



**Planning Committee**

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

**Tuesday, July 16, 2019  
4:00 p.m.**

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**MINUTES**

**PLN-6**      *Motion to adopt the **minutes** of the meeting of the Planning Committee held on July 3, 2019.*



**NEXT COMMITTEE MEETING DATE**

September 4, 2019, (tentative date) at 4:00 p.m. in the Anderson Room

**DELEGATION**

- PLN-12**      1. Kent Mullinix, Director of the Institute for Sustainable Food Systems, Kwantlen Polytechnic University, to present **a study** being conducted regarding a substantial and important knowledge gap about the Agriculture Land Reserve in Metro Vancouver, and a request for City of Richmond financial support.



## COMMUNITY SERVICES DIVISION

2. **HOUSING NEEDS AND CO-LOCATION OPPORTUNITIES**

(File Ref. No. 08-4057-04) (REDMS No. 5993517 v. 13A)

PLN-14

See Page PLN-14 for full report

*Designated Speakers: Kim Somerville and Cody Spencer*

### STAFF RECOMMENDATION

*That staff be directed to work within the existing policy framework to analyze the co-location of affordable housing for seniors and other priority groups identified in the Affordable Housing Strategy 2017–2027 in conjunction with future City projects as they arise on a case-by-case basis as described in the report titled “Housing Needs and Co-Location Opportunities”, dated June 26, 2019 from the Director, Community Social Development.*



## PLANNING AND DEVELOPMENT DIVISION

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

(File Ref. No. 12-8060-20-009216; RZ 14-672055) (REDMS No. 6219995)

PLN-22

See Page PLN-22 for full report

*Designated Speakers: Sara Badyal and Wayne Craig*



STAFF RECOMMENDATION

*That the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, for the creation of a new “High Rise Office Commercial (ZC44) – Aberdeen Village” zone and for the rezoning of 4700 No. 3 Road from the “Auto-Oriented Commercial (CA)” zone to the new “High Rise Office Commercial (ZC44) – Aberdeen Village” zone, be revised to change the rezoning consideration from prohibiting subdivision (including stratification and/or air space parcels) of office space within the proposed building to limiting the subdivision of office space to no more than one strata lot or one air space parcel per storey.*



4. **APPLICATION BY SPIRES ROAD DEVELOPMENT HOLDINGS LTD. FOR REZONING AT 8671, 8691, 8711 AND 8731 SPIRES ROAD AND THE SURPLUS PORTION OF THE SPIRES ROAD AND COOK CRESCENT ROAD ALLOWANCE FROM “SINGLE DETACHED (RS1/E)” ZONE TO “PARKING STRUCTURE TOWNHOUSES (RTP4)” ZONE**

(File Ref. No. 12-8060-20-010058; RZ 17-790301) (REDMS No. 6126892 v. 3)

PLN-83

See Page PLN-83 for full report

*Designated Speakers: Edwin Lee and Wayne Craig*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 10058, for the rezoning of 8671, 8691, 8711 and 8731 Spires Road and the surplus portion of the Spires Road and Cook Crescent road allowance from the “Single Detached (RS1/E)” zone to “Parking Structure Townhouses (RTP4)” zone, be introduced and given first reading.*





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5. **APPLICATION BY DESIGN WORK GROUP LTD. FOR REZONING AT 11480 AND 11500 RAILWAY AVENUE FROM THE “SINGLE DETACHED (RS1/E)” ZONE TO THE “ARTERIAL ROAD TWO-UNIT DWELLINGS (RDA)” ZONE**

(File Ref. No. 12-8060-20-010060; RZ 17-771371) (REDMS No. 6211969)

PLN-125

[See Page PLN-125 for full report](#)

*Designated Speakers: Edwin Lee and Wayne Craig*

### STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 10060, for the rezoning of 11480 and 11500 Railway Avenue from the “Single Detached (RS1/E)” zone to the “Arterial Road Two Unit Dwellings (RDA)” zone, be introduced and given first reading.*

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6. **METRO VANCOUVER REGIONAL PLAN**

(File Ref. No. 08-4045-00) (REDMS No. 6228841)

PLN-151

[See Page PLN-151 for full report](#)

*Designated Speaker: Barry Konkin*

### STAFF RECOMMENDATION

*That staff be directed as detailed in the report titled “Metro Vancouver Regional Plan Amendments” dated July 4, 2019 from the Manager, Policy Planning, to advise the Greater Vancouver Regional District Board that the City of Richmond has no objections to the minor amendments outlined in the Metro Vancouver request dated May 24, 2019.*

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7. **CANNABIS RELATED OFFICIAL COMMUNITY PLAN AND ZONING BYLAW AMENDMENTS IN RESPONSE TO THE NEW PROVINCIAL AGRICULTURAL LAND RESERVE USE REGULATIONS**

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

To be distributed with the Revised Planning Committee Agenda Package

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8. **MANAGER'S REPORT**

ADJOURNMENT







## Planning Committee

Date: Tuesday, July 3, 2019

Place: Anderson Room  
Richmond City Hall

Present: Councillor Linda McPhail, Chair  
Councillor Bill McNulty  
Councillor Carol Day  
Councillor Alexa Loo  
Councillor Harold Steves

Also Present: Councillor Chak Au  
Councillor Michael Wolfe

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 June 18, 2019, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

July 16, 2019, (tentative date) at 4:00 p.m. in the Anderson Room

### DELEGATION

1. The Chair advised that the order of the agenda would be varied to consider Item No. 1 last, pending arrival of the delegation, otherwise would be rescheduled at a future meeting



**PLANNING AND DEVELOPMENT DIVISION**

**2. HERITAGE ALTERATION PERMIT (HA 19-859014) AND STEVESTON VILLAGE HERITAGE CONSERVATION GRANT APPLICATION FOR 3891 MONCTON STREET BY BRETT MARTYNIUK**

(File Ref. No. HA 19-859014) (REDMS No. 6206798)

Minhee Park, Planner 2, reviewed the application, and spoke on the roofing material that will be used on the proposed roof replacement. A sample of the proposed roofing material was distributed.

It was moved and seconded

- (1) That a Heritage Alteration Permit (HA 19-859014) which would permit the replacement of the existing roof for the protected heritage building at 3891 Moncton Street; and*
- (2) That a grant request of \$15,159.38 be approved under the Steveston Village Heritage Conservation Grant Program to assist with the roof replacement work for the protected heritage building located at 3891 Moncton Street and disbursed in accordance with Council Policy 5900.*

**CARRIED**

**3. APPLICATION BY MONIREH AKHAVAN FOR A HERITAGE ALTERATION PERMIT AT 12051 3RD AVENUE (STEVESTON COURTHOUSE)**

(File Ref. No. HA 19-860363) (REDMS No. 6189864)

Ms. Park reviewed the application, noting that the applicant is seeking to install a kitchen exhaust system and replace the existing free standing sign. Also, she noted that the applicant has a three year lease on the building. It was further noted that the property owner is proposing to relocate the building and has submitted a rezoning application, which is currently under staff review.

Derek Hume, Richmond resident, spoke in support of the application, noting that the applicant wishes to expand the business by updating the kitchen and that the applicant is not involved with the property owner's rezoning application or proposed relocation of the building.

It was moved and seconded

*That a Heritage Alteration Permit which would permit the installation of a new kitchen exhaust system on the rear (west) elevation of the protected heritage building and the replacement of the existing free standing sign in the front yard at 12051 3rd Avenue be issued.*

**CARRIED**



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4. **APPLICATION BY KONIC DEVELOPMENT FOR REZONING AT 8291 AND 8311 WILLIAMS ROAD FROM “SINGLE DETACHED (RS1/E)” ZONE TO “LOW DENSITY TOWNHOUSES (RTL4)” ZONE**  
(File Ref. No. 12-8060-20-010053; RZ 17-788945) (REDMS No. 6202186)

Ms. Park briefed Committee on the application, noting that the application will be providing a cash-in-lieu contribution to City’s Affordable Housing Strategy Fund and that the applicant has proposed to include one secondary suite in the proposed development.

Discussion ensued with regard to (i) the proposed parking layout, (ii) the registration of a Statutory Right-of-Way (SRW) on the property’s title, and (iii) disclosure of property information to prospective buyers.

In reply to queries from Committee, Wayne Craig, Director, Development, noted that any registrations on title would form part of the developer’s disclosure statements and the property’s title agreement. Also, he noted that staff have Council direction to write to real estate professional bodies to improve disclosure of property information to prospective buyers. He added that should the application proceed, staff can examine additional disclosure measures during the Development Permit process.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 10053, for the rezoning of 8291 and 8311 Williams Road from the “Single Detached (RS1/E)” zone to the “Low Density Townhouses (RTL4)” zone, to permit the development of 10 townhouse units with vehicle access from Williams Road, be introduced and given first reading.*

**CARRIED**

5. **APPLICATION BY FAIRCHILD DEVELOPMENTS LTD. FOR A ZONING TEXT AMENDMENT TO THE “RESIDENTIAL MIXED USE COMMERCIAL (ZMU9) - ABERDEEN VILLAGE (CITY CENTRE)” ZONE TO ALLOW “RETAIL, SECOND HAND” AS A PERMITTED USE AT 4151 HAZELBRIDGE WAY**  
(File Ref. No. 12-8060-20-010055; ZT 19-861140) (REDMS No. 6206583)

In reply to queries from Committee regarding the addition of the “Retail, Second Hand” use to the bylaw, staff noted that the previous bylaw did not include definitions for such a use; however staff can examine expanding uses to include the “Retail, Second Hand” use when bylaw housing keeping amendments are introduced in the future.



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It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 10055, for at Zoning Text Amendment to the “Residential Mixed Use Commercial (ZMU9) – Aberdeen Village (City Centre)” zone to allow “Retail, Second Hand” as a permitted use at 4151 Hazelbridge Way, be introduced and given first reading.*

**CARRIED**

**6. APPLICATION BY WEI DONG LUO FOR REZONING AT 11951 BLUNDELL ROAD FROM “AGRICULTURE (AG1)” TO A SITE SPECIFIC AGRICULTURE ZONE TO PERMIT A LARGER HOUSE SIZE**

(File Ref. No. RZ 19-855349) (REDMS No. 6195932 v. 2)

Staff reviewed the application, noting that a building permit application was submitted on December 13, 2018, during the withholding period for building permits when the maximum house size on agricultural land was under consideration by Council. Staff added that the applicant is proposing a house that is approximately 500m<sup>2</sup> in floor area, larger than the permitted 400m<sup>2</sup>, and that the applicant has indicated that they have no intention of farming the site.

Discussion ensued regarding the maximum allowable house size on regular residential lots and the maximum allowable number of kitchens in a house on agricultural land.

Wei Dong Luo, applicant, spoke on the application, noting that the proposed house will accommodate extended family members and will not be used for speculative purposes. He added that related permit application fees have been submitted and that developing a house on a non-agricultural lot is not currently feasible for the applicant.

Roland Hoegler, 6560 No. 4 Rd, expressed support for the application, and referenced conditions for exceptions related to agricultural land use restrictions under the *Agricultural Land Commission Act*. Also, he spoke on the viability of small sized farms and encouraged the City to review regulations related to house size on agricultural land.

It was moved and seconded

*That the application for the rezoning of 11951 Blundell Road from “Agriculture (AG1)” to a Site Specific Agricultural Zone, to permit a house up to 500 m<sup>2</sup> in floor area, be denied.*

**CARRIED**

Opposed: Cllr. Loo



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**7. EARLY ADOPTION OF BC BUILDING CODE PROVISIONS FOR 12 STOREY MASS TIMBER CONSTRUCTION**

(File Ref. No. 12-8360-01) (REDMS No. 6185110 v. 12)

Discussion ensued with regard to (i) utilizing sustainable forestry practices, (ii) sourcing non-old growth forest timber for building materials, and (iii) manufacturing costs of laminated wood and construction costs of wood buildings.

In reply to queries from Committee, staff noted that laminated wood is manufactured to have fire resistant properties and that construction would be limited to a maximum of four floors at a time in order to allow for the installation of fire suppression features. Staff added that the Province restricts wood buildings to a maximum of 12 storeys and that the City can further review regulations in the event that the Province revises its policy.

It was moved and seconded

- (1) *That participation in the Province's program as identified in the report titled "Early Adoption of BC Building Code Provisions for 12 Storey Mass Timber Construction" dated June 7, 2019 from the Director, Building Approvals and the Fire Chief, Richmond Fire-Rescue be endorsed; and*
- (2) *That staff be directed to consider mass timber construction for buildings only in those areas of the City Centre Area Plan where buildings up to a maximum of 35 m are permitted.*

**CARRIED**

Opposed: Cllr. Steves

Discussion ensued with regard to the development of passive homes in the city and in reply to queries from Committee, staff noted that building passive homes is permitted in the city.

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

It was moved and seconded

*That staff examine options to encourage the development of passive single family homes and report back.*

**CARRIED**

**8. MANAGER'S REPORT**

None.



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**Tuesday, July 3, 2019**

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**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (4:52 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, July 3, 2019.

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Councillor Linda McPhail  
Chair

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Evangel Biason  
Legislative Services Coordinator



## **Land Use Exemption Applications: Do successful non-farm use and subdivision applications support or detract from farm use of ALR land**

The Agricultural Land Reserve (ALR) is the provincial land use regulation and designation enacted to protect agricultural land in British Columbia. The regulation identifies permitted farm uses as well as non-farm uses that support agriculture and our food system. While there has been concern over and substantial attention paid to the loss of prime agricultural land through removal of ALR designation, another potential threat to the long-term protection of agricultural land is its incremental loss and diminished production capacity over time due to permitted non-farm uses and land changes. Permitted non-farm uses may not, from the outset, enhance agriculture as proposed, or may over time cease contributing to agriculture and the food system as originally proposed/ intended. Either ultimately constitute an effective loss to the ALR, and may contribute to arguments for taking the land out of the ALR. Additionally, ALR parcel subdivision may lead to an increase in non-farm uses. In 2016 alone, there were over 200 applications to the Agricultural Land Commission for subdivision and non-farm use permits in BC. There is need to ascertain if permitted non-farm use and subdivision have resulted in the enhancement of the land for agricultural purposes, as proposed/ supposed, or if they led to further erosion of agricultural capacity and diminution of the ALR.

Therefore, the purpose of this study is to review previously submitted and approved applications (1976-2018) to the Agricultural Land Commission (ALC) for land use exemption activities within the Agricultural Land Reserve (ALR) in select, representative Metro Vancouver municipalities (Richmond, Surrey, Delta, Maple Ridge and Pitt Meadows and the Township of Langley) and evaluate whether these changes remain as originally approved, and if they have served to enhance or detract from agricultural use of the land. Results from this research will contribute to our current understanding of agricultural land use challenges and inform the development of municipal policy tools and resources to support efforts to assure the integrity of the ALR, preserve agriculture land for agriculture, and to advance sustainable regional food systems.

### *Research questions*

- (1) How many subdivision and non-farm use applications have there been and how many applications were approved?
- (2) Are lands for which applications were approved being used for agricultural purposes per the stated purpose in the approved application?

### *Methodology*

- (1) Secondary data on subdivision and non-farm use applications will be gathered from the Agricultural Land Commission (ALC) for the period between 1976 to 2018 (if available) for six agricultural municipalities in the Lower Mainland: Delta, Maple Ridge, Pitt Meadows, Richmond, Surrey and Township of Langley.



- (2) A windshield survey will be conducted to gather information on the current land and status of the subdivision and non-farm use permitted. Our intent, goal, is to assess every parcel for which a non-farm use or subdivision was approved over the last 10 years.

### *Deliverable*

Complete report with municipality specific data and evaluations. Will include GIS map of all identified parcels having land use exemptions.

### *Timeline*

Approximately 8 months

### *Estimated Budget*

Project oversight/ management	\$5,000 (ISFS contribution)
Student research assistants	\$15,000
Mileage	\$3,000
Report preparation/ print	\$300 (ISFS contribution)

Cash required= \$18,000. Requested contribution from each study municipality is \$3,000.

The Institute for Sustainable Food Systems (ISFS) is an applied research and extension unit at KPU that investigates and supports regional food systems as key elements of sustainable communities. ISFS applied research focuses on the potential of regional food systems in terms of agriculture and food, economic and community development, community health, policy, and environmental stewardship. ISFS extension programming provides information and support for farmers, communities, business, policy makers, and others. Community collaboration is central to the ISFS approach.

The ISFS team is multi-disciplinary, bringing together expertise in- social science, economics, organic agriculture, agroecology, food systems, planning and policy, community health and nutrition, landscape architecture, farm business management and agriculture education.





# City of Richmond

## Report to Committee

**To:** Planning Committee **Date:** June 26, 2019

**From:** Kim Somerville  
Director, Community Social Development **File:** 08-4057-04/2019-Vol  
01

**Re:** Housing Needs and Co-Location Opportunities

### Staff Recommendation

That staff be directed to work within the existing policy framework to analyze the co-location of affordable housing for seniors and other priority groups identified in the Affordable Housing Strategy 2017–2027 in conjunction with future City projects as they arise on a case-by-case basis as described in the report titled “Housing Needs and Co-Location Opportunities”, dated June 26, 2019 from the Director, Community Social Development.

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

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Real Estate	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Project Development	<input checked="" type="checkbox"/>	
Parks	<input checked="" type="checkbox"/>	
Recreation and Sport Services	<input checked="" type="checkbox"/>	
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 



## **Staff Report**

### **Origin**

At the September 18, 2018 Planning Committee meeting, staff received the following referral:

*That staff review senior's housing in the city with regard to:*

- (1) Examining areas of the city suitable for senior's housing;*
- (2) Setting principles to establish and encourage development of senior's housing;*
- (3) Examining potential City contributions to support senior's housing; and*
- (4) Examining partnerships with community groups; and report back.*

At the February 5, 2019 Planning Committee meeting, staff received the following referral:

*That the following referral motion be incorporated into an existing referral examining Senior's Housing:*

*That staff be directed to review all future city projects to assess if they are compatible with senior and or affordable housing units using the airspace above the projects. Furthermore staff to report back on the option of creating a policy that makes the creation of affordable housing a priority whenever possible in the future City projects and to actively look for partners with Richmond, Provincial and Federal stakeholders.*

The purpose of this report is to respond to the above referrals, describe the City's current approach to meeting the housing needs of the priority groups identified in the Affordable Housing Strategy and identify potential steps for co-locating affordable housing in conjunction with future City projects.

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

*Strategic Direction #1: Expand Housing Choices*

The report supports the following policies defined in the City's Affordable Housing Strategy 2017–2027:

*Strategic Direction 2: Maximize use of City resources and financial tools, and*

*Strategic Direction 4: Facilitate and strengthen partnership opportunities.*



This report also supports the following actions identified in the Age-Friendly Assessment and Action Plan:

- *Working with health partners to ensure that a continuum of options, from independent housing to residential care, is available; and*
- *Working with health partners to ensure sufficient supported, affordable housing is provided locally for disabled and frail older adults, as well as those with dementia and other mental health challenges.*

## **Background**

Richmond acknowledges that a mix of housing options that meet the needs of various social and demographic groups is essential to creating a liveable and inclusive community. The Affordable Housing Strategy 2017-2027 identifies the following priority groups in need of affordable housing:

- Families;
- Low and moderate income earners;
- Seniors;
- Persons with disabilities; and
- Vulnerable populations (including households on fixed income, persons experiencing homelessness, women and children experiencing family violence, individuals with mental health and addictions issues, and indigenous people).

The City uses a range of policies and programs to develop affordable housing options for these priority groups in partnership with senior levels of government, the private and non-profit sector.

### Seniors Housing Needs

One housing challenge currently facing Richmond is its growing and ageing population. Based on Statistics Canada data, the proportion of Richmond residents aged 55 and over increased from 20 percent (34,142 people) in 2000 to 33 percent (73,354 people) in 2018. This trend is expected to continue. Population forecasts published by BC Stats estimate that up to 42 percent of Richmond residents could be aged 55 and older by 2041.

The aging population trend has led to increased demand for seniors' housing. For example, the 2018 rental vacancy rate for private, independent-living seniors' units was 0.5 percent. In addition, there is significant unmet demand for affordable seniors' housing. In 2017, 49 percent of all Richmond applicants on the BC Housing social housing waitlist were categorized as seniors. Furthermore, based on Metro Vancouver data, approximately 24 percent of all individuals experiencing homelessness in Richmond in 2017 were seniors.



### Seniors' Housing Types

There are a variety of housing types available for seniors in Richmond (defined by the City as individuals aged 55 years and older). Many seniors choose to remain in their homes as they age to remain in a familiar setting. Aging in place can often be accommodated with home adaptations or renovations, such as lowering existing kitchen counters and cupboards, reducing the height of door thresholds at room entrances and installing grab bars in bathrooms and other locations.

Purpose-built seniors' housing is another option. There are three general categories of seniors' housing that vary depending on the level of on-site support provided to residents: independent living, assisted living and residential care facilities. These buildings may include affordable units (also known as subsidized or non-market) or units provided by the private market (e.g. unsubsidized). There are approximately 2,140 units of purpose-built seniors' housing within the three categories in Richmond (Table 1). As noted above, the vacancy rate for these units is less than 1 percent.

**Table 1: Estimate of Purpose-Built Seniors' Housing Types in Richmond (2018)**

<b>Seniors' Housing Type</b>	<b>Affordable (non-market) Units</b>	<b>Private Market Units</b>	<b>Total Units</b>
Independent Living	911	369	1,280
Assisted Living	112	45	157
Residential Care (beds)	672	31	703
<b>Total</b>	<b>1,695</b>	<b>445</b>	<b>2,140</b>

Source: Seniors Services Society (<http://www.seniorsservicessociety.ca/hhousingdirectory.html>)

### **Analysis**

As directed by the Affordable Housing Strategy, the City is committed to meeting the housing needs of a range of priority groups, including seniors. The following analysis describes the City's current priorities and approaches to meeting the housing needs of seniors in Richmond.

### City Areas Suitable for Seniors' Housing

Based on research completed by the Canada Mortgage and Housing Corporation (CMHC), seniors in British Columbia consider a range of factors when making a decision about where to live. For example, seniors consider whether a dwelling is easy and safe to get around in, the cost of housing, proximity to friends and family, and if there is a sense of community. Seniors also prefer locations in proximity to hospitals and other health services; amenities, such as recreation facilities, shops, restaurants, and social activities; and access to public transportation.

In general, seniors' housing is appropriate in any location zoned for multiple family residential use or designated for multiple family residential use in the Official Community Plan (OCP). In addition, Richmond's OCP specifically encourages seniors' housing in locations central to community amenities, including public transit, recognizing mobility and service needs.



### Principles for Encouraging Establishing Affordable Housing

The City's Affordable Housing Strategy defines a set of strategic directions that provide guidance for City involvement in affordable housing. While these directions are not specific to seniors' housing, they provide a solid foundation for City actions that help meet the needs of low and moderate income seniors in Richmond. The strategic directions are as follows:

1. Use regulatory tools to encourage a diverse mix of housing types and tenures;
2. Maximize use of City resources and financial tools;
3. Build capacity with non-profit housing and service providers;
4. Facilitate and strengthen partnership opportunities; and
5. Increase advocacy, awareness and education roles.

These foundational principles support a broad-based, city-wide approach to creating affordable housing, including seniors' housing. This approach focuses on leveraging the strengths of local housing providers and the financial capacity of the federal and provincial governments to help achieve the City's seniors' housing objectives.

The OCP provides direction applicable to the development of private-market seniors' developments. For example, the OCP directs the City to:

- Encourage a mix of housing types and tenures to support diverse needs; and
- Encourage housing that incorporates "aging-in-place" concepts, accommodates special needs and supports independent living units.

Guided by these policies, staff work to secure and promote a diverse mix of housing options, including seniors' housing, in Richmond.

### Potential City Contributions to Support Seniors' Housing & other Priority Groups

The City's Affordable Housing Strategy identifies low and moderate income seniors as one of the five priority groups for affordable housing. The City's role in seniors' affordable housing to date has primarily been that of providing City land and capital contributions, which are intended to leverage significant levels of funding from the provincial and federal governments. For example, in 2014, the City contributed \$24 million in capital funding from the Affordable Housing Reserve to the Kiwanis Towers project, a 296-unit affordable seniors' development. This project also received \$16.3 million in long-term financing from the provincial government. The City continues to work in partnership with other levels of government to leverage its resources to increase the supply of affordable housing for seniors, as well as other priority groups identified in the Affordable Housing Strategy; however, opportunities must take into consideration the availability of funding in the City's Affordable Housing Reserve, as well as the availability of funding from the provincial and federal governments.



The City also plays an important role in securing low-end market rental units in private market developments through a density bonus incentive. These units are made available to residents of all ages, including seniors. Similarly, the City's Market Rental Housing Policy encourages the development of new market rental housing units, as well as the protection of existing market rental units, where seniors may currently live or that could be suitable for seniors living in the city.

#### Partnership Opportunities with Community Groups

A range of stakeholders have roles to play in the provision of affordable housing. The City has a long history of working with partners and continues to value partnership opportunities to meet the needs of low and moderate income individuals, including seniors. Based on the direction provided in the Affordable Housing Strategy, the City prioritizes:

1. Working in partnership with BC Housing, private market developers and the non-profit sector to facilitate the development of affordable housing including new seniors' housing buildings;
2. Facilitating partnership opportunities between developers and non-profit organizations to enable the placement of seniors into low-end market rental units secured through the City's Low-End Market Rental program;
3. Working with the federal and provincial governments to advocate for new funding to create all types of affordable housing developments (including all types of seniors' housing) in Richmond; and
4. Working through staff at City facilities to help increase awareness about provincial funding programs and other resources related to home renovation programs for seniors who wish to remain in their homes as they age.

Overall, the City continues to play a leadership role in facilitating partnerships to support affordable housing developments. By leveraging City resources, including cash-in-lieu contributions, the City can effectively support local stakeholders in increasing the supply of affordable housing in Richmond.

#### Affordable Housing and Future City Projects

Affordable housing that is co-located and integrated with other City facilities, such as community centres, fire halls, libraries, or child care facilities is evident in some municipalities. Recent examples include projects in Vancouver and Calgary that incorporate affordable housing units above fire stations. As directed by the referral received on February 5, 2019, staff have proposed a process to identify co-location opportunities for affordable housing developments in Richmond.

Current City policy direction prioritizes the concept of co-locating affordable housing with other City projects. For example, the City's Affordable Housing Strategy 2017–2027 directs the City to explore opportunities to co-locate affordable housing with existing or new community assets.



To allow for flexibility in responding to specific development opportunities, staff recommend that a formal City policy related to project co-location not be created and that instead, staff work within the existing policy framework to analyze the co-location of affordable housing in conjunction with future City projects as they arise on a case-by-case basis.

This approach would enable the City to work on each opportunity as a unique situation to address both the opportunities and challenges related to the specific site and to develop co-located facilities that include affordable housing where appropriate. Potential challenges may include legal restrictions related to the manner in which a property was acquired by the City or limitations on use imposed by legislation or bylaw, including the Zoning Bylaw, *Community Charter* and *Local Government Act*.

For example, in some cases lands are donated to the City for park purposes and are subject to the terms of a trust arrangement, which may legally prevent the use of a site for any purpose other than a park. In other situations, there may be limitations on use imposed by legislation, as in the case of land dedicated as a park on a plan or limitations on use imposed through a reservation bylaw. Furthermore, due to growth in the city, particularly in the city centre where there are greater limitations to parkland acquisition any potential development on City parks must be given careful consideration due to the current and future impacts of loss of parkland and expected level of service. The inventory of City-owned land that is already designated for residential use may present a more favourable opportunity for consideration than land designated for park use.

The significant cost and time associated with developing affordable housing must be considered as developing rental housing units in conjunction with another City facility will increase the total capital cost of the facility, could impact the overall financial viability of the project and may extend the amount of time required to construct the building.

The following steps are proposed to guide the City's analysis of the potential co-location of affordable housing in conjunction with future City projects on a case-by-case basis:

1. Convene an interdepartmental team comprised of all relevant staff;
2. Analyze property acquisition records, relevant City policies and previous Council decisions related to the property;
3. Determine whether or not the subject property or another City property is more suitable (i.e. appropriate zoning, allowable density, land cost, loss of parkland, etc.);
4. Review potential legal barriers and City bylaw restrictions;
5. Complete a financial analysis;
6. Advocate for required funding from the provincial and federal governments as needed;
7. Explore potential partnership opportunities for non-profit management of the housing;
8. Develop a proposed engagement plan taking into consideration timing, notification requirements, and public and key stakeholder consultation; and
9. Present the findings to City Council for recommendation on how to proceed, including any required procedures.



Housing affordability continues to be a critical challenge facing Richmond residents. By pursuing innovative approaches, such as co-locating affordable housing with future City projects, the City can play a leadership role in increasing the supply of affordable housing. As directed by the City's Affordable Housing Strategy, the City is committed to meeting the housing needs of a range of social and demographic groups, including the following priority groups: seniors, families, individuals experiencing homelessness, and women and children experiencing family violence. To help mitigate the financial risk when reviewing co-location opportunities that include affordable housing, staff will work with the provincial and federal governments to advocate for capital funding. There may also be opportunities to incorporate homeownership condominium units, which could be sold to offset the cost of developing and operating the affordable housing units. Should City Council wish to further prioritize seniors or any other priority group, City staff would require additional direction.

**Financial Impact**

None.

**Conclusion**

There is significant unmet demand for affordable housing, including seniors' housing—both market and affordable—in Richmond. Accordingly, the City has identified seniors as a priority group in the Affordable Housing Strategy and is committed to working proactively and through partnerships to increase the supply of seniors' housing throughout Richmond. The City continues to monitor opportunities to leverage its policy tools, land holdings and financial resources to support seniors' housing development. Staff propose that the City work within the existing policy framework to analyze co-location of affordable housing in conjunction with future City projects as they arise on a case-by-case basis.



Cody Spencer  
Program Manager, Affordable Housing  
(604-247-4916)





# City of Richmond

## Report to Committee


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

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

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

### Staff Recommendation

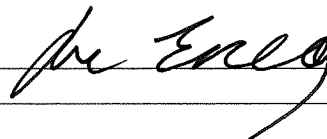
That the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, for the creation of a new "High Rise Office Commercial (ZC44) – Aberdeen Village" zone and for the rezoning of 4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" zone to the new "High Rise Office Commercial (ZC44) – Aberdeen Village" zone, be revised to change the rezoning consideration from prohibiting subdivision (including stratification and/or air space parcels) of office space within the proposed building to limiting the subdivision of office space to no more than one strata lot or one air space parcel per storey.

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

WC:sb  
Att. 2

### REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER





## **Staff Report**

### **Origin**

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

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

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

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

### **Findings of Fact**

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



## **Analysis**

### **Original Proposal**

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

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

### **Proposed Changes**

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

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

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

### **Next Steps**

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



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

### **Conclusion**

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

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

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

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



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

SB:blg

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

Attachment B: Letter from Applicant dated July 3, 2019

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





**Report to Committee**  
Planning and Development Division

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**To:** Planning Committee **Date:** November 20, 2017  
**From:** Wayne Craig **File:** RZ 14-672055  
Director, Development  
**Re:** **Application by Bene (No. 3) Road Development Ltd. for Rezoning of the Property at 4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" Zone to a New "High Rise Office Commercial (ZC44) – Aberdeen Village" Zone**


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**Staff Recommendation**

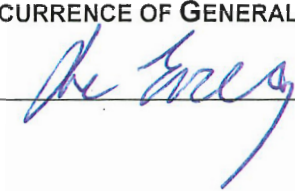
1. That Official Community Plan Bylaw 7100, Amendment Bylaw 9215, to amend the Schedule 2.10 (City Centre Area Plan) by:
  - a) Amending the Overlay Boundary - Village Centre Bonus Map (2031) to allow for an additional 0.5 FAR Village Centre Bonus on the subject site; and
  - b) Amending the Aberdeen Village – Detailed Transect Descriptions to allow for an additional 0.5 FAR Village Centre Bonus on the subject site;be introduced and given first reading.
2. That Bylaw 9215, having been considered in conjunction with:
  - The City's Financial Plan and Capital Program; and
  - The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*.
3. That Bylaw 9215, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.



4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, for the creation of a new "High Rise Office Commercial (ZC44) – Aberdeen Village" zone and for the rezoning of 4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" zone to the new "High Rise Office Commercial (ZC44) – Aberdeen Village" zone, be introduced and given first reading.

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

SB:blg  
Att. 5

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



## Staff Report

### Origin

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

- A single 10-storey tower with two floors of commercial retail units, six floors of office space and four levels of parking.
- A total floor area of approximately 7,285.4 m<sup>2</sup> (78,415.5 ft<sup>2</sup>) comprised of approximately:
  - 1,387.7 m<sup>2</sup> (14,937 ft<sup>2</sup>) of commercial space.
  - 5,897.4 m<sup>2</sup> (63,478.5 ft<sup>2</sup>) of office space.
- LEED Silver equivalent building designed and constructed to connect to a future district energy utility (DEU) system.
- Replacement of the City’s Leslie sanitary sewer pump station located on the Leslie Road frontage, including required equipment inside the proposed building in a required Statutory Right-of-Way (SRW).

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

### Findings of Fact

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

### Site and Surrounding Development

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

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

Surrounding development includes:

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

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

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

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



## **Related Policies & Studies**

### **1. Official Community Plan/City Centre Area Plan**

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

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

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

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

### **2. Other Policies, Strategies and Bylaws**

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

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

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

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

## **Consultation**

### **1. OCP Amendment**

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



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

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

#### OCP Consultation Summary

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

## 2. Rezoning

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



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

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

## **Analysis**

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

### **1. Proposed OCP and Zoning Bylaw Amendments**

#### Proposed OCP (CCAP) Amendment

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

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

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

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



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

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

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

### Proposed Rezoning

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

## **2. Community Amenities**

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



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

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

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

Community Planning: The proposed rezoning is subject to a community planning implementation contribution for future community planning, in accordance with the CCAP Implementation Strategy (\$19,605.29 calculated using the proposed floor area  $[78,421.16 \text{ ft}^2 \times \$0.25 / \text{ft}^2]$ ).

Public Art: The proposed development is subject to the Richmond Public Art Policy. As the project is of a modest size and there are limited opportunities for locating Public Art on the site, the applicant is proposing to provide a voluntary contribution to the Public Art Reserve for City-wide projects on City lands. The contribution will be secured before rezoning adoption, based on the current contribution rate (\$34,505.31 calculated using the proposed floor area  $[78,421.16 \text{ ft}^2 \times \$0.44 / \text{ft}^2]$ ).

### **3. Utility Infrastructure**

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

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

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



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

#### **4. Transportation**

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

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

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

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

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

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

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

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

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



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

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

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

## **5. Development Concept Review**

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

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

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

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

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



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

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

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

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



**Financial Impact or Economic Impact**

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

**Conclusion**

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

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



Sara Badyal  
Planner 2  
(604-276-4282)

SB:blg

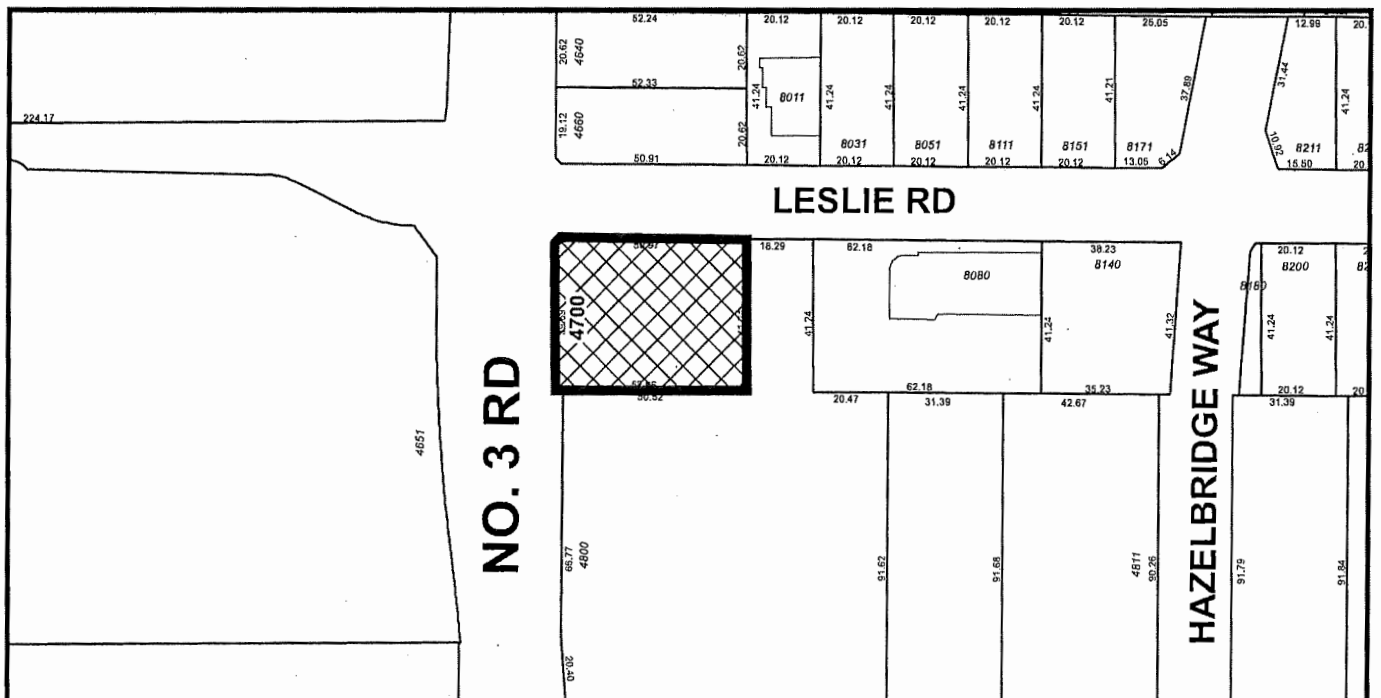
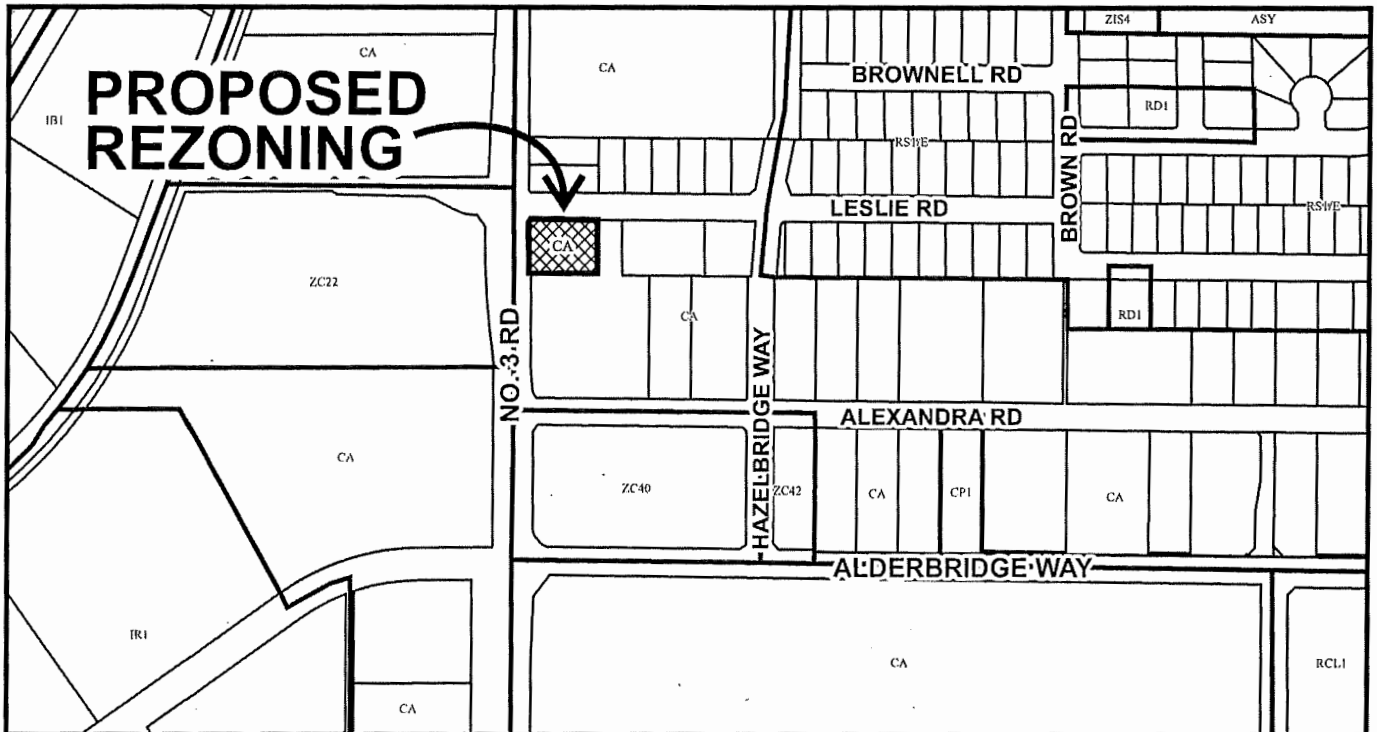
**Attachments:**

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





City of  
Richmond



RZ 14-672055

Original Date: 09/15/14

Revision Date: 11/20/17

Note: Dimensions are in METRES





City of  
Richmond



RZ 14-672055

Original Date: 09/17/14

Revision Date:

Note: Dimensions are in METRES

PLN - 39



**PROJECT INFORMATION**

**CIVIC ADDRESS:**  
4700 NO. 3 ROAD RICHMOND, BC

**LEGAL DESCRIPTION:**  
LOT 95, SECTION 33, BLOCK 5 NORTH,  
RANGE 8 WEST, NEW WESTMINSTER  
DISTRICT PLAN 58151

**PARCEL ID:**  
003-795-705

**CURRENT ZONING:**  
AUTO-ORIENTED COMMERCIAL (CA)

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

**CONSULTANT TEAM**

**ARCHITECTURAL**  
NORR ARCHITECTS PLANNERS  
SUITE 710, 1201 WEST PENDER ST  
VANCOUVER, BC V6E 2V2  
PHONE: 604.685.3237  
FAX: 604.685.3241

**LANDSCAPING**

**SURVEY**  
MATSON PECK & TOPLESS  
SURVEYORS & ENGINEERS  
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PHONE: 604.270.9331  
FAX: 604.270.4137

**TRAFFIC**  
MMM GROUP LIMITED  
SUITE 700, 1045 HOWE STREET  
VANCOUVER, BC V6Z 2A9  
PHONE: 604.685.9381  
FAX: 604.683.8655

**LIST OF DRAWINGS**

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

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

MAY 15, 2017

NORR JOB NO. OCVA14-0004

CONCEPTUAL  
DEVELOPMENT  
PLANS

**NORR**  
ARCHITECTS PLANNERS

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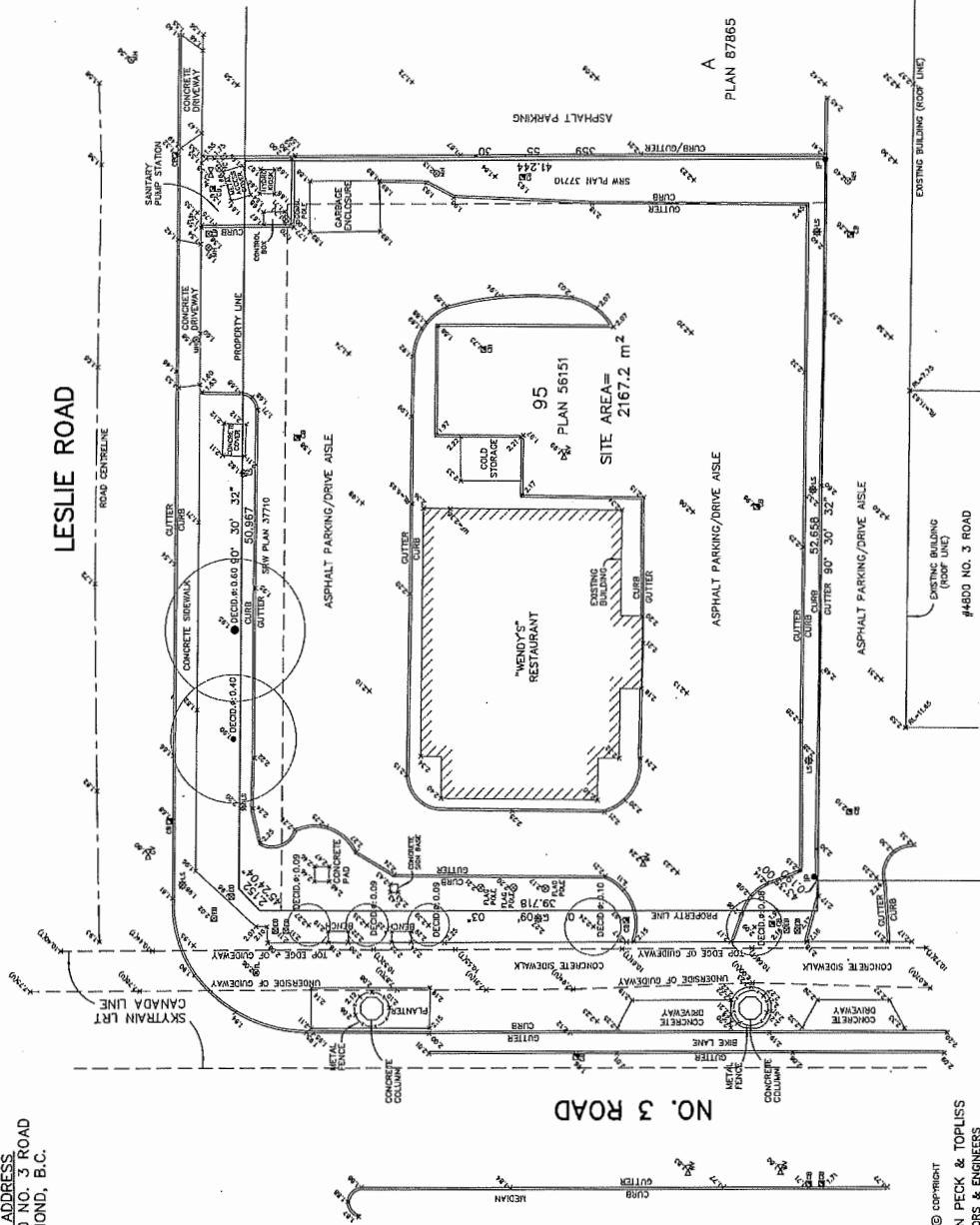
DP00-00-00



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

PARCEL IDENTIFIER (PID): 003-795-705

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



**PLN - 41**

**LEGEND**

SCALE 1:200

ALL DISTANCES ARE IN METRES.

- INDICATES SPOT ELEVATION
- INDICATES CATCH BASIN
- INDICATES ELECTRICAL BOX
- INDICATES LAMP STANDARD
- INDICATES MANHOLE
- INDICATES TRAFFIC LIGHT
- INDICATES GAS VALVE
- INDICATES WATER VALVE
- INDICATES MAIN FLOOR
- INDICATES ROOF LEVEL
- INDICATES TOP OF GUTTERWAY
- INDICATES UNDERSIDE OF GUTTERWAY
- INDICATES RICH POST FOUND

## **NOTES:**

- ELEVATIONS ARE IN METRES AND ARE DERIVED FROM CITY OF RICHMOND MPM ADJUSTMENT #166 (17/4/97)
- PROPERTY LINES ARE PRELIMINARY AND DERIVED FROM LAND TITLE PLAN 56151 AND PLAN 56151
- ALL DISTANCES ARE SHOWN IN METRES
- NO. 5037, ARE SHOWN HEREON.

**DP00-01-00**

B.C.L.S.

DATE OF SURVEY: MAY 29, 2014

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**MATSON PECK & TOPLISS**

**SURVEYORS & ENGINEERS**

#220 - 11220 HORSFORD WAY

RICHMOND, B.C. V7A 5H7

TEL: 604-271-4337

FAX: 604-270-4337

CORP. 17551-001-TPC-000.DWG

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

R-14-17551-TPC



DATE	ISSUED FOR	REV
2016-01-21	FOR CITY REVIEW	
2016-03-07	REISSUED FOR REZONING	
2016-04-19	REISSUED FOR COMBINED ZMAP	
2016-06-03	FOR REVIEW	
2016-11-09	PROGRESS REVIEW	
2016-11-18	REVISED FOR CITY COMMENTS	
2016-11-28	ISSUED FOR CITY'S FINAL REVIEW	
2016-12-08	DP SUBMISSION	
2017-03-27	DP SUBMISSION CITY COMMENTS	
2017-05-15	DP SUBMISSION CITY COMMENTS	

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North Arrow	Dead Symbol

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Landscape: [blank]  
Structural: [blank]  
Mechanical: [blank]  
Electrical: [blank]

Scale: 1" = 100'

**NORR**  
NORR Architects Planners Inc.  
11111  
11111

Project Manager	Drawn
Project Engineer	Checked
Project Designer	5:40
Client	Kunyuan International Group

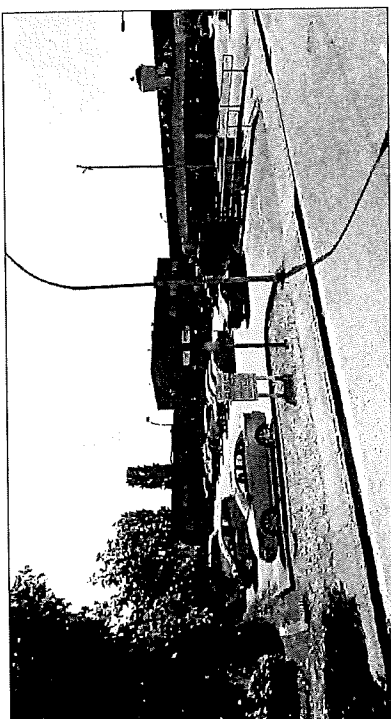
Project:  
4700 No.3 Road  
Office Building

Project Title:  
**CONTEXT PLAN**  
& SITE PICTURES

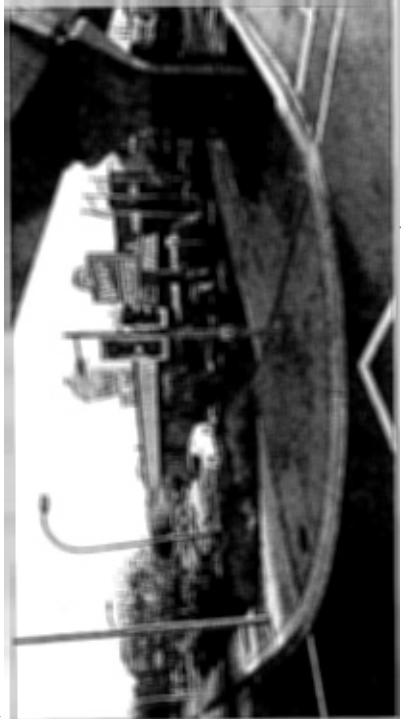
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1" = 100'

Project No.: OCVA 14-0004

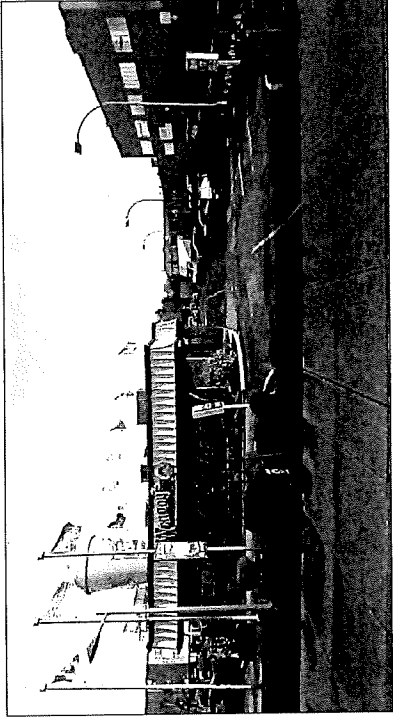
Drawing No.: DP10-01-00



PICTURE 01



PICTURE 02

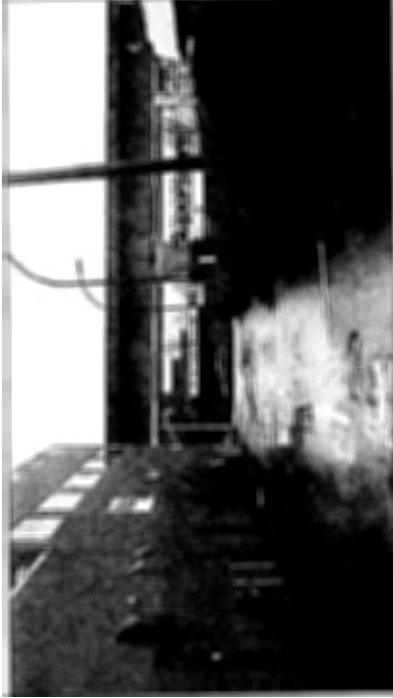


PICTURE 03



PLN - 42

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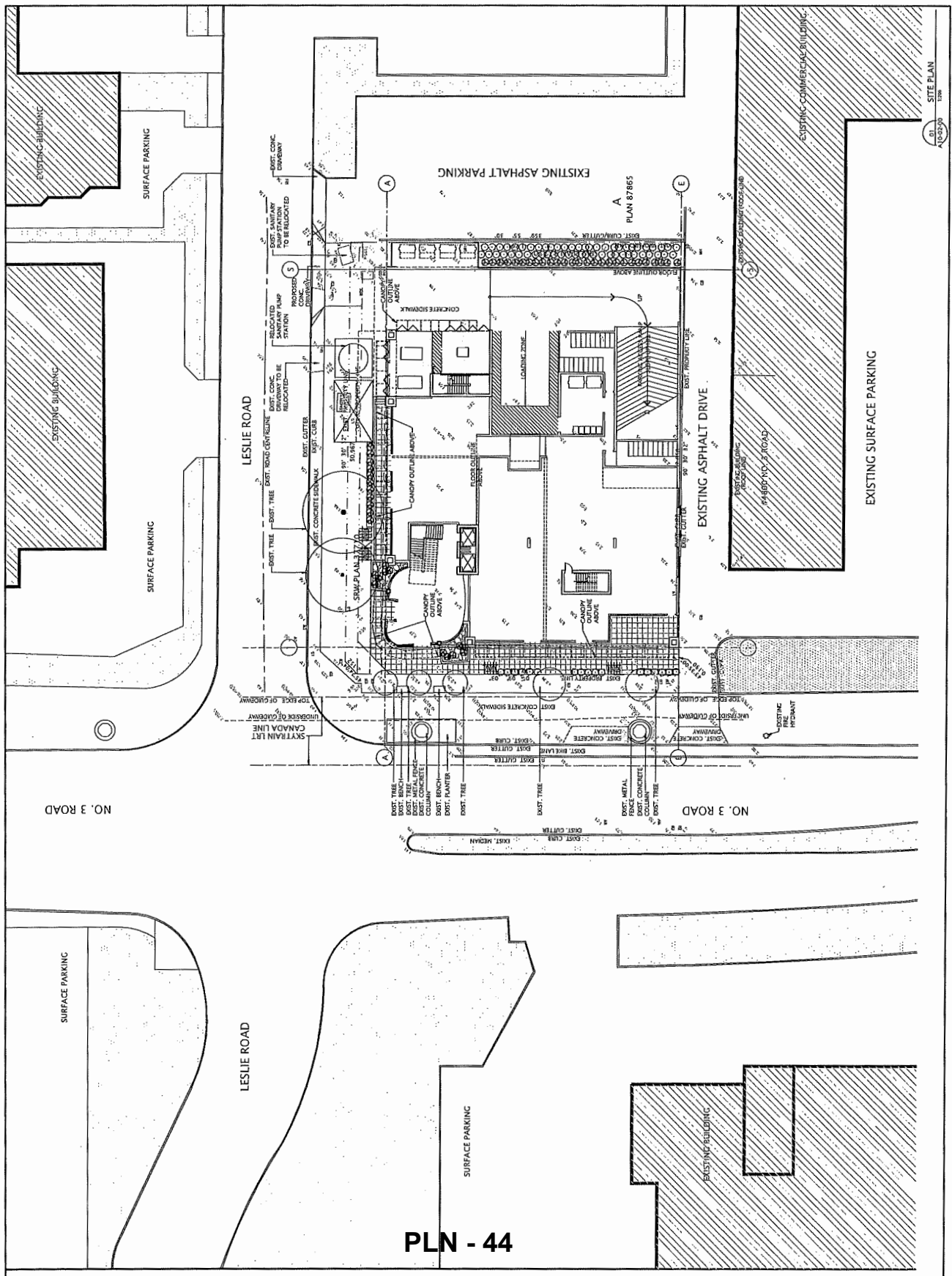


PICTURE 04



Use	Ratio	Required	Provided
Class 1	0.27 spaces/100 sq. m GLA	19	19
Class 2	0.4 spaces/100 sq. m GLA	28	28
<b>TOTAL</b>		<b>47</b>	









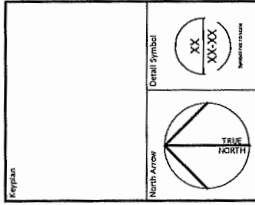




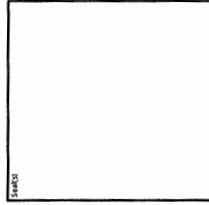


DATE	ISSUED FOR	REV
2016-01-21	FOR CITY REVIEW	
2016-02-07	RECEIVED FOR ZONING	
2016-04-19	RECEIVED FOR COMBINED ROAD	
2016-05-02	FOR REVIEW	
2016-11-09	PROGRESS REVIEW	
2016-11-18	REVISED FOR CITY COMMENTS	
2016-11-28	ISSUED FOR CITY'S FINAL REVIEW	
2016-12-08	DP SUBMISSION	
2017-02-07	DP SUBMISSION- CITY COMMENTS	
2017-02-15	DP SUBMISSION- CITY COMMENTS	

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Consultants:  
 Landscape Architectural:  
 Mechanical:  
 Electrical:



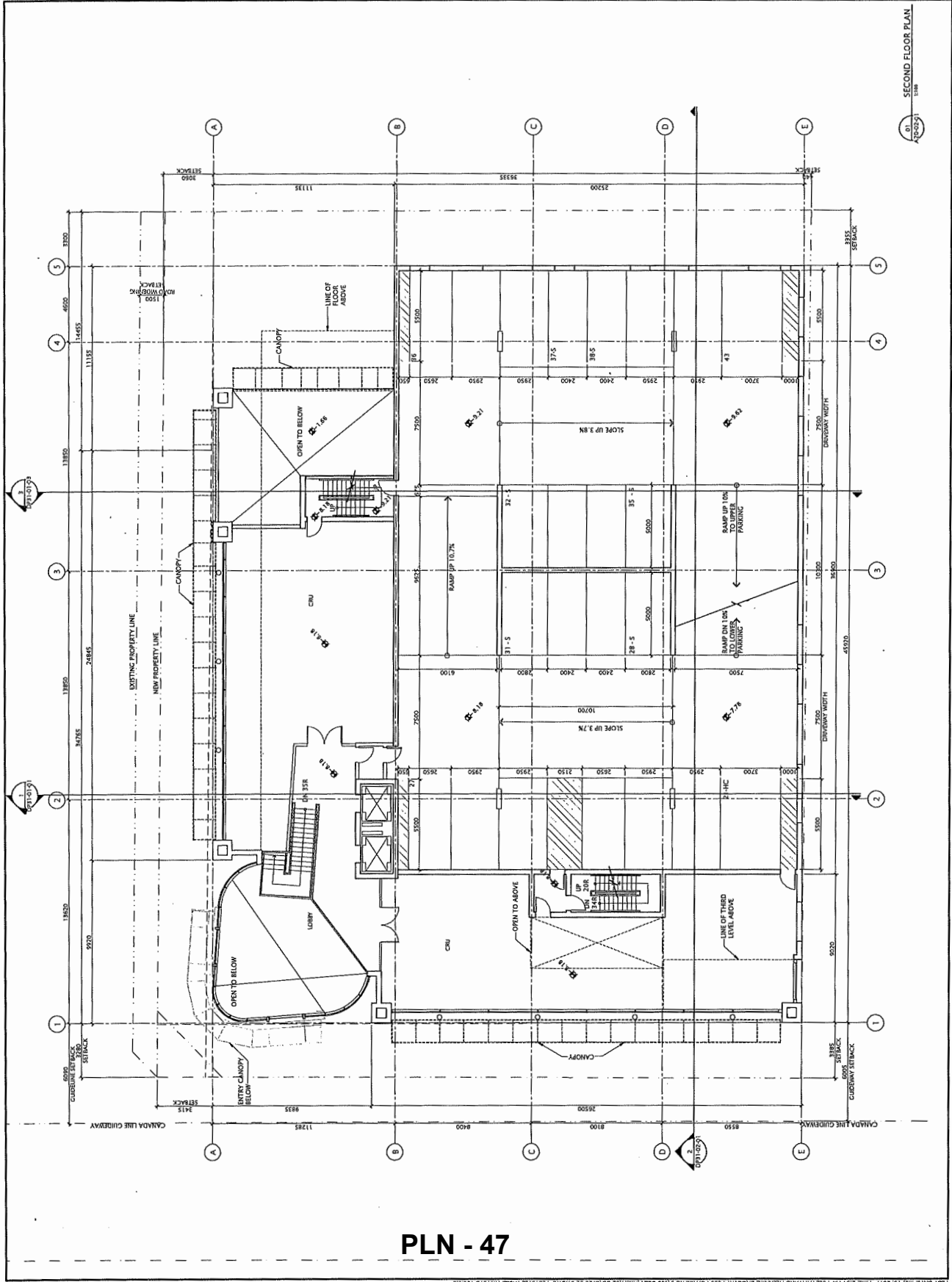
NORR Architects Planners Inc.  
 4700 No. 3 Road  
 Suite 100  
 Richmond, BC V6X 3E9  
 Tel: 604.273.1111  
 Fax: 604.273.1112  
 Email: info@norr.ca

Project Manager: [Name]  
 Project Engineer: [Name]  
 Project Leader: [Name]  
 Client: Kumyuan International Group

Project: 4700 No. 3 Road  
 Office Building

Drawing Title: SECOND FLOOR PLAN

Check Scale (mm) by photo reduced:  
 1:100  
 Project No.: OCVA1-4-0004  
 Drawing No.: DP20-02-01



PLN - 47

SECOND FLOOR PLAN  
 1:100  
 Project No.: OCVA1-4-0004  
 Drawing No.: DP20-02-01



















DATE	ISSUED FOR
2016-01-21	FOR CITY REVIEW
2016-07-27	RE-SUBMIT FOR ACHING
2016-08-19	RE-SUBMIT FOR COMBINED RUDP
2016-08-22	FOR REVIEW
2016-09-19	PROCESSED REVIEW
2016-10-10	APPROVED FOR CITY COMMENTS
2016-10-10	APPROVED FOR FINAL REVIEW
2016-12-06	FOR SUBMISSION
2016-02-27	FOR SUBMISSION - CITY COMMENTS
2016-03-15	FOR SUBMISSION - CITY COMMENTS

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Consultants:

- Civil:
- Architectural:
- Mechanical:
- Electrical:

Scales:

# NORR

NORR Architects Planners Inc.  
 4700 No.3 Road  
 Office Building  
 Richmond BC V6X 3E9  
 Tel: 604-271-7344 Fax: 604-271-7345

Project Manager	S. BUD
Project Leader	Checked
1:HO	1:HO

Kyunyan International Group

Project

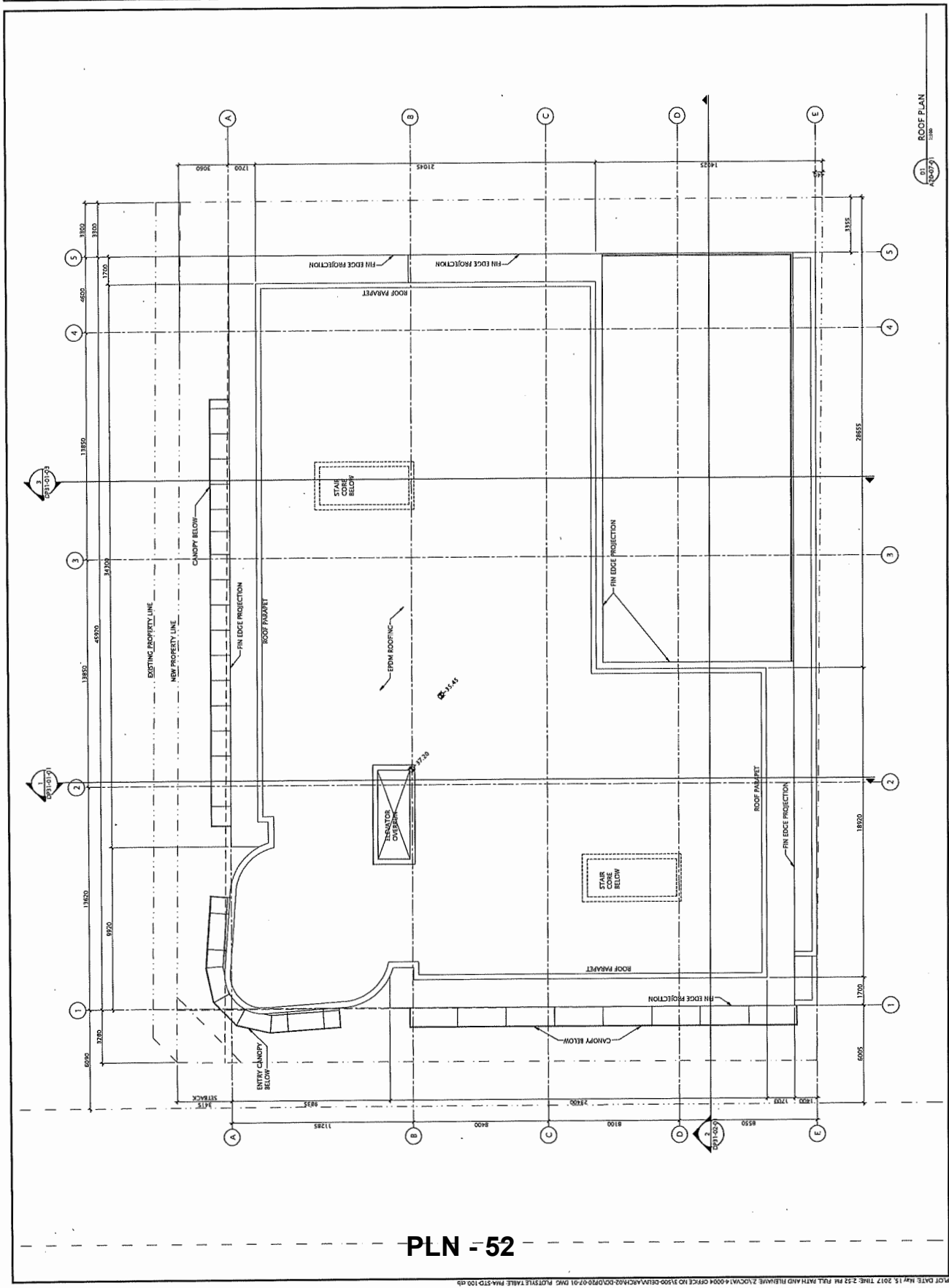
4700 No.3 Road  
Office Building

Drawing Title  
**ROOF PLAN**

Check Scale may be photo reduced    0 = 10mm

Project No. CCVAL 4-0004

Drawing No. DP20-07-01




















REV	DATE	ISSUED FOR
2016-01-21	FOR CITY REVIEW	
2016-04-07	RE-ISSUED FOR BEGINNING	
2016-04-13	RE-ISSUED FOR COMMAN RELAP	
2016-06-03	FOR REVIEW	
2016-11-01	PROCESS REVIEW	
2016-11-17	ISSUED FOR CITY COMMENTS	
2016-11-18	ISSUED FOR CITY'S FINAL REVIEW	
2016-12-08	FOR SUBMISSION	
2017-02-01	FOR SUBMISSION- CITY COMMENTS	
2017-04-01	FOR SUBMISSION- CITY COMMENTS	
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<p>Keyplan</p> 	<p>North Arrow</p> 	<p>Detail Symbol</p> 	<p>Symbol used to indicate Symbol used to indicate</p>
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**Consultants:**  
Civil:  
Landscape:  
Architectural:  
Structural:  
Mechanical:  
Electrical:

56420[illegible]

Project Manager	S.HO	Drawn S.RIAZI
Project Leader	S.HO	Checked S.HO

Client  
Kunyuan International Group

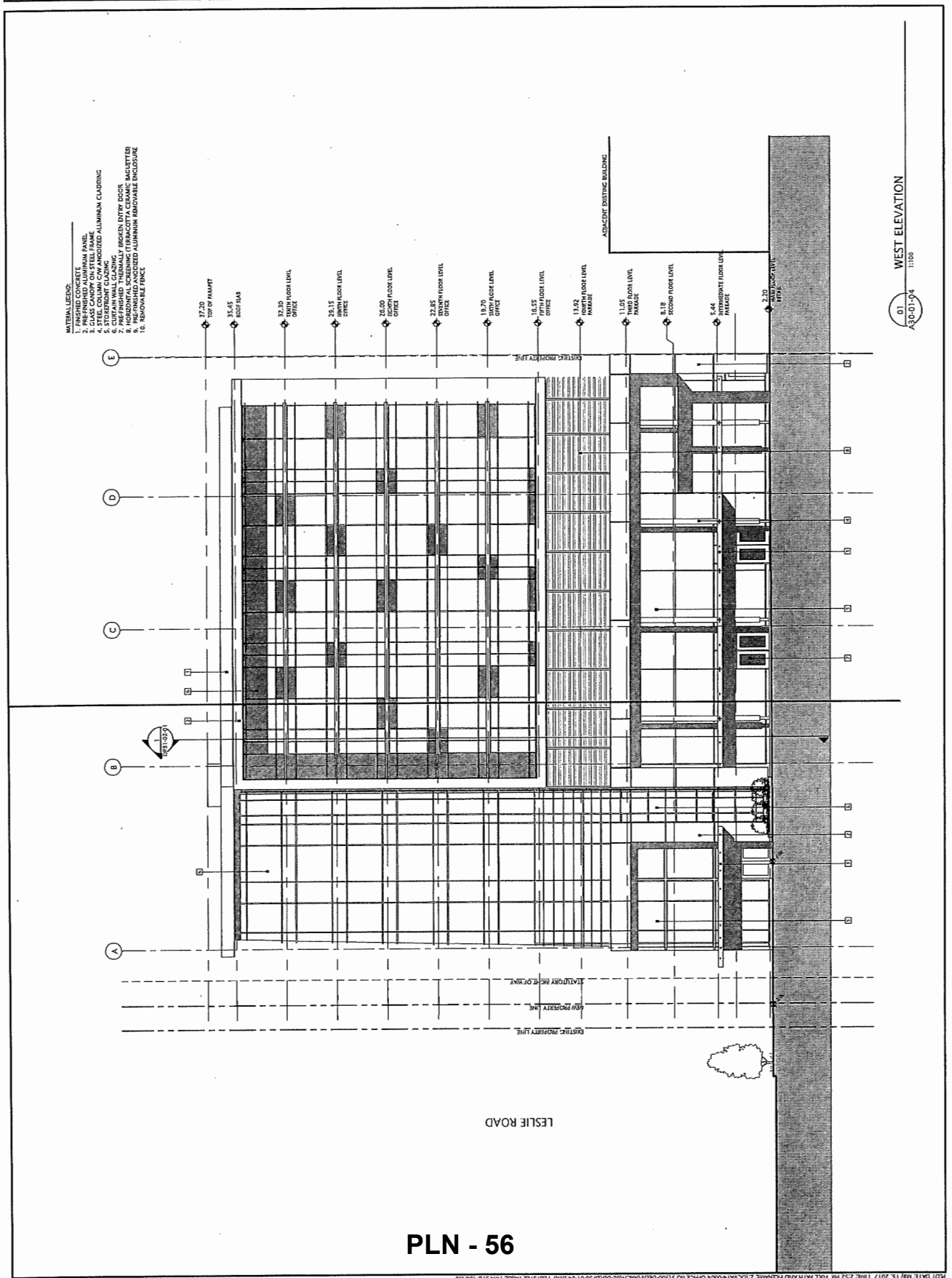
Project  
4700 No.3 Road  
Office Building

Drawing Title  
**WEST ELEVATION**

Check Scale (may be photo reduced)  
0 1 inch 0 10 mm

Project No. QCVAT 4-0004

Drawing No. DP30-01-04





DATE	ISSUED FOR	REV
2016-01-31	FOR CITY REVIEW	
2016-03-07	RE-ISSUED FOR BEGINNING	
2016-04-19	RE-ISSUED FOR COMBINED EXHIBIT	
2016-06-02	FOR REVIEW	
2016-11-09	PROCESS REVIEW	
2016-11-18	REVISED FOR CITY COMMENTS	
2016-11-28	REVISED FOR CITY COMMENTS	
2016-12-08	FOR SUBMISSION	
2017-02-07	FOR SUBMISSION - CITY COMMENTS	
2017-02-15	FOR SUBMISSION - CITY COMMENTS	

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North Arrow

Scale Symbols

1" = 10' - 0"

1" = 20' - 0"

1" = 40' - 0"

Consultants

Client:

Architectural:

Mechanical:

Electrical:

Seal:

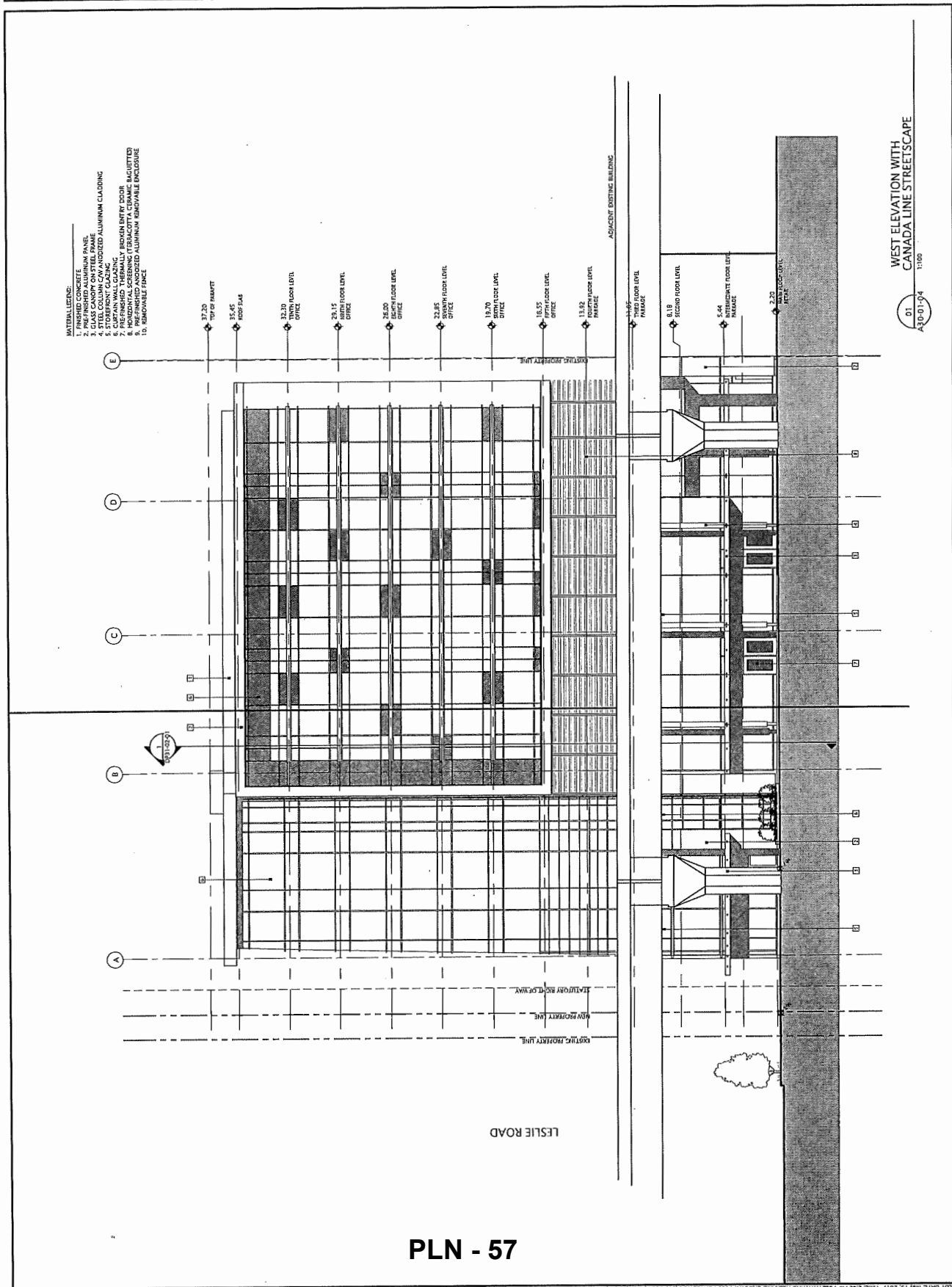
**NORR**

11-11-11

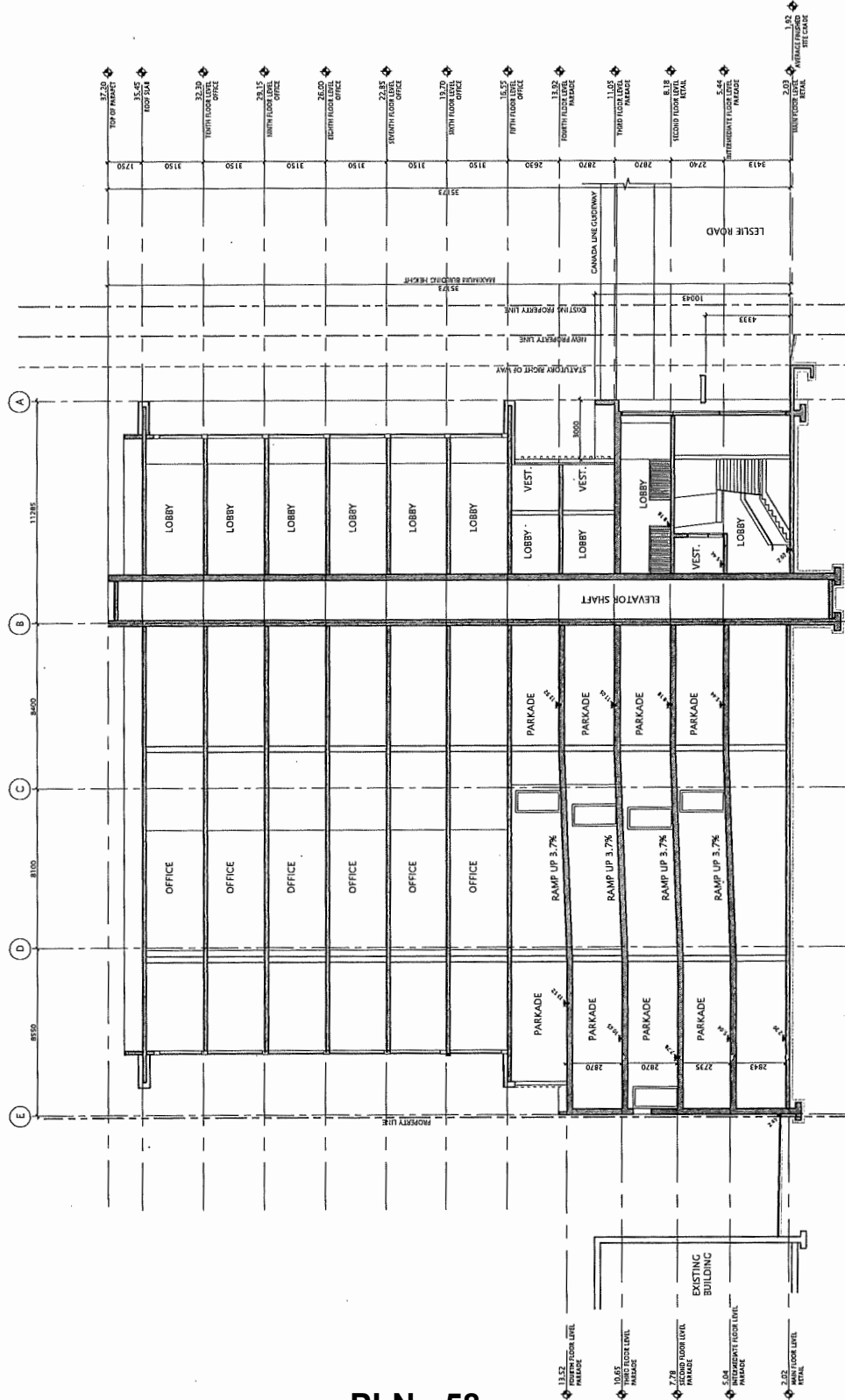
11-11-11

11-11-11

Project Manager	Donna S. Buz
Project Leader	Donna S. Buz
Client	Kunyan International Group
Project	NO No. 3 Road Office Building
Drawing Title	WEST ELEVATION
Check Scale (max by photo reduced)	0 - 10mm
Project No.	OCVAT 4-0004
Drawing No.	DP30-01-04A







**PLN - 58**







REV	DATE	ISSUED FOR
2016-01-21	FOR CITY REVIEW	
2016-04-07	RE-SUBMITTED FOR REVISION	
2016-04-13	REQUESTED FOR COMBINED REVIEW	
2016-04-13	FOR REVIEW	
2016-11-09	PROGRESS REVIEW	
2016-11-18	REVIEWED FOR CITY COMMENTS	
2016-11-29	REVIEWED FOR CITY FINAL REVIEW	
2016-12-08	DP SUBMISSION	
2017-02-07	DP SUBMISSION - CITY COMMENTS	
2017-06-05	CITY COMMENTS	
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Karyplan	North Arrow		Detail Symbol	
				Symbol to locate

**Consultants:**  
CMT  
Landscape  
Architectural;  
Structural;  
Mechanical;  
Electrical;

22222222

---

**NORR**

PLANNERS INC.

NORR ARCHITECTS PLANNERS INC.  
an American Group Company  
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Chicago, IL 60604-3839  
Telephone 312 • 744-0000 ext. 210  
FAX 312 • 744-0001

Project Manager	Drawn S.HO
Project Leader	Checked S.HO
Client	Kunyuan International Group

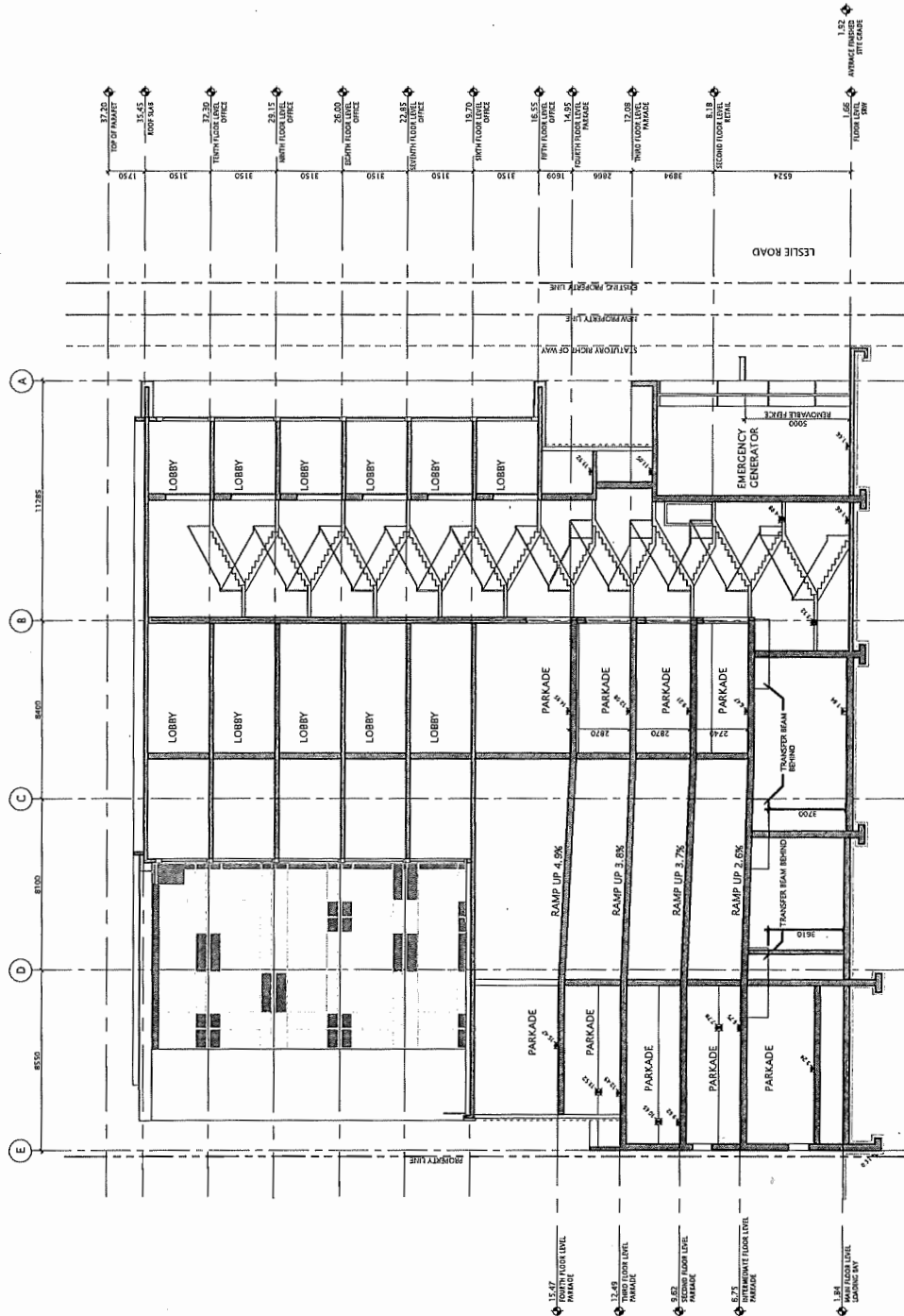
**Project**  
4700 No.3 Road  
Office Building

Drawing Title  
**BUILDING SECTION**

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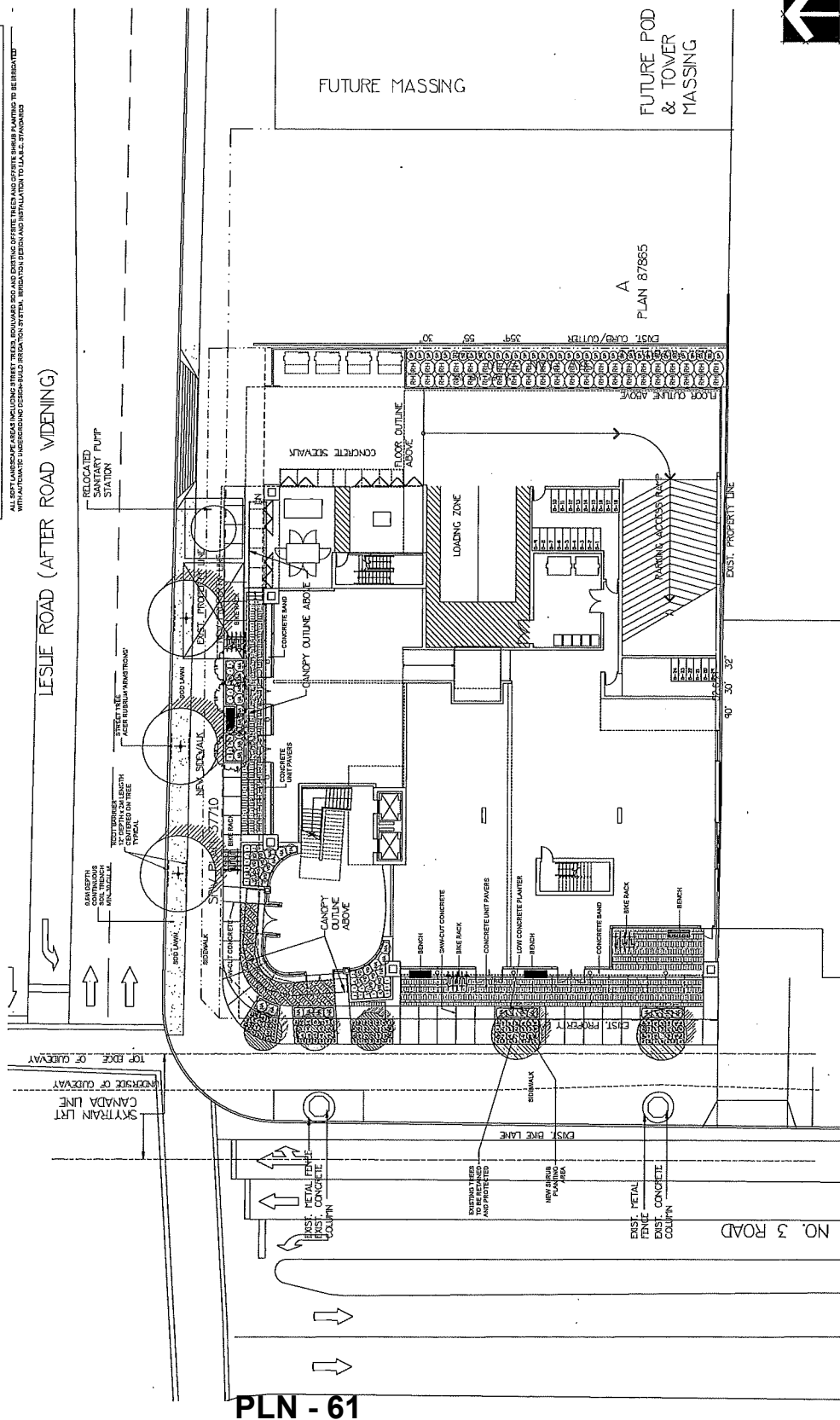
Project No. DCVA14-0004

Drawing No. DP31-01-03



01 BUILDING SECTION



[illegible][illegible]









Development Application (RZ)  
Data Summary

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

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

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



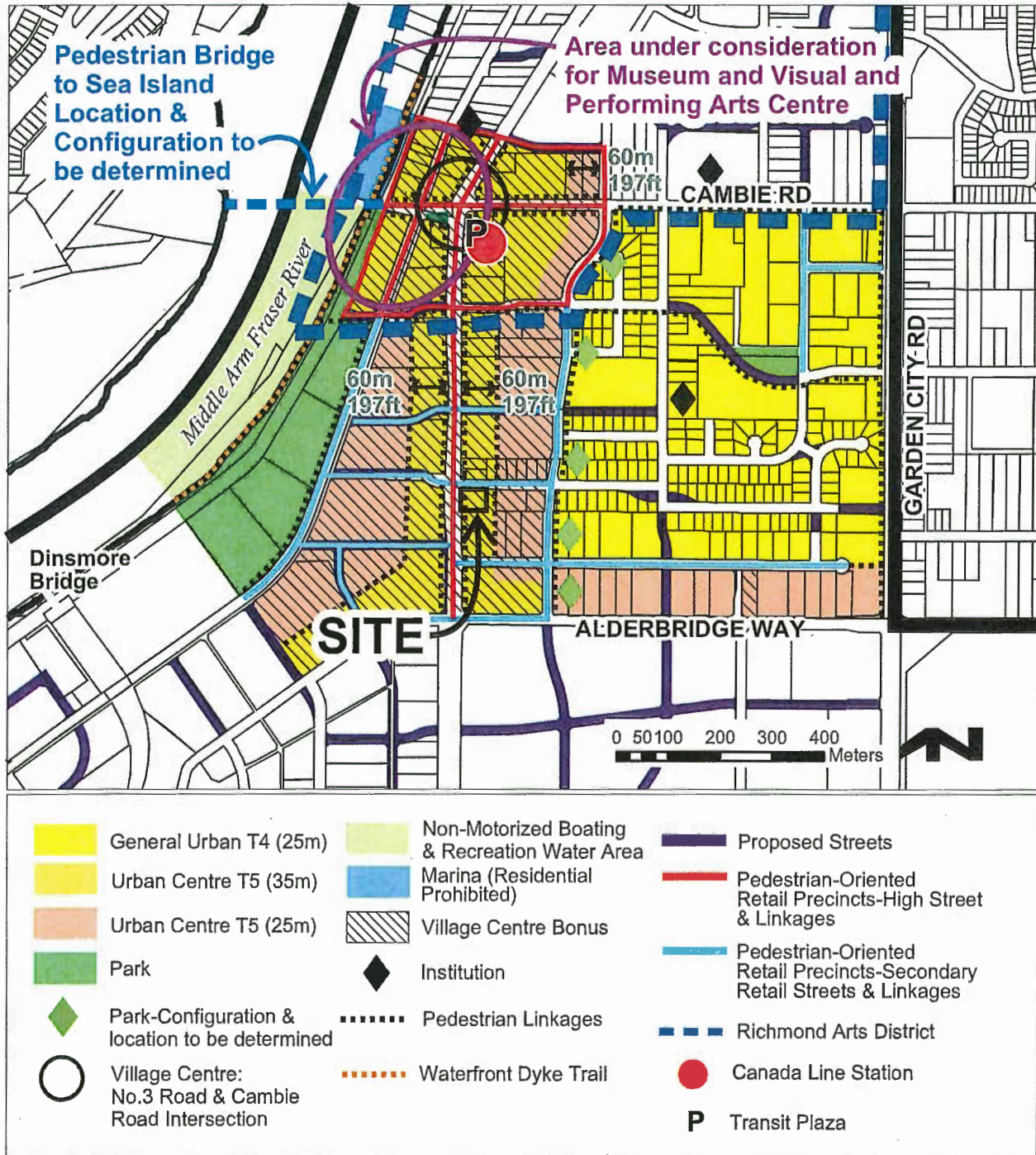
	Bylaw Requirement	Proposed	Variance
TDM Reduction (Max.):	10%	10%	
Tandem Parking Spaces (Max.):	None permitted	16	16 tandem parking spaces
Class 1 Bicycle Parking (Min.):	19	19	
Class 2 Bicycle Parking (Min.):	28	28	
Loading Space – Medium (Min.):	2	2	
Loading Space – Large (Min.):	1	0	No WB-17 loading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

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

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



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







**Address:** 4700 No. 3 Road

**File No.:** RZ 14-672055

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

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



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



- iii) The owner grants or acquires the statutory right-of-way(s) and/or easements necessary for supplying DEU services to the building.
  - iv) The owner provides to the City, a Letter of Credit, in an amount satisfactory to the City, for costs associated with acquiring any further statutory right-of-way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.
- 14. City acceptance of the developer's voluntary contribution in the amount of \$1,456,392.94 towards City Centre Community Services facilities (e.g. \$650.00 per square foot of 5% of the 1.0 FAR village centre bonus and 10% of the additional 0.5 FAR village centre bonus). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier (\$650 /ft<sup>2</sup>) will be adjusted annually thereafter based on the Statistics Canada "Non-residential Building Construction Price Index" yearly quarter to quarter change for Vancouver, where the change is positive.
  - 15. City acceptance of the developer's voluntary contribution in the amount of \$19,605.29 (i.e. \$0.25 per buildable square foot) to future City community planning studies, as set out in the City Centre Area Plan.
  - 16. City acceptance of the developer's voluntary contribution in the amount of \$34,505.31 (i.e. \$0.44 per buildable square foot of commercial/office space) to the City's Public Art Program.
  - 17. City acceptance of the developer's offer to voluntarily contribute \$50,000 towards the provision of two transit shelters at existing bus stops nearby along No. 3 Road as a Transportation Demand Management (TDM) measure.
  - 18. City acceptance of the developer's offer to voluntarily contribute \$2,600 to the City's Tree Compensation Fund for the planting of replacement trees within the City in compensation for the removal of two street trees along the Leslie Road frontage.
  - 19. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of trees to be retained along No. 3 Road. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
  - 20. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities; including building demolition, occurring on-site.
  - 21. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
  - 22. Enter into a Servicing Agreement\* for the design and construction of road and infrastructure works. Works include, but may not be limited to:
    - a) Road Works:

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

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

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

Initial: \_\_\_\_\_



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



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



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

v. At Developers cost, the City is to:

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

e) General Items:

- As the geotechnical report provided by the Developer indicates there will be significant settlement caused by preload, resulting in an unacceptable level of risk to critical infrastructure, preloading of the site will only be permitted if:
  - Physical mitigation measures to the satisfaction of the GM of Engineering and Public Works are implemented to protect City infrastructure.
  - Approval is provided by the GM of Engineering and Public Works.
- The Developer is required to:
  - Review street lighting levels along the No. 3 Road and Leslie Road frontage and upgrade lighting as required.
  - Building overhangs above SRW will be permitted but must accommodate machinery movements to excavate existing mains. Consultant assessment will be required.
  - Coordinate with BC Hydro, Telus and other private communication service providers:
    - To pre-duct for future hydro, telephone and cable utilities along all road frontages.
    - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - To locate all above-ground utility cabinets and kiosks required to service the proposed development within the development site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the above-ground structures. If a private utility company does not require an above-ground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown in the functional plan and registered prior to Servicing Agreement design approval:

BC Hydro PMT	4 m x 5 m	(width x depth)
BC Hydro LPT	3.5 m x 3.5 m	
Street light kiosk	1.5 m x 1.5 m	
Traffic signal kiosk	1 m x 1 m	
Traffic signal UPS	2 m x 1.5 m	
Shaw cable kiosk	1 m x 1 m	show possible location in functional plan
Telus FDH cabinet	1.1 m x 1 m	show possible location in functional plan
  - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, ground improvements or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.



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

23. Incorporation of special features in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes (e.g., accessibility, sustainability, TDMs).
24. The applicant is required to demonstrate to the City that approval from TransLink has been granted in writing, including for the items listed in item #12 above to ensure protection of transit infrastructure.
25. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
26. If applicable, payment of Latecomer Agreement charges, plus applicable interest associated with eligible latecomer works.
27. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

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

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

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

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

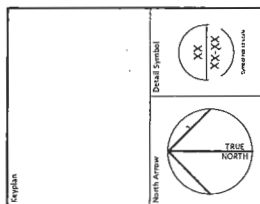
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Signed

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Date



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**Consultants:**  
Civil;  
Landscape;  
Architectural;  
Structural;  
Mechanical;  
Electrical.

Seal(s)

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**2008 Architects' Flannery:**

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Project Manager	Dr. C. J. ...
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	Team Leader
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700 No.3 Road

Office Building

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July 3, 2019

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

Attn: Ms. Sara Badyal

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

Dear Sara,

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

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

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

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

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

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

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



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

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

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

Yours Sincerely,



Danny Leung





## City of Richmond

### Rezoning Considerations

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

**Address:** 4700 No. 3 Road

**File No.:** RZ 14-672055

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

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



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



- iii) The owner grants or acquires the statutory right-of-way(s) and/or easements necessary for supplying DEU services to the building.
  - iv) The owner provides to the City, a Letter of Credit, in an amount satisfactory to the City, for costs associated with acquiring any further statutory right-of-way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.
14. City acceptance of the developer's voluntary contribution in the amount of \$1,456,392.94 towards City Centre Community Services facilities (e.g. \$650.00 per square foot of 5% of the 1.0 FAR village centre bonus and 10% of the additional 0.5 FAR village centre bonus). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier (\$650 /ft<sup>2</sup>) will be adjusted annually thereafter based on the Statistics Canada "Non-residential Building Construction Price Index" yearly quarter to quarter change for Vancouver, where the change is positive.
  15. City acceptance of the developer's voluntary contribution in the amount of \$19,605.29 (i.e. \$0.25 per buildable square foot) to future City community planning studies, as set out in the City Centre Area Plan.
  16. City acceptance of the developer's voluntary contribution in the amount of \$34,505.31 (i.e. \$0.44 per buildable square foot of commercial/office space) to the City's Public Art Program.
  17. City acceptance of the developer's offer to voluntarily contribute \$50,000 towards the provision of two transit shelters at existing bus stops nearby along No. 3 Road as a Transportation Demand Management (TDM) measure.
  18. City acceptance of the developer's offer to voluntarily contribute \$2,600 to the City's Tree Compensation Fund for the planting of replacement trees within the City in compensation for the removal of two street trees along the Leslie Road frontage.
  19. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of trees to be retained along No. 3 Road. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
  20. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities; including building demolition, occurring on-site.
  21. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
  22. Enter into a Servicing Agreement\* for the design and construction of road and infrastructure works. Works include, but may not be limited to:
    - a) Road Works:

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

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

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

Initial: \_\_\_\_\_



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



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



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

v. At Developers cost, the City is to:

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

e) General Items:

- i. As the geotechnical report provided by the Developer indicates there will be significant settlement caused by preload, resulting in an unacceptable level of risk to critical infrastructure, preloading of the site will only be permitted if:
- Physical mitigation measures to the satisfaction of the GM of Engineering and Public Works are implemented to protect City infrastructure.
  - Approval is provided by the GM of Engineering and Public Works.

ii. The Developer is required to:

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

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

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



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

23. Incorporation of special features in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes (e.g., accessibility, sustainability, TDMs).
24. The applicant is required to demonstrate to the City that approval from TransLink has been granted in writing, including for the items listed in item #12 above to ensure protection of transit infrastructure.
25. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
26. If applicable, payment of Latecomer Agreement charges, plus applicable interest associated with eligible latecomer works.
27. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner, but also as covenants pursuant to Section 219 of the Land Title Act.  
  
All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.  
  
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

[Signed original on file]

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Signed

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Date





# City of Richmond

## Report to Committee

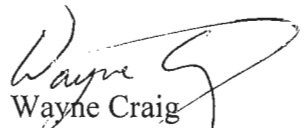
**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

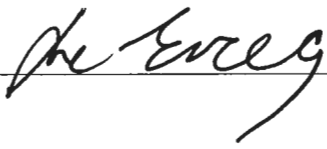
**Date:** June 28, 2019  
**File:** RZ 17-790301

**Re:** Application by Spires Road Development Holdings Ltd. for Rezoning at 8671, 8691, 8711 and 8731 Spires Road and the Surplus Portion of the Spires Road and Cook Crescent Road Allowance from "Single Detached (RS1/E)" Zone to "Parking Structure Townhouses (RTP4)" Zone

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10058, for the rezoning of 8671, 8691, 8711 and 8731 Spires Road and the surplus portion of the Spires Road and Cook Crescent road allowance from the "Single Detached (RS1/E)" zone to "Parking Structure Townhouses (RTP4)" zone, be introduced and given First Reading.

  
Wayne Craig  
Director, Development  
(604-247-4625)  
WC:el  
Att. 8

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



## **Staff Report**

### **Origin**

Spires Road Development Holdings Ltd. have applied to the City of Richmond for permission to rezone 8671, 8691, 8711 and 8731 Spires Road and the surplus portion of the Spires Road and Cook Crescent road allowance (Attachment 1) from the “Single Detached (RS1/E)” zone to the “Parking Structure Townhouses (RTP4)” zone in order to permit the development of 22 townhouse units and two secondary suites with a common parking structure accesses via Cook Crescent. A preliminary site plan, building elevations, and landscape plan are contained in Attachment 2.

### **Findings of Fact**

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 3).

#### Subject Site Existing Housing Profile

The site currently contains four single-family homes, which will be demolished. The applicant has advised that all of the four houses on-site are rented out; and there are no suites in the houses.

### **Surrounding Development**

The Spires Road Neighbourhood is identified in the City Centre Area Plan as an area intended to transition from a predominately single-family neighbourhood toward a higher density neighbourhood through the development of townhouse buildings with parking structures. All properties adjacent to the subject site are designated for high density townhouse developments under the City Centre Area Plan.

- To the North: Single-family homes on lots zoned “Single Detached (RS1/E)”.
- To the South: Across Spires Road, single-family homes on lots zoned “Single Detached (RS1/E)”.
- To the East: Across Cook Crescent, single-family homes on lots zoned “Single Detached (RS1/E)”.
- To the West: Single-family homes on lots zoned “Single Detached (RS1/E)”.

### **Related Policies & Studies**

#### Official Community Plan/City Centre Area Plan

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



The subject development site is located within the Brighthouse Village of the City Centre Area Plan (CCAP), Schedule 2.10 of the Official Community Plan (OCP) Bylaw No. 7100 (Attachment 4). The site is in “Sub-Area B.1: Mixed Use – Low-Rise Residential & Limited Commercial”, which is intended for grade-oriented housing in the form of higher-density townhouses (with common parking structures) in areas north of Granville Avenue within the city centre. The preliminary design of the proposal featuring high density townhouses with a common parking structure generally complies with the CCAP Guidelines in terms of land use, density, and overall neighbourhood character. Further consideration of the Development Guidelines and form and character will take place at the Development Permit stage of the process.

The proposed rezoning is subject to a community planning implementation contribution for future community planning initiatives. Since the application was submitted prior to February 18, 2018 (adoption of Bylaw 9792 to update the amenity and planning contributions with inflation), the applicant will make a cash contribution of \$0.25 per buildable square foot as per the community planning implementation strategy, for a total contribution of \$10,344.35 prior to final adoption of the rezoning bylaw.

#### OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject development site is located within Area 4 (Aircraft Noise Notification Area) on the OCP Aircraft Noise Sensitive Development Map. While all aircraft noise sensitive land uses (including residential uses) maybe considered, registration of an Aircraft Noise Sensitive Use Covenant on Title to address aircraft noise mitigation and public awareness is required prior to final adoption of the rezoning bylaw. At Development Permit stage, submission of an acoustic report, prepared by a qualified professional, is required to address indoor sound level mitigation criteria as set out in the OCP and identify how noise mitigation measures will be incorporated into the building design.

#### Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

#### Affordable Housing Strategy

In addition to the provision of two secondary suites on site, the applicant proposes to make a cash contribution to the Affordable Housing Reserve Fund in accordance to the City’s Affordable Housing Strategy. As the proposal is for townhouses, the applicant will make a cash contribution of \$8.50 per buildable square foot as per the Strategy; for a contribution of \$351,707.84.

#### Public Art Program Policy

In response to the City’s Public Art Program (Policy 8703), the applicant will provide a voluntary contribution at a rate of \$0.83 per buildable square foot (2017 rate) to the City’s Public Art Reserve fund; for a total contribution in the amount of \$34,343.24.



## Public Consultation

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

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

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

## Analysis

### Road Closure

A new narrower 16.0 m wide road cross-section for the Spires Road Neighbourhood has been established by Transportation, Engineering, Real Estate Services and Development Applications staff to better support the development of high density townhouses with parking structures - the form of development specifically envisioned for this area in the City Centre Area Plan. This new road cross-section has been applied to the first high density townhouse development project on Spires Road at 8820 – 8931 Spires Road (RZ 17-766525, Bylaw 9914, which received Third Reading on October 15, 2018).

Based on the new road cross-section and the preliminary functional road design reviewed and accepted by Engineering and Transportation Departments, 2.05 m of the existing Spires Road road allowance and of Cook Crescent road allowance adjacent to the frontages of the subject development site have been identified for road closure (Attachment 5). The area, which is 237.4 m<sup>2</sup> (2,555.4 ft<sup>2</sup>), is surplus to Engineering and Transportation needs.

Prior to rezoning bylaw adoption, the applicant is required to enter into a purchase and sales agreement with the City for the purchase of the lands, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward to Council with the road closure bylaw, in a separate report from the Senior Manager, Real Estate Services.

### Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 15 bylaw-sized trees on the subject development site, seven trees on neighbouring properties, and three street trees on City property.

The City's Tree Preservation Coordinator and Parks Operations staff have reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- A 65 cm caliper Austrian Pine tree (specifically tag# 810) and a 45 cm caliper Blue Spruce tree (specifically tag# 811) located at the northeast corner of the site are identified



in good condition and should be retained. The proposed building footprint has been revised to allow these two trees to be retained.

- Two Sitka Spruce trees (45 cm & 61 cm dbh, specifically tag# 812 & 814) and one 68 cm caliper Douglas Fir tree (specifically tag# 813) are all identified in good condition but are located within the proposed building envelope and in conflict with the proposed pedestrian walkway along the north property line. These trees are interdependent with each other and therefore not good candidates for relocation. Significant modification to the proposed building would be required to retain these trees and considering that efforts have been made to retain the Austrian Pine tree and Blue Spruce tree located at the northeast corner of the site, staff recommend that these trees be removed and replaced by three large specimen trees. The size, species and location of these large specimen trees will be determined at Development Permit stage.
- Two Norway Spruce trees (56 cm & 51 cm dbh, specifically tag# 822 & 823) located on the west property line (appear shared with the neighbouring property) and one Norway Spruce tree (51 cm dbh, specifically tag# N05) located on the adjacent property to the west at 8751 Spires Road are at high risk of failure. These trees are recommended for removal; consent letter from the neighbouring property owner is on file. A separate Tree Permit will be required for the removal of the Norway Spruce tree (tag# N05) located on 8751 Spires Road.
- Eight trees (specifically tag# 815, 816, 817, 818, 819, 820, 821 and 824) located on the development site are either dead, dying (sparse canopy foliage), have been previously topped or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions. As a result, these trees are not good candidates for retention and should be replaced.
- Six trees on neighbouring properties (specifically tag# N01, N02, N03, N04, N06 & N07) are to be protected as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Three City trees, including two Maple trees (45 cm & 43 cm dbh, specifically tag# C01 & C02) and one Plum tree (20 cm dbh, specifically tag# C03), located along the site's Cook Crescent frontage, may be removed due to their poor condition and conflicts with required frontage improvements (i.e., ditch infill and new sidewalk). Compensation of \$3,250 is required for the removal of the three trees. New street trees will be planted as part of the frontage works via the Servicing Agreement.

### *Tree Replacement*

The applicant wishes to remove 13 on-site trees. The 2:1 replacement ratio would require a total of 26 replacement trees for the removal of 13 trees. According to the Preliminary Landscape Plan provided by the applicant (Attachment 2), the applicant proposes to plant 59 new trees on-site. The size and species of replacement trees will be reviewed in detail through Development Permit and overall landscape design.



### *Tree Protection*

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

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the Arborist to submit a post-construction impact assessment to the City for review.
- Prior to final adoption of the rezoning bylaw, submission to the City of a Tree Survival Security in the amount of \$20,000 to ensure that the 65 cm caliper Austrian Pine tree (specifically tag# 810) and the 45 cm caliper Blue Spruce tree (specifically tag# 811), both identified for retention, will be protected. No Tree Survival Security will be returned until the post-construction assessment report, confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.
- Prior to demolition of the existing dwellings on the subject development site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

### Existing Legal Encumbrances

There is an existing 3.0 m wide utility Right-of-Way (ROW) along the existing north property lines of the subject development site for an existing sanitary sewer line. The applicant is aware that no building or structure is permitted to be constructed within this area.

### Built Form and Architectural Character

The applicant proposes to consolidate the four properties and the surplus road frontages of these properties into one development parcel, with a total net site area of 3,203.3 m<sup>2</sup>. The proposal is to build a high density, ground-oriented, three-storey townhouse project on the consolidated lot at a density of approximately 1.16 FAR (a maximum density of 1.2 FAR is permitted on this site under the City Centre Area Plan and "Parking Structure Townhouses (RTP4)" zone.

The development will contain 22 units. Two single-level Basic Universal Housing units at grade and 18 three-storey units will have street level entry with direct pedestrian access to Spires Road or to the new public walkways along the north and west property lines of the site; these homes will also have direct access to the parking area. Two two-storey units will be located above the parking structures and will have their main unit entry located on the podium level. Dwelling sizes are ranging from 104 m<sup>2</sup> (1,124 ft<sup>2</sup>) to 212 m<sup>2</sup> (2,277ft<sup>2</sup>). All of the units will have private outdoor areas at grade and/or on the elevated podium overtop the parking structure.



Two ground-level secondary suites are also proposed to be included in this development proposal. These suites will be contained in two of the three-storey units fronting onto the proposed public walkway along the west property line (see Attachment 2). The typical floor area of these units is approximately 212 m<sup>2</sup> (2,277ft<sup>2</sup>), and the size of each secondary suite is approximately 52 m<sup>2</sup> (562 ft<sup>2</sup>). No additional parking stall is required for the proposed secondary units since this site is not located on an arterial road.

To ensure that the secondary suite will not be stratified or otherwise held under separate title, registration of a legal agreement on Title is required prior to final adoption of the rezoning bylaw.

To ensure that the secondary suite is built, registration of a legal agreement on Title, stating that no Building Permit inspection granting occupancy will be completed 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, is required prior to final adoption of the rezoning bylaw.

#### Amenity Space

The applicant is proposing a cash contribution in-lieu of providing the required indoor amenity space on site, as per the OCP. As the rezoning application was submitted prior to the Amenity Contribution rates were updated, this townhouse development application will have to comply with the previous Council's Policy 5041 (Cash in Lieu of Indoor Amenity Space). The Policy requires that a cash contribution of \$1,000 per unit up to 19 units, plus \$2,000 per unit over 19 units, be provided in lieu of indoor amenity space. The total cash contribution required for this 22-unit townhouse development is \$25,000.00.

Outdoor amenity spaces will be provided on-site. Based on the preliminary design, the total area of the proposed outdoor amenity spaces complies with the Official Community Plan (OCP) requirements (i.e., 6 m<sup>2</sup> of outdoor space per unit). Staff will work with the applicant at the Development Permit stage to ensure the configurations and designs of the outdoor amenity spaces meet the Development Permit Guidelines in the OCP.

#### Transportation and Site Access

Vehicle access to the development will be from a new entry driveway off Cook Crescent, providing access to the parking structure proposed on-site. One loading area is proposed on-site at the entry driveway.

To create additional unit frontages and to enhance pedestrian circulation within the Spire Road Neighbourhood, the developer is required to construct two public pedestrian walkways along the north and west property lines of the site. The cross-section of the walkways is to include a 1.5 m wide hard surface pathway and a 1.5 m wide landscaped boulevard. Design details will be developed at the Development Permit and Servicing Agreement stages of the process. A Public Right-of-Passage (PROP) Statutory Right-of-Way (SRW) over the required 3.0 m wide walkway and a 3.0 m x 3.0 m corner cut where the two walkways meet will be secured as a condition of rezoning.



### Vehicle and Bicycle Parking On-site

The proposal will feature 22 units with a total of 27 resident parking spaces and five visitor parking spaces, which comply with bylaw requirements.

The proposal will feature two Basic Universal Housing units; an accessible parking stall will be provided to each of these units. A restrictive covenant to reflect this arrangement is required prior to final adoption.

The proposal will feature a total of 34 bicycle parking spaces on-site, which exceed the bylaw requirements. All visitor bicycle parking spaces will be provided by the main pedestrian entrance to the development fronting onto Spires Road. All residential bicycle parking spaces will be provided within a bike storage room within the parking structure. Prior to final adoption, a restrictive covenant is required to be registered on Title to ensure that:

- Conversion of the proposed bike storage room in this development into habitable space or general storage area is prohibited.
- The bike storage room must remain available for shared common use and for the sole purpose of bicycle storage.

### Energy Step Code

The developer has committed to design the subject development to meet the City's Step Code requirements (Attachment 7). Details on how all units are to be built and maintained to this commitment will be reviewed at Building Permit stage.

### Design Review and Future Development Permit Considerations

A Development Permit processed to a satisfactory level is a requirement of zoning approval. Through the Development Permit, the following issues are to be further examined:

- Compliance with Development Permit Guidelines for multiple family projects in the 2041 Official Community Plan and the City Centre Area Plan.
- Refinement of the proposed building elevations facing public streets and walkways to provide additional articulations; detailed review of façade materials and colors.
- Refinement of the proposed site plan (including public pathway alignment) and site grading to ensure survival of all protected trees on-site and on neighbouring sites; and to provide appropriate transition between the proposed development and adjacent existing developments.
- Refinement of landscape design, including the size and configuration of the outdoor amenity spaces and choice of play equipment, to create a safe and vibrant environment for children's play and social interaction.
- Review of aging-in-place features in all units and the provision of Basic Universal Housing/convertible units.



- Review of the sustainability strategy for the development proposal.

Additional issues may be identified as part of the Development Permit application review process.

#### Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to:

- Provide a cash-in-lieu contribution in the amount of \$49,665.00 for the construction of a new 750 mm storm sewer via the capital project works that will front the development. This is the cost required for the construction of the storm main fronting the development's property (approximately 25 m) and is a portion of the total cost of the system from the bend at Spires Road to Cook Gate (i.e., 189 m).
- Enter into the City's standard Servicing Agreement to design and construct frontage beautification along the site frontages (including ditch infill), road widening, City Centre standard new concrete sidewalk and landscaped boulevard, new fire hydrants, public walkways on-site, upgrades to the watermain, storm sewer and sanitary sewer, as well as service connections (see Attachment 8 for details). All works are at the client's sole cost (i.e., no credits apply).

The applicant is also required to pay Development Cost Charges (DCC's) (City & GVS & DD), School Site Acquisition Charge and Address Assignment Fee at Building Permit stage.

#### **Financial Impact or Economic Impact**

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

To facilitate the narrowing of Spires Road and Cook Crescent as well as the subject rezoning application proposal, the applicant proposes to purchase a portion of the Spires Road and Cook Crescent road allowances for inclusion in the applicant's development site. The total approximate area of City lands proposed to be sold and included in the development site is 237.4 m<sup>2</sup> (2,555.4 ft<sup>2</sup>). As identified in the attached rezoning considerations (Attachment 8), the applicants are required to enter into a purchase and sales agreement with the City for the purchase of the lands, which is to be based on the business terms subject to Council approval.

#### **Conclusion**

The proposed 22-unit townhouse development is consistent with the Official Community Plan (OCP) and the City Centre Area Plan. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as Attachment 8; which has been agreed to by the applicant (signed concurrence on file). On this basis, staff recommend support of the application.



It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10058 be introduced and given First Reading.



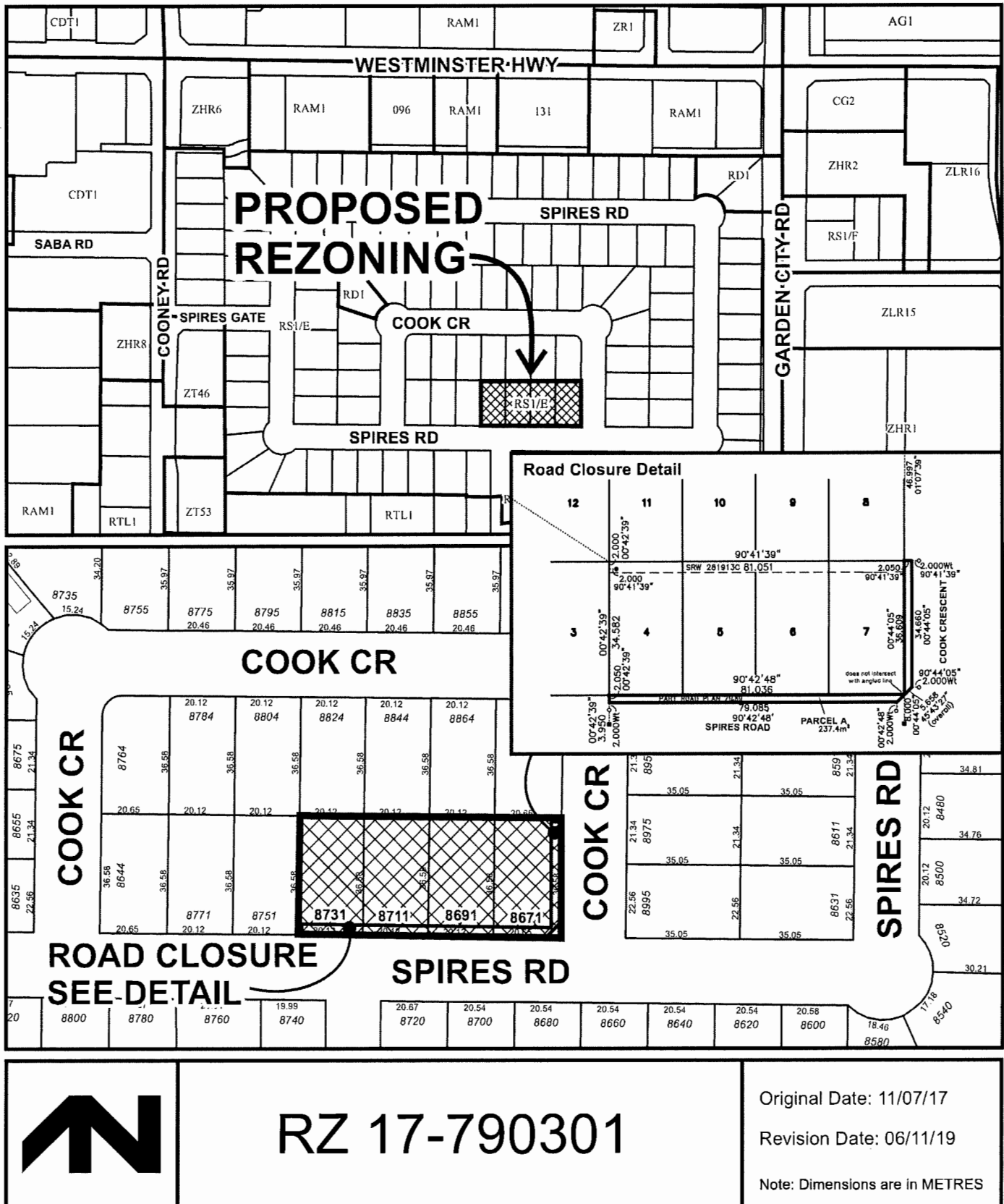
Edwin Lee  
Planner 1  
(604-276-4121)

EL:blg

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Specific Land Use Map: Brighthouse Village (2031)
- Attachment 5: Proposed Road Closure Plan
- Attachment 6: Tree Management Plan
- Attachment 7: Letter from Developer regarding Step Code Requirements
- Attachment 8: Rezoning Considerations



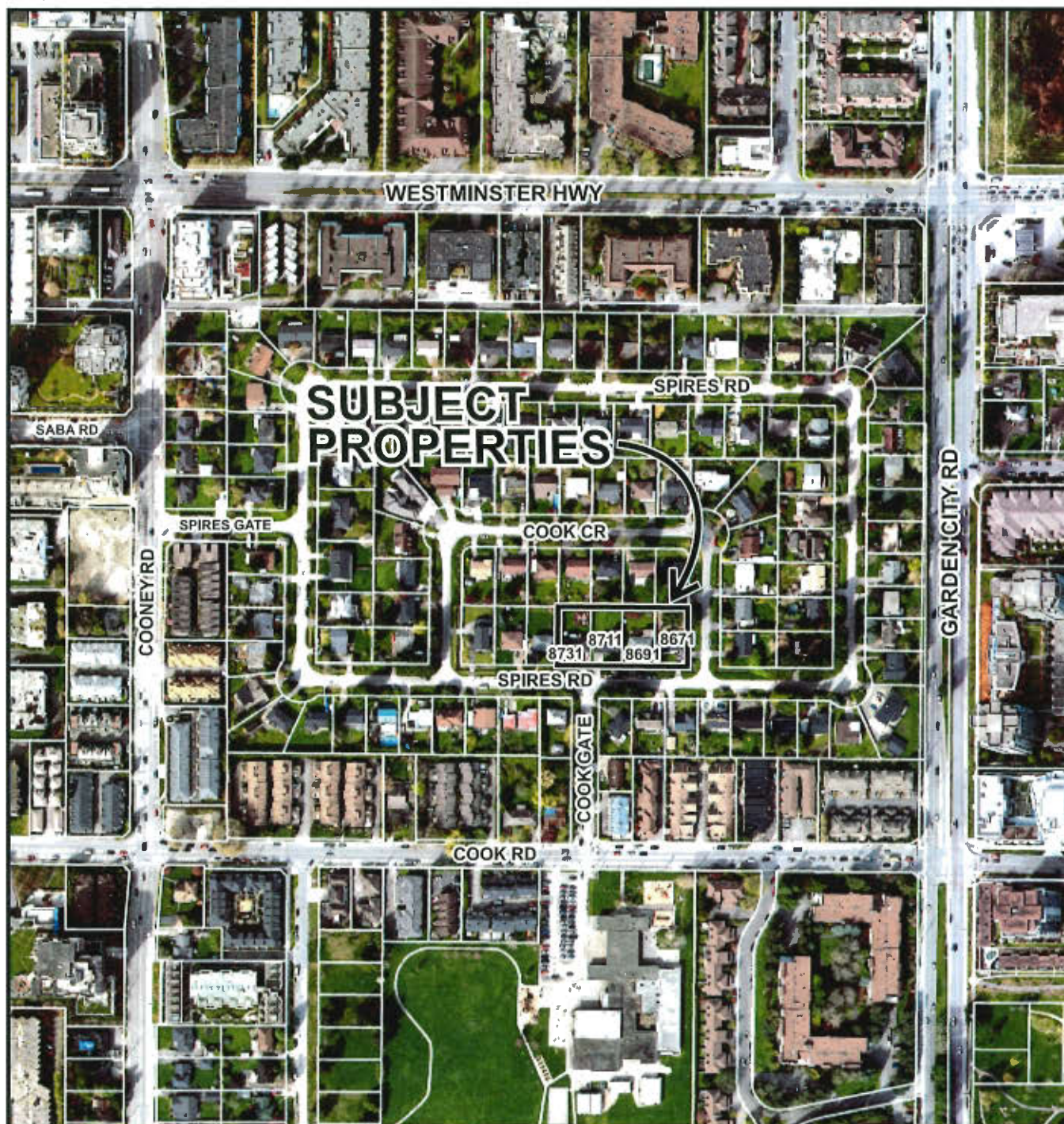
City of  
Richmond







City of  
Richmond



RZ 17-790301

Original Date: 11/07/17

Revision Date:

Note: Dimensions are in METRES



The proposed development is comprised predominantly of 2-bedroom townhouses that front on the adjacent streets and proposed internal roads, organized around a shared internal courtyard space. The internal road is courtyard is made up of two landscaped private paths provides a landscaped space adjacent to Cook Crescent. A children's play area is located at the courtyard level, adjacent to the entry drive. The 22 units all have views facing out into the courtyard as well as out onto the public walkway, allowing for casual surveillance. The units have direct access from the courtyard level into the private front patio, with the exception of two units that have courtyard access only. The grade difference between the private front patios and adjacent sidewalk/avenue is 0.6m to 0.9m. Steps lead up to individual gates, and landscaping creates a pedestrian friendly boundary between private and public space.

[illegible]

View from North side of  
Spires Road at Cook Gate



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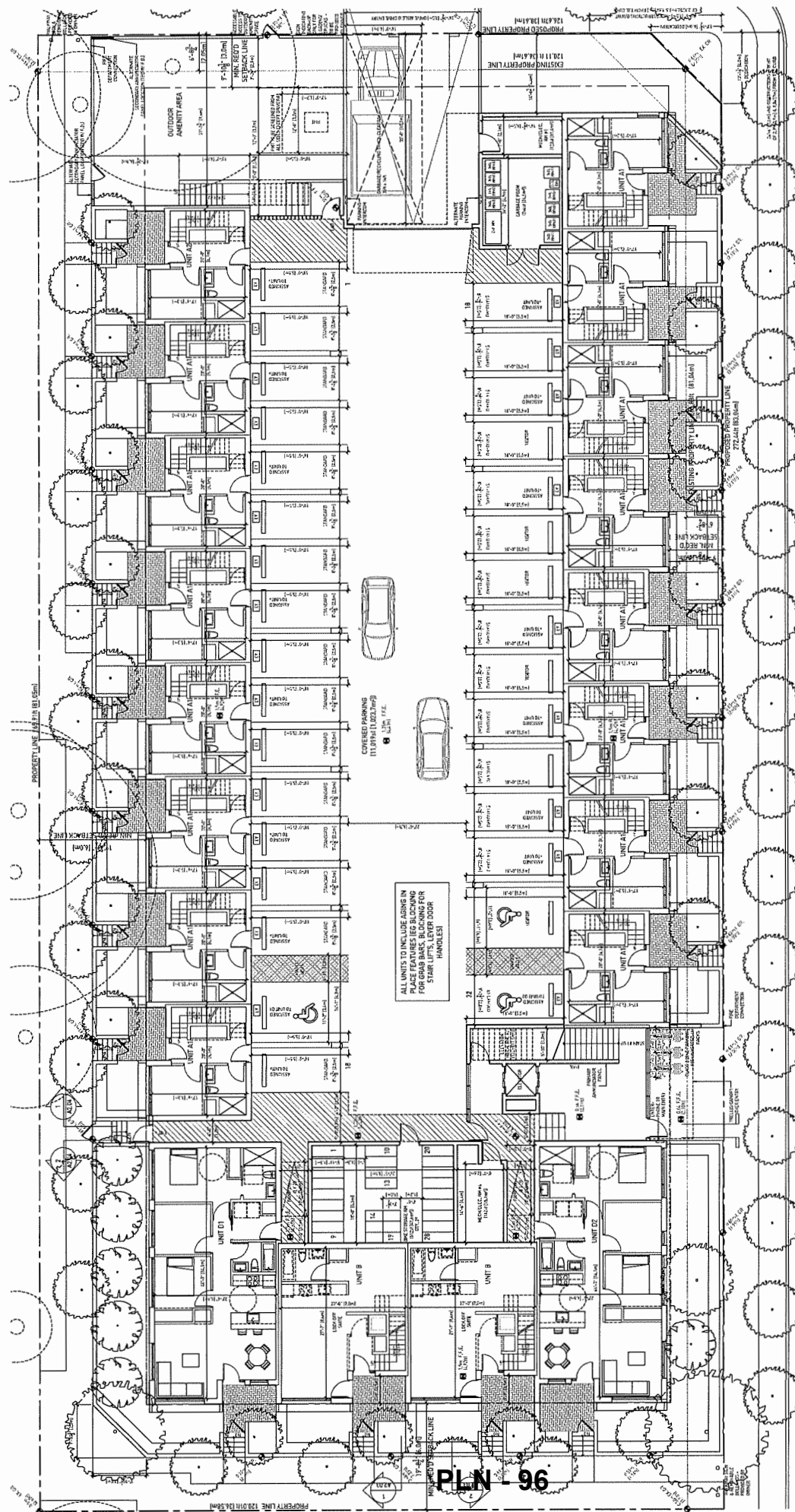
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OCT 12, 1967	NORTHWEST SAVINGS BANK	100.00
NOV 12, 1967	NORTHWEST SAVINGS BANK	100.00
DEC 12, 1967	NORTHWEST SAVINGS BANK	100.00
TOTAL		1,000.00

# HOTSON

14072001 Acq & Archive Inc.  
211-28 West 23d Avenue  
Newport, NC 28571 USA  
www.balboa.us 404 888 6764

Project: 4671-1731 SPIRES RD  
Address: 4671-1731 Spires Road  
Richmond, BC  
Title: Concept 3D Design &  
Design Rationale  
Scale: NTS  
Date: May 28, 2019  
Project #: 1465  
Drawing #: A0.10





# HOTSON

Project: 4971-4973 SPURDUS RD  
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Rehoboth, DE  
Title: GROUND FLOOR PLAN  
Scale: 1/8" = 1'-0"  
Project #: 1025  
Drawing #: A1.01

## Revisions and Issues

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	05/15/2017
2	REVISED EXISTING SUBMITTALS	05/15/2017
3	REVISED EXISTING SUBMITTALS	05/15/2017
4	REVISED EXISTING SUBMITTALS	05/15/2017
5	REVISED EXISTING SUBMITTALS	05/15/2017

Hotson & Associates, Inc. is the design professional for this project. The design professional is not responsible for the construction of the project. The design professional is not responsible for the construction of the project. The design professional is not responsible for the construction of the project.





Replications and Dates:			Date
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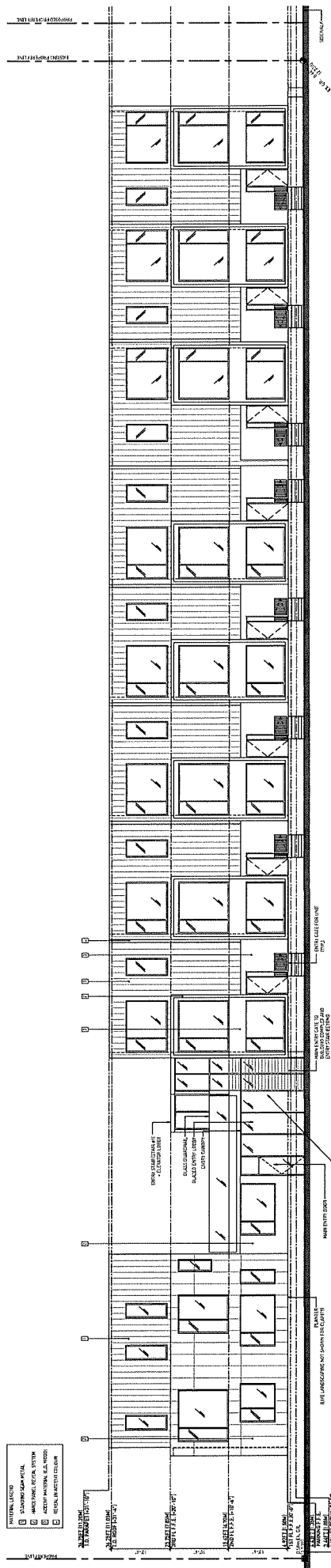
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Date: May 28, 2019  
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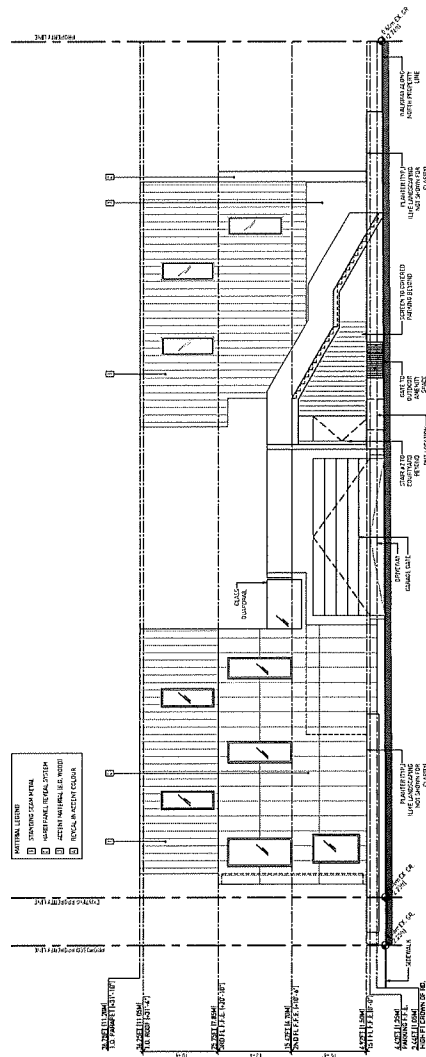






7 SOUTH ELEVATION  
1/8" = 1'-0"

**PLN - 99**



2 EAST ELEVATION  
1/8" = 1'-0"

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REV	DESCRIPTION
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3	REMOVED SECTION 16.5.3.2
4	REMOVED SECTION 16.5.3.2
5	REMOVED SECTION 16.5.3.2

DATE

**HOTS**

AUTUMN A-9 Books on Trc  
215-28 Third St.  
New York  
Phone 66 442 208 x 754

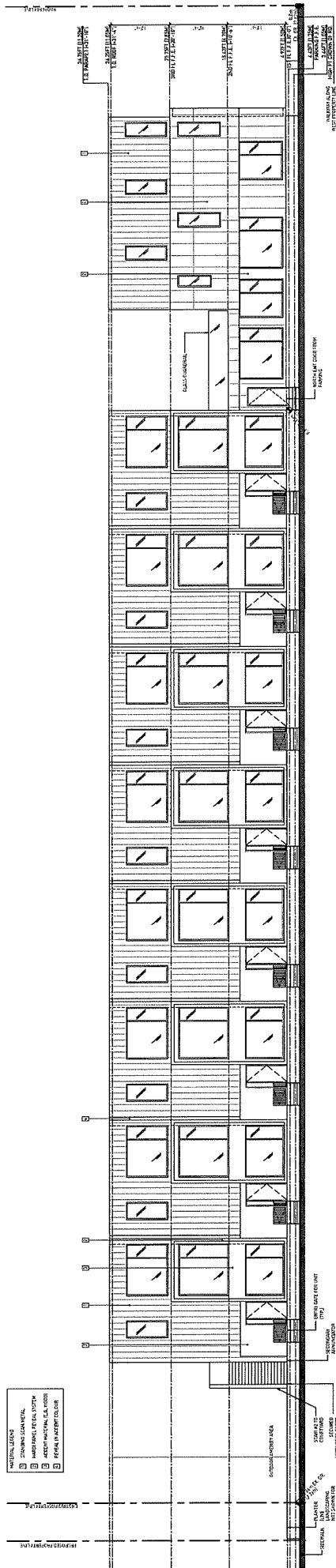
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Title:		
Scale:		

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101 Spires Road  
Vancouver, BC

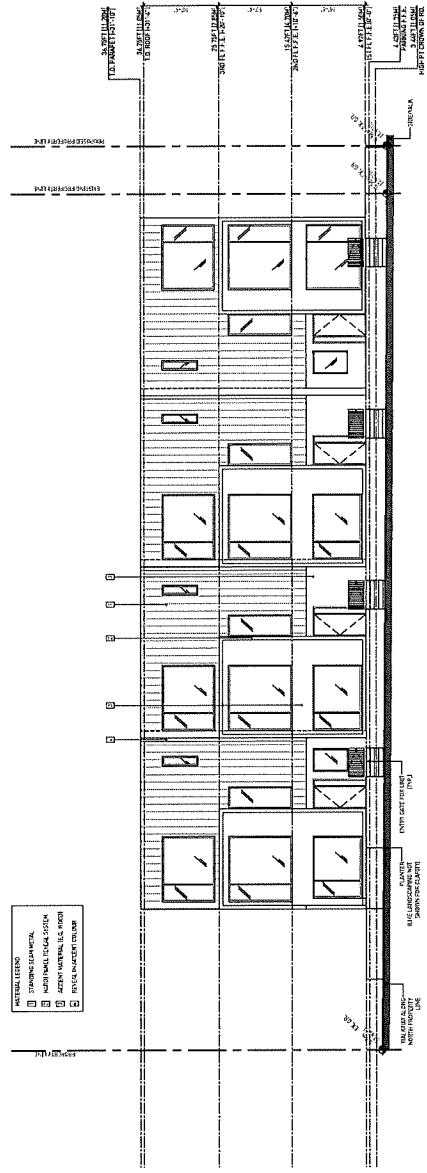
---





1 WEST ELEVATION  
1/8" = 1'-0"

PLN - 100



2 WEST ELEVATION  
1/8" = 1'-0"

**HOTSON**

Project: 8071-8731 SPRINGS RD  
Address: 8071-8731 Springs Road  
Richmond, VA

Title: ELEVATIONS

Scale: 1/8" = 1'-0"

Project #: 8071-8731

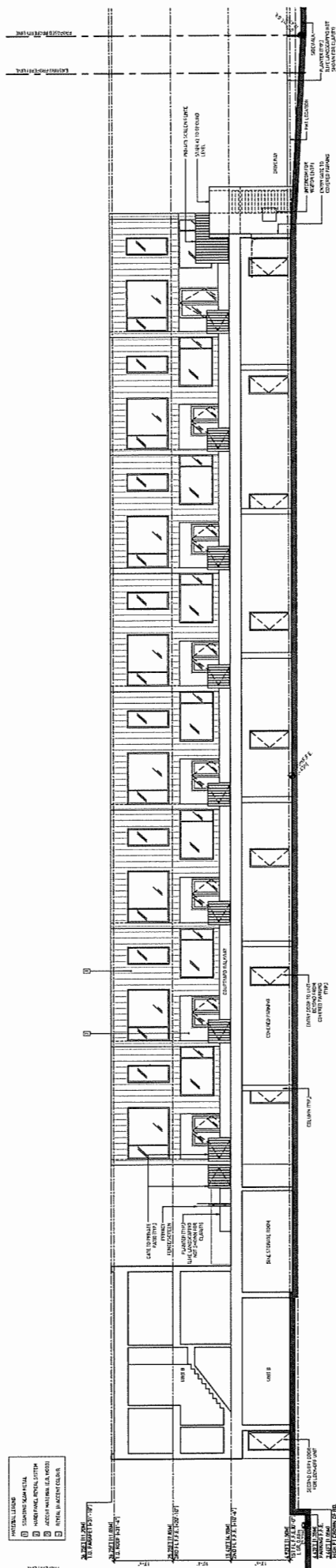
Drawing #: A2.02

Revisions and Details

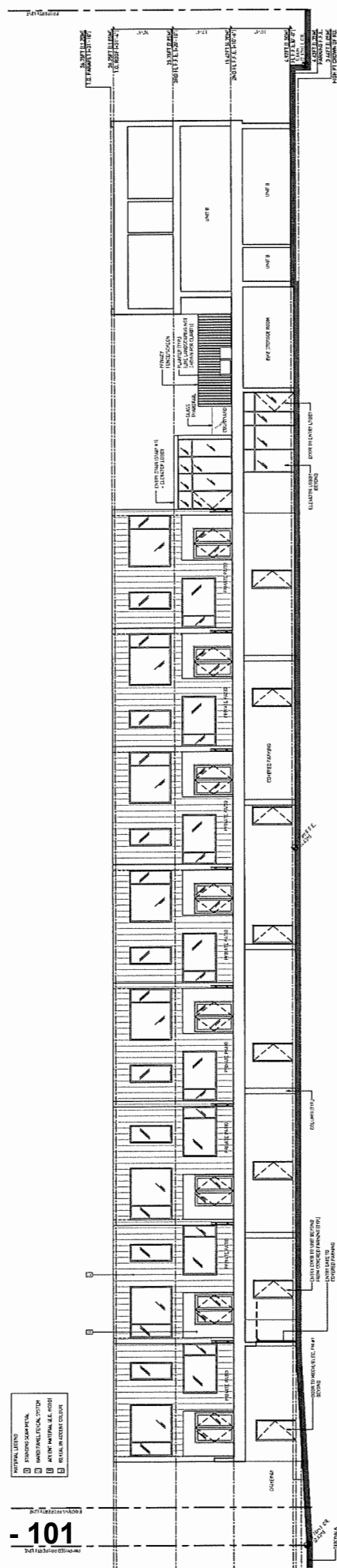
NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	08/13/2017
2	REVISED ELEVATIONS	08/13/2017
3	REVISED ELEVATIONS	08/13/2017
4	REVISED ELEVATIONS	08/13/2017
5	REVISED ELEVATIONS	08/13/2017

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1 COURTYARD - SOUTH ELEVATION/SECTION  
1/8" = 1'-0"



2) COURTYARD - NORTH ELEVATION  
1/8" = 1'-0"

# HOTSON

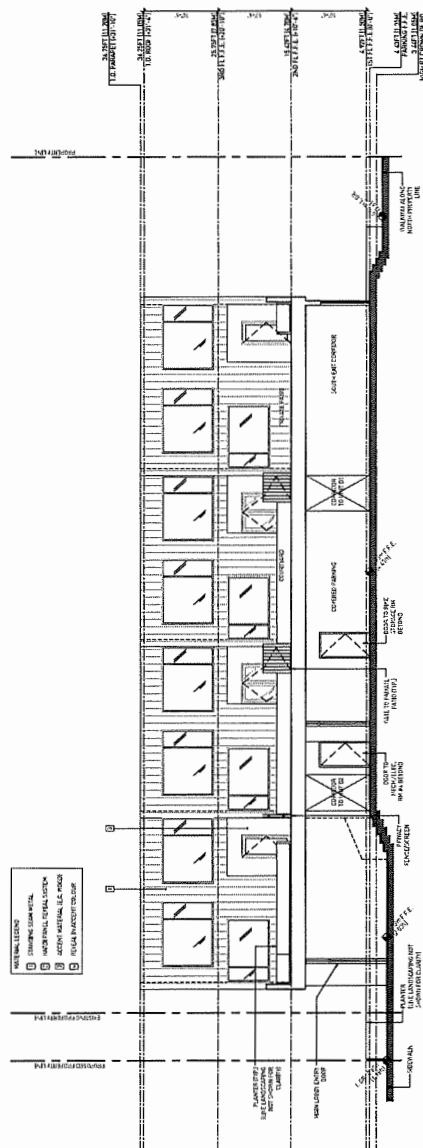
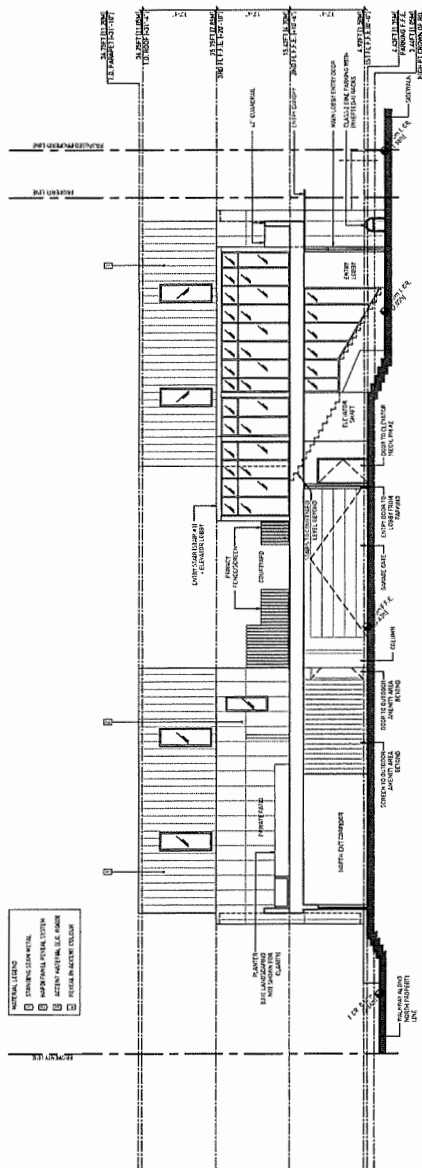
Project: 6071-0731 SPINUS RD  
Address: 6071-0731 Spinus Road  
Richmond, BC  
Title: COURTYARD  
ELEVATIONS/SECTIONS  
Scale: 1/8" = 1'-0"  
Date: May 28, 2019  
Project #: 1405  
Drawing #: A2.03

A2.03

REV	DESCRIPTION	DATE
1	RECEIVED PAYROLL	OCT 24 2019
2	RECEIVED RECEIVING	NOV 14 2019
3	RECEIVED RECEIVING	JAN 23 2020
4	RECEIVED RECEIVING	APR 11 2020
5	RECEIVED RECEIVING	MAY 29 2020

[illegible]

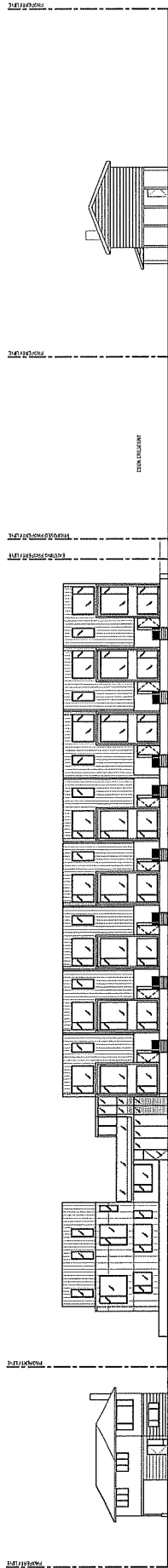




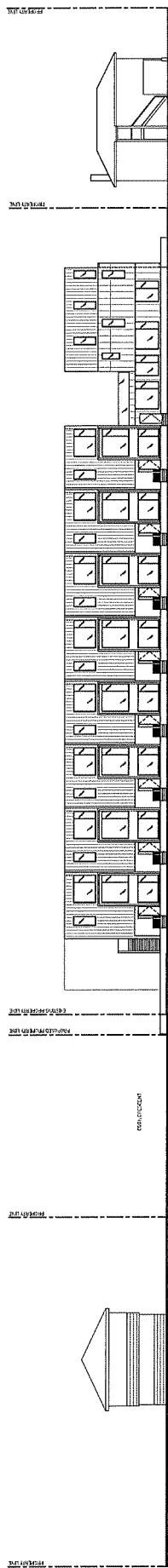
**HOTSON**

Project: 6671-8721 SPIRES RD  
Address: 6671-8721 Spires Road  
Richmond, BC  
Title: COURTYARD  
ELEVATIONS/SECTION  
Scale: 1/8" = 1'-0"  
Date: May 28, 2019  
Project #: 1605  
Drawing #: A2.04



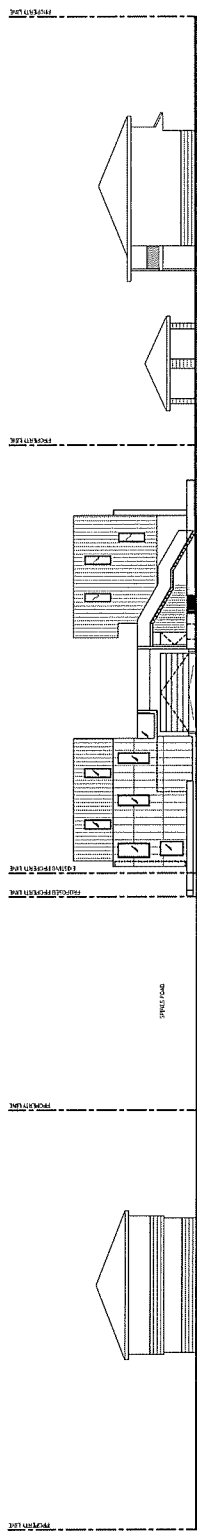


1 SOUTH ELEVATION  
1/16" = 1'-0"

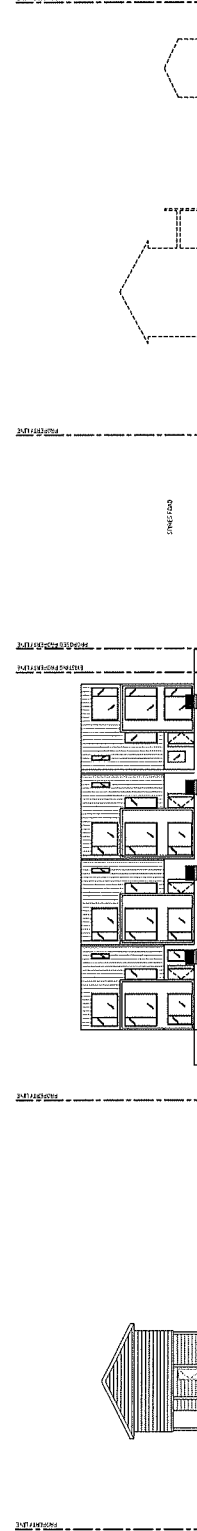


2 NORTH ELEVATION  
1/16" = 1'-0"

## PLN - 103



3 EAST ELEVATION  
1/16" = 1'-0"



4 WEST ELEVATION  
1/16" = 1'-0"

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### Revisions and Issues:

REV	DESCRIPTION	DATE
1	REVISION: 1/16"	06/24/2017
2	REVISION: 1/16"	06/24/2018
3	REVISION: 1/16"	06/24/2019
4	REVISION: 1/16"	06/24/2020
5	REVISION: 1/16"	06/24/2021

## HOTSON

Project: 8071-4771 SPIRES RD  
Address: 8071-4771 Spires Road  
Richmond, BC  
Title: RUNNING STREETSCAPES  
Scale: 1/16" = 1'-0"  
Date: May 26, 2015  
Project #: 103  
Drawing #: A2.05























## MATERIALS LEGEND

	Abundant Concrete Pavers, Petrus: Ashlar
	Color: Gray Solid
	Abundant Concrete Pavers, Petrus: Ashlar
	Color: Brown
	Abundant Concrete Pavers, Petrus: Ashlar
	Color: Dark Sand
	Themed Feature Porch: Abundant Concrete Pavers, Petrus: Ashlar
	Public Side Pavers, Petrus: Ashlar
	Standard and Walnut
	Themed Porch in Walkway: Abundant Concrete Pavers, Petrus: Ashlar
	Color: Sandstone and Walnut
	Related Planting with 600 mm depth top soil

METAL PLANTERS TO SEPARATE PRIVATE FROM PUBLIC SPACES

TEXTURED PAVING: BRIDGEWOOD BY BARKMAN

## ASHLAR PATTERN PAVING

[illegible]

May 15 2018	Issues for Review
April 11 2018	Revised Running Submission
Mar 28 2018	Issues for Review
Jan 23 2018	Re-issues for Re-Zoning
Sep 25 2017	Issues for Review
Sep 13 2018	Issues for Re-Zoning
Aug 31 2018	For Review
Aug 15 2018	For Review

**Prospect & Refuge**  
JANISANT ANDERSON

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Journal of Internal Medicine 250: 459–469

**Spires Boulevard**  
8671-8731 Spires Road, Richmond,  
BC

## Sheet Title

# Landscape Layout & Planting Plan

Booklet 1125  
Date: \_\_\_\_\_  
Project No. \_\_\_\_\_





PLANT LIST FOR TOTAL SITE. NOT INCLUDING OFFSITE TREES

PLANT LIST					
ID	Latin Name	Common Name	Quantity	Scheduled Size	Notes
<b>TREES</b>					
Aja	Acer japonicum 'aconitifolium'	Fullmoon maple	15	4cm cal. #20 pot	Cont.
APK	Acer Palmatum 'Katsura'	Katsura Japanese Maple	1	6cm cal.	B & B
AcPF	Acer palmatum 'Sangokaku'	Coral Bark Japanese Maple	1	6cm cal.	B & B
ApaE	Acer palmatum Emperor 1	Emperor 1 Japanese Maple	1	6cm cal.	B & B
AtJW	Acer tegmentosum 'Joe Witt'	Manchurian Snakebark Maple	16	6cm cal.	B & B
CK WE	Cornus kousa 'Wolf Eyes'	Wolf Eyes Korean Dogwood	3	5cm cal.	B&B
Cxe	Cornus x elwinortoni 'Kn30 8' PBR VENUS	Venus Dogwood	8	6cm cal.	B & B
WA	Cupressus nottkatensis 'Green Arrow'	Weeping Alaskan Yellow Cedar	3	2.5m full ht.	B&B
FsP	Fagus sylvatica 'Purpurea Tricolor'	Tricolour European Beech	3	6cm cal.	B & B
Mgx	Magnolia 'Galaxy'	Hybrid Magnolia	8	6cm cal.	B&B
Mxb	Magnolia x brooklynensis 'Yellow Bird'	Yellow Bird Magnolia	1	6 cm. cal	B&B
Mgx-S	Magnolia x soulangeana 'Black Tulip'	Black Tulip Magnolia	2	6cm. cal	B&B
Mspp	Malus spp.	Dwarf Apple	3	3cm cal.	Cont.
Pf	Pinus Flexilis 'Vandrwolf's Pyramid'	Limber Pine	5	3M ht.	Cont.
PIE	Populus tremula 'Erecta'	Columnar Swedish Aspen	5	6cm cal.	B & B
SO	Quercus coccinea	Scarlet Oak	2	6cm cal.	B & B
QfS	Quercus frainetto 'Schmidt'	Forest Green oak	4	6cm cal.	B & B
			0		
<b>SHRUBS</b>					
As	Acanthus spinosus	Bear's Breeches	8	#2 pot	Cont.
Bmj	Buxus microphylla japonica 'Winter Gem'	Winter Gem Boxwood	4	#3 pot	Cont.
Cam o	Calamagrostis x acutiflora 'Overdam'	Variegated Reed Grass	14	#2 pot	Cont.
CE	Carex 'Evergold'	Golden Sedge Grass	16	#2 pot	Cont.
CV	Ceanothus 'Victoria'	California Lilac	9	#3 pot	Cont.
Cxh	Cistus x hybridus	White Rockrose	5	#2 pot	Cont.
Eu	Euphorbia characias ssp. wulfenii 'Lambrook Gold'	Evergreen spurge	8	#2 pot	Cont.
Hm-1	Hakonechloa macra 'aurea'	Golden Japanese Forest Grass	81	#2 pot	Cont.
HsV	Hibiscus syriacus 'Variegatus'	Varegated Rose of Sharon	2	#3 pot	Cont., (Male & Female)
HBI	Hosta 'Blue Ivory'	Hosta Blue Ivory	30	#2 pot	Cont.
HpL	Hydrangea paniculata 'Limelight'	Panicle Hydrangea	1	#5 pot	Cont.
Hq-L	Hydrangea quercifolia 'Little Honey'	Dwarf Golden Oakleaf Hydrangea	7	#5 pot	Cont.
Hb	Hydrangea serrata 'Bluebird'	Bluebird Hydrangea	7	#5 pot	Cont.
Lxs	Leucanthemum x superbum 'Sante'	Shasta Daisy	24	#2 pot	Cont.
Lp	Lonicera pileata	Box Leaf Honeysuckle	7	#2 pot	cont.
Mm	Mahonia media 'Charity'	Charity Mahonia	11	#5 pot	Cont.
Mr	Mahonia Repens	Creeping Mahonia	26	#2 pot	Cont.
Ms	Matteuccia struthiopteris and cvs	Ostrich Fern	7	#2 pot	Cont.
Ms g	Miscanthus sinensis 'Gracillimus'	Maiden Grass	4	#5 pot	Cont.
MsLM	Miscanthus sinensis 'Little Miss'	Little Miss Maiden Grass	16	#2 pot	Cont.
MsZ	Miscanthus sinensis 'Zebrinus'	Zebra Grass	8	#2 pot	Cont.
Nt	Nessella tenuissima	Mexican feather grass	24	#2 pot	Cont.
Pho	Philadelphus 'Belle Etoile'	Mock Orange	7	#3 pot	Cont.
Mp	Pinus mugo 'Mughus'	Mugo Pine	12	#3 pot	Cont.
Pm	Polystichum munitum	Sword Fern	34	#1 pot	Cont.
PI	Prunus laurocerasus 'Mount Vernon'	Dwarf English Laurel	49	#3 pot	Cont.
Rpjm	Rhododendron 'P.J.M. Compact'	Compact P.J.M. Compact	9	#1 pot	Cont.
RAK	Rhododendron 'Anah Kurschke'	Anah Kurschke Rhododendron	2	#3 pot	Cont.
Rbb	Rhododendron 'Baden Baden'	Red Dwarf Rhododendron Hybrid	27	#3 pot	Cont.
RhCT	Rhododendron 'Crimson Tide'	Rhododendron 'Taurus'	5	#5 pot	Cont.
RGW	Rhododendron 'Gumpo White'	Gumpo White Azalea	6	#3 pot	Cont.
RPR	Rhododendron 'President Roosevelt'	Rhododendron 'President Roosevelt'	3	#3 pot	Cont., (Male & Female)
Rh-1	Rhododendron hoteli	Rhododendron	32	#2 pot	Cont.
Sa	Symphoricarpos alba	Snowberry	11	#2 pot	Cont.
Txm	Taxus x media 'Hillsii'	Hills Yew	186	1.25 m ht	B & B
Vp	Viburnum plicatum f. tomentosum 'Mariesii'	Doublefile Viburnum	1	#3 pot	Cont.
VB ar	Viburnum x burkwoodii 'Anne Russell'	Anne Russell Burkwood Viburnum	1	#3 pot	Cont.
			0		





**RZ 17-790301**

**Attachment 3**

Address: 8671, 8691, 8711 and 8731 Spires Road and the Surplus Portion of the Spires Road  
and Cook Crescent Road Allowance

Applicant: Spires Road Development Holdings Ltd.

Planning Area(s): City Centre

	Existing	Proposed
<b>Owner:</b>	Spires Road Development Holdings Ltd.	No Change
<b>Site Size (m<sup>2</sup>):</b>	2,965.9 m <sup>2</sup>	3,203.3 m <sup>2</sup>
<b>Land Uses:</b>	Single-Family Residential	Multiple-Family Residential
<b>OCP Designation:</b>	Low-Density Residential	No Change
<b>Area Plan Designation:</b>	City Centre Area Plan: General Urban T4 Sub-Area B.1: Mixed Use – Low-Rise Residential & Limited Commercial	No Change
<b>702 Policy Designation:</b>	N/A	No Change
<b>Zoning:</b>	Single Detached (RS1/E)	Parking Structure Townhouses (RTP4)
<b>Number of Units:</b>	4	22
<b>Other Designations:</b>	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.20	1.16	none permitted
Lot Coverage – Building:	Max. 50%	43.3%	none
Lot Coverage – Non-porous Surfaces:	Max. 75%	72.3%	none
Lot Coverage – Landscaping:	Min. 20%	22.1%	none
Setback – Front Yard Cook Crescent (m):	Min. 3.0 m	3.0 m	none
Setback – Exterior Side Yard – South – Spires Road (m):	Min. 3.0 m	3.0 m	none
Setback – Interior Side Yard - North (m):	Min. 3.0 m	6.0 m	none
Setback – Rear - West (m):	Min. 3.0 m	6.0 m	none
Setback – Walkway - North (m):	Min. 3.0 m	3.0 m	none

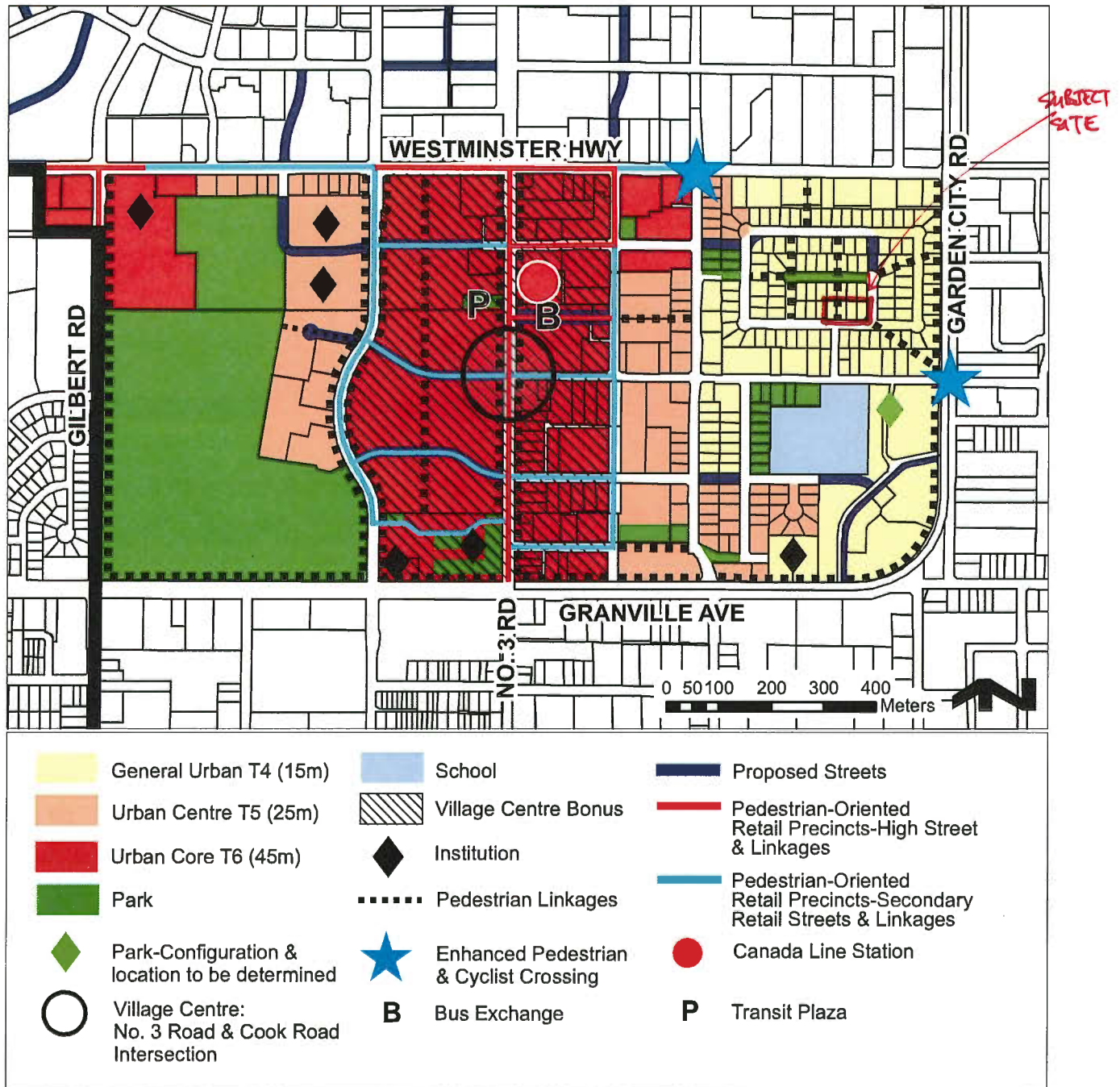


<b>On Future Subdivided Lots</b>	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Setback – Walkway - West (m):	Min. 3.0 m	3.0 m	none
Height (m):	Max. 15.0 m (4 storeys)	11.2 m (3 storeys)	none
Lot Depth:	Min. 30.0 m	83.05 m	none
Site Area:	Min. 2,400 m <sup>2</sup>	3,203.3 m <sup>2</sup>	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.2 (R) and 0.2 (V) per unit	1.2 (R) and 0.2 (V) per unit	none
Off-street Parking Spaces – Total:	27 (R) and 5 (V)	27 (R) and 5 (V)	none
Tandem Parking Spaces:	Max. 50% of required residential spaces (27 x Max. 50% = 13)	0	none
Small Car Parking Spaces	Max. 50% when 31 or more spaces are provided on-site (32 x Max. 50% = 16)	0	none
Handicap Parking Spaces:	Min. 2% when 11 or more spaces are required (32 x 2% = 1 spaces)	3	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.20 (Class 2) per unit	1.27 (Class 1) and 0.27 (Class 2) per unit	none
Off-street Parking Spaces – Total:	28 (Class 1) and 5 (Class 2)	28 (Class 1) and 6 (Class 2)	none
Amenity Space – Indoor:	Min. 100 m <sup>2</sup> or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m <sup>2</sup> x 22 units + 10% of net site area = 452.3 m <sup>2</sup>	475 m <sup>2</sup>	none

Other: Tree replacement compensation required for removal of bylaw-sized trees.



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



Bylaw 10020  
2019/05/21

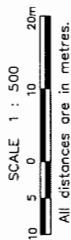
Maximum building height may be subject to established Airport Zoning Regulations in certain areas.



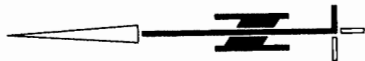
REFERENCE PLAN TO ACCOMPANY THE CITY OF RICHMOND  
ROAD CLOSING AND REMOVAL OF ROAD DEDICATION BYLAW NO. 9849  
OF A PORTION OF ROAD DEDICATED ON PLAN 21489  
SECTIONS 9 AND 10, BLOCK 4 NORTH, RANGE 6 WEST, NEW WESTMINSTER DISTRICT

Pursuant to Section 120, Land Title Act and Section 40, Community Charter

BCGS 92G.015



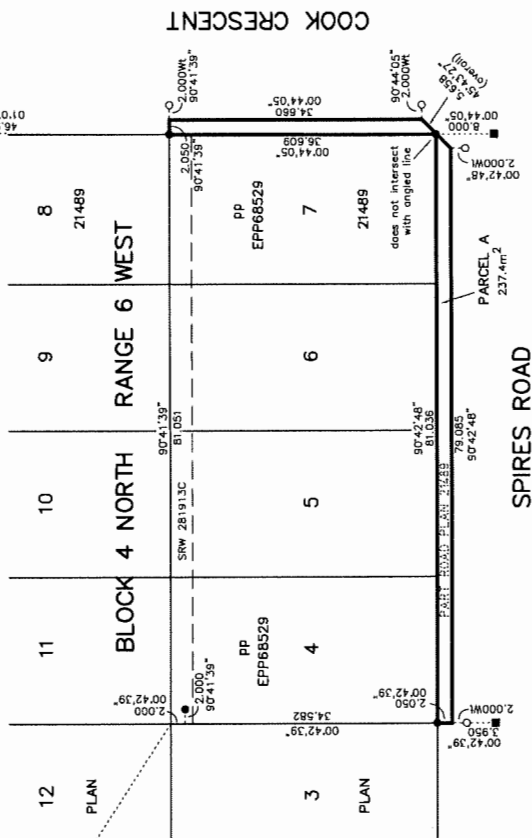
The intended plot size of this plan is 560mm in width by 432mm in height (C size) when plotted at a scale of 1 : 500.



Datum: NAD83(CSRS) X 0.0 BC 1.0 VRD  
 UTM Zone 10  
 UTM Northing: 5446168.50  
 UTM Easting: 480754.61  
 Point combined factor: 0.9996040  
 Estimated absolute accuracy: 0.01m

77H4699  
GCM#493775)

## PLN - 111



**LEGEND:**

Integrated survey area No. 18, Richmond, NAD83(CSRS)4.0.0.BC.1.GVRD  
Grid bearings are derived from observations between  
geodetic control monuments 77H4583 and 77H4599.

The UTM coordinates and estimated horizontal positional accuracy

coordinates and estimated horizontal positional accuracy achieved are derived from the MASCOT published coordinates

for geodetic control monuments 77H4583 and 77H4599.

This plan shows horizontal ground-level distances unless otherwise specified. To compute grid distances, multiply

otherwise specified. To compute grid distances, multiply ground-level distances by the combined factor

of 0.9995040 which has been derived from geodetic

control monument 77H4583.

denotes control monument found.  
denotes standard iron post found.

denotes standard iron post round,  
denotes standard iron post placed,

■ denotes lead plug found.  
□ denotes costing plan.

pp denotes posting plan.

**Note:** This plan shows one or more witness posts which are not set

THIS PLAN SHOWS ONE OR MORE WITNESS POSTS WHICH ARE NOT SET ON THE TRUE CORNER(S) DUE TO OBSTRUCTION OR UNSUITABILITY OF

comer. Unless otherwise shown, witness posts are on the production of the property lines.

production of the property lines.

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This plan lies within the jurisdiction of the Approving Officer for City of Richmond.

The field survey represented by this plan was completed on the 6th day of May, 2019.  
IVAN NGAN, BCLS #849

This plan lies within the Metro Vancouver Regional District

SINISMETRO VANCOUVER  
LAND SURVEYORS

11528 KINGSWAY, VANCOUVER, BC, V5N 2R9  
T 604.327.1535 WEB [WWW.LNLS.CA](http://WWW.LNLS.CA)

FILE:17359\_10REF







# LEGEND-TREE MANAGEMENT IN DEVELOPMENT AREA:

See arborist report for further details.

denotes TAG NUMBER or ID REFERENCE  
(see tree inventory and assessment list)

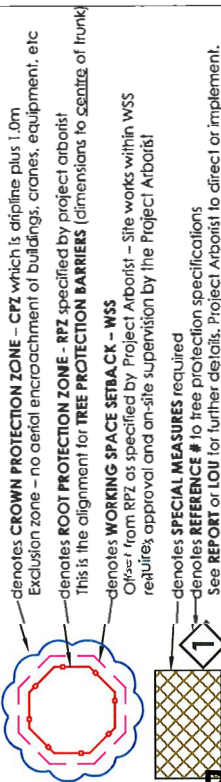
denotes RETENTION trees  
(protection measures as specified)

denotes UNDER-SIZE TREE that is smaller than bylaw defined size. To be treated at owner's discretion. If retained, consult this office for protection measures. If to be removed, a permit may be required from municipality.

denotes REMOVAL tree (TAGGED TREE)  
(municipal permit or approvals may be required)

denotes HIGH RISK tree to be REMOVED or MODIFIED  
(see tree inventory and report - permit or approvals required)

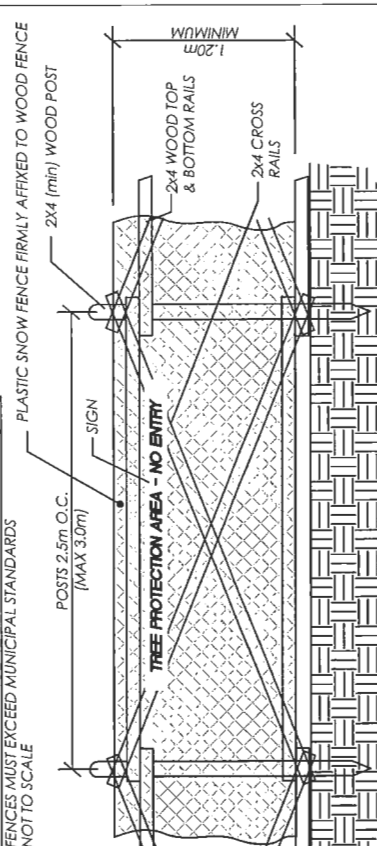
## LEGEND-TREE PROTECTION:



## TREE PROTECTION ZONE RESTRICTIONS:

- Trees that are specified to be retained must be protected from damage during all phases of development related work on the site. Any access or construction related work within the RPZ, CPZ, and/or WSS requires advance approval, guidance and on-site direction or supervision by the project arborist. General restrictions in the RPZ are as follows:
- No soil disturbance of any scope or to any depth for cuts or fills, including but not limited to: trenching, stripping of overburden, bulk excavation, fill placement, site preparation, grade transitions, topsoil placement, etc.,
  - No passage or operation of machinery, trucks, vehicles or equipment (including small track machines, skid steers, lifts, etc), except as approved and directed by the project arborist, and subject to special measures.
  - No storage of soil, spoil, gravel, construction materials, waste materials, etc.,
  - No waste or washing of concrete, succo, drywall, paint, or other potentially harmful materials.
  - No placement of temporary structures or services.
  - No affixing of signs, cables or any other device to retained trees.
  - No pruning or culling of retained trees, except as approved and directed by the project arborist, and performed by a qualified tree service firm employing ISA Certified Arborists and working to ANSI A300 and ANSI Z133 Standards.
  - No landscape lighting, such as but not limited to: installing retaining walls, digging planting holes, placing growing medium, installing irrigation or conduit, etc., except as approved and directed by the project arborist.

## TREE PROTECTION BARRIER DETAIL - SAMPLE:



## Condensed Tree Inventory and Assessment Data:

Tag #	Dbh (cm)	Tree Type	Ht (m)	Spread (m)	Location	Action
810	65	Austrian Pine	19	4	On-site	RETAIN
811	45	Blue Spruce	15	2	On-site	RETAIN
812	45	Sitka Spruce	22	3.5	On-site	Remove
813	68	Douglas-fir	25	4	On-site	Remove
814	61	Sitka Spruce	22	3.5	On-site	Remove
815	40	Common Plum	6	2	On-site	Remove
816	90	Decodar Cedar	19.6	4.5	On-site	Remove
817	40	Cherry Plum	6	2	On-site	Remove
818	60	Cherry Plum	7	3.5	On-site	Remove
819	43	Blue Spruce	15	2.5	On-site	Remove
820	39	Sitka Spruce	12.2	2	On-site	Remove
821	38	Blue Spruce	12	1.5	On-site	Remove
822	56	Norway Spruce	17	3	On-site	Remove
823	51	Norway Spruce	17	3	On-site	Remove
824	30	Common Pear	7	1.5	On-site	Remove
N01	49	Cherry Plum	6	3	Off-site	Protect
N02	25	Japanese Maple	5	2	Off-site	Protect
N03	60	Western Redcedar		3	Off-site	Protect
N04	45	Blue Spruce		3	Off-site	Protect
N05	51	Norway Spruce	11	3	Off-site	Remove
N06	25	American Elm	9.5	2.5	Off-site	Protect
N07	30	Common Plum	5	3	Off-site	Protect
C01	45	Sycamore Maple	11	3	City	Remove
C02	43	Sycamore Maple	9.5	2.5	City	Remove
C03		Common Plum	4	1.5	City	Remove

## SUGGESTED PLANT LIST: REPLACEMENT TREES

Please use botanical name when ordering.

Current arboricultural best management practices and BCSLA/BC/VA standards apply to: quality, root ball, health form, handling, planting, guying/staking and establishment care.

CODE	QTY	Size	BOTANICAL NAME	COMMON NAME
BROADLEAF - SMALL TO MEDIUM SCALE:				
ACA	5cm C	5cm C	Acer campestre	Field maple
AG	5cm C	5cm C	Acer griseum	Paperbark maple
ARB	5cm C	5cm C	Acer rubrum 'Bowhall'	Bowhall maple
ARS	5cm C	5cm C	Acer rubrum 'Red Sunset'	Red Sunset maple
DI	5cm C	5cm C	Davidia involucreta	Deve tree
FSD	5cm C	5cm C	Fagus sylvatica 'Dawyd'	Dawyd beech
FSP	5cm C	5cm C	Fagus sylvatica 'Perdula'	Weeping European beech
NSO	3.5m H	3.5m H	Magnolia soulangeana	Saucer magnolia
SP	5cm C	5cm C	Stewartia pseudocamellia	Japanese stewartia
AP	5cm C	5cm C	Acer palmatum	Japanese maple
AU	5cm C	5cm C	A-ributus unedo	Strawberry tree
CC	3.5m H	3.5m H	Cercis canadensis	Redbud
MGR	5cm C	5cm C	Magnolia grandiflora	Southern magnolia (evergreen)
MST	5cm C	5cm C	Magnolia stellata	Star magnolia
PSAR	5cm C	5cm C	Prunus sargentii 'Rancho'	Sargent cherry
PY	5cm C	5cm C	Prunus x yedoensis	Yoshino cherry
SJ	5cm C	5cm C	Styrax japonicus	Japanese snowbell
EVERGREEN - SMALL SCALE:				
APC	3.5m H	3.5m H	Abies procera 'Glauc'	Noble fir
PO	3.5m H	3.5m H	Picea omorika	Serbian spruce

NOTE: TREE REPLACEMENT DESIGN IS BY OTHERS

## SHEET 3 TREE MANAGEMENT DRAWING DETAILS

acigroup.ca

**ARBORTECH CONSULTING**

ARBORE GROUP

SUITE 145 • 7205 HORSESHOE WAY, RICHMOND, BC V7A 4V4 • 604.275.3464

PROJECT: PROPOSED MULTI-FAMILY DEVELOPMENT  
ADDRESS: 8671 - 8731 SPIRES RD RICHMOND BC  
CLIENT: SOUTH STREET DEVELOPMENT  
CITY REF: JACL FILE: 18252  
PLOT SIZE: 11"x17" REV #15 DATE: MAY 14, 2019



Spires Road Development Holdings LTD  
200-1778 West 2<sup>nd</sup> Ave. Vancouver, BC  
604-714-0573



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April 9, 2019

City of Richmond

Planning & Development  
6911 No. 3 Road  
Richmond, BC V6Y 2C1  
ATTN: Mr. Edwin Lee

Re: 8671-8731 Spires Road

File #: RZ 17-790301

Response to City of Richmond Preliminary Staff Comments

Dear Edwin,

We intend to engage an energy modelling company to ensure that the proposed building design can meet the BC Energy Step Code requirements that are expected to be in place at the building permit application.

Best Regards,

A handwritten signature in black ink, appearing to read "Brent Hanson", is written over the printed name and title.

Brent Hanson  
Director





**Address:** 8671, 8691, 8711 and 8731 Spires Road and the surplus portion  
of the Spires Road and Cook Crescent road allowances

**File No.:** RZ 17-790301

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10058, the developer is required to complete the following:**

1. Council approval of the road closure bylaw for a portion of Spires Road and Cook Crescent. The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the Land, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Senior Manager, Real Estate Services. All costs associated with the purchase and sales agreement shall be borne by the developer.
2. Consolidation of all the lots and the portion of Spires Road and Cook Crescent mentioned above into one development parcel (which will require the demolition of the existing dwellings).
3. Granting of statutory right-of-way for access as follows:
  - A 3.0 m wide SRW along the entire length of the north and west property lines of the site; and
  - A 3.0 m x 3.0 m SRW corner cut where the two walkways meet.

Language should be included in the SRW document that:

- The City may require the owners to install signage within the SRW;
  - Utilities under the SRW may be permitted;
  - The owners are responsible for all maintenance of improvements, including but not limited to the pathways, landscaping, signage and lighting installed within the SRWs, and are responsible for all liability of SRW areas; and
  - Any fences installed along the north and west property line must be removed when the other SRWs for access are secured from the adjacent sites to the north and/or west.
4. Registration of an aircraft noise sensitive use covenant on title.
  5. Registration of a flood indemnity covenant on title.
  6. Registration of a legal agreements on Title or other measures, as determined to the satisfaction of the Director of Development, to ensure that:
    - a) No final Building Permit inspection is granted until two secondary suites are constructed on site, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw; and
    - b) The secondary suites cannot be stratified or otherwise held under separate title.
  7. Registration of a legal agreement on title ensuring that a parking stall with minimum dimensions of 3.7 m wide and 5.5 m long will be assigned to each of the Basic Universal Housing units and/or convertible units contained within the proposed townhouse development. No accessible parking signage or pavement markings will be required on these parking spaces.
  8. Registration of a legal agreement on title or other measures, as determined to the satisfaction of the Director of Development, to ensure that:
    - a) the number of visitor parking stalls per zoning bylaw requirements will be maintained in perpetuity;
    - b) selling, leasing, assigning, or designating any of the visitor parking spaces to individual unit owners/renters/occupants or any other persons by the developers/applicants/owners and future strata councils is prohibited; and



- c) the required visitor parking stalls are available for the common use of visitors to this development and are accessible to visitors at all times.
9. Registration of a legal agreement on title ensuring that:
- a) conversion of any of the bicycle parking areas within the parking structure into habitable space or general storage area is prohibited; and
  - b) all of the bicycle parking areas are available for shared common use and for the sole purpose of bicycle storage.
10. Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
11. 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 site and on neighbouring properties. 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.
12. City acceptance of the developer's voluntary contribution in the amount of \$10,344.35 (i.e. \$0.25 per buildable square foot, excluding affordable housing) to future City community planning studies, as set out in the City Centre Area Plan.
13. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$351,707.84) to the City's affordable housing fund.
14. City acceptance of the developer's offer to voluntarily contribute \$0.83 per buildable square foot (e.g. \$34,343.24) to the City's public art fund.
15. City acceptance of the developer's offer to voluntarily contribute \$3,250.00 to Parks Division's Tree Compensation Fund for the removal of three 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 applicants.
16. Submission of a Tree Survival Security to the City in the amount of \$20,000 for the 65 cm caliper Austrian Pine tree (specifically tag# 810) and the 45 cm caliper Blue Spruce tree (specifically tag# 811) to be retained on site. No Tree Survival Security will be returned until the post-construction assessment report, confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.
17. Submission Contribution of \$25,000.00 in-lieu of on-site indoor amenity space.
18. City acceptance of the developer's offer to voluntarily contribute \$49,665.00 towards the construction of a new 750mm storm sewer via the capital project works that will front the development.
19. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
20. Enter into a Servicing Agreement\* for the design and construction of frontage beautification along the site frontage, storm sewer and sanitary sewer upgrades, fire hydrant, as well as service connections. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to,

Water Works:

- a. Using the OCP Model, there is currently 102 L/s of water available at a 20 psi residual at the Spires Road frontage. Once Capital Program upgrades are installed there will be 254L/s of water available at a 20 psi residual at the Spires Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b. At the developer's cost, the developer is required to:

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- i. Upgrade the existing 150mm diameter watermain along Spires Road frontage to 200mm diameter. Approximate length of required upgrade is 75 meters. The alignment of the required watermain will be determined via the SA design review.
  - ii. Remove the existing 150mm diameter AC watermain along the proposed site's entire Spires Road frontage when the new watermain is operational.
  - iii. Upgrade the existing 150mm diameter AC watermain along Cook Crescent frontage to 200mm diameter. Tie-in to the north shall be to the existing 150mm watermain and tie-in to the south shall be to the new watermain to be built at Spires Road frontage. Approximate length of required upgrade is 52 meters. Alignment of the new watermain shall be determined via the servicing agreement design.
  - iv. Remove the existing 150mm diameter AC watermain along the proposed site's entire Cook Crescent frontage when the new watermain is operational.
  - v. Install one new water service connection off of the proposed 200mm water main along Cook Crescent frontage complete with meter and meter box in a proposed utility right of way.
  - vi. Cut and cap all existing water service connections at main off of the existing 150mm AC water mains.
  - vii. Provide new fire hydrants to comply with the City's maximum spacing for proposed townhouse developments.
  - viii. Relocate the existing fire hydrant as required by the proposed frontage improvements. Fire department approval is required for all fire hydrant relocations.
- c. At the developer's cost, the City is to tie-in the proposed watermain to the existing watermain at Spires Road and Cook Crescent.

Storm Sewer Works:

- a. At the developer's costs, the Developer is required to:
- i. Upgrade the existing ditches along Spires Road frontage to a single storm sewer in the middle of the road. Approximate length of required upgrade is 75 meters. The alignment of the required storm sewer will be determined via the SA design review. Connection to the west shall be via a new manhole to be tied-in to the storm sewer that will be built via the capital project at Spires Road and tie-in to the east shall be via a new manhole at the intersection of Spires Road and Cook Crescent then to the existing ditches at the north and south sides of Spires Road via new headwalls.
  - ii. Tie-in the existing storm manhole at the junction of the east-west and north-south aligned Spires Road to the existing ditch fronting 8931 Spires Road via a new headwall.
  - iii. Upgrade the existing ditches along Cook Crescent frontage to a single storm sewer in the middle of the road. Approximate length of required upgrade is 52 meters. Tie-in to the south shall be at the new manhole to be built at the intersection of Spires Road and Cook Crescent and tie-in to the north shall be to the existing ditches at the east and west sides of Cook Crescent via new headwalls. Alignment of the new storm sewer shall be determined via the servicing agreement design.
  - iv. Install lane drainage (200mm diameter) along the entire north and west property lines complete with manholes as per Engineering specifications then tie-in to the new storm sewer at Cook Cr via a new manhole.
  - v. Install a new storm service connection complete with inspection chamber connecting to the new storm sewer along Spires Road.
- b. At the Developers cost, the City is to tie-in the proposed storm sewers to the existing drainage system.

Sanitary Sewer Works:

- a. At the developer's costs, the Developer is required to:
- i. Install the ultimate sanitary line at Spires Road frontage at the same alignment as the sanitary main to be built at Spires Road located west of Cook Gate via the City's capital project. Pipe sizing shall be determined via the Servicing Agreement design process. Approximate length of required upgrade is 75 meters.
  - ii. Install the ultimate sanitary line at Cook Crescent frontage and tie-in (via a new manhole) to the new sanitary sewer that will be built at the proposed site's Spires Road frontage. The pipe alignment and

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sizing shall be determined via the Servicing Agreement design process. Approximate length of required upgrade is 52 meters.

- iii. Ensure no soil fill or building encroaches into the existing sanitary SRWs and that the existing 150mm diameter asbestos cement sanitary sewer is protected during any preload/construction phase (the sewer will remain active despite new works proposed for Spires Road and Cook Crescent).
- iv. Install a new sanitary service connection c/w inspection chamber and tie-in to the new sanitary manhole at the intersection of Spires Road and Cook Gate that will be built via the City's capital project.
- v. If the proposed sanitary mains on Cook Gate that will be built through capital funding are not in service or not constructed at the time of connection, the developer will be required to design and construct a sanitary service connection that will work on both interim and ultimate conditions. The interim service connection shall be from the site to the existing 200mm sanitary main located between 8644 Cook Crescent & 8771 Spires Road while the ultimate service connection shall be tied-in to the ultimate manhole at the intersection of Spires Road and Cook Gate that will be built via the City's capital project. The details of the combined interim and ultimate sanitary service connections shall be finalized via the Servicing Agreement design review.
- vi. If required, the interim connection shall be removed (at developer's costs) once the ultimate sanitary lines and manhole under the City's Capital project are constructed and the proposed site's ultimate service connection is connected to the ultimate sanitary system.
- vii. Provide a signed and sealed geotechnical assessment, complete with recommendations to ensure the following conditions are met. The assessment and mitigation recommendations shall be included in the rezoning staff report and the development permit design review.
  - That the City be able to construct, maintain, operate, repair, or remove City utilities/infrastructures (i.e. sanitary main along the north PL) without impact to the onsite works. The building edge shall be set based on the required clearance between the building edge and the existing AC sanitary pipe as recommended by a professional geotechnical engineer.
  - That the on-site works (e.g. soil densification, preload, foundation works, etc.), or the construction/maintenance of the proposed building, not cause damage to the City utilities/infrastructure (i.e. sanitary main along the north PL)
  - That impact of the site preparation works (e.g., soil densification, pre-load, foundation excavation, dewatering, etc.) to the existing infrastructures around the proposed site (i.e. sanitary main along the north PL) are determined by the Geotechnical Engineer. If the existing infrastructures will be significantly impacted, the works required to mitigate the impact or the replacement of the affected existing infrastructures shall be done prior to start of the site preparation works at developer's cost.
  - Pre and post pre-load and construction surveys and CCTV will be required. Any damage to be repaired and any required replacement shall be done at the Developer's sole cost.
  - Ensure that the existing sanitary sewer along the north property line remains operational during any preload and/or construction phase (the sewer will remain active despite new works proposed for Spires Road). If the existing sanitary line is impacted during site preparation or construction of the proposed development then the developer shall be responsible to make the damaged sanitary system operational during the duration of the onsite works (i.e., temporary bypass via pumping, etc.). The damaged sanitary system shall be replaced at the same alignment through the servicing agreement, at the developer's costs, after completion of the site preparation and/or building construction works.
- b. At the developer's costs, the City is to cut and cap at main all existing connections and remove inspection chambers along the south and west property lines.

Frontage Improvements:

- a. Road works and frontage improvements (Spires Road and Cook Crescent development frontages)
  - i. The entire Spires Road and Cook Crescent development frontages are to be widened to provide 8.7 m wide pavement (one parking lane and two traffic lanes). The road works are also to include tie-in tapers (20:1) to the existing sections of Spires Road to the east and west of the site and Cook Crescent to the north.

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The following are the road and behind the curb frontage improvement cross-section elements to be designed and constructed by the Developer. The existing ditches are to be filled to accommodate these frontage improvements.

- existing property line of road right-of-way along development frontage;
  - 2.05 m wide landscaped boulevard with street trees. (The Spires Road and Cook Crescent right-of-ways are planned to be reduced from a width of 20.1 m to 16.0 m. The 2.05 m wide boulevard may become surplus City land and available for disposition);
  - 2.0 m wide concrete sidewalk;
  - 1.5 m wide landscaped boulevard with street trees;
  - 0.15 m wide curb;
  - 8.7 m wide pavement;
  - 1.0 m wide gravel shoulder (with no-post low barriers per TAC standards).; and
  - Ditch embankment stability requirements (opposite side of road), i.e. ditch in-filling and/or retaining walls.
- b. Treatments of south side of Spires Road and east side of Cook Crescent opposite site frontages
- i. The Developer shall retain a Geotechnical Engineer to determine the requirements for filling in the existing ditches along Spires Road and Cook Crescent on the opposite side of the road from the development or installing retaining walls to support the widened pavement. The Developer shall advise the Transportation and Engineering of the outcome of the geotechnical investigation and is responsible for implementing the recommended actions.
- c. Existing driveways along the development frontages
- i. All existing driveways along the Spires Road and Cook Crescent development frontages are to be closed permanently. The Developer is responsible for removing the existing driveways and the replacement with barrier curb/gutter, boulevards and concrete sidewalk per standards described.
- d. Existing driveways on the opposite side of development frontages
- i. All existing driveways on the opposite side of the Spires Road and Cook Crescent development frontages are to be kept during and post construction. Consultation and co-ordination with adjacent property owners is required particularly if their driveways are altered as part of the proposed road works.
- e. Walkways
- i. The Developer is required to construct two walkways along the north and west property lines of the site. The detail of the walkway requirements are as follows:
    - The cross-section of the walkways is to include: 1.5 m wide grass swale surface for drainage; and 1.5 m wide hard surface walkway. Confirm with Parks if changes to this cross-section are required.
    - Provide fencing and safety guardrail as required.
    - Provide walkway signs and removable bollards at the Spires Rad and Cook Crescent ends of the walkway.
- f. Parks consultation
- i. Consult Parks on the requirements for tree protection/placement including tree species and spacing as part of the frontage works.
- g. Engineering consultation
- i. Consult Engineering on lighting and other utility requirements as part of the frontage works. The tree planting works will need to be coordinated with Engineering to ensure there are no conflicts with any above ground or underground utilities.
- h. Design and construction standards
- i. All road works are to be designed to meet City Engineering Design Specifications and constructed to the satisfaction of the City.



i. Functional Road Design Plan

- i. The Developer is required to submit a functional road design plan with cross-sections (interim and ultimate) to show the road works and behind the curb frontage improvements described above. The functional design plan is to be approved by Transportation. The following elements are to be incorporated in the functional design exercise.
  - General comments
    - Use metric scale.
    - Provide basic geometric design information, e.g. curve radii, taper ratios, etc.
    - Identify the width of road and frontage elements.
    - The pavement should be presented without shaded background so as not to obscure any road element information.
    - Provide cross sections for both interim and ultimate road and frontage configurations.
    - The center line of the widened pavement is to follow the existing center lines of Spires Road and Cook Crescent.
    - The location of underground utilities must be confirmed with Engineering and the road cross-sections must show the correct underground utility locations.
  - Spires Road and Cook Crescent development frontages
    - The design considerations, among others, are to include:
      - Full road and frontage improvement cross-sections including edge of pavement treatments along the south side of Spires Road and east side of Cook Crescent opposite the site.
      - Provide 20:1 taper sections to tie-in the widened section of Spires Road along the development frontages to the existing roadway; and
      - As parking is permitted on Spires Road, the maximum cross slope for the boulevard and sidewalk is 2%.
  - Walkways
    - Refer details provided above.
  - Engineering consultation
    - As part of the review and approval process of the functional plan, Engineering is to be consulted on the following design issues, among other requirements:
      - Vertical alignment - The elevation of the centre line of Spires Road along the development frontage is to take into considerations drainage requirements and to ensure there is no conflict with district energy equipment and other underground utilities.
      - Horizontal alignment - Engineering is to be consulted to ensure that the establishment of the road alignment along the development frontages and the underground utility corridor are coordinated.

j. Site Vehicle Access

- i. This site is to be served by a single vehicle driveway. All existing driveways along the Spires Road and Cook Crescent development frontages are to be closed permanently.
- ii. The driveway width is to be set at 7.5 m at P/L, with 0.9 m flares at the curb and 45° offsets to meet existing grade of sidewalk/boulevard).

k. Developer to coordinate with BC Hydro, Telus and other private communication service providers:

- i. To provide underground private utility service lines for the proposed development along Spires Road and Cook Crescent frontages, at the Developer's cost. The private utility companies (e.g., BC Hydro, Telus and Shaw) may require right of ways in the proposed site to facilitate transition from the existing rear yard overhead private utility service to an underground service at Spires Road and Cook Crescent frontages. The private utility servicing (i.e., transition from rear yard overhead service to underground service at the fronting streets) shall be coordinated with the private utility companies prior to the proposed development advancing to DP panel. **PLN-120** Purpose of this is to ensure that all private utility above ground

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cabinets that are required to facilitate the transition from rear yard overhead system to underground system at the fronting streets are determined and secured via the Development Permit process.

- ii. To maintain BC Hydro and private communication services to the neighbouring properties that are connected to the existing rear yard overhead system if the rear yard overhead system is going to be removed when the new underground services are provided along the fronting streets.
- iii. To pre-duct for future hydro, telephone and cable utilities along all road frontages at Developer's cost.
- iv. When relocating/modifying any of the existing power poles and/or guy wires within the rear yards.
- v. To locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the staff report and the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements and the locations for the above ground structures. If a private utility company does not require an above ground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
  - BC Hydro PMT – 4mW X 5m (deep)
  - BC Hydro LPT – 3.5mW X 3.5m (deep)
  - Street light kiosk – 1.5mW X 1.5m (deep)
  - Traffic signal kiosk – 2mW X 1.5m (deep)
  - Traffic signal UPS – 1mW X 1m (deep)
  - Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
  - Telus FDH cabinet - 1.1mW X 1m (deep) – show possible location in functional plan
- l. The existing ditches at Spires Road and Cook Cr frontages are to be filled to accommodate the frontage improvements.
- m. A geotechnical assessment (complete with recommendations) is required to confirm that the existing road base structures are adequate to support the required road upgrades at Spires Road frontage.
- n. Review the existing street lighting levels along Cook Cr and Spires Road frontages and upgrade lighting along the development frontages.

General Items:

- a. At the developers cost, the Developer is required to:
  - i. Building encroachment and permanent structures such as trees and patios etcetera will not be permitted inside rear yard sanitary SRW. Please note fence along north property line should be a standard wooden fence
  - ii. Provide, within the first SA submission, a geotechnical assessment of preload and soil preparation impacts on the existing utilities (e.g., rear yard sanitary mains, rear yard private utility overhead lines, etc.) fronting or within the development site and provide mitigation recommendations.
  - iii. Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.



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

1. Complete 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

**Prior to a Development Permit\* issuance, the developer is required to complete the following:**

1. Submission of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.  
Note: Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit and submit landscaping security (i.e. \$13,000 in total) to ensure the replacement planting will be provided.
2. Submission and approval of a separate Tree Permit for the removal of the Norway Spruce tree (tag# N05) located on 8751 Spires Road.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of energy efficiency, CPTED, sustainability, and accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. If applicable, payment of latecomer agreement charges, plus applicable interest 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 Department at 604-276-4285.

**Note:**

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

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

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

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- 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 10058 (RZ 17-790301)  
8671, 8691, 8711 and 8731 Spires Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **“PARKING STRUCTURE TOWNHOUSES (RTP4)”**.

P.I.D. 010-472-436

Lot 4 Section 9 and 10 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 004-306-040

Lot 5 Section 9 and 10 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 007-464-622

Lot 6 Section 9 and 10 Block 4 North Range 6 West New Westminster District Plan 21489

P.I.D. 003-684-253

Lot 7 Section 9 and 10 Block 4 North Range 6 West New Westminster District Plan 21489

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10058”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

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







# City of Richmond

## Report to Committee

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

**Date:** June 28, 2019  
**File:** RZ 17-771371

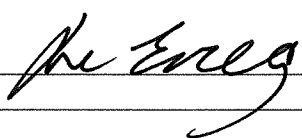
**Re:** Application by Design Work Group Ltd. for Rezoning at 11480 and 11500 Railway Avenue from the "Single Detached (RS1/E)" Zone to the "Arterial Road Two-Unit Dwellings (RDA)" Zone

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10060, for the rezoning of 11480 and 11500 Railway Avenue from the "Single Detached (RS1/E)" zone to the "Arterial Road Two-Unit Dwellings (RDA)" zone, be introduced and given First Reading.

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

WC:el  
Att. 9

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



## **Staff Report**

### **Origin**

Design Work Group Ltd. has applied to the City of Richmond for permission to rezone 11480 and 11500 Railway Avenue (Attachment 1) from the “Single Detached (RS1/E)” zone to the “Arterial Road Two-Unit Dwellings (RDA)” zone in order to permit the property to be subdivided into three duplex lots (Attachment 2). A preliminary site plan, streetscape elevation and landscape plan are provided for reference in Attachment 3. A Development Permit application will be required to address the form and character of the proposed duplex.

A Servicing Agreement (SA) for frontage improvements and site service connections is required as a consideration of rezoning.

### **Findings of Fact**

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

#### Subject Site Existing Housing Profile

There are two existing single-family dwellings on the property, which will be demolished. The applicant has indicated that the dwellings are currently owner occupied, and that they do not contain any secondary suite.

### **Surrounding Development**

- To the North: Fronting Railway Avenue, single-family homes on lots zoned “Single Detached (RS1/E)”.
- To the South: A rezoning application to permit the development of a duplex on the adjacent property (at 11540 Railway Avenue) (RZ 18-819258) has been given Third Reading on June 17, 2019.
- To the East: Fronting Kestrel Drive, single-family homes on lots zoned “Single Detached (RS1/B)”.
- To the West: Across Railway Avenue, single-family homes on small lots zoned “Single Detached (RS1/A)” fronting on Garry Street.

### **Related Policies & Studies**

#### Official Community Plan/Steveston Area Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject site is “Neighbourhood Residential”. The Steveston Area Land Use Map designation for the subject site is “Single-Detached/Duplex/Triplex” (Attachment 5). The development proposal for three duplex lots is consistent with these designations.



### Arterial Road Policy

The Arterial Road Land Use Policy in the City's 2041 Official Community Plan Bylaw 9000 directs appropriate duplex and triplex developments onto certain minor arterial roads outside the City Centre. The subject site is identified for "Arterial Road Duplex/Triplex" on the Arterial Road Housing Development Map and the proposal is in compliance with the Arterial Road Duplex Development Requirements under the Arterial Road Policy.

### Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

### **Public Consultation**

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

The developers have also consulted with the owners/residents of the adjacent properties of the proposed development site; no concern has been raised. A consultation summary prepared by the developers can be found in Attachment 6.

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

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

### **Analysis**

#### Built Form and Architectural Character

The developer proposes to subdivide the site into three lots and construct a new duplex on each lot. Each duplex lot will feature a unit in the front of the property with direct pedestrian access from Railway Avenue, and one unit will be at the back of the property with the main entrance from the auto-court proposed on site. The unit sizes are ranging from 123 m<sup>2</sup> (1,399 ft<sup>2</sup>) to 167 m<sup>2</sup> (1,800 ft<sup>2</sup>). All units will have a side-by-side attached garage. In keeping with the architectural character of the neighbourhood, all duplexes will be two storeys and will feature a peaked roof.

A Development Permit application will be required to address the form and character of the proposed duplex. Through the Development Permit, the following issues are to be further examined:

- Compliance with Development Permit Guidelines for duplex projects in the 2041 Official Community Plan (OCP).



- Review of the architectural character, scale, and massing to ensure that the proposed duplexes are well designed, fit well into the neighbourhood, and do not adversely impact adjacent homes.
- Review of the roof design to ensure it meets the “Residential Vertical Lot Depth Envelope” and “Residential Vertical Lot Width Envelope” requirements under Zoning Bylaw 8500.
- Review of aging-in-place features in all units and the provision of a convertible unit.
- Refinement of the proposed site grading to ensure survival of the protected tree, and to provide appropriate transition between the proposed development and adjacent existing developments.
- Refinement of the driveway and auto court configurations to minimum paved areas on site and explore the opportunity to widen the street fronting units to further animate the public realm.
- Refinement of landscape design including new trees to be planted on site.

Additional issues may be identified as part of the Development Permit application review process.

#### Existing Legal Encumbrances

There is an existing 3.0 m wide utility Right-of-Way (ROW) along the east property line of the subject site for an existing sanitary sewer line. The developer is aware that no construction is permitted in these areas.

#### Transportation and Site Access

Railway Avenue is a minor arterial road with a bike lane in this location. Vehicle access to the proposed duplex lots will be limited to one shared driveway crossing from Railway Avenue per every two lots, where possible.

Vehicle access to the two northern duplex lots is to be provided via a single shared driveway crossing from Railway Avenue. Since the street frontage of the proposed northernmost lot is adjacent to the Garry Street/Railway Avenue intersection, the proposed shared driveway for the two northern lots must be designed to locate outside (i.e., south) of the intersection.

As per the parking requirements under the “Arterial Road Two-Unit Dwellings (RDA)” zone, a visitor parking space will be required between the two northern lots since the shared driveway will be servicing more than two dwelling units.

Vehicle access to the south duplex lot is to be provided via a single driveway. No visitor parking is required for the southern lot since the driveway will be servicing no more than two dwelling units. However, visitor parking may informally be accommodated within the auto court, similar to the typical arrangement in a single family lot with a secondary suite or a side-by-side duplex development (i.e., two dwelling units sharing a single driveway).



Prior to rezoning, the applicant is required to register a restrictive covenant on Title to ensure that, upon subdivision of the property:

- Vehicle access to the two northern lots is via a single shared driveway crossing, based on a design specified in a Development Permit approved by the City.
- A cross-access easement for the shared driveway access, common drive aisle, and the shared visitor parking stall is to be registered on Titles of the each of the two northern lots.
- The buildings and driveways on all proposed lots are to be designed to accommodate on site vehicle turn-around to prevent vehicles from reversing onto Railway Avenue.

#### Tree Retention and Replacement

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

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

- There is no bylaw-sized tree located on site.
- A Douglas Fir tree (Trees # 62) located on neighbouring property to the east at 11471 Kestrel Drive is to be retained and protected as per Arborist Report specifications.
- A Juniper tree (Trees # A) located on the neighbouring property to the south at 11540 Railway Avenue is considered as an under-sized tree and has been identified for removal as part of the redevelopment proposal of 11540 Railway Avenue (which has received 3<sup>rd</sup> Reading on June 17, 2019). In order to avoid damages to the neighbour's tree during construction of the subject development, installation of tree protection fencing on the subject site is still required until the neighbouring developers are ready to remove this Juniper tree.

#### *Tree Protection*

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

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.



- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

#### *Tree Replacement*

No replacement is required as there is no bylaw-sized tree on site. However, according to the Preliminary Landscape Plan provided by the developer (Attachment 2), the developer is proposing to plant nine new trees on site. The number, size and species of new trees will be reviewed in detail through Development Permit and overall landscape design.

#### Accessible Housing

The developer has agreed that aging-in-place features will be provided in all units (e.g., inclusion of blocking in bathroom walls for installation of grab-bars, provision of blocking in stair walls to accommodate lift installation at a future date, and provision of lever door handles). In addition, a total of two convertible units will be provided in this three-duplex-lot development. Details of the accessible housing features will be reviewed at the future Development Permit stage.

#### Affordable Housing Strategy

The applicant proposes to make a cash contribution to the Affordable Housing Reserve Fund in accordance to Section 5.15.1(c) of Zoning Bylaw 8500. The applicant will make a cash contribution of \$8.50 per buildable square foot as per the requirement for a contribution of \$82,000.75.

#### Energy Step Code

The applicant has committed to design the subject development to meet the City's Step Code requirements (Attachment 8). Details on how all units are to be built and maintained to this commitment will be reviewed at Building Permit stage.

#### Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the developer is required to dedicate an approximately 0.92 m wide road across the Railway Avenue frontage to match the property line to the north, in order to accommodate the required future signal equipment and frontage upgrades. The exact road dedication is to be determined based on legal surveys. In addition, the applicant is required to enter into the City's standard Servicing Agreement to design and construct frontage beautification works and service connections including new sidewalk, boulevard and trees (see Attachment 9 for details). All works are at the client's sole cost (i.e., no credits apply).

At future subdivision stage, the developer will be required to pay Development Cost Charges (DCC's) (City & GVS&DD), School Site Acquisition Charge, and Address Assignment Fee. Servicing connections are to be determined at Servicing Agreement stage.



**Financial Impact or Economic Impact**

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

**Conclusion**

The purpose of this rezoning application is to rezone 11480 and 11500 Railway Avenue from the "Single Detached (RS1/E)" zone to the "Arterial Road Two-Unit Dwellings (RDA)" zone, in order to permit the development of three duplex lots (six dwelling units in total) on the subject site. The list of rezoning considerations is included in Attachment 9, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10060 be introduced and given First Reading.



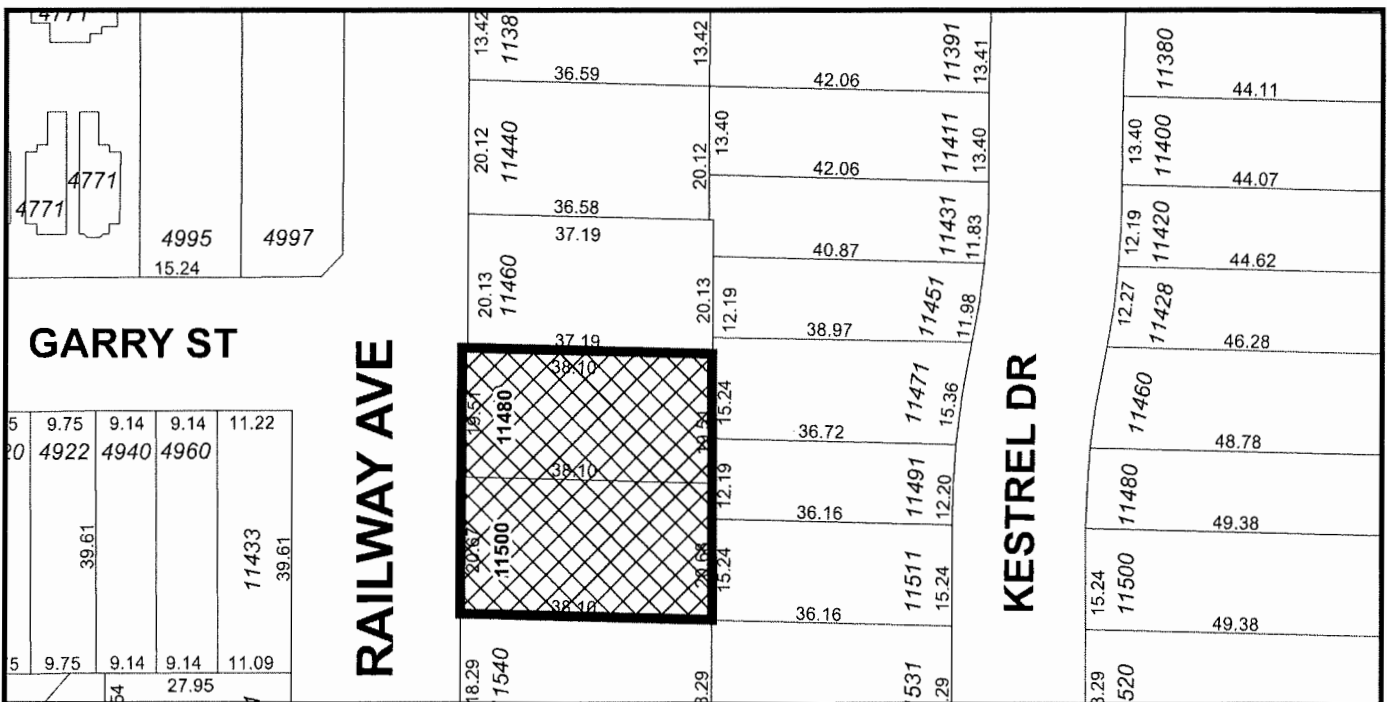
Edwin Lee  
Planner 1  
(604-276-4121)

EL:blg

- Attachment 1: Location Map
- Attachment 2: Proposed Subdivision Layout
- Attachment 3: Conceptual Development Plans
- Attachment 4: Development Application Data Sheet
- Attachment 5: Steveston Area Land Use Map
- Attachment 6: Consultation Summary
- Attachment 7: Tree Management Plan
- Attachment 8: Letter from Developer
- Attachment 9: Rezoning Considerations



City of  
Richmond



RZ 17-771371

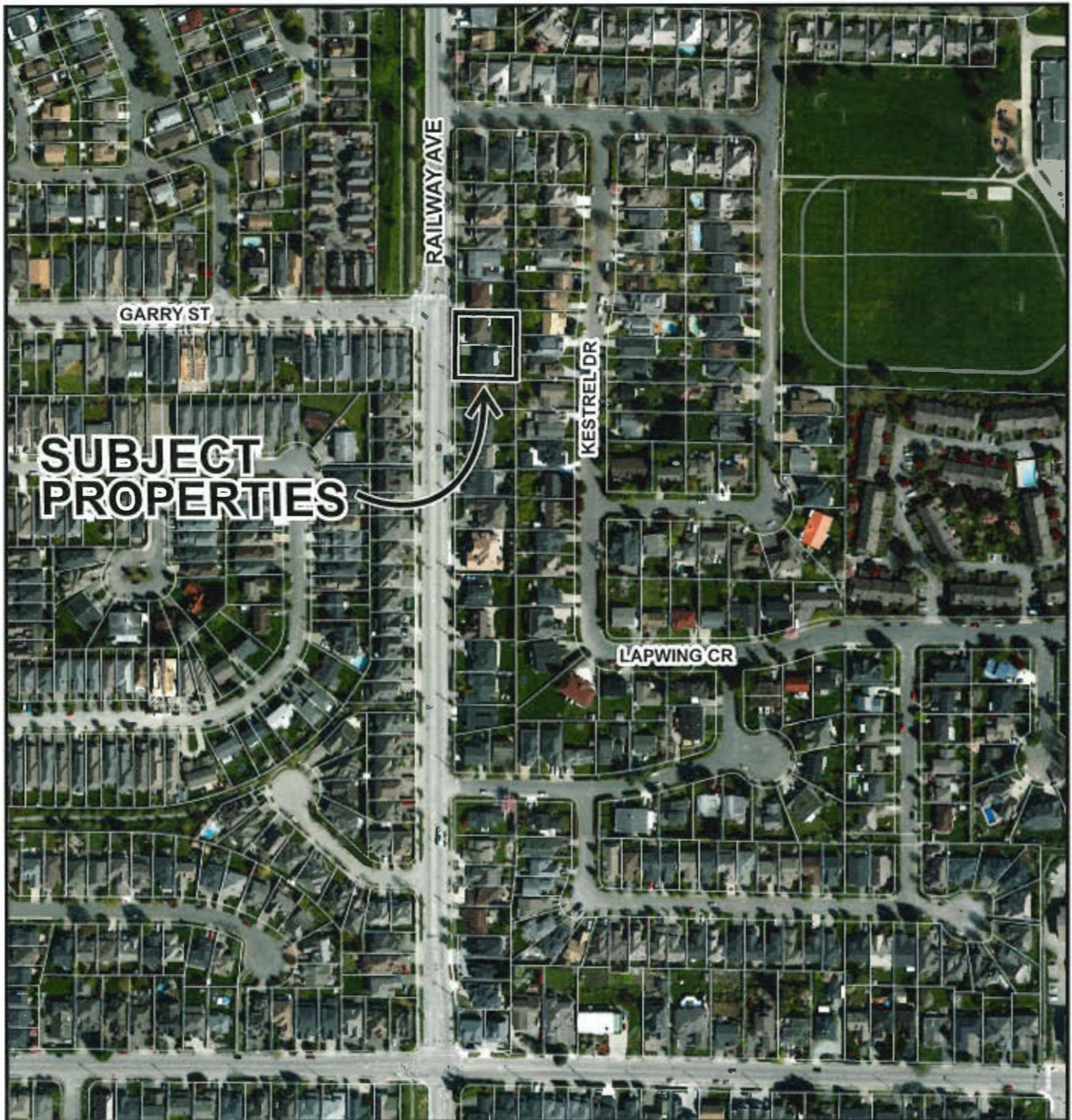
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~~PLN - 132~~





City of  
Richmond



RZ 17-771371

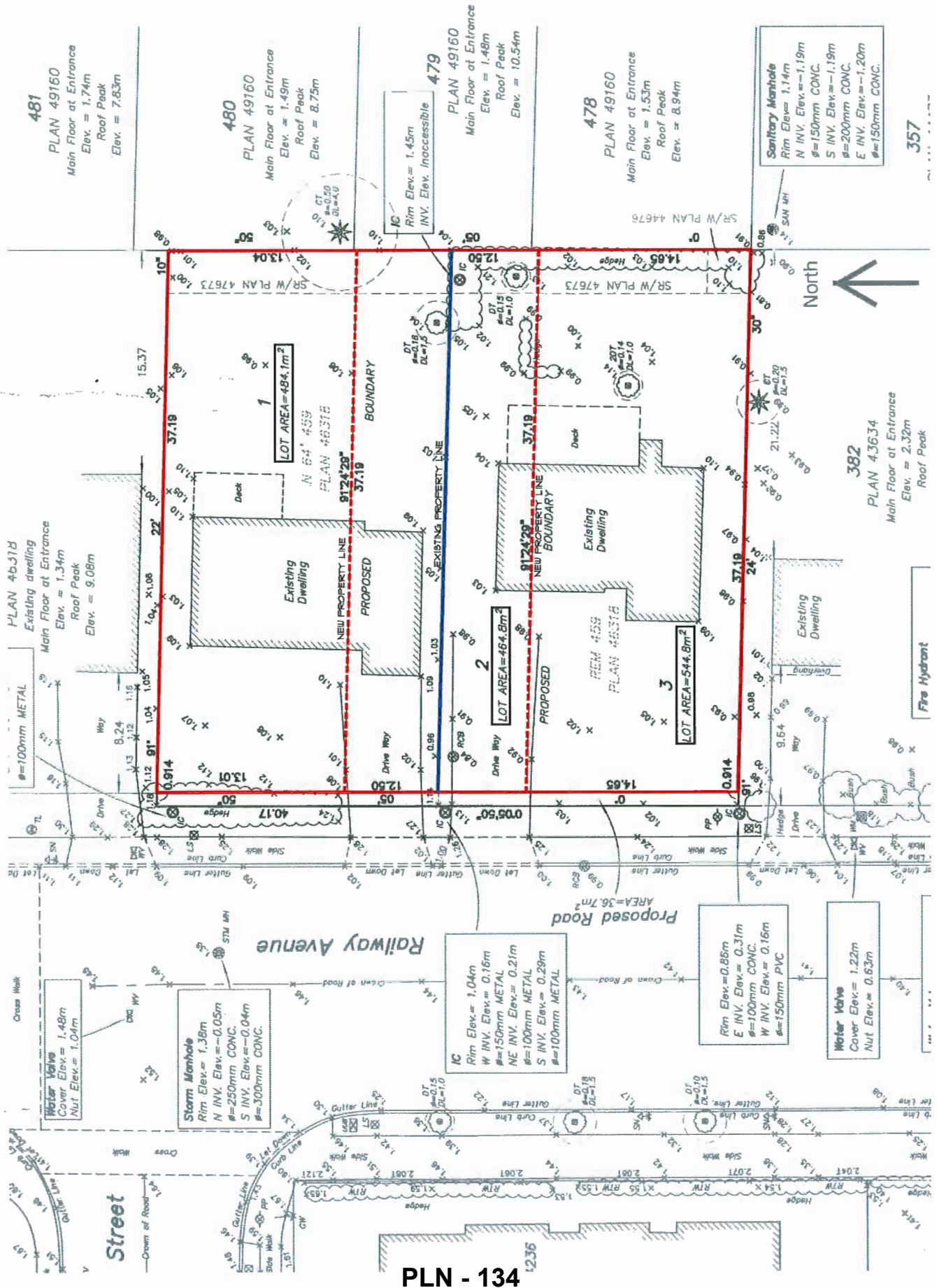
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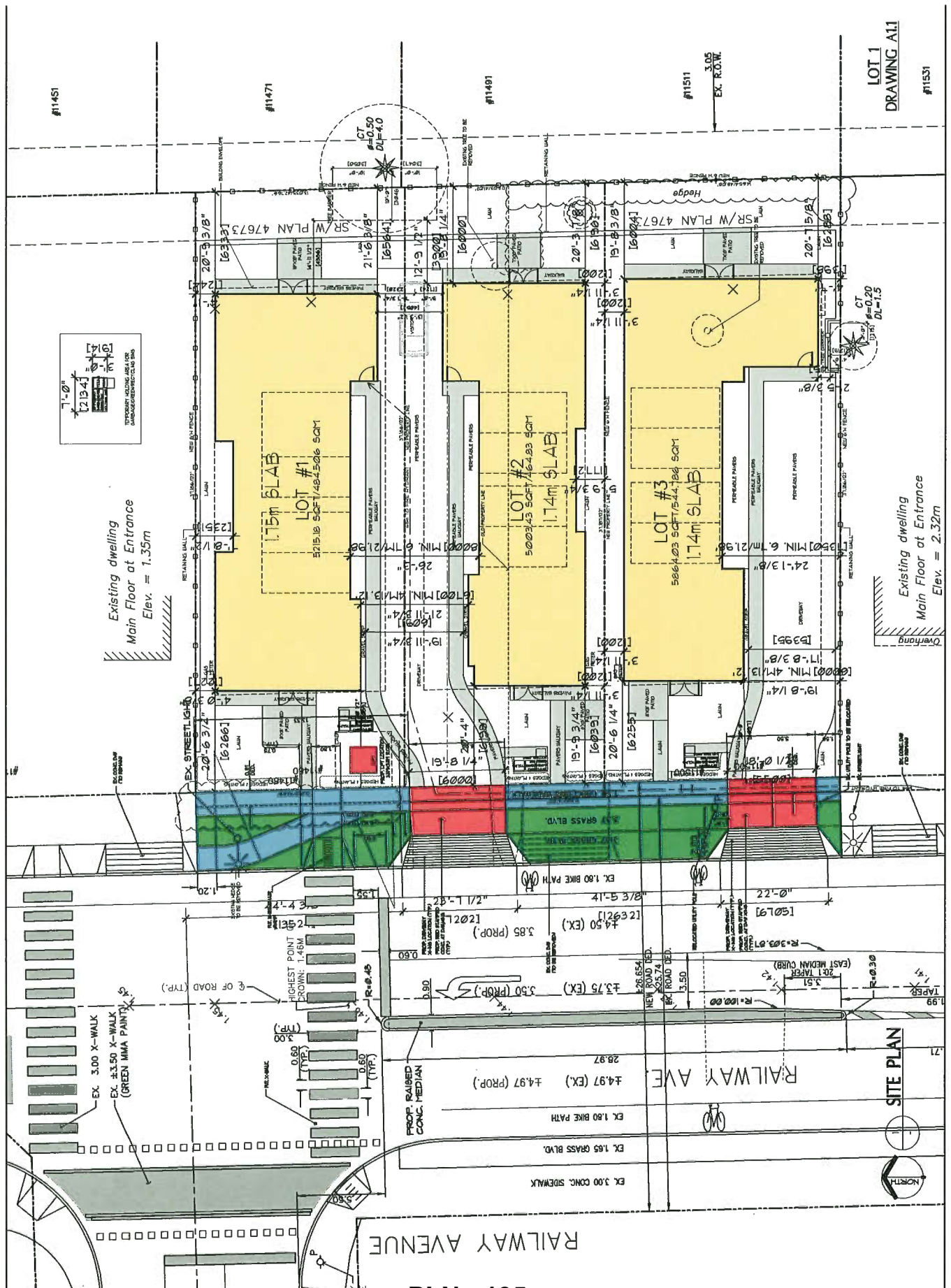
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# Proposed Subdivision Layout





**PLN - 135**

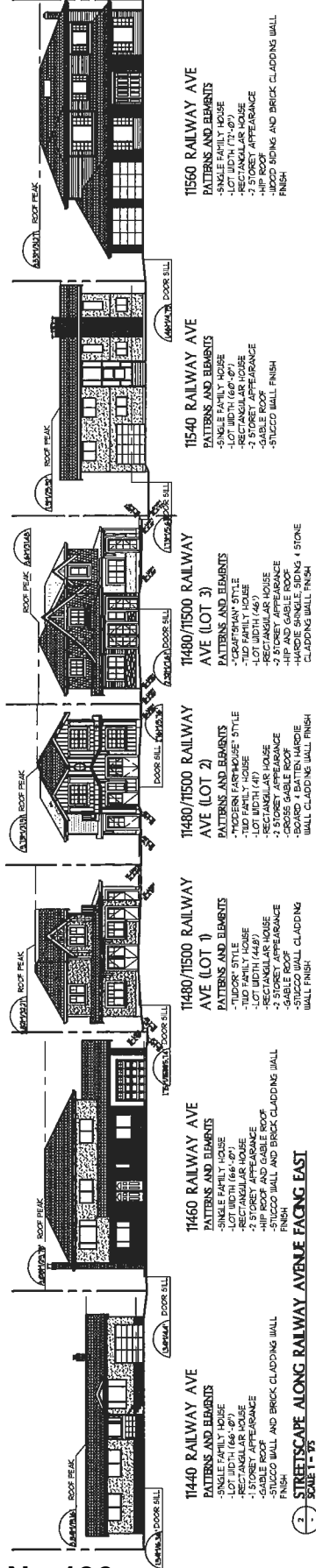




11440 RAILWAY AVE  
11460 RAILWAY AVE  
11480 RAILWAY AVE  
11500 RAILWAY AVE  
11560 RAILWAY AVE  
PHOTO STREETSCAPE ALONG RAILWAY AVENUE FACING EAST  
N.T.S.

SUBJECT PROPERTIES

PLN - 136

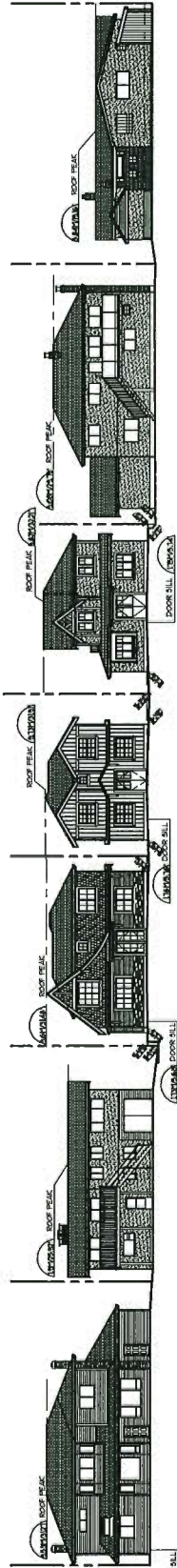


DRAWING A5.1





11440 RAILWAY AVE 11460 RAILWAY AVE 11460 RAILWAY AVE 11540 RAILWAY AVE 11560 RAILWAY AVE  
 PHOTO STREETScape ALONG THE REAR PROPERTY LINE SHOWING EAST ELEVATIONS  
 N.E.S.



11560 RAILWAY AVE 11540 RAILWAY AVE 11480/11500 RAILWAY AVE 11460 RAILWAY AVE 11440 RAILWAY AVE  
 PHOTO STREETScape ALONG THE REAR PROPERTY LINE SHOWING EAST ELEVATIONS  
 N.E.S.



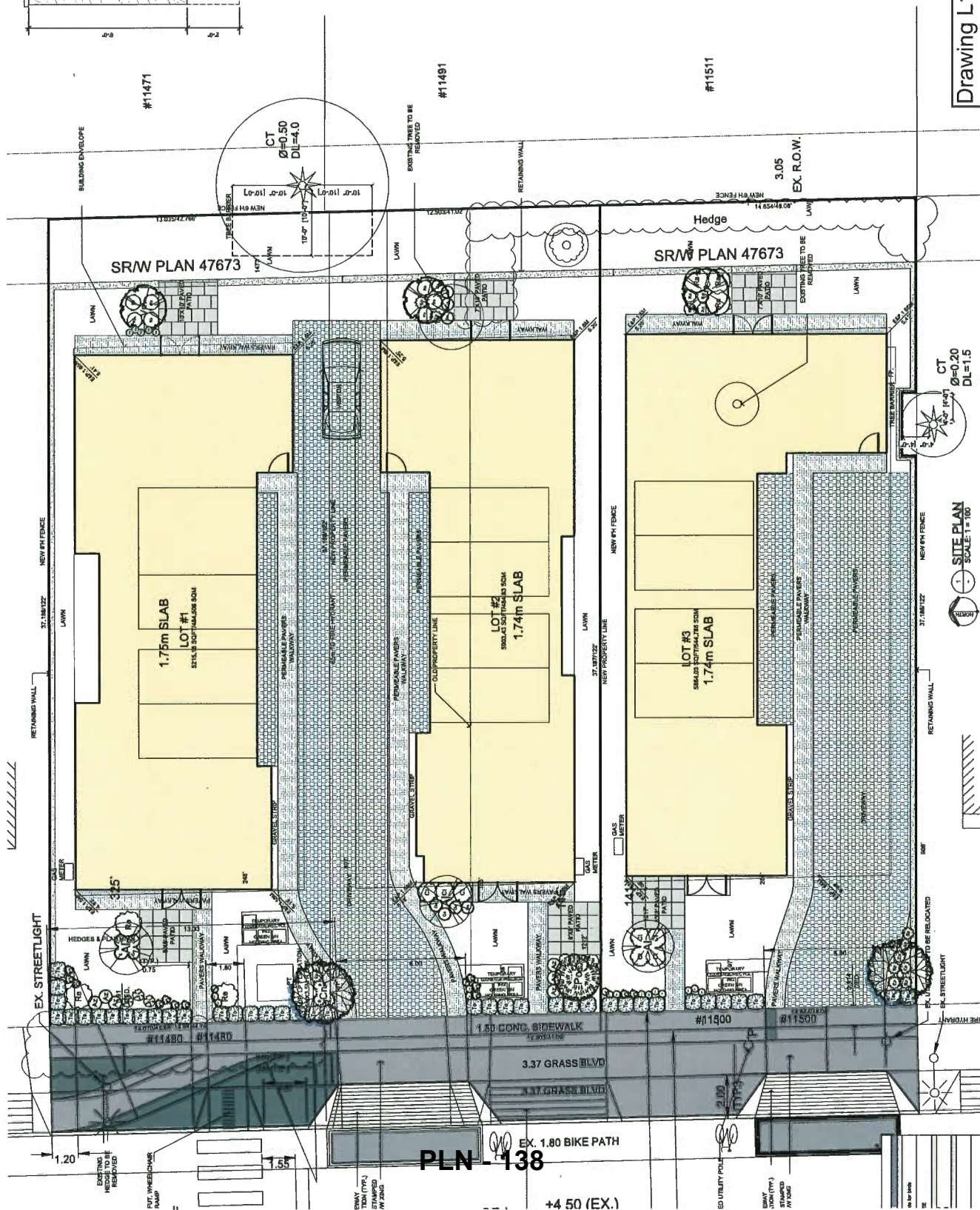
11471 RAILWAY AVE 11451 RAILWAY AVE 11433 RAILWAY AVE 4771 GARRY ST (UNIT 3)  
 PHOTO STREETScape ALONG RAILWAY AVENUE FACING WEST  
 N.E.S.

DRAWING A5.0





Drawing L1





# Plant List - 11480 -11500 RAILWAY AVENUE

	Qty	Common Name	Botanical Name	Scheduled Size	Comments
Conifers					
	39	Emerald Arborvitae	Thuja occidentalis 'Emerald' (T.o. 'Smaragd')	1.8m.	Provides cover & seeds for birds
	1	Serbian Spruce	Picea omorika	3.5m. B&B	REPLACEMENT TREE
Ornamental Grass-Bamboos					
	5	Golden Japanese Forest Grass	Hakonechloa macra 'Aureola'	#1	
Perennials					
	16	Bressingham Ruby Heartleaf Bergenia	Bergenia 'Bressingham Ruby' P.P.# 7344	#1	
	8	Goldsturm Black Eyed Susan	Rudbeckia fulgida 'Goldsturm'	#2	
	12	Joan Senior Daylily	Hemerocallis x 'Joan Senior'	#1	
	13	Purple Coneflower	Echinacea purpurea	#2	Attracts birds
	3	Shorty Spurge	Euphorbia 'Shorty' P.P.A.F.	#2	
Shrubs					
	3	Anah Krushke Rhododendron	Rhododendron x 'Anah Krushke'	#5	
	7	Aztec Pearl Mexican Orange Blossom	Choisya ternata 'Aztec Pearl'	#5	
	7	Blue Diamond Rhododendron	Rhododendron x 'Blue Diamond' (H-3)	#5	
	6	Hino-Crimson Azalea	Azalea 'Hino-Crimson' (Kurume hybrid)	#3	
	3	King Edward VII Flowering Currant	Ribes sanguineum 'King Edward VII'	#2	
	12	Salal	Gaultheria shallon	#2	
Trees					
	2	Eddie's White Wonder Dogwood	Cornus x 'Eddie's White Wonder'	6cm. B&B	REPLACEMENT TREE
	3	Pacific Fire Vine Maple	Acer circinatum 'Pacific Fire'	2.5m. B&B	native species
	3	Shadblow Serviceberry	Amelanchier canadensis	2.5m. B&B	Wildlife Habitat





**RZ 17-771371**

**Attachment 4**

Address: 11480 and 11500 Railway Avenue

Applicant: Design Work Group Ltd.

Planning Area(s): Steveston

	Existing	Proposed
<b>Owner:</b>	1113132 BC LTD.	No change
<b>Site Size (m<sup>2</sup>):</b>	1,530.6 m <sup>2</sup>	Ranging from 464.8 m <sup>2</sup> to 544.8 m <sup>2</sup> per lot
<b>Land Uses:</b>	Single-family dwelling	Two-unit dwelling
<b>OCP Designation:</b>	Neighbourhood Residential	No change
<b>Area Plan Designation:</b>	Steveston Area Plan: Single-Detached/Duplex/Triplex	Duplex
<b>702 Policy Designation:</b>	N/A	No Change
<b>Zoning:</b>	Single-Detached (RS1/E)	Arterial Road Two-Unit Dwellings (RDA)
<b>Number of Units:</b>	2	6
<b>Other Designations:</b>	n/a	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density:	The lesser of 0.6 FAR or 334.5 m <sup>2</sup> per lot	0.6 FAR	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 25%	Building: 45% Max. Non-porous Surfaces: 70% Max. Landscaping: 25% Min.	none
Lot Size:	Min. 464.5 m <sup>2</sup>	464.8 m <sup>2</sup> to 544.8 m <sup>2</sup>	none
Lot Dimensions (m):	Width: Min. 10.35 m for proposed lots with shared vehicle access and Min. 13.4 m for proposed lot with individual vehicle access Depth: Min. 30 m	Width: 12.5 m for the lots with shared vehicle access and 14.65 m for the lot with individual vehicle access Depth: 37.18 m Min.	none
Setbacks (m):	Front: Min. 6 m Rear: Min. 6 m Side: Min. 1.2 m	Front: 6 m Min. Rear: 6 m Min. Side: 1.2 m Min.	none
Height (m):	Max. 9.0 m (2 storeys)	9.0 m (2 storeys)	none
Off-street Parking – Regular (R):	2 per unit	2 per unit	none

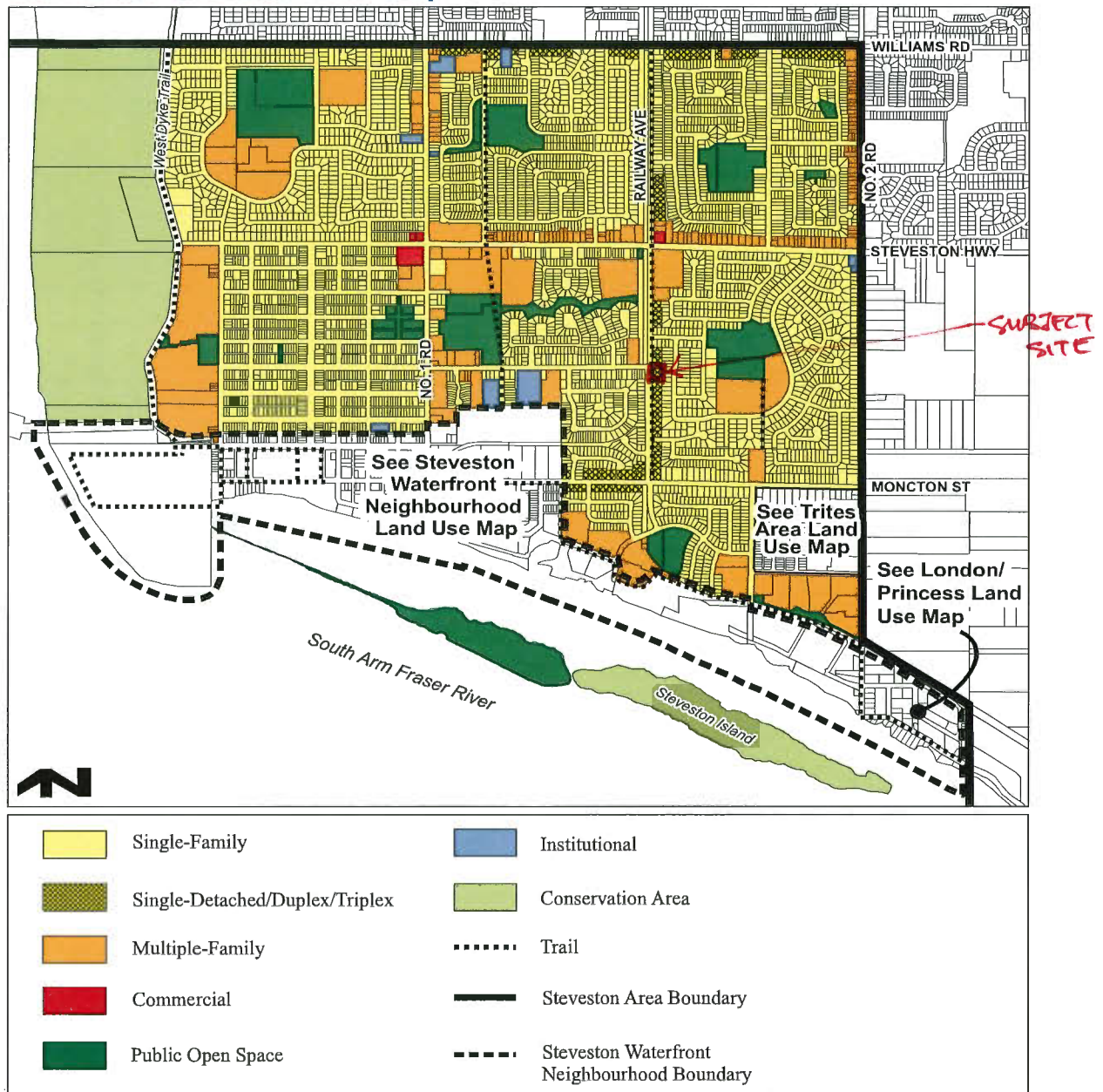


On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking – Visitor (V):	0.2 per unit when 3 or more units share one access (0.2 x 4) = 1	1	none
Off-street Parking (total):	13	13	none
Tandem Parking Spaces:	Permitted	0	none

Other: Tree replacement compensation required for removal of bylaw-sized trees.



City of Richmond

**Steveston Area Land Use Map**Bylaw 9604  
2016/12/19



## **Railway Development – Neighbourhood Consultation**

### **11491 Kestrel Drive**

(Ellene & Tim Gould) – ellenegould@aim.com

- Like the design
- Happy to be engaged
- The height of building and the layout of the property works for them

RECEIVED  
JUN 15 2018

### **11511 Kestrel Drive**

(Derek & Carmen) – lamsx4@gmail.com

- On board with the development
- Hoping we trim the hedge in the back to provide more sun

### **11471 Kestrel Drive**

(Karl Reinders) – karlreinders@shaw.ca

- Likes the design
- On board with the development
- Doesn't feel he will be impacted much

### **11540 Railway Avenue**

(Joy Ma)

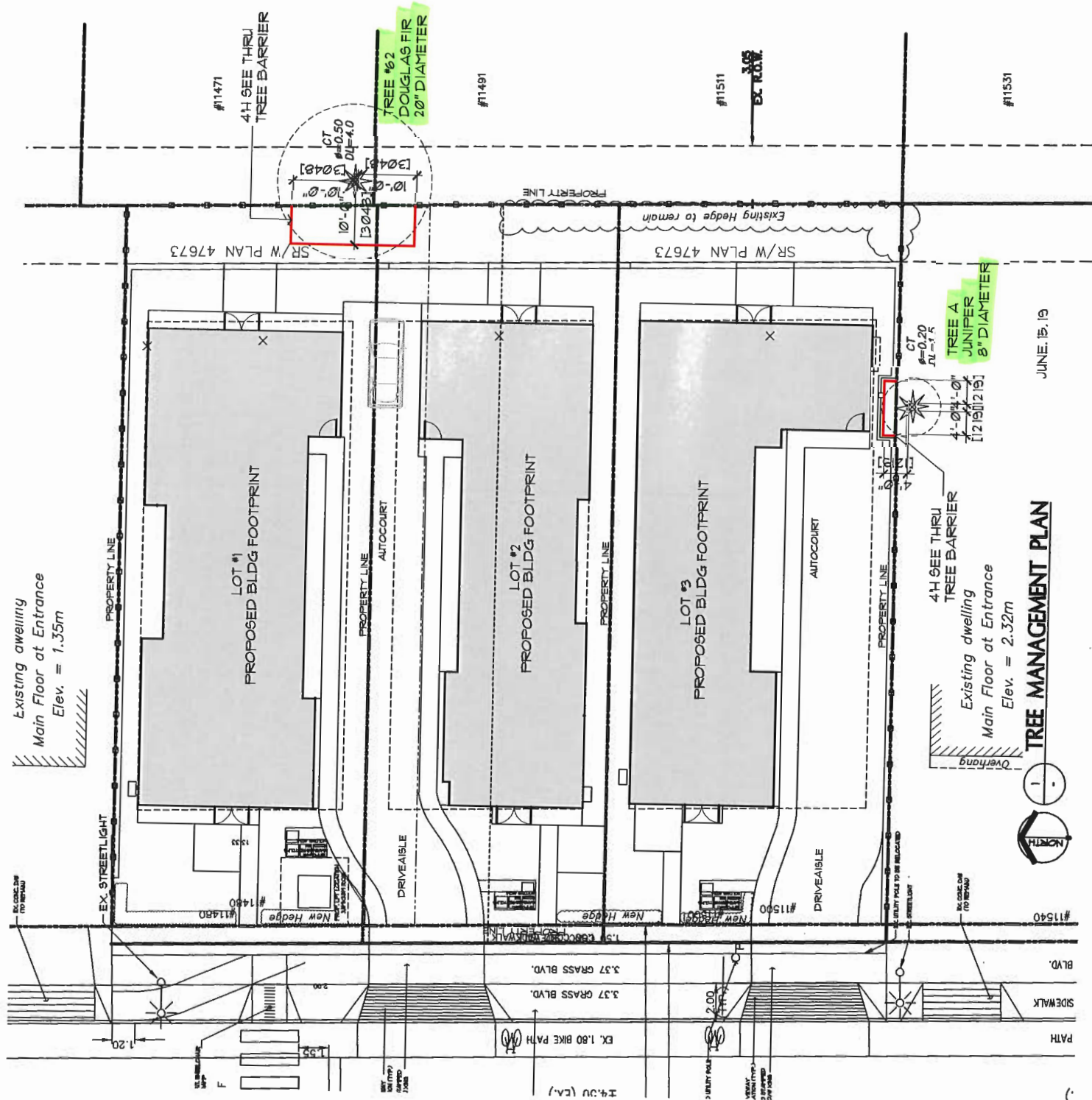
- Likes the design
- On board with the development
- Doesn't feel she will be impacted
- Curious why he have not yet started breaking ground

### **11433 Railway Avenue**

(Aziz Kara & Zabeen Kara) – armiek@gmail.com

- Feels design is tasteful
- Happy with the number of units
- On board with the development









bricklane  
developments

June 14, 2019

**Attention: City of Richmond**

Re: Energy Step Code on proposed duplex project – 11480 & 11500 Railway Avenue

Bricklane Developments fully supports the new step code requirements and will meet the targets on this Duplex project.

Furthermore, we attended the various City of Richmond breakfast seminars and took advantage of the free testing that was offered on 2 of our projects. Those projects were successful and we reached the targets laid out by the Energy Step Code.

If you have any questions, please feel free to contact me at [Bricklanedevelopments@gmail.com](mailto:Bricklanedevelopments@gmail.com) or call 604-812-9561.

Sincerely,

A handwritten signature in black ink, appearing to read 'Inder Johal', followed by a long horizontal line.

Inder Johal  
Vice President  
Bricklane Developments  
Suite 186 - 8120 No. 2 Road  
Richmond, BC  
V7C 5J8





# City of Richmond

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

**Address:** 11480 and 11500 Railway Avenue

**File No.:** RZ 17-771371

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10060, the developer is required to complete the following:**

1. 0.92 m wide road dedication along the entire Railway Avenue frontage to match the property line to the north, in order to accommodate the required future signal equipment and frontage upgrades; exact width is to be confirmed with survey information to be submitted by the applicant.
2. Registration of a flood indemnity covenant on title.
3. Registration of a legal agreement on Title to ensure that, upon subdivision of the property:
  - a) Vehicle access to the two northern lots is via a single shared driveway crossing, based on a design specified in a Development Permit approved by the City;
  - b) A cross-access easement for the shared driveway access, common drive aisle, and the shared visitor parking stall is to be registered on Titles of the each of the two northern lots.
  - c) The buildings and driveways on all proposed lots are to be designed to accommodate on-site vehicle turn-around to prevent vehicles from reversing onto Railway Avenue.
4. Submission of a Contract entered into between the applicants/developers and a Certified Arborist for supervision of any on-site works conducted within/near the tree protection zone on site for the protection of the trees to be retained on neighbouring properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
5. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$82,000.75) to the City's Affordable Housing Reserve Fund.
6. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
7. Enter into a Servicing Agreement\* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:
  - a) Water Works:
    - Using the OCP Model, there is 334 L/s of water available at a 20 psi residual at the Railway Avenue frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
    - The Developer is required to Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
    - At the Developers cost, the City is to:
      - Install six new water service connections to serve the proposed development, complete with meters and meter boxes.
      - Cut and cap, at main, both existing water service connections serving the development site.
  - b) Storm Sewer Works:
    - At Developer's cost, the City is to:



- Cut and cap, at main, the storm service connection at the north property line of 11500 Railway Avenue and remove inspection chamber STIC51163.
- Cut and cap, at inspection chamber, the existing service connection at the northern property line of 11480 Railway Avenue. Retain inspection chamber STIC51162 for boulevard drainage, and replace solid inspection chamber cover with grate if applicable.
- Cut and cap, at inspection chamber, the southern-most service connection serving the development site and retain inspection chamber STIC51180 serving 11540 Railway Avenue.
- Install three new storm service connections complete with inspection chambers. Or, alternatively, two new storm service connections with one located at the adjoining property line of two of the newly subdivided lots with dual service laterals.

c) Sanitary Sewer Works:

- The Developer is required to:
  - Not start onsite excavation or foundation construction prior to completion of rear yard sanitary works by City crews.
  - Ensure no encroachments of onsite works (proposed trees, buildings, non-removable fences, retaining walls, etc.) into existing sanitary right-of-way along north property line of subject site.
- At Developer's cost, the City is to:
  - Cut and cap, at main, the existing sanitary service connection remove inspection chamber SIC15772.
  - Install three new sanitary service connections complete with inspection chambers. Or, alternatively, two new sanitary service connections with one located at the adjoining property line of two of the newly subdivided lots with dual service laterals.

d) Frontage Improvements:

- Construct a new 1.5 m wide concrete sidewalk at the new property line. The new sidewalk is to connect to the existing sidewalk north and south of the subject site.
- Remove the existing sidewalk and backfill the area between the curb and the new sidewalk to provide a minimum 1.5 m wide grass boulevard with street trees. The boulevard width is exclusive of the 0.15 m wide curb.
- All existing driveways along the Railway Avenue development frontage are to be closed permanently. The developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, boulevard and concrete sidewalk per standards described above.
- Construct a new shared driveway to City design standards: 6.0 m wide at the property line with 0.9 m flares at the curb and 45° offsets to meet the grade of sidewalk/boulevard. The driveway width is to be kept at 6.0 m for a distance of 6.0 m from the back of the sidewalk to allow for two vehicles in opposite directions to pass. The driveway can be tapered at a 5:1 transition to a minimum width of 4.0 m (wider if garbage and recycling collection is provided door to door).
- Provide special stamped/tinted concrete treatment for the sidewalk across the driveway to better highlight the driveway for pedestrians.
- Relocate/upgrade the existing streetlights along Railway Avenue as required by the proposed sidewalk/driveway and to meet lighting requirements. Consult Engineering on other utility requirements as part of the frontage works.
- Consult Parks on the requirements for tree protection/placement including tree species and spacing as part of the frontage works.
- Coordinate with BC Hydro, Telus and other private communication service providers
  - To relocate/underground the existing overhead poles and lines as required to prevent conflict with the proposed frontage works (i.e. sidewalk and boulevard).
  - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
  - To underground overhead service lines.



- To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc). These should be located onsite.
- e) General Items:
  - The Developer is required to:
    - Provide, within the building permit application, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting the development site (i.e. AC water main on Railway Avenue, and rear-yard sanitary main) and provide mitigation recommendations.
    - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, dewatering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

**Prior to a Development Permit\* issuance, the developer is required to complete the following:**

1. Submission of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect.

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

1. Payment of the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fees.
2. Registration of a cross-access easement over the driveway, drive aisle, and visitor parking stall shared between the two northern lots.

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

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

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. If applicable, payment of latecomer agreement charges, plus applicable interest 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 Department at 604-276-4285.

**Note:**

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

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



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

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

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Signed

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Date





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 10060 (RZ 17-771371)  
11480 and 11500 Railway Avenue**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **“ARTERIAL ROAD TWO-UNIT DWELLINGS (RDA)”**.

P.I.D. 004-024-621

The Northerly 64 Feet of Lot 459 Section 1 Block 3 North Range 7 West New Westminster District Plan 46318

P.I.D. 004-024-460

Lot 459 Except the Northerly 64 Feet Section 1 Block 3 North Range 7 West New Westminster District Plan 46318

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10060”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

\_\_\_\_\_  
MAYOR

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





# City of Richmond

## Report to Committee

**To:** Planning Committee

**Date:** July 4, 2019

**From:** Barry Konkin  
Manager, Policy Planning

**File:** 08-4045-00/Vol 01T




**Re:** Metro Vancouver Regional Plan Amendments

### Staff Recommendation

That staff be directed as detailed in the report titled "Metro Vancouver Regional Plan Amendments" dated July 4, 2019 from the Manager, Policy Planning, to advise the Greater Vancouver Regional District Board that the City of Richmond has no objections to the minor amendments outlined in the Metro Vancouver request dated May 24, 2019.

Barry Konkin  
Manager, Policy Planning

BK:je  
Att. 1

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



## Staff Report

### Origin

The Metro Vancouver Regional District Board has proposed amendments to the Regional Growth Strategy, *Metro Vancouver 2040: Shaping our Future*, to reflect amendments to the Regional Context Statements for the City of Anmore and the City of New Westminster, and to reflect minor land use designation changes for the City of Vancouver. The amendments under the proposed Regional Growth Strategy Amendment Bylaw No. 1285, 2019 are “housekeeping” in nature, and consist only of mapping changes.

As a member municipality, the City of Richmond is invited to provide written comments on the proposed amendments to the Regional Growth Strategy (Attachment 1).

### Background

The approval process for amendments to the Regional Context Statements and minor land use designations for member municipalities does not include referrals to all member municipalities of the Metro Vancouver Regional District. However, municipal input is required for amendments to the land use designation map contained in the Regional Growth Strategy.

The proposed amendments to the Regional Growth Strategy (Bylaw No. 1285, 2019), would incorporate mapping changes to reflect previously-approved changes, including:

- Reflecting the Frequent Transit Development Areas in New Westminster and in Anmore,
- Adjusting the Urban Containment Boundary in Anmore, and,
- Changing three regional land use designations for the City of Vancouver.

The proposed amendments are considered “Type 3”, which require adoption of an amendment bylaw with an affirmative 50% +1 weighted vote by the Metro Vancouver Regional District Board. Type 3 amendments are minor in nature, and are typically mapping changes, based on adopted Regional Growth Strategy.

Metro Vancouver Regional District Board adopted a resolution to consider these amendments on May 24, 2019, but City of Richmond staff did not receive the request for comments until June 27, 2019. Metro Vancouver has requested that any comments on the proposed amendments be submitted before August 2, 2019.

### Proposed Amendments

The nature and scope of the proposed amendments to the Regional Growth Strategy are summarized below.

#### City of New Westminster

The Metro Vancouver Regional District Board endorsed six minor amendments to the Regional Growth Strategy within New Westminster, from the “Industrial” designation to “Conservation / Recreation”, for a total of 3.15 hectares (7.88 acres) located in the eastern portion of the city, to



allow linear conservation / recreation areas to function as public trails and walkways. New Westminster's amended Regional Context Statement also identifies three new Frequent Transit Development Areas, around three transit stations (22<sup>nd</sup> Street, Sapperton, and Braid Street). These amendments were endorsed by the MetroVancouver Board August 31, 2017.

Staff are of the opinion that these amendments are minor, and there are no impacts or implications for the City of Richmond associated with the changes.

### Anmore

The Metro Vancouver Regional District Board-approved changes to the Anmore Regional Context Statement are for a minor extension of the Urban Containment Boundary for the neighbourhood of Anmore Green Estates, and to amend the regional land use designation for 5.67 hectares (14 acres) of land from "Rural" to "General Urban".

The amendment to the Urban Containment Boundary would allow a 51-unit strata complex (Anmore Green Estates) to be included in the Greater Vancouver Sewer and Drainage District (GVSD) and, as a result, to connect to the regional sanitary sewer system. The connection to the regional sanitary system would address a failing septic system. The Metro Vancouver Regional District Board approved the proposed amendments to the Regional Context Statement on March 29, 2019.

Staff are of the opinion that these amendments are minor, and there are no impacts or implications for the City of Richmond associated with the changes.

### City of Vancouver

The City of Vancouver made minor adjustments to the regional land use designations for False Creek Flats, Franklin Street and the Arbutus Corridor. The land use designation changes for False Creek Flats and Franklin Street were from "Mixed Employment" and "Industrial", to "General Urban" for a total of 1.72 hectares (4.25 acres) of land the around the periphery of the False Creek Flats area in east Vancouver. The changes accommodate additional housing for the two areas, while maintaining the core of the mixed-use areas. The staff report to Vancouver City Council stated that the proposed change for the False Creek:

*...seeks to intensify existing pockets of residential to activate the public life and support the economic function of the area. Small pockets of strategic additional rental residential are proposed to leverage and cross-subsidize employment uses, improve transitions to surrounding neighbourhoods, and better serve the needs of workers and students.*

The City of Vancouver also requested minor adjustments to the land use designations for .64 hectares (1.58 acres) of land along the Arbutus Corridor from "Conservation and Recreation" to "General Urban" and "Conservation and Recreation" to "Mixed Employment" for lands that were no longer required for the Arbutus Corridor, after Vancouver Council finalized the alignment of the Arbutus Corridor.



Under Sections 6.2.7 and 6.2.9 of the Regional Growth Strategy, under certain conditions, minor adjustments to land use designations are permitted without GVRD Board approval. The subject land use designation changes satisfy these criteria.

The Metro Vancouver Regional District Board was notified of changes to the False Creek Flats land use designations in August 2017, and of the changes to the Franklin Street land use designations in April 2018. The Metro Vancouver Regional District Board was notified of the requested changes to the Arbutus Corridor land use designations in March 2019.

Staff are of the opinion that these land use designation adjustments are minor, and there are no impacts or implications for the City of Richmond associated with the changes.

### **Financial Impact or Economic Impact**

None.

### **Conclusion**

The Greater Vancouver Regional District proposes to amend to the Regional Growth Strategy, through Bylaw Amendment 1285, 2019. The Bylaw amendment, considered a Type 3 minor amendment, reflects amendments to the Regional Context Statements for the City of Anmore and the City of New Westminster, and minor land use designation changes for the City of Vancouver.

It is recommended that Planning Committee direct staff to prepare a letter under the Mayor's signature advising the Greater Vancouver Regional District Board that the City of Richmond has no objections to the Bylaw.



Jeanette Elmore  
Planner 2

BK:cas

Attachment1: Letter from MetroVancouver dated May 24, 2019





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

JUN 21 2019

File: CR-12-01  
Ref: RD 2019 May 24

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

Dear Mayor Brodie and Council:

**Re: Amending *Metro Vancouver 2040: Shaping our Future* to Reflect Accepted Regional Context Statements**

This letter is to inform you of a proposed amendment to *Metro Vancouver 2040: Shaping our Future* (*Metro 2040*), the regional growth strategy and to invite you to provide written comments on the proposed amendments.

At its May 24, 2019 regular meeting, the Board of Directors of the Metro Vancouver Regional District (MVRD Board) adopted the following resolution:

*That the MVRD Board:*

- a) initiate the Metro Vancouver 2040: Shaping our Future amendment process for a Type 3 Minor Amendment to the regional growth strategy to incorporate regional land use designation changes, the expansion of the Urban Containment Boundary, and the addition of Frequent Transit Development Areas stemming from accepted regional context statements;*
- b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019"; and*
- c) direct staff to notify affected local governments and appropriate agencies as per Section 6.4.2 of Metro Vancouver 2040: Shaping our Future.*

In accordance with Section 437 of the *Local Government Act*, and Section 6.4.2 of *Metro Vancouver 2040: Shaping our Future* (*Metro 2040*), the regional growth strategy, this letter provides the opportunity for affected local governments to comment on the proposed amendment.

The proposed *Regional Growth Strategy Amendment Bylaw No. 1285, 2019* would incorporate a number of minor *Metro 2040* regional land use designation and overlay map revisions that have previously received MVRD Board approval, including the addition of new Frequent Transit Development Areas, contained within the MVRD-Board accepted Regional Context Statements for the City of New Westminster and Village of Anmore. It would also incorporate three regional land use designation revisions made under Section 6.2.7 of *Metro 2040* (i.e. the "flexibility clause") in the City

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of Vancouver; these revisions were made to enable the provision of affordable housing and the Arbutus Greenway.

The proposed amendment is a Type 3 minor amendment that requires the adoption of an amendment bylaw with an affirmative 50%+1 weighted vote of the MVRD Board.

Please note that each part of the proposed amendment was previously considered and accepted by Metro Vancouver. A Metro Vancouver staff analysis for all of the map revisions was considered and accepted by the Metro Vancouver Board as part of each of the respective Regional Context Statement acceptance processes. Enclosed is a copy of the staff report that summarizes the proposed changes to *Metro 2040* that will result from *Regional Growth Strategy Amendment Bylaw No. 1285, 2019*.

You are invited to provide written comments on the proposed amendment to *Metro 2040*. Please provide comments in the form of a Council or Board resolution, as applicable, and submit to [Chris.Plagnol@metrovancover.org](mailto:Chris.Plagnol@metrovancover.org) by Friday, August 2, 2019.

If you have any questions with respect to the proposed amendment please contact Erin Rennie, Senior Planner, Regional Planning by phone at 778-452-2690 or by email at [Erin.Rennie@metrovancover.org](mailto:Erin.Rennie@metrovancover.org).

Yours sincerely,



Sav Dhaliwal  
Chair, Metro Vancouver Board

SD/HM/er

Encl: Report dated April 13, 2019, titled "Amending Metro Vancouver 2040: Shaping our Future to Reflect Accepted Regional Context Statements" (Doc# 29335206)



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To: Regional Planning Committee

From: Erin Rennie, Senior Planner, Regional Planning

Date: April 13, 2019 Meeting Date: May 3, 2019

Subject: **Amending *Metro Vancouver 2040: Shaping our Future* to Reflect Accepted Regional Context Statements**

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**RECOMMENDATION**

That the MVRD Board:

- a) initiate the *Metro Vancouver 2040: Shaping our Future* amendment process for a Type 3 Minor Amendment to the regional growth strategy to incorporate regional land use designation changes, the expansion of the Urban Containment Boundary, and the addition of Frequent Transit Development Areas stemming from accepted regional context statements;
  - b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019"; and
  - c) direct staff to notify affected local governments and appropriate agencies as per Section 6.4.2 of *Metro Vancouver 2040: Shaping our Future*.
- 

**PURPOSE**

This report proposes a Type 3 minor amendment to *Metro Vancouver 2040: Shaping our Future* (*Metro 2040*) for consideration by the Regional Planning Committee and MVRD Board.

**BACKGROUND**

On June 23, 2017 the MVRD Board adopted *Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1246, 2017*, which incorporated amendments to *Metro 2040* associated with the acceptance of three Regional Context Statements (RCSs). Since then, the MVRD Board has accepted updated RCSs from the City of New Westminster, and the Village of Anmore that trigger a required Type 3 minor amendment to *Metro 2040*.

This report proposes a minor amendment that will amend *Metro 2040* to incorporate regional land use designation changes, the expansion of the Urban Containment Boundary, and the addition of Frequent Transit Development Areas (FTDAs) stemming from accepted RCSs, as well as mapping updates initiated by municipalities under *Metro 2040* Section 6.2.7 (known as the "flexibility clause").

**THE PROPOSED AMENDMENT**

Type 3 minor amendments have been used in the past as a means to amend the regional growth strategy to reflect mapping changes made through accepted regional context statements. While the amendments that are included have been approved by the MVRD Board through the RCS acceptance process over the past 2 years, the amendment bylaw is required to amend *Metro 2040* to reflect those changes.



This proposed amendment resulting from accepted regional context statements is a required administrative step, but presents no new information. All changes have already been considered by the MVRD Board through the RCS acceptance process or have been made under *Metro 2040* Section 6.2.7.

#### **Policy Context**

Section 6.2.6 of *Metro 2040* allows the MVRD Board to consider and accept RCSs that include regional land use designation revisions that the Board deems to be “generally consistent” with the *Metro 2040*. Section 6.2.7 of *Metro 2040* allows municipalities to include language in their respective RCS that permits (with limitations) amendments to the municipality’s Official Community Plan that adjust the boundaries of regional land use designations. Section 6.3.4(i) of *Metro 2040* provides that these revisions can be incorporated into the regional growth strategy by way of a Type 3 Minor Amendment. A Type 3 amendment requires the adoption of an amendment bylaw passed by an affirmative 50%+1 weighted vote of the MVRD Board, and does not require a public hearing.

#### **Accepted Regional Context Statements 2017-2019**

The updated RCSs from the Village of Anmore and City of New Westminster include revisions to regional land use designation maps, an adjustment to the Urban Containment Boundary, and the introduction of three new FTDAs.

The City of Vancouver has made minor regional land use designation changes to facilitate the provision of affordable housing and the Arbutus Greenway without updating its RCS, by invoking the flexibility provisions of Section 6.2.7 of *Metro 2040* and has advised Metro Vancouver, in writing, as set out in *Metro 2040* Section 6.2.9.

Metro Vancouver staff provided specific analysis for all of these changes as part of the respective RCSs submitted to the MVRD Board for acceptance (Table 1).

#### **Mapping Updates to *Metro 2040***

The proposed *Metro 2040* bylaw amendment (Attachment 1) proposes: 12 regional land use designation changes (i.e. one in Village of Anmore, 6 in the City of New Westminster, and 5 in the City of Vancouver); 3 new FTDAs added in the City of New Westminster; and an Urban Containment Boundary expansion in the Village of Anmore. These changes, while already being approved by the MVRD Board, require updates to *Metro 2040* Maps 2, 4, 5, 6, 8, 9, 11, and 12. These are summarized in Table 1 below.



**Table 1: Summary of Bylaw No. 1285, 2019 Metro 2040 Amendments**

Municipality	Metro 2040 Amendments	MVRD Board Report Date
Village of Anmore	<ul style="list-style-type: none"> <li>Urban Containment Boundary change</li> <li>Regional land use designation change (Rural to General Urban)</li> </ul>	Feb 13, 2019 (item 5.1)
City of New Westminster	<ul style="list-style-type: none"> <li>3 New FTDAs (22<sup>nd</sup> St. Stn., Sapperton Stn., Braid Stn.)</li> <li>6 minor regional land use designation changes (all regional "Industrial" to "Conservation / Recreation")</li> </ul>	Aug 31, 2017
Municipality	Metro 2040 Amendments	Sec. 6.2.7. Notification Date
City of Vancouver	<ul style="list-style-type: none"> <li>Two locations in the False Creek Flats and three parcels on Franklin Street amended from regional "Mixed Employment" or "Industrial" to "General Urban" to facilitate temporary modular housing</li> <li>Locations along the Arbutus Corridor amended from regional "Conservation and Recreation" to "General Urban" and "Mixed Employment" to facilitate the Arbutus Greenway.</li> </ul>	<p>False Creek Flats Letter to Metro Vancouver – Aug 10, 2017</p> <p>Franklin St Letter to Metro Vancouver - April 5, 2018</p> <p>Arbutus Corridor Letter to Metro Vancouver – March 27, 2019</p>

### Processing the Type 3 Minor Amendment

The proposed amendment bylaw, along with a draft version of the staff report, was provided to the Regional Planning Advisory Committee on April 12, 2019, for information and comment as required by *GVRD Regional Growth Strategy Procedures Bylaw No. 1148, 2011*. No comments on the proposed amendment were provided.

### ALTERNATIVES

1. That the MVRD Board:
  - a) Initiate the *Metro Vancouver 2040: Shaping our Future* amendment process for a Type 3 Minor Amendment to the regional growth strategy to incorporate regional land use designation changes, the expansion of the Urban Containment Boundary, and the addition of Frequent Transit Development Areas stemming from accepted regional context statements;
  - b) Give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019"; and
  - c) Direct staff to notify affected local governments and appropriate agencies as per Section 6.4.2 of *Metro Vancouver 2040: Shaping our Future*.
2. That the MVRD Board receive for information the report dated March 22, 2019, titled "*Amending Metro Vancouver 2040: Shaping our Future to Reflect Accepted Regional Context Statements*" and provide alternative direction.



### FINANCIAL IMPLICATIONS

There are no financial implications associated with this report. If the MVRD Board chooses Alternative 1, the proposed bylaw amendment will be initiated and given first, second, and third readings, and staff will notify affected local governments and agencies to provide an opportunity to offer comment. Staff will note in the correspondence to member jurisdictions that this amendment to *Metro 2040* is an administrative step, and that all proposed amendments within the bylaw have previously been considered by the MVRD Board through the acceptance of regional context statements or have been made under the provisions Section 6.2.7 of *Metro 2040* (the “flexibility clause”).

The proposed amendment bylaw would then be brought back to the MVRD Board with any comments from the notification period for consideration of final reading. The notification period will be approximately 45 days. The amendment notice will be posted on the Metro Vancouver website.

If the MVRD Board chooses Alternative 2, the process for updating *Metro 2040* to reflect Regional Context Statements will not be initiated. The result is that accepted RCSs and *Metro 2040* will be inconsistent, which has no material effect as the accepted RCSs are legally binding. However, *Metro 2040*, as the publicly accessible and consolidated record of the accepted RCSs, would not reflect the Board’s recent decisions.

### SUMMARY / CONCLUSION

Since the adoption in July 2011 of *Metro 2040*, 21 Regional Context Statements have been accepted by the MVRD Board. Since the last such amendment in July 2017, 4 updated RCSs have been accepted by the MVRD Board and 3 RCSs have been submitted for reacceptance without amendment and subsequently accepted by the MVRD Board.

The recent RCSs include revisions to the *Metro 2040*’s land use designations, the addition of three FTDA’s, and the expansion of the Urban Containment Boundary. In addition, the City of Vancouver has used the flexibility provisions of Section 6.2.7 to make minor regional land use designation changes in three areas to facilitate the provision of affordable housing and the Arbutus Greenway.

Staff recommend Alternative 1.

### Attachment

Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019

### References:

1. *Metro Vancouver 2040: Shaping our Future Amendment to Reflect Accepted Regional Context Statements (Bylaw No. 1246, 2017, dated May 30, 2017)*
2. *Metro Vancouver 2040: Shaping our Future Amendment to Reflect Accepted Regional Context Statements (Bylaw No. 1223, 2015), dated June 11, 2015*

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## METRO VANCOUVER REGIONAL DISTRICT

## BYLAW NO. 1285, 2019

A Bylaw to Amend "Greater Vancouver Regional District Regional Growth Strategy

Bylaw Number 1136, 2010"

**WHEREAS:**

- A. Metro Vancouver Regional District Board (the "Board") has adopted the "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010" on July 29, 2011;
- B. The Board has accepted a number of member municipality regional context statements that contain maps that differ from the official regional land use designation maps contained in the Regional Growth Strategy, as maintained by Metro Vancouver Regional District;
- C. The Board wishes to amend the Regional Growth Strategy official regional land use designation maps so that such maps reflect the maps included in the accepted municipal regional context statements;
- D. In accordance with Regional Growth Strategy Section 6.3.4(i), any amendment to the Regional Growth Strategy mapping that incorporates maps included in an accepted regional context statement is considered a Type 3 amendment; and
- E. Metro Vancouver Regional District wishes to amend "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010";

**NOW THEREFORE**, the Board of the Metro Vancouver Regional District Board enacts as follows:

- 1. "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010" is hereby amended as follows:
  - a) the official land use designation maps numbered 2, 3, 4, 5, 11 and 12 be revised to record the changes in regional land use designations and extension of the Urban Containment Boundary within the Village of Anmore that are set out in the following table and shown in the maps contained in Schedule "A" attached to and forming part of this Bylaw;

REF#	AREA	FROM REGIONAL LAND USE DESIGNATION	TO REGIONAL LAND USE DESIGNATION	AFFECTED LAND AREA	REGIONAL CONTEXT ACCEPTANCE DATE
1	Anmore Green Estates	Rural	General Urban	5.67 ha	Mar 29, 2019



- b) the official land use designation maps numbered 2, 4, 5, 6, 8, 9, 11 and 12 be revised to record the changes in regional land use designations within the City of New Westminster that are set out in the following table and shown in the maps contained in Schedule "B" attached to and forming part of this Bylaw;

REF#	AREA	FROM REGIONAL LAND USE DESIGNATION	TO REGIONAL LAND USE DESIGNATION	AFFECTED LAND AREA	REGIONAL CONTEXT ACCEPTANCE DATE
2	Two-piece parcel south and west of Spruce St.	Industrial	Conservation and Recreation	0.35 ha	Sept 22, 2017
3	Parcel north of Canfor Ave.	Industrial	Conservation and Recreation	1.32 ha	Sept 22, 2017
4	Parcel east of Canfor Ave.	Industrial	Conservation and Recreation	0.53 ha	Sept 22, 2017
5	Parcel immediately south of Canfor Ave.	Industrial	Conservation and Recreation	0.74 ha	Sept 22, 2017
6	Parcel to the far south of Canfor Ave.	Industrial	Conservation and Recreation	0.25 ha	Sept 22, 2017

- c) the official regional growth strategy map numbered 4 be revised to record the addition of Frequent Transit Development Areas in the City of New Westminster that are set out in the following table and shown in the map contained in Schedule "C" attached to and forming part of this Bylaw;

MUNICIPALITY	REF#	MAP ADDITIONS	REGIONAL CONTEXT ACCEPTANCE DATE
City of New Westminster	7	Addition of 22 <sup>nd</sup> Street Station FTDA	Sept 22, 2017
	8	Addition of Braid Street Skytrain FTDA	Sept 22, 2017
	9	Addition of Sapperton Skytrain FTDA	Sept 22, 2017

- d) the official land use designation maps numbered 2, 3, 4, 6, 11 and 12 be revised to record the changes in regional land use designations within the City of Vancouver that are set out in the following table and shown in the maps contained in Schedule "D" attached to and forming part of this Bylaw;

REF#	AREA	FROM REGIONAL LAND USE DESIGNATION	TO REGIONAL LAND USE DESIGNATION	AFFECTED LAND AREA	NOTIFICATION DATE
10	False Creek Flats southeast of Main St.	Mixed Employment	General Urban	0.54 ha	August 10, 2017
11	False Creek Flats south of Prior St.	Industrial	General Urban	1.0 ha	August 10, 2017
12	1115, 1131, 1141 Franklin St.	Industrial	General Urban	0.18 ha	April 5, 2018
13	Arbutus Corridor parcels south of West 1 <sup>st</sup> Ave and north of	Conservation and Recreation	General Urban	0.43 ha	March 27, 2019



	West 4 <sup>th</sup> Ave on east side of Fir St.				
14	Arbutus Corridor parcels south of West 2 <sup>nd</sup> Ave and north of West 5 <sup>th</sup> Ave, on the east side of Fir St.	Conservation and Recreation	Mixed Employment	0.21 ha	March 27, 2019

2. This bylaw shall be cited as "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019". This bylaw may be cited as "Regional Growth Strategy Amendment Bylaw No. 1285, 2019".

Read a first time this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

Read a second time this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

Read a third time this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

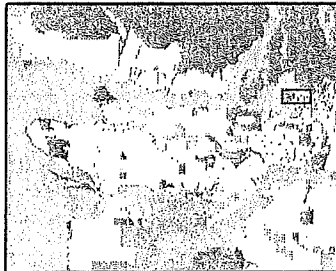
Passed and finally adopted this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

\_\_\_\_\_  
Sav Dhaliwal, Chair

\_\_\_\_\_  
Chris Plagnol, Corporate Officer



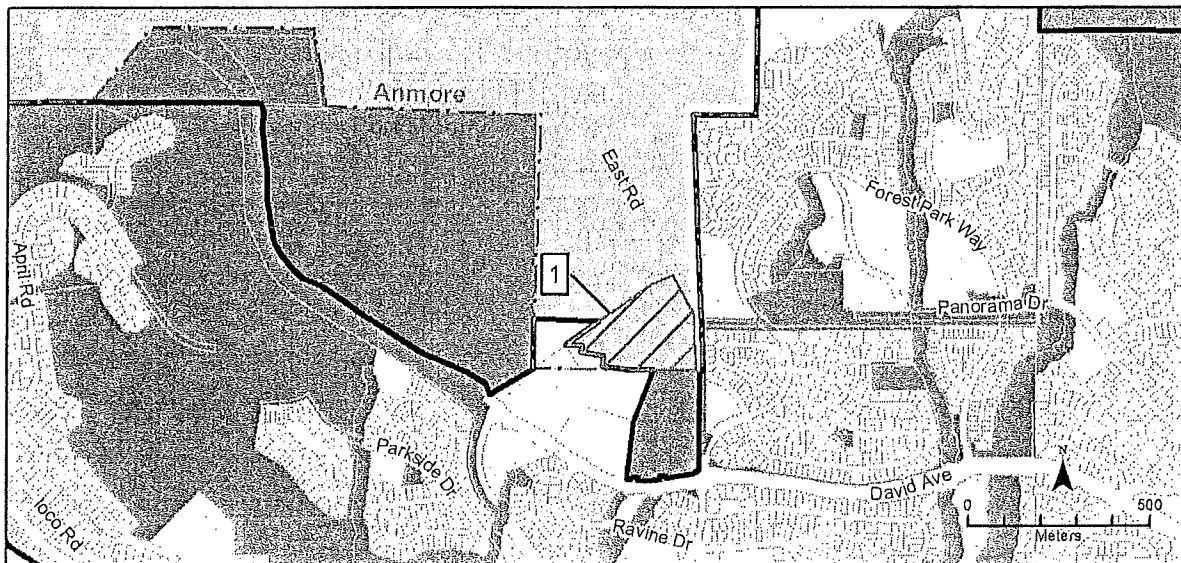
# **SCHEDULE A** **VILLAGE OF ANMORE AMENDMENT**



## **Anmore Map 1 - Amendment**

Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. ###, ###

1. Anmore Green Estates (Rural to General Urban); Inclusion into Urban Containment Boundary



### **Metro 2040 Land Use Designations**

Agricultural	General Urban	Mixed Employment	Urban Containment Boundary
Conservation & Recreation	Industrial	Rural	



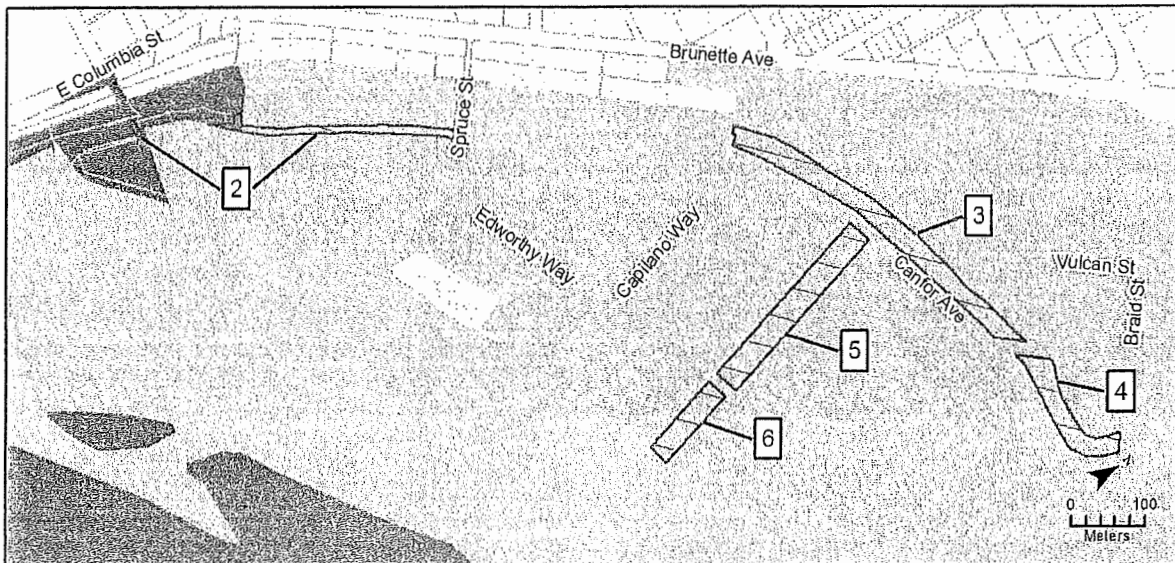
# **SCHEDULE B** **CITY OF NEW WESTMINSTER REGIONAL LAND USE DESIGNATION AMENDMENTS**



## **New Westminster Map 1 - Amendments**

Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. ###, ###

2. Two-piece parcel south and west of Spruce St (from Industrial to Conservation and Recreation)
3. Parcel north of Canfor Ave (from Industrial to Conservation and Recreation)
4. Parcel east of Canfor Ave (from Industrial to Conservation and Recreation)
5. Parcel immediately south of Canfor Ave (from Industrial to Conservation and Recreation)
6. Parcel to the far south of Canfor Ave (from Industrial to Conservation and Recreation)



### **Metro 2040 Land Use Designations**

Agricultural	General Urban	Mixed Employment
Conservation & Recreation	Industrial	Rural



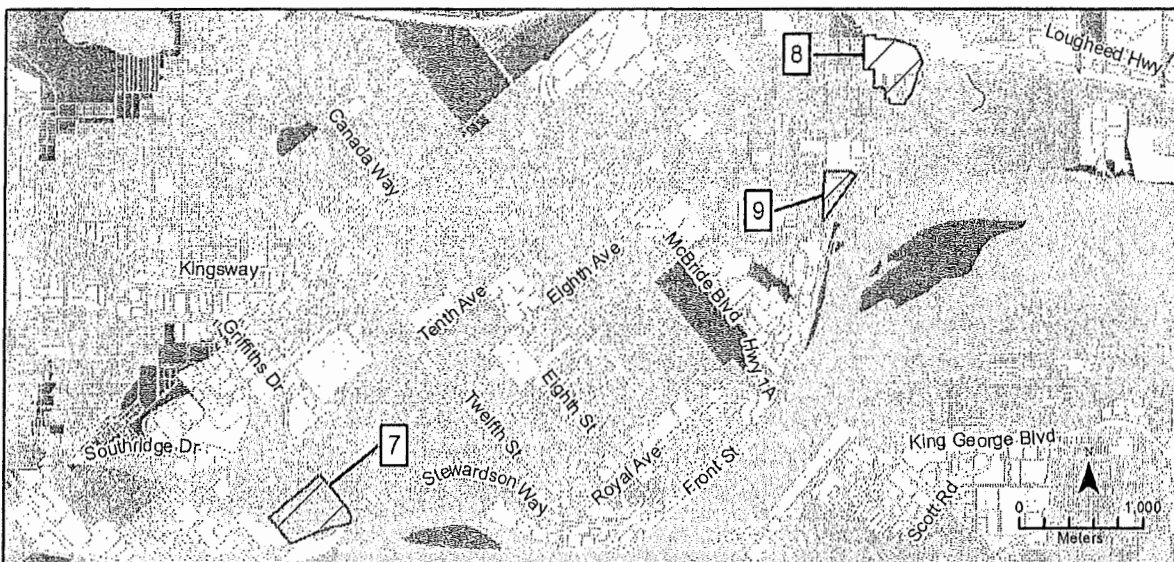
**SCHEDULE C**  
**CITY OF NEW WESTMINSTER ADDITION OF FREQUENT TRANSIT DEVELOPMENT AREAS**



**New Westminster Map 2 - Amendments**

Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. ###, ###

- 7. Addition of 22nd Street Station FTDA
- 8. Addition of Braid Station FTDA
- 9. Addition of Sapperton Station FTDA

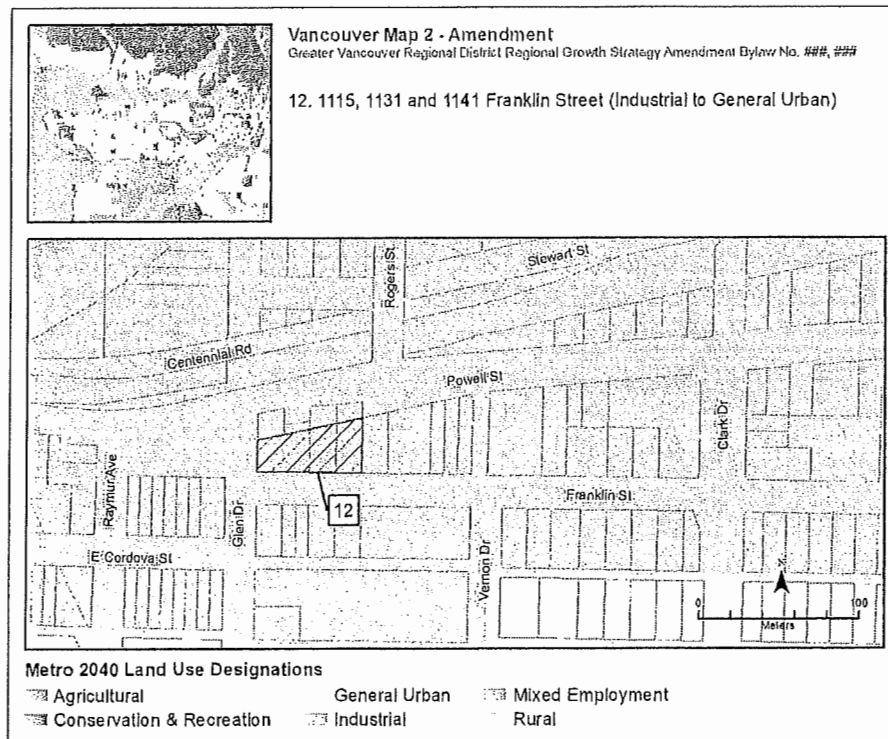
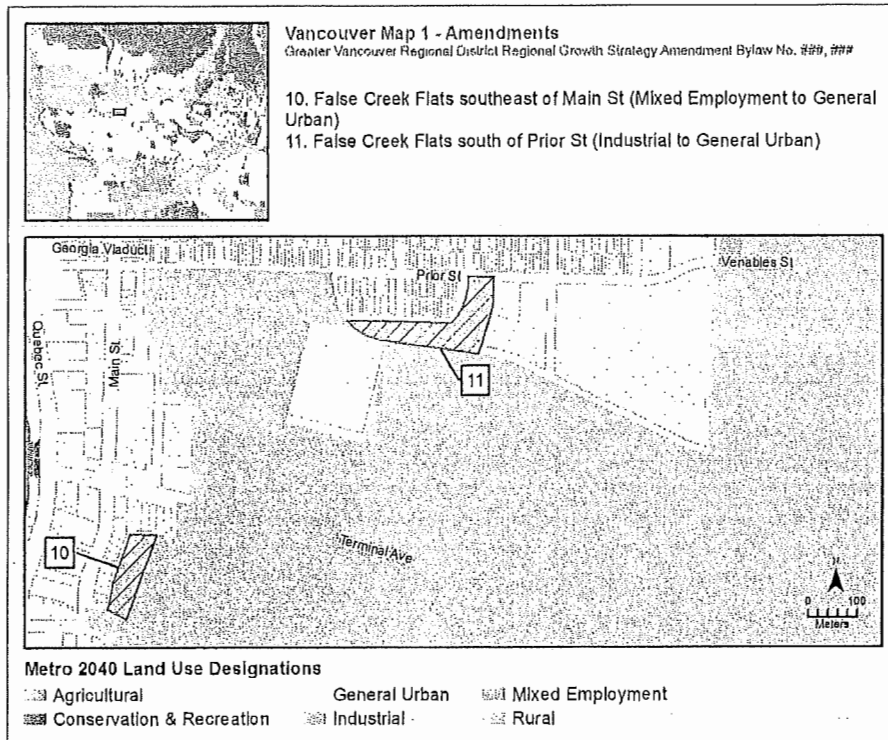


**Metro 2040 Land Use Designations**

Agricultural	General Urban	Mixed Employment
Conservation & Recreation	Industrial	Rural



# **SCHEDULE D** **CITY OF VANCOUVER REGIONAL LAND USE DESIGNATION AMENDMENTS**





**SCHEDULE D (Cont'd)**  
**CITY OF VANCOUVER REGIONAL LAND USE DESIGNATION AMENDMENTS**

