Area(s): Steveston

	Existing	Proposed
<b>Owner:</b>	Stelios Andreas Stylianou Barbara Monika Stylianou	To be determined
<b>Site Size (m<sup>2</sup>):</b>	1,065 m <sup>2</sup> (11,470 ft <sup>2</sup> )	Two (2) lots – each approximately 532.8 m <sup>2</sup> (5,735 ft <sup>2</sup> )
<b>Land Uses:</b>	One (1) two-unit dwelling	Two (2) single detached dwellings
<b>OCP Designation:</b>	Neighbourhood Residential	No change
<b>Area Plan Designation:</b>	Single-Family	No change
<b>Zoning:</b>	Two-Unit Dwellings (RD1)	Single Detached (RS2/B)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Coverage – Buildings, Structures, and Non-Porous Surfaces	Max. 70%	Max. 70%	none
Lot Coverage – Live Plant Material	Min. 25%	Min. 25%	none
Lot Size (min. dimensions):	360 m <sup>2</sup>	532.8 m <sup>2</sup>	none
Setback – Front & Rear Yard (m):	Min. 6 m	Min. 6 m	none
Setback – Interior Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2 ½ storeys	2 ½ storeys	none

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



# City of Richmond

# Policy Manual

Page 1 of 2

Adopted by Council: January 15, 1990

**POLICY 5429**Area Boundary Amended: January 17<sup>th</sup>, 2005

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 11-3-7/12-3-7

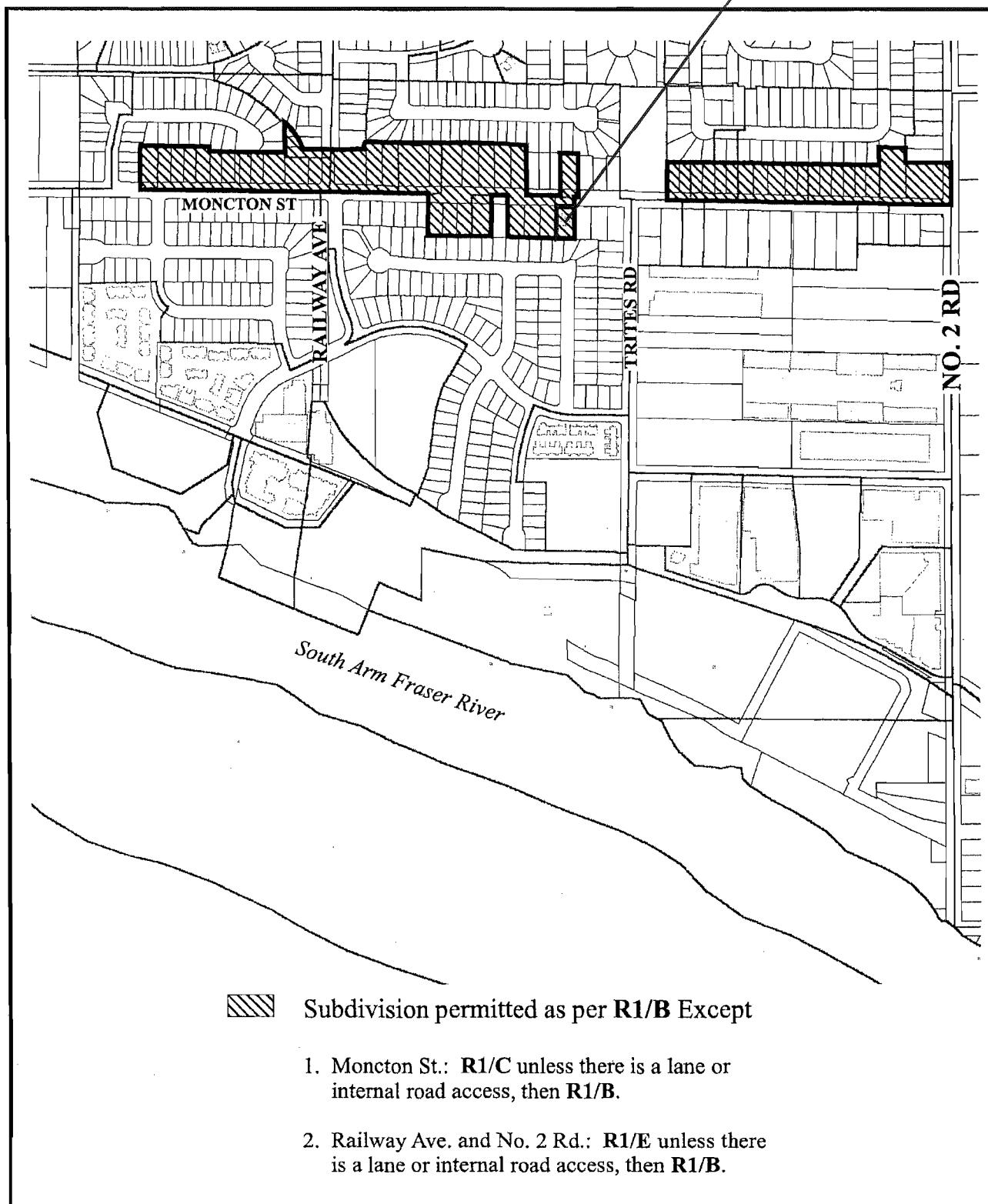
**POLICY 5429:**

The following policy establishes lot sizes in a portion of Sections 11-3-7/12-3-7 located on **Moncton Street generally bounded by No. 2 Road and Hayashi Court:**

That properties within the area bounded by Moncton Street and Hayashi Court, in a portion of Sections 11-3-7/12-3-7, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300 with the following provisions:

- a) if there is no lane or internal road access then properties along Moncton Street will be restricted to Single-Housing District (R1/C); and
- b) if there is no lane or internal road access then properties along Railway Avenue and No. 2 Road will be restricted to Single-Family Housing District (R1/E); and

that this policy, as shown on the accompanying plan, be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



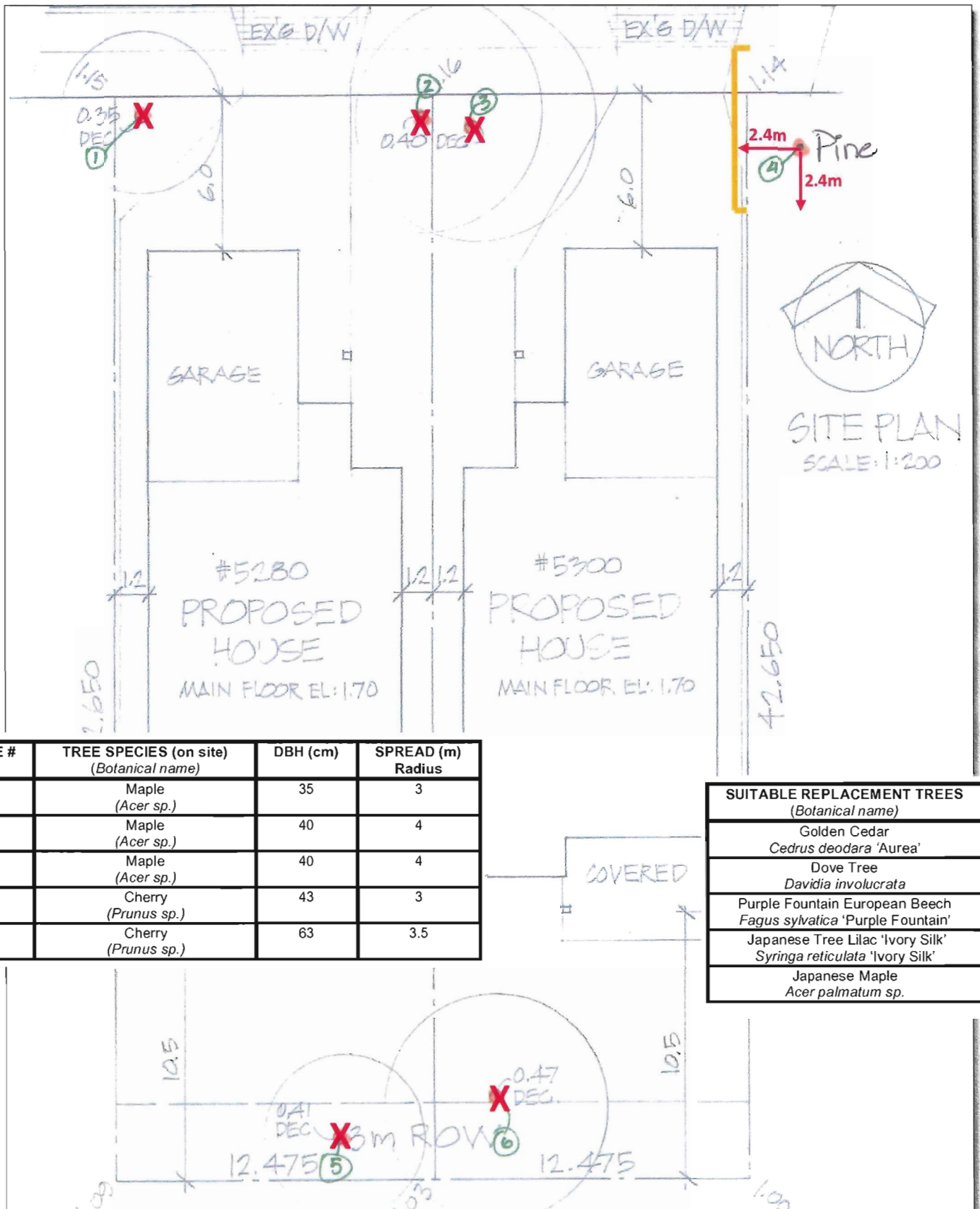
## Policy 5429

### Section 11 & 12, 3-7

Adopted Date: 01/15/90

Amended Date: 01/17/05

## Tree Retention &amp; Removal Plan, Scale 1:200







## Rezoning Considerations

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

**Address:** 5280/5300 Moncton Street

**File No.:** RZ 13-650616

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9157, the following items must be completed:**

1. 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 trees, fencing, hard surfaces, and installation costs). The Landscape Plan must:
  - Include a mix of coniferous and deciduous trees;
  - Not include continuous hedges within the front yard;
  - Include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
  - Include the 10 required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	11 cm		6 m
2	9 cm		5 m
6	8 cm		4 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required.

2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the Pine tree on the neighbouring site to the east at 5320 Moncton Street (Tree # 4). 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.
3. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments to the City's Affordable Housing Reserve Fund (i.e. \$5,941.00).
 

**Note:** Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a proposal to build a secondary suite on one (1) of the two (2) future lots at the subject site to the satisfaction of the City in accordance with the Affordable Housing Strategy. In such a case, the applicant is required to enter into a legal agreement registered on Title prior to rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.
4. Registration of a flood indemnity covenant on title.
5. Discharge of the existing covenant registered on Title of the subject lot (i.e., AC310347), which restricts the use of the property to a duplex.

**At Demolition\* stage, the following items must be completed:**

- Tree protection fencing must be installed on-site to City standard around the dripline of the Pine tree on the neighbouring site to the east at 5320 Moncton Street (Tree #4) in accordance with the City's Tree Protection Bulletin (Tree-03). Tree protection fencing must be installed prior to demolition of the existing dwelling and must remain in place until construction and landscaping on the proposed lots is completed.

**At Subdivision\* and Building Permit\* stage, the following items must be completed:**

- Payment of servicing costs.
- The existing storm services are to be abandoned; a new connection complete with inspection chamber is required along the new common property line within the City boulevard on Moncton Street to service the proposed lots.
- The existing sanitary service is to be abandoned; a new connection complete with inspection chamber is required along the new common property line within the existing utility right-of-way at the south end of the subject site to service the proposed lots.
- The existing water service is to be removed/abandoned; two (2) new connections complete with meter boxes are required to service the proposed subdivided lots.
- Submission of a Construction Parking and Traffic Management Plan to the Transportation Division (if applicable). The 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.
- 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 Division at 604-276-4285.

**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.  
  
All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.  
  
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, Letters of Credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

(signed original on file)

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Signed

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Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9157 (RZ 13-650616)  
5280/5300 Moncton Street**

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

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

P.I.D. 029-302-714

Lot A Section 12 Block 3 North Range 7 West New Westminster District Plan EPP37394

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9157”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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

\_\_\_\_\_  
MAYOR

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