



**Planning Committee
Electronic Meeting**

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

**Wednesday, September 9, 2026
4:00 p.m.**

Pg. # ITEM

MINUTES

PLN-5 *Motion to adopt the **minutes** of the meeting of the Planning Committee held on July 21, 2026.*



NEXT COMMITTEE MEETING DATE

September 22, 2026, (tentative date) at 4:00 p.m. in the Anderson Room.

PLANNING AND DEVELOPMENT DIVISION

- 1. APPLICATION BY KEI CANADA WILLETT DEVELOPMENT LTD. FOR REZONING AT 23160, 23180, 23200 AND 23220 WILLETT AVENUE FROM THE “SMALL-SCALE MULTI-UNIT HOUSING (RSM/XL)” ZONE TO “TOWN HOUSING (ZT108) – WILLETT AVENUE (HAMILTON)” ZONE**
(File Ref. No. RZ 23-035646) (REDMS No. 8499321)

PLN-22

See Page PLN-22 for full report

Designated Speaker: Ashley Kwan & Chris Bishop

STAFF RECOMMENDATION

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10795 to create the “Town Housing (ZT108) – Willett Avenue (Hamilton)” zone, be introduced and given first, second and third reading; and*
- (2) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10796 to rezone 23160, 23180, 23200 and 23220 Willett Avenue from “Small-Scale Multi-Unit Housing (RSM/XL)” zone to “Town Housing (ZT108) – Willett Avenue (Hamilton)” zone, be introduced and given first, second and third reading.*



2. **APPLICATION BY BENE (NO. 3) ROAD DEVELOPMENT LTD. FOR REZONING AT 4700 NO. 3 ROAD FROM THE “AUTO-ORIENTED COMMERCIAL (CA)” ZONE TO A NEW “HIGH RISE OFFICE COMMERCIAL (ZC44) – ABERDEEN VILLAGE” ZONE**
(File Ref. No. RZ 14-672055) (REDMS No. 8490743)

PLN-65

See Page PLN-65 for full report

Designated Speaker: Sara Badyal & Andrew Norton

STAFF RECOMMENDATION

- (1) *That Third Reading of Richmond Official Community Plan (OCP) Bylaw 7100, Amendment Bylaw 9215, and Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, be rescinded.*
- (2) *That OCP Bylaw 7100, Amendment Bylaw 9215, as amended, to change Schedule 2.10 (City Centre Area Plan) by amending the Aberdeen Village – Detailed Transect Descriptions to allow for a maximum 1.5 Floor Area Ratio (FAR) Village Centre Bonus for non-residential uses on the subject site, be forwarded to a public hearing.*
- (3) *That Bylaw 9215, as amended, having been considered in conjunction with:*
 - (a) *the City’s Financial Plan and Capital Program; and*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*

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

- (4) *That Bylaw 9215, as amended, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.*
- (5) *Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, as amended, 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 forwarded to a public hearing.*



3. **APPLICATION BY INTERFACE ARCHITECTURE INC. FOR REZONING AT 9211, 9251, 9291, 9311, 9351 BLUNDELL ROAD FROM THE “SMALL-SCALE MULTI-UNIT HOUSING (RSM/XL)” ZONE TO THE “HIGH DENSITY TOWNHOUSES (RTH2)” ZONE**
(File Ref. No. RZ 22-017350) (REDMS No. 8263640)

PLN-176

See Page PLN-176 for full report

Designated Speaker: Cynthia Lussier & Chris Bishop

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10737, for the rezoning of 9211, 9251, 9291, 9311, 9351 Blundell Road from the “Small-Scale Multi-Unit Housing (RSM/XL)” zone to the “High Density Townhouses (RTH2)” zone, be introduced and given first, second and third reading.



4. **APPLICATION BY 1135355 BC LTD. FOR A STEVESTON VILLAGE HERITAGE CONSERVATION GRANT AT 3891 MONCTON STREET**
(File Ref. No. HA 26-019270) (REDMS No. 8500023)

PLN-208

See Page PLN-208 for full report

Designated Speaker: Judith Mosley & John Hopkins

STAFF RECOMMENDATION

- (1) *That a funding request in the amount of \$2,200.00 plus taxes and disbursements, to a maximum of \$2,500.00, be approved under the Steveston Village Heritage Conservation Grant Program to assist with heritage conservation planning for Tasaka Barbershop at 3891 Moncton Street and disbursed in accordance with Council Policy 5900; and*

- (2) *That the proposed amendments to the Steveston Village Heritage Conservation Grant Program (Council Policy 5900) to delegate consideration of Planning Project Grants to the Director of Policy Planning, be approved.*

☐

5. **ZONING BYLAW HOUSEKEEPING AMENDMENTS**
(File Ref. No. 08-4430-01) (REDMS No. 8467343)

PLN-229

See Page PLN-229 for full report

Designated Speaker: Edwin Lee & Chris Bishop

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10786 to make housekeeping amendments be introduced and given first reading.

☐

6. **MANAGER'S REPORT**

ADJOURNMENT

☐



Planning Committee

Date: Tuesday, July 21, 2026

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Carol Day
Councillor Andy Hobbs
Mayor Malcolm Brodie

Absent: Councillor Alexa Loo

Also Present: Councillor Laura Gillanders (by teleconference)
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 July 7, 2026, be adopted as circulated.

CARRIED

DEPUTY CAO'S OFFICE

1. **HOUSING AGREEMENT AMENDMENT APPLICATION FOR 9291 ALEXANDRA ROAD/9288 TOMICKI AVENUE (FORMERLY 9251 ALEXANDRA ROAD)**
(File Ref. No. 08-4057-05) (REDMS No. 8425349)

It was moved and seconded

That Housing Agreement (9251 & 9291 Alexandra Road) Bylaw No. 9544, Amendment Bylaw No. 10739 be introduced and given first, second, and third readings.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

2. **APPLICATION BY WAYNE FOUGERE ARCHITECTURE FOR REZONING AT 4620 & 4640 SMITH CRESCENT FROM THE “SMALL-SCALE MULTI-UNIT HOUSING (RSM/XL)” ZONE TO “TOWN HOUSING (ZT107) – SMITH CRESCENT (HAMILTON)” ZONE**

(File Ref. No. RZ 22-027420) (REDMS No. 8445572)

In response to a query from Committee, staff advised that the statutory right-of-way would be registered on the common property and each title of the individual units.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10780 to create the “Town Housing (ZT107) – Smith Crescent (Hamilton)” zone, and to rezone 4620 & 4640 Smith Crescent from “Small-Scale Multi-Unit Housing (RSM/XL)” to “Town Housing (ZT107) – Smith Crescent (Hamilton)”, be introduced and given first, second and third reading.

CARRIED

3. **APPLICATION BY MANPREET SINGH (PARAMORPH ARCHITECTURE INC.) FOR REZONING AT 9720 CAMBIE ROAD FROM THE “SMALL-SCALE MULTI-UNIT HOUSING (RSM/XL)” ZONE TO THE “LOW RISE RENTAL APARTMENT (ZLRSO) - ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)” ZONE**

(File Ref. No. RZ 23-015980) (REDMS No. 8413116)

Discussion ensued with respect to the number of studios and one-bedroom units, noting interest to increase the number of family-friendly units as there are family-friendly amenities such as parks and an elementary school nearby.

Staff will take the direction and advised that the mix of units could be considered and adjusted with the applicant to consider reducing the number of studio units and convert those to one bedroom or one bedroom plus den. Staff can provide an update to Council prior to the public hearing to be held in September 2026.

It was moved and seconded

(1) That Official Community Amendment Bylaw 10757, to amend:

- (a) Schedule 1 of Official Community Plan Bylaw 9000 (City of Richmond 2050 OCP Land Use Map), including amending the land use designation of 9720 Cambie Road from “School” to “City Centre Perimeter - Tier 2”; and*

- (b) Schedule 2.1 IA (West Cambie Area Plan) of Official Community Plan Bylaw 7100, including amending the Development Permit Guidelines: Alexandra Neighbourhood Character Areas Map to identify the subject site as “Medium Density Housing” and amending the land use designation of the subject site in the Alexandra Neighbourhood Land Use Map from “Community Institutional” to “City Centre Perimeter- Tier 2,” including making various text, map, and graphic amendments to accommodate the identified bylaw amendments and ensure consistency throughout the plan, be introduced and given first reading;*
- (2) That Bylaw 10757, having been considered in conjunction with:*
 - (a) the City's Financial Plan and Capital Program; and*
 - (b) the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans; is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act;*
- (3) That Bylaw 10757, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and*
- (4) That Richmond Zoning Bylaw 8500, Amendment Bylaw 10758 to create the “Low Rise Rental Apartment (ZLR50)-Alexandra Neighbourhood (West Cambie)” zone, and to rezone 9720 Cambie Road from the “Small-Scale Multi-Unit Housing (RSM/XL)” zone to the “Low Rise Rental Apartment (ZLR50)-Alexandra Neighbourhood (West Cambie)” zone, be introduced and given first reading.*

CARRIED

4. APPLICATION BY 1359161 BC LTD. TO ENTER INTO A HERITAGE REVITALIZATION AGREEMENT TO CONSERVE A PROTECTED HERITAGE BUILDING KNOWN AS IKEDA DRY GOODS AND CONSTRUCT A HOTEL AT 3831 MONCTON STREET & STEVESTON VILLAGE HERITAGE CONSERVATION GRANT APPLICATION

(File Ref. No. HRA 23-016568; HA 25-022755) (REDMS No. 8462167)

Discussion ensued with regard to consistency with the Steveston Area Plan and the Steveston Village Conservation Strategy and the proposed setbacks. In response to queries from Committee, staff advised that (i) the entirety of the heritage building and rear extension added around 1930 will be retained; (ii) currently, a jewelry store operates in the retail space; and (iii) the application previously went to the Heritage Advisory Commission for consideration.

3.

Planning Committee
Tuesday, July 21, 2026

It was moved and seconded

- (1) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10769, to revise Schedule 2.4 of the Official Community Plan (Steveston Area Plan) to provide that a maximum of three storeys and height of 12 m may be considered for the purposes of the long-term conservation and protection of the heritage building at 3831 Moncton Street, be introduced and given first reading;*
- (2) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10769, having been considered in conjunction with:*
 - (a) *The City's Financial Plan and Capital Program; and*
 - (b) *The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans**is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act;*
- (3) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10769, having been considered in accordance with Official Community Plan (OCP) Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation;*
- (4) *That Heritage Revitalization Agreement (3831 Moncton Street) Bylaw No. 10741 to permit the City to enter into a Heritage Revitalization Agreement substantially in the form attached hereto, in accordance with the requirements of Section 610 of the Local Government Act, to conserve Ikeda Dry Goods and to construct a hotel at 3831 Moncton Street, be introduced and given first reading;*
- (5) *That, following adoption of the Heritage Revitalization Agreement (3831 Moncton Street) Bylaw No. 10741, a Heritage Alteration Permit be issued to permit the proposed exterior changes, including restoration and rehabilitation work, for Ikeda Dry Goods and construction of a new hotel at 3831 Moncton Street; and*
- (6) *That a funding request in the amount of \$239,610.00 be approved under the Steveston Village Heritage Conservation Grant Program to assist with the proposed conservation work for Ikeda Dry Goods at 3831 Moncton Street and disbursed in accordance with Council Policy 5900.*

CARRIED

Planning Committee
Tuesday, July 21, 2026

5. APPLICATION BY JIM PATTISON DEVELOPMENTS FOR REZONING AT 13131, 13111, 13031, 12931 AND 12771 NO. 2 ROAD FROM THE “LIGHT INDUSTRIAL (IL)” ZONE TO THE “RESIDENTIAL / LIMITED COMMERCIAL (ZMU63) – LONDON LANDING (STEVESTON)” ZONE

(File Ref. No. RZ 25-009451) (REDMS No. 8473645)

Staff provided clarification regarding Attachment 9 of the report noting the existing development located at 6160 and 6168 London Road is a four-story mixed-use development, not five stories as shown in the diagram. It was noted that additional information on the application was provided in the memorandum distributed to Committee (attached to and forming part of these minutes as Schedule 1).

Staff briefed Committee on the application, highlighting the following:

- Building A is six stories and contains approximately 149 strata market residential units, while Building B is five stories and contains approximately 39 low-end market rental affordable housing units and 37 market rental units;
- Grade-level commercial uses are along No. 2 Road frontage and off-street parking is contained in one level of parking below grade and one level of enclosed parking at grade and loading and servicing functions are accessed from No. 2 Road;
- Outdoor amenity space is located in a central courtyard on top of the project podium;
- Built LEMR and market rental housing units in the proposal exceed City Affordable Housing Strategy and OCP market rental policy parameters;
- City infrastructure works include upgrades and raising of the existing dike on the west side of the site with road and pedestrian improvements on top;
- Frontage improvements along No. 2 Rd. to allow for pedestrian pathway and cycling infrastructure is proposed; and
- The site is subject to an environmentally sensitive area (ESA) marine designation that extends 30 metres inland from the highwater mark of the adjacent shoreline.

Discussion ensued with respect to (i) concerns with the traffic study, (ii) the activity around the working harbour, (iii) the neighbourhood not wanting a storage locker facility, (iv) the importance of maintaining the village character and designing less intrusive residential units, (v) whether the project can be integrated with the existing neighbourhood, (vi) concerns connecting No. 2 Road to Dyke Road, (vii) concerns regarding overall height and density including number of stories and grade variation, and (viii) current LEMR and market rental requirements and economic viability of the project.

Planning Committee

Tuesday, July 21, 2026

In response to queries from Committee, staff advised that (i) correspondence was received from the Steveston Harbour Authority expressing their traffic concerns (attached to and forming part of these minutes as Schedule 2), (ii) traffic fluctuates day-to-day, (iii) Dyke Road is built to a rural standard with enough pavement for two-way traffic and is a shared street with pedestrians and cyclists using the road with traffic, (iv) proposed road improvements will accommodate pedestrians and cyclists and will enhance overall traffic flow on Dyke Road, (v) the initial proposal from the applicant underwent an early review by Council and the applicant and their design team made significant changes to the proposal, (vi) the applicant has provided additional space for rental and market housing above City requirements, and (vii) the applicant was required to provide economic viability/feasibility study with market housing and rental included.

Discussion then ensued with regard to (i) park features and potentially losing the most densely treed area on the property, (ii) adhering to the City's tree bylaw requirements, (iii) consideration of the developer-led engagement and public feedback summary, (iv) consideration of the proposed Trites Road connection between Dyke Road and No. 2 Road, and (v) other components of the City's diking program and designs.

Jordan Riley, Senior Manager, Investment and Developments with Jim Pattison Development, provided a PowerPoint presentation (copy on-file, City Clerk's Office) and spoke on the following:

- Public engagement reviewed (i) roof form, (ii) building height and massing, (iii) neighbourhood compatibility, (iv) loss of view, shadowing, and privacy, (v) housing affordability and community benefit, and (vi) traffic congestion and parking;
- Dike, storm sewer, road, multi-use path and road enhancements are proposed;
- Building massing was amended to better fit the neighbourhood fit and the proposed roof line tapers to the street with a reduced roof peak;
- Traffic impact, road congestion and parking was reviewed noting substantial available road capacity; and
- The frontage is aligned with other building heights in neighbourhood.

A copy of the presentation was requested by Committee and discussion ensued with regard to exploring other roof forms, such as flat roofs, that better integrates with the neighbourhood and mimics the original cannery buildings.

Planning Committee

Tuesday, July 21, 2026

In response to a query from Committee, the developer advised (i) the project was redone based on feedback and does not work using four and five floors, (ii) economics have not been rerun on reducing LEMR requirements, (iii) there is no intention to build a storage locker facility, and (iv) a mixed-use development is the community preference.

Roy Oostergo, Richmond resident, spoke on the proposed project and expressed concerns regarding the proposed massing, density and building height in relation to Steveston's character. Mr. Oostergo also referenced feedback from Steveston Harbour Authority and relayed the potential traffic impact of the proposed project.

Luke Rogalsky, Richmond resident, spoke on the proposed project amendments and expressed concern regarding (i) the proposed massing and form and character, (ii) proposed density and traffic impact, (iii) proposed Dyke Road extension, and (iv) removal of adjacent mature trees. Mr. Rogalsky added that the proposed development should reflect the character of Steveston.

Donna Hicks, Richmond resident, spoke on eagle habitat in the neighbourhood and expressed concern to potential habitat loss due to removal of mature trees.

Deneen Butler, Richmond resident, spoke on the city's need for more housing and expressed concern on Richmond Hospital's capacity in relation to Richmond's growing population.

It was noted that neighbourhood residents have conducted a petition on the matter and submitted the petition to the City (copy on-file, City Clerk's Office).

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

That the application to rezone 13131, 13111, 13031, 12931, and 12771 No. 2 Road from "Light Industrial (IL) zone to the "Residential/Limited Commercial (ZMU63) – London Landing (Steveston)" zone be referred back to staff to work with the applicant to:

- (1) Reduce the proposed building height and density;***
- (2) Examine the Trites Road connection to not be put through;***
- (3) Address concerns from the Steveston Harbour Authority;***
- (4) Revisit the traffic study;***
- (5) Adjust the amount of low-end market rental housing and market rental housing;***
- (6) Consider the loss of trees and environmental aspects; and***
- (7) Consider the roof form.***

The question on the referral motion was not called as discussion ensued with regard to adjusting building height, massing and considering alternative roof forms.

Planning Committee
Tuesday, July 21, 2026

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

6. **MANAGER'S REPORT**

None.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:32 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 July 21, 2026.

Councillor Bill McNulty
Chair

Karen Miller
Recording Secretary

ON TABLE ITEM

Date: July 21, 2026
Meeting: Planning
Item: # 5



City of
Richmond



Memorandum

Planning and Development Division
Development Applications

To: Mayor and Councillors

From: Joshua Reis
Director, Development

Date: July 21, 2026

File: RZ 25-009451

Re: **Application by Jim Pattison Developments for Rezoning at 13131, 13111, 13031, 123391 and 12771 No. 2 Road from the "Light Industrial (IL)" Zone to the "Residential / Limited Commercial (ZMU63) - London Landing (Steveston)" Zone**

This memo clarifies information in the staff report titled *Application by Jim Pattison Developments for Rezoning at 13131, 13111, 13031, 123391 and 12771 No. 2 Road from the "Light Industrial (IL)" Zone to the "Residential / Limited Commercial (ZMU63) - London Landing (Steveston)" Zone*, from the Director, Development dated July 8, 2026, in response to inquiries received around height and the number of storeys of the proposed and surrounding existing developments.

Attachment 9 on Page PLN-467 of the staff report provides a map showing the heights and number of storeys of both the proposed rezoning and the previous rezonings for surrounding buildings. The heights identified in metres are the maximum heights permitted on these properties under their existing zoning permissions. The number of storeys references the typical building form as constructed. Staff would, however, like to acknowledge that 6160 and 6168 London Road have a predominant building form of 4-storeys, despite some elements of 6168 London Road being 5-storeys.

In addition, please find attached materials regarding existing neighbourhood building heights (Attachment 1) and the proposed development's building heights (Attachment 2), which have been provided by the applicant.

If you have any questions, please contact me at 604-247-4625 or jreis@richmond.ca.

Joshua Reis
Director, Development

JR:js

Att. 1: 12771-13131 No 2 Rd – Existing Neighbourhood Building Heights
2: 12771-13131 No 2 Rd – Proposed Building Heights

pc: SMT

PHOTOCOPIED

JUL 21 2026 MK

DISTRIBUTED

A.1 Comparison to Neighbouring Building Heights

Taller buildings in the London Landing neighbourhood are four to five storeys. The architecture of these buildings is arranged to appear less tall from the street.



6168 London Road

In the case of 6168 London Road, over-height retail floors make two floors of height feel like one.



6233 London Road

Across the street at 6233 London Road, the top floor is concealed in the peaked roof, helping the building feel shorter from the street.

A.2 Comparison to Neighbouring Building Heights

This proposed development is designed with similar strategies as its neighbours, to feel shorter from the street.



At the south end, the top storey of strata building is set back from No. 2 Road, so it will be perceived as five storeys tall from the street.
This building is only one storey taller than 6233 London Road when compared using the same methodology.

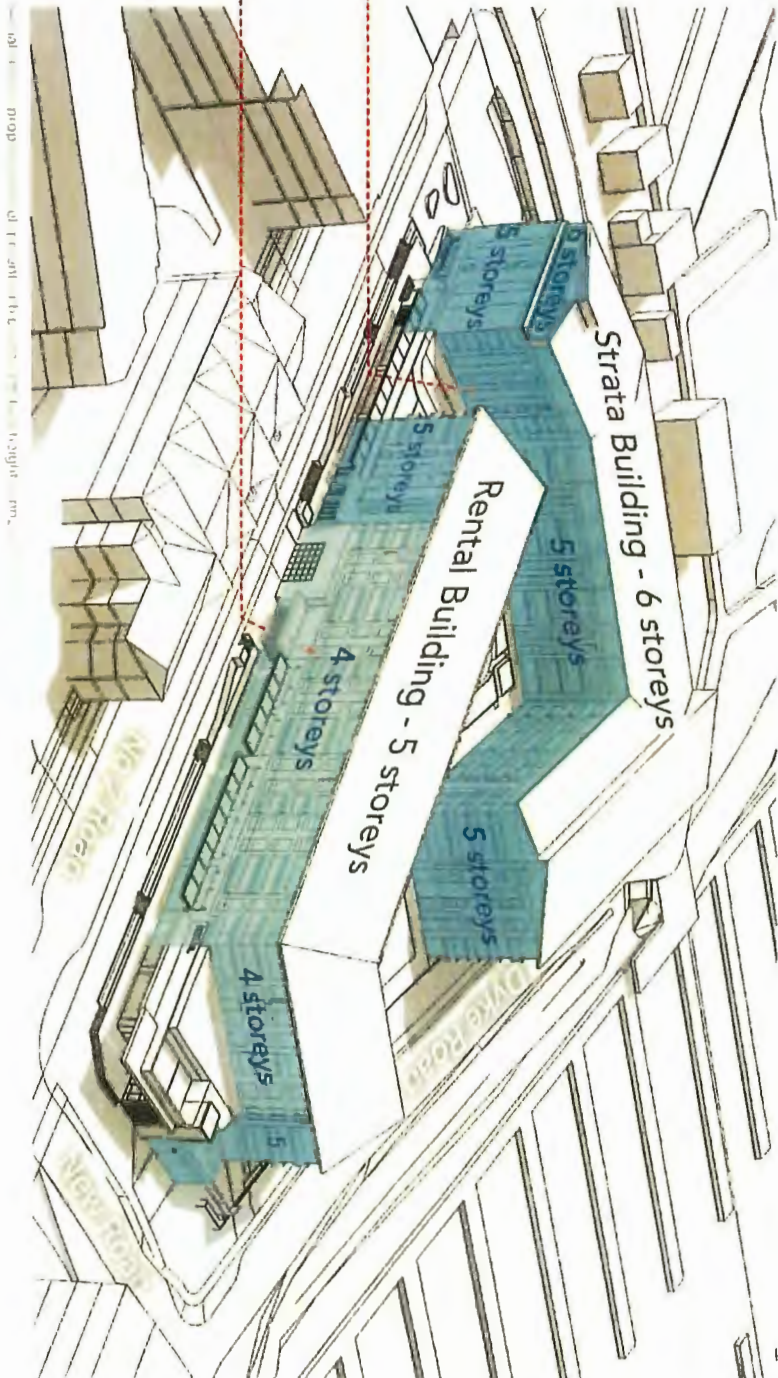
For the North half of the project, the rental building appears as three storeys of apartments over one storey of retail, like 6168 No. 2 Road.

A.3 Comparison to Neighbouring Building Heights

The architecture of this proposal is arranged to feel shorter from the street than a six storey building.

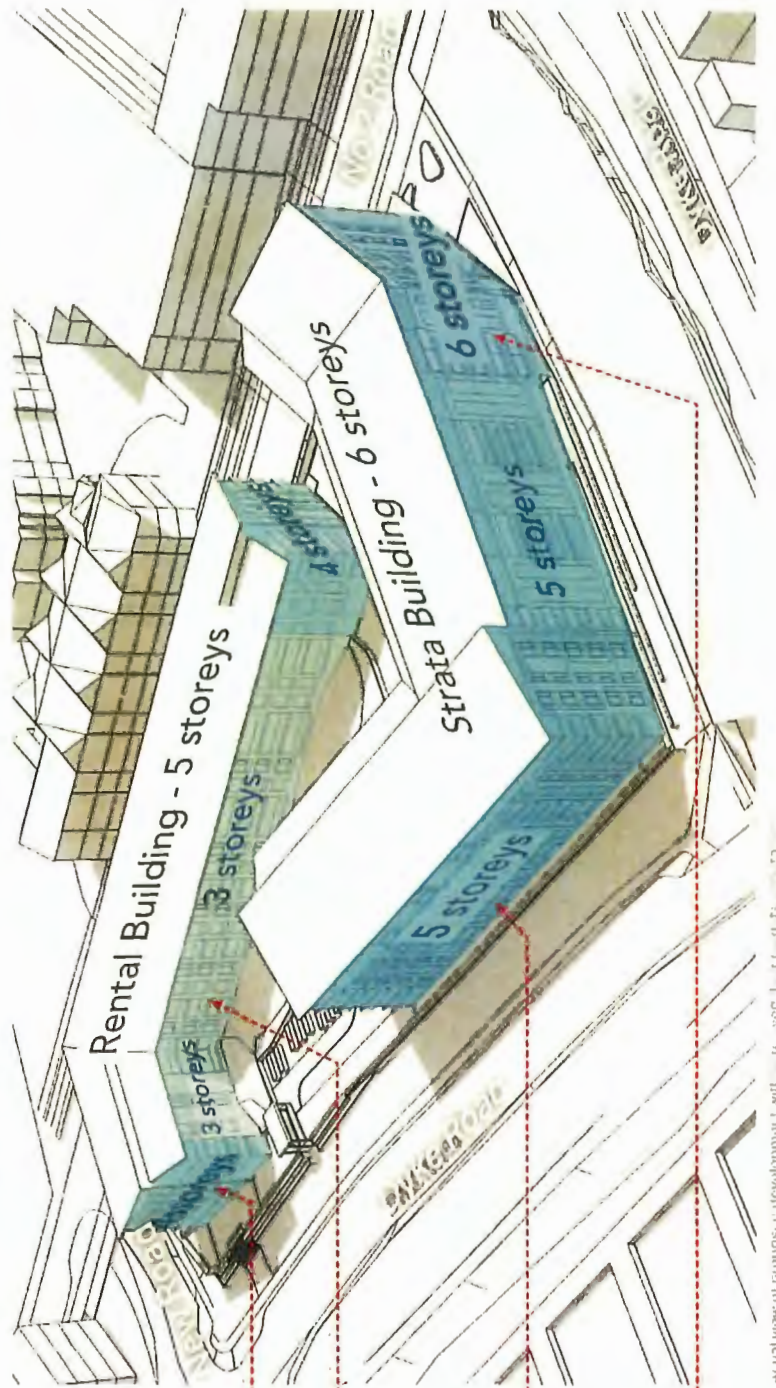
From the courtyard, there are five storeys visible.

Along No. 2 road, the building appears to be four storeys tall at the north and five at the south.



A.4 Comparison to Neighbouring Building Heights

The architecture of this proposal is arranged to feel shorter from the street than a six storey building.



At the north, the rental building appears to be four storeys tall with podium level near the same elevation as the raised dike.

In the courtyard, the five storey rental building only appears to be three storeys tall due to podium underground and sloped landscaping up to rental apartments.

Along the west Dike road, the higher dike conceals the podium entirely underground, so the strata building appears to be five storeys tall.

At the right side of this image, the south-west corner is one place that the full six storey height can be seen. A low creek at that corner is protected as riparian area so the surrounding land cannot be raised.

From: Stefanny Fernando <stefanny@stevestonharbour.com>
Sent: Monday, July 20, 2026 2:59 PM
To: MayorandCouncillors
Cc: Jaime Gusto
Subject: Steveston Harbour Authority Concerns Regarding Pattison Development
Attachments: Concerns of SHA regarding Pattison Development - July 20, 2026.pdf

Importance: High

Follow Up Flag: Follow up
Flag Status: Completed

Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

You don't often get email from stefanny@stevestonharbour.com. [Learn why this is important](#)

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

Dear Mayor and Council,

In advance of the upcoming Planning Committee meeting tomorrow, please find attached a letter from Steveston Harbour Authority outlining our concerns regarding the proposed Pattison Development project at No. 2 Road.

We respectfully request that these concerns be taken into consideration during the discussion and decision-making process. Thank you for your time and attention to this matter.

Kind regards,

Stefanny Fernando
Executive Assistant
Steveston Harbour Authority
12740 Trites Road
Richmond
V7E 3R8



July 20, 2026

STEVESTON HARBOUR AUTHORITY

12740 Trites Road, Richmond, B.C. V7E 3R8 604-272-5539 Fax 604-271-6142

Dear Mayor and Council,

Re: **PLANNING COMMITTEE MEETING – JULY 21, 2026**
PATTISON DEVELOPMENT – TRANSPORTATION CONCERNS

In advance of the City of Richmond's Planning Committee meeting on July 21, 2026, Steveston Harbour Authority (SHA) wishes to clarify its position, as we do not believe our concerns were fully addressed in the report prepared for the Committee by City staff.

SHA is not opposed to the proposed Pattison development. We recognize that redevelopment of the area can provide long-term benefits to the community. **Our concern is that the proposed transportation infrastructure does not adequately address the increased traffic and public activity that the development will generate adjacent to Canada's largest commercial fishing harbour.**

Primary Concern – Dyke Road North and South

Our primary concern is that the entrance to this development for all residents and grocery store and retail users will be on Dyke Road North. Dyke Road was never designed to function as the primary access route for a development of this scale; the road narrows significantly near the pond area as noted in Figure 1.0 below, and does not safely accommodate two-way vehicle traffic, pedestrians and cyclists. The roadway already serves commercial fishing operations, heavy trucks, forklifts, equipment movement, fish offloading, employees, pedestrians and cyclists.

Concentrating development traffic onto this roadway will inevitably increase conflicts between industrial operations and the public. Although traffic is not expected to be routed through Dyke Road south, our concerns are similar as more traffic is expected in the area that is very narrow, includes a sharp bend at East Pond with an active unloading area for our commercial fishers.

We note that roadway widening and improvements are proposed for Dyke Road West, however despite the significant increase in activity, no roadway widening is proposed as part of the development Dyke Road North and South.



Figure 1.0 – Dyke Road North and Dyke Road South

Transportation Impact Assessment

We reviewed the Transportation Impact Assessment (TIA) prepared for the development. While it concludes that nearby intersections will continue to operate within acceptable levels of service, SHA's concerns extend beyond intersection capacity.

The TIA is based on traffic counts collected during a two one-hour periods (between 8:00 am to 9:00 am and 4:45 pm to 5:45 pm) on a single weekday in October 2025. While this satisfies standard transportation engineering methodology, it does not reflect Steveston's busiest periods, when commercial fishing activity, recreational boating, tourism, pedestrian activity and cycling are at their highest.

Equally important, the TIA does not fully capture the operational realities of an active commercial fishing harbour. SHA staff travel this corridor numerous times each day, throughout the year, managing harbour operations and observing firsthand the interaction between commercial vehicles, heavy equipment, pedestrians, cyclists and visitors under varying seasonal conditions. Based on this operational experience, we believe the existing roadway is already constrained and that the proposed improvements will not adequately accommodate the additional activity generated by the development.

SHA conducted its own traffic count to monitor vehicular and pedestrian movements along Dyke Road, west of No. 2 Road, on Thursday, July 9, 2026, between 4:45 p.m. and 5:45 p.m. During this one-hour observation period, SHA recorded 113 vehicular and pedestrian movements, compared to the 70 movements reported in the TIA. This represents 43 additional movements, or approximately 61% more traffic than reported in the TIA.

It should also be noted that SHA's traffic count was conducted on a typical business day, rather than during the seasonal peak period when activity is significantly higher. As such, traffic volumes during peak seasonal operations would be expected to exceed the observations recorded by SHA, further proving that the TIA may underestimate actual traffic conditions along Dyke Road.

The TIA also concludes that the majority of users will access the development via No. 2 Road, however, SHA questions this assumption. In our view, the assessment does not adequately account for the significant number of Steveston residents who are likely to access the proposed grocery store via Dyke Road North, given its direct connection to the existing residential neighbourhood. As a result, we believe traffic volumes on Dyke Road North may be underestimated.

SHA's Position

Steveston Harbour Authority respectfully requests that, should Council approve the Pattison development, the proposed roadway widening be extended to Dyke Road North and Dyke Road South, consistent with the widening proposed for Dyke Road West. The proposed development will significantly increase vehicle, pedestrian and cyclist activity along a roadway that was not designed to accommodate this level of use. Requiring roadway improvements at the time of development approval will better protect public safety and support the continued operation of Canada's largest commercial fishing harbour

Thank you for your consideration.

Sincerely,



**Jaime Gusto, General Manager
Steveston Harbour Authority**

CC: Steveston Harbour Authority Board of Directors



To: Planning Committee

Date: August 24, 2026

From: Wayne Craig
General Manager, Planning and Development

File: RZ 23-035646

Re: **Application by Kei Canada Willett Development Ltd. for Rezoning at 23160, 23180, 23200 and 23220 Willett Avenue from the “Small-Scale Multi-Unit Housing (RSM/XL)” Zone to “Town Housing (ZT108) – Willett Avenue (Hamilton)” Zone**

Staff Recommendations

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10795 to create the “Town Housing (ZT108) – Willett Avenue (Hamilton)” zone, be introduced and given first, second and third reading; and
2. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10796 to rezone 23160, 23180, 23200 and 23220 Willett Avenue from “Small-Scale Multi-Unit Housing (RSM/XL)” zone to “Town Housing (ZT108) – Willett Avenue (Hamilton)” zone, be introduced and given first, second and third reading.

Executive Summary

This application proposes to rezone 23160 – 23220 Willett Avenue to a new townhouse zone, ZT108, to facilitate a 33-unit townhouse development. Four convertible units and four secondary suites are proposed to be incorporated into the development.

The proposal is consistent with the Official Community Plan and the Hamilton Area Plan. The subject application secures commitments to provide frontage improvements, utility upgrades, a new north-south publicly accessible stroll way and contributions to affordable housing and to community amenities in the Hamilton area.

Staff Report

Origin

Kei Canada Willett Development Ltd. (Directors: Allan Cheng and Maggie Hon) has applied to the City of Richmond for permission to rezone the properties at 23160, 23180, 23200 and 23220 Willett Avenue from the “Small-Scale Multi-Unit Housing (RSM/XL)” zone to the “Town Housing (ZT108) – Willett Avenue (Hamilton)” zone, in order to permit the development of 33 townhouse units with vehicle access from Willett Avenue. A location map and aerial photograph are provided in Attachment 1.

A Development Permit (DP) application is required to further address the form and character of the proposed townhouse development. Conceptual development plans are provided for reference 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 subject properties each contain a single-family dwelling. All dwellings are currently vacant and are proposed to be demolished.

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- To the North: Across Willett Avenue, the Hamilton VLA Park and single-family dwellings with frontage on Willett Avenue. The park is on property zoned “School & Institutional Use (SI)” and is designed for park use under the Hamilton Area Plan. The residential homes are located on properties zoned "Small-Scale Multi-Unit Housing (RSM/XL)" and designated for "Neighbourhood Residential (Stacked Townhouse 1.00 Floor Area Ratio (FAR))".
- To the South: Single-family dwellings on lots fronting Smith Crescent or Westminster Highway, zoned "Small-Scale Multi-Unit Housing (RSM/XL)" and designated for "Neighbourhood Residential (Stacked Townhouse 1.00 FAR)". A proposed rezoning application (RZ 22-027309) has been received to facilitate the development of 61 townhouse units. The rezoning application is currently under staff review and will be presented to Committee in a future meeting.
- To the East and West: Single-family dwellings on lots zoned "Small-Scale Multi-Unit Housing (RSM/XL)" and designated for "Neighbourhood Residential (Stacked Townhouse 1.00 FAR)" in the Hamilton Area Plan, with frontage on Smith Crescent or Westminster Avenue.

Related Policies & Studies

Official Community Plan/Hamilton Area Plan

The subject site is designated as "Neighbourhood Residential Tier 2" in the Official Community Plan (OCP) and as "Neighbourhood Residential (Stacked Townhouse 1.00 FAR)" in the Hamilton Area Plan (Attachment 4). The FAR referenced in the Hamilton Area Plan land use designation is the intended maximum density, inclusive of bonus density associated with the Affordable Housing Strategy and Hamilton Area Plan amenity contributions. The proposed rezoning is generally consistent with these designations.

The proposed site assembly creates a 4,322 m² (46,522 ft²) lot that meets the minimum lot area set out in the Hamilton Area Plan; however, the proposal leaves two properties to the east at 4511 and 4551 Smith Crescent and three to the west at 23100 Willett Avenue, 23200 Westminster Highway and 23182 Westminster Highway outside of the subject assembly. Staff are supportive of the application for the following reasons:

- The applicant has submitted documentation (copies on file) demonstrating efforts to acquire the two properties to the east and two properties to west to facilitate a larger assembly but was rejected by the neighbouring owners.
- Staff have encouraged the applicant of a separate rezoning application adjacent to the subject site (RZ 22-027309) to pursue the inclusion and planning of 23160 Westminister Highway in their proposed development, which may be presented to Committee at a future meeting.
- Given their size and configuration, the three lots to the west have the potential to redevelop together in the future with shared vehicle access through the subject site.
- To support future redevelopment of the adjacent sites to the east and west, a Statutory Right-of-Way (SRW) permitting Public Right-of-Passage (PROP) will be secured over the entire internal drive aisle prior to final adoption of the rezoning bylaw.
- The applicant has submitted a preliminary development concept plans (copy on file) to demonstrate how the properties to the east and west could be redeveloped, consistent with the OCP and Hamilton Area Plan.

The Hamilton Area Plan includes objectives to improve non-motorized transportation options in the neighbourhood to better connect residents with parks and amenities. The proposed development includes the provision of a new north-south pedestrian connection which will ultimately connect to Gilley Avenue in the future.

Prior to final adoption of the rezoning bylaw, the application proposes to provide a \$304,701.00 contribution to the Hamilton Amenity Fund, consistent with the Hamilton Area Plan.

Floodplain Management Implementation Strategy

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

Ministry of Transportation and Transit Approval

As the subject site is within 800 m of an access to a provincially controlled highway, this redevelopment proposal has been referred to the Ministry of Transportation and Transit (MOTT). Preliminary approval has been received from MOTT, and formal approval is required prior to final adoption of the rezoning bylaw.

Public Consultation

In accordance with the City's Early Public Notification Policy No. 1316, notice of the development proposal was provided to residents within 100 m of the subject site. In addition, 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 early public notification or placement of the rezoning sign on the property.

Bill 44 prohibits a Local Government from holding a Public Hearing on a residential rezoning bylaw that is consistent with the OCP. The proposed rezoning meets the conditions established in Bill 44 and is consistent with the OCP. Accordingly, City Council may not hold a Public Hearing on the subject rezoning application.

Analysis

Built Form and Architectural Character

The proposal is for a total of 33 townhouse units. 20 townhouse units are contained within two three-storey buildings over the garage fronting Willett Avenue, and 13 units are proposed within two two-storey buildings over the garage at the rear of the site. Four of the townhouse units are proposed to include a secondary suite.

Bisecting the subject site is a 6 m wide north-south stroll way. The site plan and massing generally conform to the DP Guidelines contained in the OCP and Hamilton Area Plan.

Living space is not permitted on the ground floor due to the flood construction level in the Hamilton neighbourhood (3.5 m GSC). No indoor habitable space is proposed at grade, with the exception of small foyers and areas for vertical circulation. Prior to final adoption of the rezoning bylaw, the applicant must register a legal agreement on Title restricting conversion of any garage or ground area to habitable space.

Proposed Site-Specific Zone

The applicant proposes to create a new "Town Housing (ZT108) - Willett Avenue (Hamilton)" zone, which permits a maximum density of "1.0" with parking and side yard setback provisions that respond to the proposed development's site plan, unit mix, and stroll way. The proposed zone is consistent with the Area Plan and supports its objective of facilitating pedestrian-oriented, high-density townhouse development in the area. The proposed zone may also be applied to similar future development in the Hamilton Area through future rezoning applications on a case-by-case basis.

Staff support the proposed density, building height, setbacks and parking of this new zone based on the following:

- The provision of a public stroll way through the subject site supports the future pedestrian network envisioned in the Hamilton Area Plan.
- The proposed setback aligns with the guidelines in the Hamilton Area Plan (minimum of 3.0 m (approximately 10 ft.) along street frontages).
- The proposal to construct townhouses is consistent with development in the area and with what was envisioned in the Area Plan.
- The applicant's proposal of four secondary suites and smaller stacked one-bedroom units contributes to a more diverse housing supply and creates additional housing opportunities within the neighbourhood.

Housing Type and Tenure

The proposed development is a market townhouse development. Secondary suites are proposed in four of the townhouse units. Prior to rezoning bylaw adoption, registration of a legal agreement on Title is required to ensure that no final Building Permit (BP) inspection is granted until four secondary suites are constructed in accordance with BC Building Codes and the City's Zoning Bylaw and to prohibit the secondary suites from being stratified in the future.

Consistent with the OCP guidelines regarding accessible housing, the applicant proposes to provide four convertible units and aging-in-place features (e.g. stairwell handrails, lever-type handles and solid blocking in washroom walls for future grab bar installation) in all units.

Consistent with OCP policy respecting townhouse and multiple family housing development projects, and in order to maximize potential rental and housing opportunities throughout the City, the applicant has agreed to register a restrictive covenant on Title prior to rezoning bylaw adoption, prohibiting (a) the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and (b) the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.

Affordable Housing Strategy

The City's Affordable Housing Strategy (AHS) seeks contributions to the Affordable Housing Reserve Fund (AHRF) when considering rezoning applications with 60 or fewer dwelling units. The applicant proposes to submit a voluntary contribution to the AHRF in the amount of \$12.00 per buildable square foot (for townhouse developments outside of the City Centre Area Plan) for a total contribution of \$558,264.00 prior to rezoning bylaw adoption.

Market Rental Housing Policy

The City's OCP includes a policy framework for the provision of market rental housing. For townhouse developments with five or more units, contributions are sought to the AHRF. The contribution rate for townhouse developments is \$3.09 per buildable square foot. In accordance with the market rental housing policies in the OCP, the applicant proposes a voluntary contribution in the amount of \$143,752.98 prior to rezoning bylaw adoption.

Transportation and Site Access

Vehicle access is proposed from Willett Avenue in the middle of the site. Prior to rezoning bylaw adoption, the applicant must register a SRW for PROP over the entire drive aisle to enable access to the properties to the east and west should they redevelop in the future.

Pedestrian access to street-fronting townhouse units is provided through shared stairs connecting to the public sidewalk along Willett Avenue. Internal townhouse units are accessed from the drive aisle.

The proposed on-site vehicle and bicycle parking generally complies with the Zoning Bylaw and includes:

- A total of 56 resident parking spaces, with 82 per cent of the spaces in a tandem arrangement.
- Six visitor parking spaces, two of which are accessibly sized.
- 56 resident bicycle parking (Class 1) spaces.
- Seven visitor bicycle parking (Class 2) spaces, located by the site's vehicle access point and mailbox area.

The visitor parking provisions are consistent with the Zoning Bylaw parking requirements, subject to the provision of a Transportation Demand Management (TDM) measure. The applicant is proposing to provide a new pedestrian crosswalk over Willett Avenue to connect the proposed stroll way to the Hamilton VLA Park, which is to be designed and constructed as part of the required Servicing Agreement (SA).

Consistent with the Area Plan, the proposed development will provide a 6.0 m (20 ft.) wide stroll way on-site which will ultimately connect to Gilley Road in the future. The stroll way will include a 3.0 m wide pedestrian path and landscaped boulevards on either side in addition to lighting and wayfinding signage. Detailed design will be further refined at the DP and SA stage. Prior to rezoning adoption, the stroll way is to be secured as an SRW for PROP.

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 13 bylaw-sized trees on the subject property, six trees on neighbouring properties and three street trees on City property.

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

- One redwood tree located on site (tag# 5) is in good condition and should be protected and retained.
- One cedar tree on site (tag# 4) is in good condition, classified as significant (108 cm), and is identified to be protected and retained.

- 11 trees (tag# 3, 6, 8, 9, 10, 11, 13, 14, 20, 21 and 24) on site are identified to be in good to moderate condition and in conflict with the proposed development and required grading works. Removal and replacement are recommended.
- Three trees and one hedge on City property (tag# C1, C2, C7, and H25) along the Willett Avenue frontage are in good condition; however, are in conflict with the proposed grading and frontage improvement works. Removal of the trees together with a compensation of \$4,608.00 is recommended.
- Six trees (tag# A12, A15, A16, A17, A18 and A19), located on adjacent neighbouring properties to the east and south, are identified to be retained and protected. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Replacement trees should be specified at 2:1 ratio as per the OCP (Minimum 4 m high conifer or 8 cm caliper deciduous).

Tree Replacement

The applicant wishes to remove 11 on-site trees (tag# 3, 6, 8, 9, 10, 11, 13, 14, 20, 21 and 24). As per the Tree Protection Bylaw No. 8507, the 2:1 replacement ratio would require a total of 22 replacement trees at the following minimum sizes.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
22	8 cm	4 m

The applicant's preliminary Landscape Plan identifies the proposed planting of 24 replacement trees on the subject site. Additionally, the applicant is proposing to provide 20 smaller-sized trees on site as part of the overall landscape design. At DP stage, staff will work with the applicant to finalize planting and secure the proposed landscaping.

Tree Protection

Six trees (tag# A12, A15, A16, A17, A18 and A19) on neighbouring properties to the east and to the south are to be retained and protected. The applicant is committed to retaining and protecting two trees (tag# 5 and 4) on-site. A tree protection plan showing the trees to be retained and the measures taken to protect them during the development stage has been submitted (Attachment 5). To ensure that the trees identified for retention are protected at the development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a Tree Survival Security in the amount of \$30,000.00 to ensure that the two on-site trees identified for retention will be protected.
- 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 dwellings 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.

Townhouse Energy Efficiency and Renewable Energy

Consistent with the City's Energy Step Code requirements, the applicant has confirmed that the applicable Energy Step Code performance targets have been considered in the proposed design. The proposed development is anticipated to achieve Step 3 of the Energy Step Code with EL-4 for Buildings 2 and 3 (three-storey townhouses) and Step 4 with EL-2 for Buildings 1 and 4 (four-storey townhouses). Further details on how the proposal will meet this commitment, including a confirmation letter from a Registered Professional, will be reviewed as part of the DP and BP application review process.

Public Art

The applicant has agreed to provide a voluntary contribution to the City's Public Art Reserve Fund of \$50,243.76 for City-wide projects on City lands. This is calculated based on the maximum buildable residential floor area of approximately 4,322 m² (46,522 ft²) and the 2026 Public Art contribution rate of \$1.08/ft². The contribution is required to be submitted prior to rezoning bylaw adoption consistent with the City's Public Art Policy.

Common Amenity Space

Based on preliminary design, the total area of outdoor amenity proposed is 205 m² (2,210 ft²), exceeding the OCP Guidelines which require 198 m² (2,131 ft²). The outdoor amenity area is proposed to be located at the southwest corner of the subject site and incorporates two retained trees.

Consistent with the OCP Development Permit Guidelines for multi-family development, the applicant has opted to provide a voluntary contribution to the City's Leisure Facilities Reserve Fund in the amount of \$108,590.00 in lieu of providing common indoor amenity space on-site. The applicant is required to provide this prior to rezoning bylaw adoption.

Sustainability

Consistent with the City's Energy Step Code requirements, the project architect has confirmed that the applicable Energy Step Code performance target has been considered in the proposed design. The proposal is anticipated to achieve Step 3 + EL-4 of the Energy Step Code.

An energy efficiency report from a registered professional is required to be submitted as part of the DP application prior to this project advancing to a DP Panel meeting to demonstrate compliance with the City's Energy Step Code requirements. This will be further reviewed for compliance at the BP stage.

Site Servicing and Frontage Improvements

Prior to rezoning bylaw adoption, the applicant is required to enter into a SA for the design and construction of the following, including but not limited to:

- Watermain and sanitary sewer upgrades and new utility service connections;

- Filling in of the ditch fronting Willett Avenue to accommodate the installation of the new storm sewer and frontage improvements;
- Frontage improvements along the Willett Avenue frontage, including a new sidewalk, landscaped boulevard and street parking;
- Frontage improvements along the Hamilton VLA Park including new sidewalk and landscaped boulevard; and
- New 6.0 m stroll way bisecting the subject site. The stroll way is to include landscaping, lighting and wayfinding signage.

Development Permit Application

Prior to final adoption of the rezoning bylaw, a DP application is required to be processed to a satisfactory level. Through the DP, the following items are to be further examined:

- Compliance with DP Guidelines for multi-family projects in the OCP;
- Future review of environmental sustainability features to be incorporated into the project and confirmation of compliance with the applicable Energy Step Code;
- Refinement of landscaping, including the number, species and size of replacement trees and additional planting opportunities;
- Review of the development's form and character, including the proposed exterior building materials and colour palette; and
- Refinement of the outdoor amenity area design, including the choice of play equipment, to create a safe and vibrant environment for children's play and social interaction.

Additional items may be identified as part of the DP application review process.

Budgetary Implications

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

Conclusion

This application is to create a site-specific zone, "Town Housing (ZT108) – Willett Avenue (Hamilton)" and rezone the properties at 23160, 23180, 23200 and 23220 Willett Avenue from the "Small Scale Multi-Unit Housing (RSM/XL)" zone to a site-specific "Town Housing (ZT108) – Willett Avenue (Hamilton)" zone, in order to permit the development of 33 townhouse units.

The subject rezoning application complies with the OCP land use designation and applicable policies for the subject site. Further design review will be undertaken as part of the DP application review process.

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

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10795 and Amendment Bylaw 10796 be introduced and given first, second and third reading.

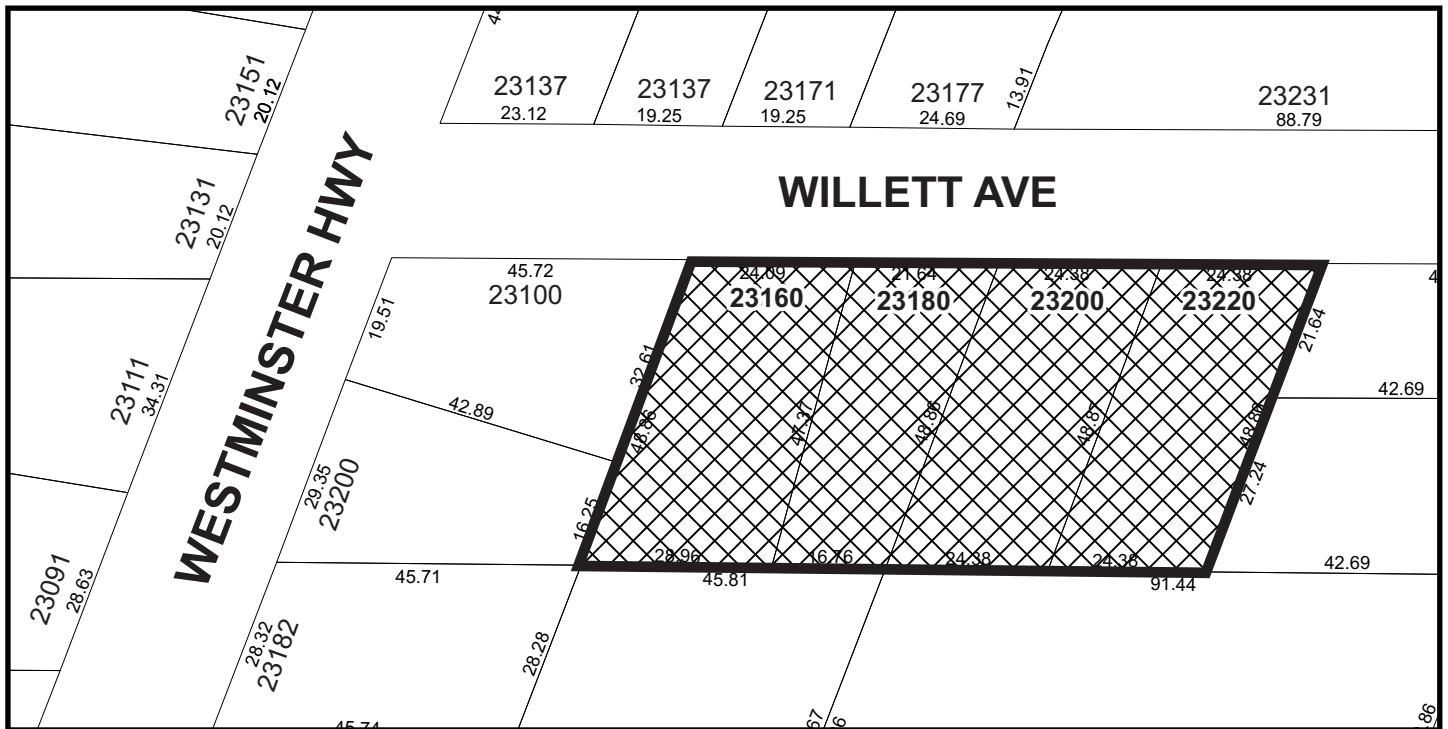
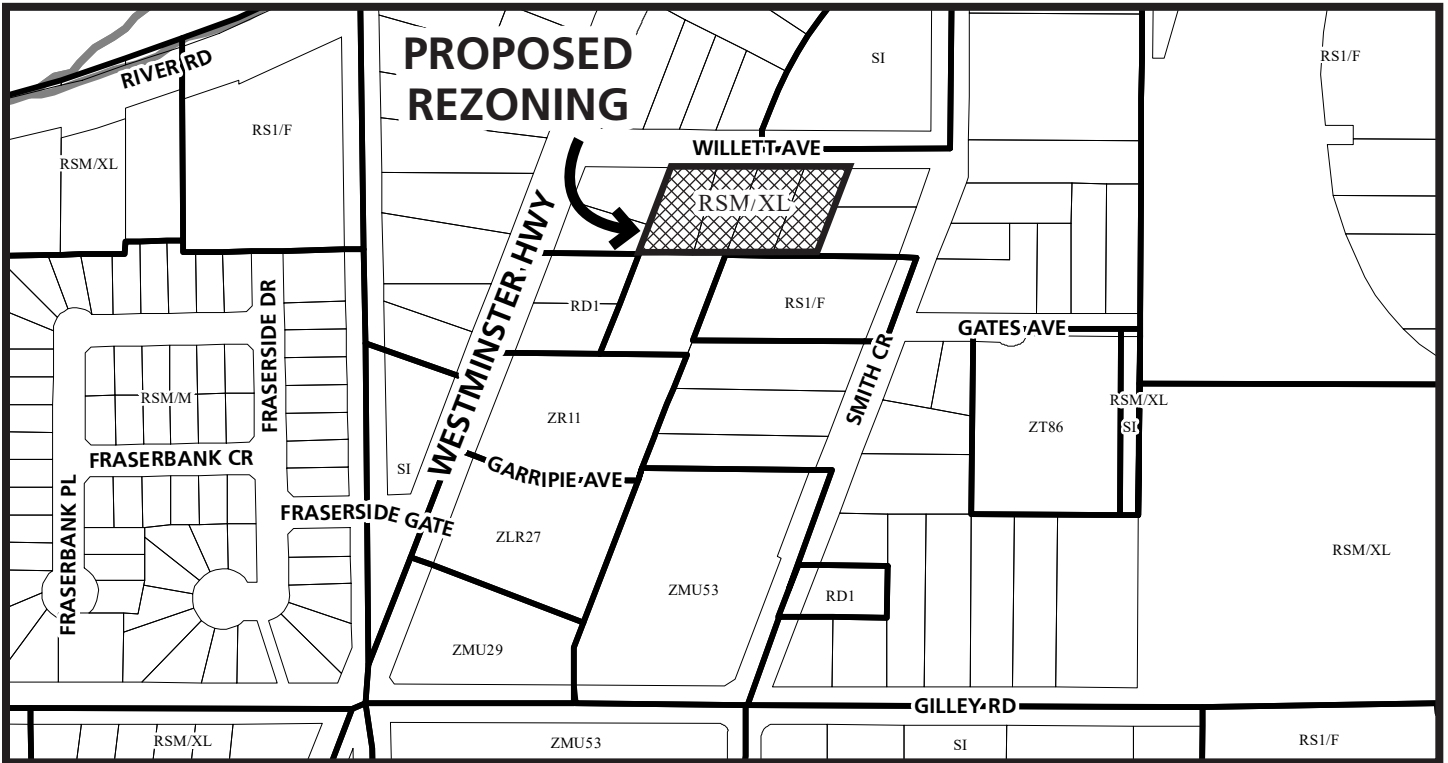
Respectfully submitted,

Joshua Reis, Director, Development

Report Contributors

This report was prepared by Ashley Kwan, Planner 1 and reviewed by Arts, Culture and Heritage Services, Parks Services, Housing Office, Engineering and Transportation.

- Att. 1: Location Map
 2: Conceptual Development Plans
 3: Development Application Data Sheet
 4: Hamilton Area Plan
 5: Tree Management Plan
 6: Rezoning Considerations



RZ 23-035646

Original Date: 01/24/24

Revision Date: 08/06/26

Note: Dimensions are in METRES



City of Richmond



RZ 23-035646

Original Date: 01/24/24

Revision Date: 01/29/24

Note: Dimensions are in METRES

REZONING APPLICATION
DECEMBER 02, 2024

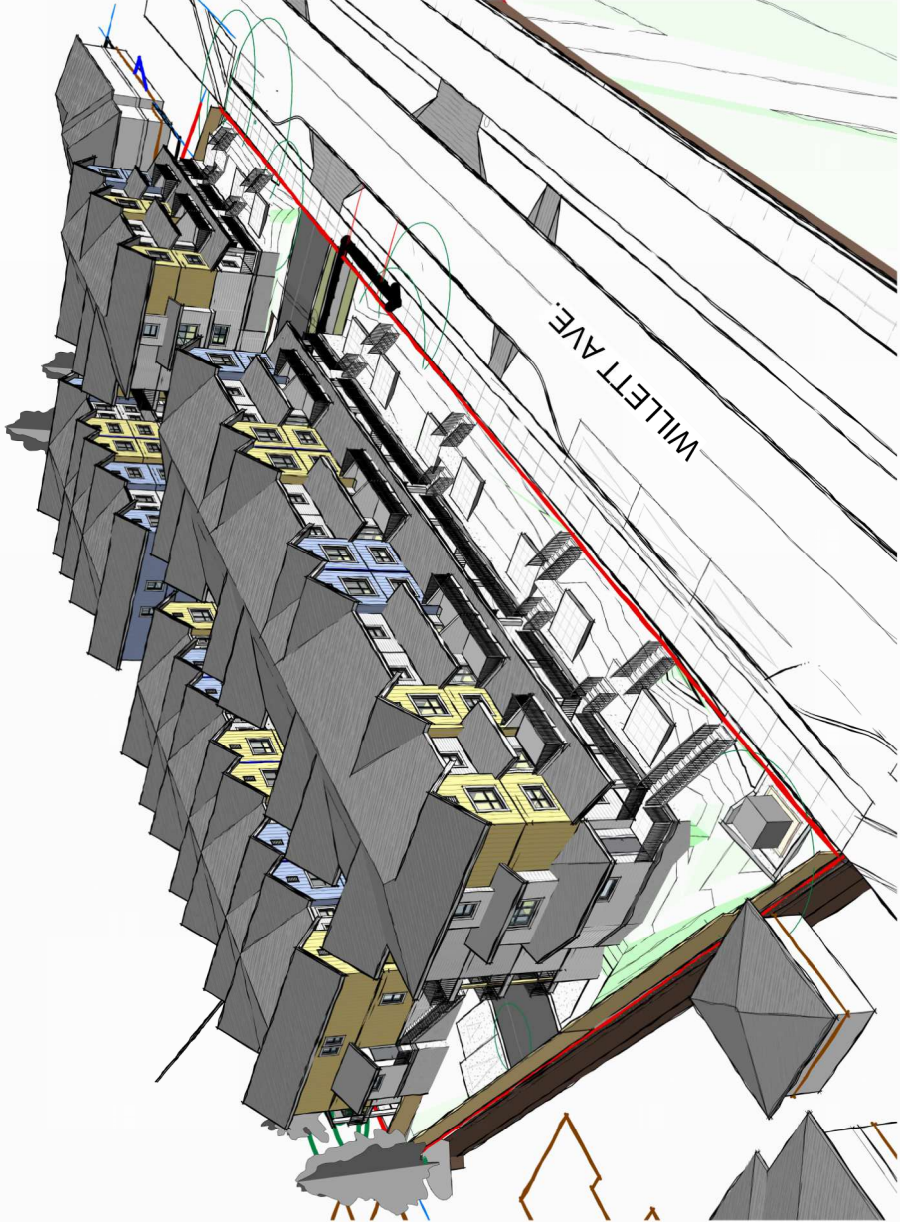
**PROPOSED 33-UNIT
TOWNHOUSE DEVELOPMENT**

23160, 23180, 23200 & 23220
WILLETT AVENUE, RICHMOND BC

RZ 23-035646



KEY PLAN



VIEW 1: 23100 WILLETT AVE.



VIEW 2: 23171 & 23177 WILLETT AVE.



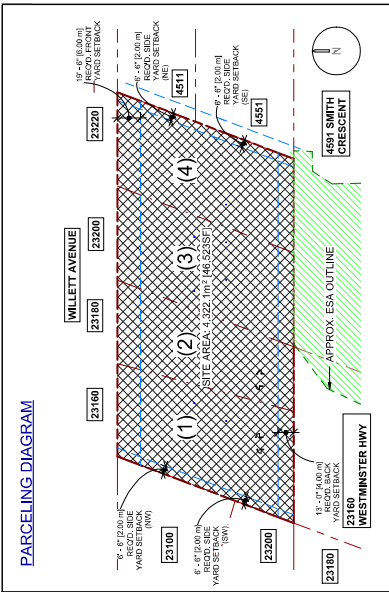
VIEW 3: 4511 SMITH CRESCENT



VIEW 4: HAMILTON VLA PARK

REVISIONS:	
JUL 24, 2024	R24 RE SUBMISSION
FEB 01, 2024	R23 RE SUBMISSION
DEC 02, 2024	R22 RE SUBMISSION
APR 23, 2024	COORDINATION
DEC 20, 2023	REZONING APPLICATION
CONSULTANTS:	
INTERFAC: 33-UNIT DEVELOPMENT 23160, 23200 23180, 23220 RICHMOND B.C. PROJECT NO.: 2316WILL SCALE: As indicated DATE: JAN 13, 2024 DESIGNED BY: XY & AL CHECKED BY: KC SHEET TITLE: COVER SHEET DRAWING SHEET: A100	

INTERFACE: Suite 250 10000 Highway 104, Road 104 Richmond BC Canada V6X 3Z5 T 604 821 1162 F 604 821 1163 www.interfacebc.com	PROJECT : PROPOSED 35-UNIT HOUSING DEVELOPMENT	23/01/2020 23/02/2020 23/03/2020 23/04/2020 23/05/2020 23/06/2020 23/07/2020 23/08/2020 23/09/2020 23/10/2020 23/11/2020 23/12/2020 23/01/2021 23/02/2021 23/03/2021 23/04/2021 23/05/2021 23/06/2021 23/07/2021 23/08/2021 23/09/2021 23/10/2021 23/11/2021 23/12/2021 23/01/2022 23/02/2022 23/03/2022 23/04/2022 23/05/2022 23/06/2022 23/07/2022 23/08/2022 23/09/2022 23/10/2022 23/11/2022 23/12/2022 23/01/2023 23/02/2023 23/03/2023 23/04/2023 23/05/2023 23/06/2023 23/07/2023 23/08/2023 23/09/2023 23/10/2023 23/11/2023 23/12/2023 23/01/2024 23/02/2024 23/03/2024 23/04/2024 23/05/2024 23/06/2024 23/07/2024 23/08/2024 23/09/2024 23/10/2024 23/11/2024 23/12/2024 23/01/2025 23/02/2025 23/03/2025 23/04/2025 23/05/2025 23/06/2025 23/07/2025 23/08/2025 23/09/2025 23/10/2025 23/11/2025 23/12/2025 23/01/2026 23/02/2026 23/03/2026 23/04/2026 23/05/2026 23/06/2026 23/07/2026 23/08/2026 23/09/2026 23/10/2026 23/11/2026 23/12/2026 23/01/2027 23/02/2027 23/03/2027 23/04/2027 23/05/2027 23/06/2027 23/07/2027 23/08/2027 23/09/2027 23/10/2027 23/11/2027 23/12/2027 23/01/2028 23/02/2028 23/03/2028 23/04/2028 23/05/2028 23/06/2028 23/07/2028 23/08/2028 23/09/2028 23/10/2028 23/11/2028 23/12/2028 23/01/2029 23/02/2029 23/03/2029 23/04/2029 23/05/2029 23/06/2029 23/07/2029 23/08/2029 23/09/2029 23/10/2029 23/11/2029 23/12/2029 23/01/2030 23/02/2030 23/03/2030 23/04/2030 23/05/2030 23/06/2030 23/07/2030 23/08/2030 23/09/2030 23/10/2030 23/11/2030 23/12/2030 23/01/2031 23/02/2031 23/03/2031 23/04/2031 23/05/2031 23/06/2031 23/07/2031 23/08/2031 23/09/2031 23/10/2031 23/11/2031 23/12/2031 23/01/2032 23/02/2032 23/03/2032 23/04/2032 23/05/2032 23/06/2032 23/07/2032 23/08/2032 23/09/2032 23/10/2032 23/11/2032 23/12/2032 23/01/2033 23/02/2033 23/03/2033 23/04/2033 23/05/2033 23/06/2033 23/07/2033 23/08/2033 23/09/2033 23/10/2033 23/11/2033 23/12/2033 23/01/2034 23/02/2034 23/03/2034 23/04/2034 23/05/2034 23/06/2034 23/07/2034 23/08/2034 23/09/2034 23/10/2034 23/11/2034 23/12/2034 23/01/2035 23/02/2035 23/03/2035 23/04/2035 23/05/2035 23/06/2035 23/07/2035 23/08/2035 23/09/2035 23/10/2035 23/11/2035 23/12/2035 23/01/2036 23/02/2036 23/03/2036 23/04/2036 23/05/2036 23/06/2036 23/07/2036 23/08/2036 23/09/2036 23/10/2036 23/11/2036 23/12/2036 23/01/2037 23/02/2037 23/03/2037 23/04/2037 23/05/2037 23/06/2037 23/07/2037 23/08/2037 23/09/2037 23/10/2037 23/11/2037 23/12/2037 23/01/2038 23/02/2038 23/03/2038 23/04/2038 23/05/2038 23/06/2038 23/07/2038 23/08/2038 23/09/2038 23/10/2038 23/11/2038 23/12/2038 23/01/2039 23/02/2039 23/03/2039 23/04/2039 23/05/2039 23/06/2039 23/07/2039 23/08/2039 23/09/2039 23/10/2039 23/11/2039 23/12/2039 23/01/2040 23/02/2040 23/03/2040 23/04/2040 23/05/2040 23/06/2040 23/07/2040 23/08/2040 23/09/2040 23/10/2040 23/11/2040 23/12/2040 23/01/2041 23/02/2041 23/03/2041 23/04/2041 23/05/2041 23/06/2041 23/07/2041 23/08/2041 23/09/2041 23/10/2041 23/11/2041 23/12/2041 23/01/2042 23/02/2042 23/03/2042 23/04/2042 23/05/2042 23/06/2042 23/07/2042 23/08/2042 23/09/2042 23/10/2042 23/11/2042 23/12/2042 23/01/2043 23/02/2043 23/03/2043 23/04/2043 23/05/2043 23/06/2043 23/07/2043 23/08/2043 23/09/2043 23/10/2043 23/11/2043 23/12/2043 23/01/2044 23/02/2044 23/03/2044 23/04/2044 23/05/2044 23/06/2044 23/07/2044 23/08/2044 23/09/2044 23/10/2044 23/11/2044 23/12/2044 23/01/2045 23/02/2045 23/03/2045 23/04/2045 23/05/2045 23/06/2045 23/07/2045 23/08/2045 23/09/2045 23/10/2045 23/11/2045 23/12/2045 23/01/2046 23/02/2046 23/03/2046 23/04/2046 23/05/2046 23/06/2046 23/07/2046 23/08/2046 23/09/2046 23/10/2046 23/11/2046 23/12/2046 23/01/2047 23/02/2047 23/03/2047 23/04/2047 23/05/2047 23/06/2047 23/07/2047 23/08/2047 23/09/2047 23/10/2047 23/11/2047 23/12/2047 23/01/2048 23/02/2048 23/03/2048 23/04/2048 23/05/2048 23/06/2048 23/07/2048 23/08/2048 23/09/2048 23/10/2048 23/11/2048 23/12/2048 23/01/2049 23/02/2049 23/03/2049 23/04/2049 23/05/2049 23/06/2049 23/07/2049 23/08/2049 23/09/2049 23/10/2049 23/11/2049 23/12/2049 23/01/2050 23/02/2050 23/03/2050 23/04/2050 23/05/2050 23/06/2050 23/07/2050 23/08/2050 23/09/2050 23/10/2050 23/11/2050 23/12/2050 23/01/2051 23/02/2051 23/03/2051 23/04/2051 23/05/2051 23/06/2051 23/07/2051 23/08/2051 23/09/2051 23/10/2051 23/11/2051 23/12/2051 23/01/2052 23/02/2052 23/03/2052 23/04/2052 23/05/2052 23/06/2052 23/07/2052 23/08/2052 23/09/2052 23/10/2052 23/11/2052 23/12/2052 23/01/2053 23/02/2053 23/03/2053 23/04/2053 23/05/2053 23/06/2053 23/07/2053 23/08/2053 23/09/2053 23/10/2053 23/11/2053 23/12/2053 23/01/2054 23/02/2054 23/03/2054 23/04/2054 23/05/2054 23/06/2054 23/07/2054 23/08/2054 23/09/2054 23/10/2054 23/11/2054 23/12/2054 23/01/2055 23/02/2055 23/03/2055 23/04/2055 23/05/2055 23/06/2055 23/07/2055 23/08/2055 23/09/2055 23/10/2055 23/11/2055 23/12/2055 23/01/2056 23/02/2056 23/03/2056 23/04/2056 23/05/2056 23/06/2056 23/07/2056 23/08/2056 23/09/2056 23/10/2056 23/11/2056 23/12/2056 23/01/2057 23/02/2057 23/03/2057 23/04/2057 23/05/2057 23/06/2057 23/07/2057 23/08/2057 23/09/2057 23/10/2057 23/11/2057 23/12/2057 23/01/2058 23/02/2058 23/03/2058 23/04/2058 23/05/2058 23/06/2058 23/07/2058 23/08/2058 23/09/2058 23/10/2058 23/11/2058 23/12/2058 23/01/2059 23/02/2059 23/03/2059 23/04/2059 23/05/2059 23/06/2059 23/07/2059 23/08/2059 23/09/2059 23/10/2059 23/11/2059 23/12/2059 23/01/2060 23/02/2060 23/03/2060 23/04/2060 23/05/2060 23/06/2060 23/07/2060 23/08/2060 23/09/2060 23/10/2060 23/11/2060 23/12/2060 23/01/2061 23/02/2061 23/03/2061 23/04/2061 23/05/2061 23/06/2061 23/07/2061 23/08/2061 23/09/2061 23/10/2061 23/11/2061 23/12/2061 23/01/2062 23/02/2062 23/03/2062 23/04/2062 23/05/2062 23/06/2062 23/07/2062 23/08/2062 23/09/2062 23/10/2062 23/11/2062 23/12/2062 23/01/2063 23/02/2063 23/03/2063 23/04/2063 23/05/2063 23/06/2063 23/07/2063 23/08/2063 23/09/2063 23/10/2063 23/11/2063 23/12/2063 23/01/2064 23/02/2064 23/03/2064 23/04/2064 23/05/2064 23/06/2064 23/07/2064 23/08/2064 23/09/2064 23/10/2064 23/11/2064 23/12/2064 23/01/2065 23/02/2065 23/03/2065 23/04/2065 23/05/2065 23/06/2065 23/07/2065 23/08/2065 23/09/2065 23/10/2065 23/11/2065 23/12/2065 23/01/2066 23/02/2066 23/03/2066 23/04/2066 23/05/2066 23/06/2066 23/07/2066 23/08/2066 23/09/2066 23/10/2066 23/11/2066 23/12/2066 23/01/2067 23/02/2067 23/03/2067 23/04/2067 23/05/2067 23/06/2067 23/07/2067 23/08/2067 23/09/2067 23/10/2067 23/11/2067 23/12/2067 23/01/2068 23/02/2068 23/03/2068 23/04/2068 23/05/2068 23/06/2068 23/07/2068 23/08/2068 23/09/2068 23/10/2068 23/11/2068 23/12/2068 23/01/2069 23/02/2069 23/03/2069 23/04/2069 23/05/2069 23/06/2069 23/07/2069 23/08/2069 23/09/2069 23/10/2069 23/11/2069 23/12/2069 23/01/2070 23/02/2070 23/03/2070 23/04/2070 23/05/2070 23/06/2070 23/07/2070 23/08/2070 23/09/2070 23/10/2070 23/11/2070 23/12/2070 23/01/2071 23/02/2071 23/03/2071 23/04/2071 23/05/2071 23/06/2071 23/07/2071 23/08/2071 23/09/2071 23/10/2071 23/11/2071 23/12/2071 23/01/2072 23/02/2072 23/03/2072 23/04/2072 23/05/2072 23/06/2072 23/07/2072 23/08/2072 23/09/2072 23/10/2072 23/11/2072 23/12/2072 23/01/2073 23/02/2073 23/03/2073 23/04/2073 23/05/2073 23/06/2073 23/07/2073 23/08/2073 23/09/2073 23/10/2073 23/11/2073 23/12/2073 23/01/2074 23/02/2074 23/03/2074 23/04/2074 23/05/2074 23/06/2074 23/07/2074 23/08/2074 23/09/2074 23/10/2074 23/11/2074 23/12/2074 23/01/2075 23/02/2075 23/03/2075 23/04/2075 23/05/2075 23/06/2075 23/07/2075 23/08/2075 23/09/2075 23/10/2075 23/11/2075 23/12/2075 23/01/2076 23/02/2076 23/03/2076 23/04/2076 23/05/2076 23/06/2076 23/07/2076 23/08/2076 23/09/2076 23/10/2076 23/11/2076 23/12/2076 23/01/2077 23/02/2077 23/03/2077 23/04/2077 23/05/2077 23/06/2077 23/07/2077 23/08/2077 23/09/2077 23/10/2077 23/11/2077 23/12/2077 23/01/2078 23/02/2078 23/03/2078 23/04/2078 23/05/2078 23/06/2078 23/07/2078 23/08/2078 23/09/2078 23/10/2078 23/11/2078 23/12/2078 23/01/2079 23/02/2079 23/03/2079 23/04/2079 23/05/2079 23/06/2079 23/07/2079 23/08/2079 23/09/2079 23/10/2079 23/11/2079 23/12/2079 23/01/2080 23/02/2080 23/03/2080 23/04/2080 23/05/2080 23/06/2080 23/07/2080 23/08/2080 23/09/2080 23/10/2080 23/11/2080 23/12/2080 23/01/2081 23/02/2081 23/03/2081 23/04/2081 23/05/2081 23/06/2081 23/07/2081 23/08/2081 23/09/2081 23/10/2081 23/11/2081 23/12/2081 23/01/2082 23/02/2082 23/03/2082 23/04/2082 23/05/2082 23/06/2082 23/07/2082 23/08/2082 23/09/2082 23/10/2082 23/11/2082 23/12/2082 23/01/2083 23/02/2083 23/03/2083 23/04/2083 23/05/2083 23/06/2083 23/07/2083 23/08/2083 23/09/2083 23/10/2083 23/11/2083 23/12/2083 23/01/2084 23/02/2084 23/03/2084 23/04/2084 23/05/2084 23/06/2084 23/07/2084 23/08/2084 23/09/2084 23/10/2084 23/11/2084 23/12/2084 23/01/2085 23/02/2085 23/03/2085 23/04/2085 23/05/2085 23/06/2085 23/07/2085 23/08/2085 23/09/2085 23/10/2085 23/11/2085 23/12/2085 23/01/2086 23/02/2086 23/03/2086 23/04/2086 23/05/2086 23/06/2086 23/07/2086 23/08/2086 23/09/2086 23/10/2086 23/11/2086 23/12/2086 23/01/2087 23/02/2087 23/03/2087 23/04/2087 23/05/2087 23/06/2087 23/07/2087 23/08/2087 23/09/2087 23/10/2087 23/11/2087 23/12/2087 23/01/2088 23/02/2088 23/03/2088 23/04/2088 23/05/2088 23/06/2088 23/07/2088 23/08/2088 23/09/2088 23/10/2088 23/11/2088 23/12/2088 23/01/2089 23/02/2089 23/03/2089 23/04/2089 23/05/2089 23/06/2089 23/07/2089 23/08/2089 23/09/2089 23/10/2089 23/11/2089 23/12/2089 23/01/2090 23/02/2090 23/03/2090 23/04/2090 23/05/2090 23/06/2090 23/07/2090 23/08/2090 23/09/2090 23/10/2090 23/11/2090 23/12/2090 23/01/2091 23/02/2091 23/03/2091 23/04/2091 23/05/2091 23/06/2091 23/07/2091 23/08/2091 23/09/2091 23/10/2091 23/11/2091 23/12/2091 23/01/2092 23/02/2092 23/03/2092 23/04/2092 23/05/2092 23/06/2092 23/07/2092 23/08/2092 23/09/2092 23/10/2092 23/11/2092 23/12/2092 23/01/2093 23/02/2093 23/03/2093 23/04/2093 23/05/2093 23/06/2093 23/07/2093 23/08/2093 23/09/2093 23/10/2093 23/11/2093 23/12/2093 23/01/2094 23/02/2094 23/03/2094 23/04/2094 23/05/2094 23/06/2094 23/07/2094 23/08/2094 23/09/2094 23/10/2094 23/11/2094 23/12/2094 23/01/2095 23/02/2095 23/03/2095 23/04/2095 23/05/2095 23/06/2095 23/07/2095 23/08/2095 23/09/2095 23/10/2095 23/11/2095 23/12/2095 23/01/2096 23/02/2096 23/03/2096 23/04/2096 23/05/2096 23/06/2096 23/07/2096 23/08/2096 23/09/2096 23/10/2096 23/11/2096 23/12/2096 23/01/2097 23/02/2097 23/03/2097 23/04/2097 23/05/2097 23/06/2097 23/07/2097 23/08/2097 23/09/2097 23/10/2097 23/11/2097 23/12/2097 23/01/2098 23/02/2098 23/03/2098 23/04/2098 23/05/2098 23/06/2098 23/07/2098 23/08/2098 23/09/2098 23/10/2098 23/11/2098 23/12/2098 23/01/2099 23/02/2099 23/03/2099 23/04/2099 23/05/2099 23/06/2099 23/07/2099 23/08/2099 23/09/2099 23/10/2099 23/11/2099 23/12/2099 23/01/2100 23/02/2100 23/03/2100 23/04/2100 23/05/2100 23/06/2100 23/07/2100 23/08/2100 23/09/2100 23/10/2100 23/11/2100 23/12/2100 23/01/2101 23/02/2101 23/03/2101 23/04/2101 23/05/2101 23/06/2101 23/07/2101 23/08/2101 23/09/2101 23/10/2101 23/11/2101 23/12/2101 23/01/2102 23/02/2102 23/03/2102 23/04/2102 23/05/2102 23/06/2102 23/07/2102 23/08/2102 23/09/2102 23/10/2102 23/11/2102 23/12/2102 23/01/2103 23/02/2103 23/03/2103 23/04/2103 23/05/2103 23/06/2103 23/07/2103 23/08/2103 23/09/2103 23/10/2103 23/11/2103 23/12/2103 23/01/2104 23/02/2104 23/03/2104 23/04/2104 23/05/2104 23/06/2104 23/07/2104 23/08/2104 23/09/2104 23/10/2104 23/11/2104 23/12/2104 23/01/2
--	---	---

[illegible][illegible]

FAR AREA SUMMARY BY BUILDING

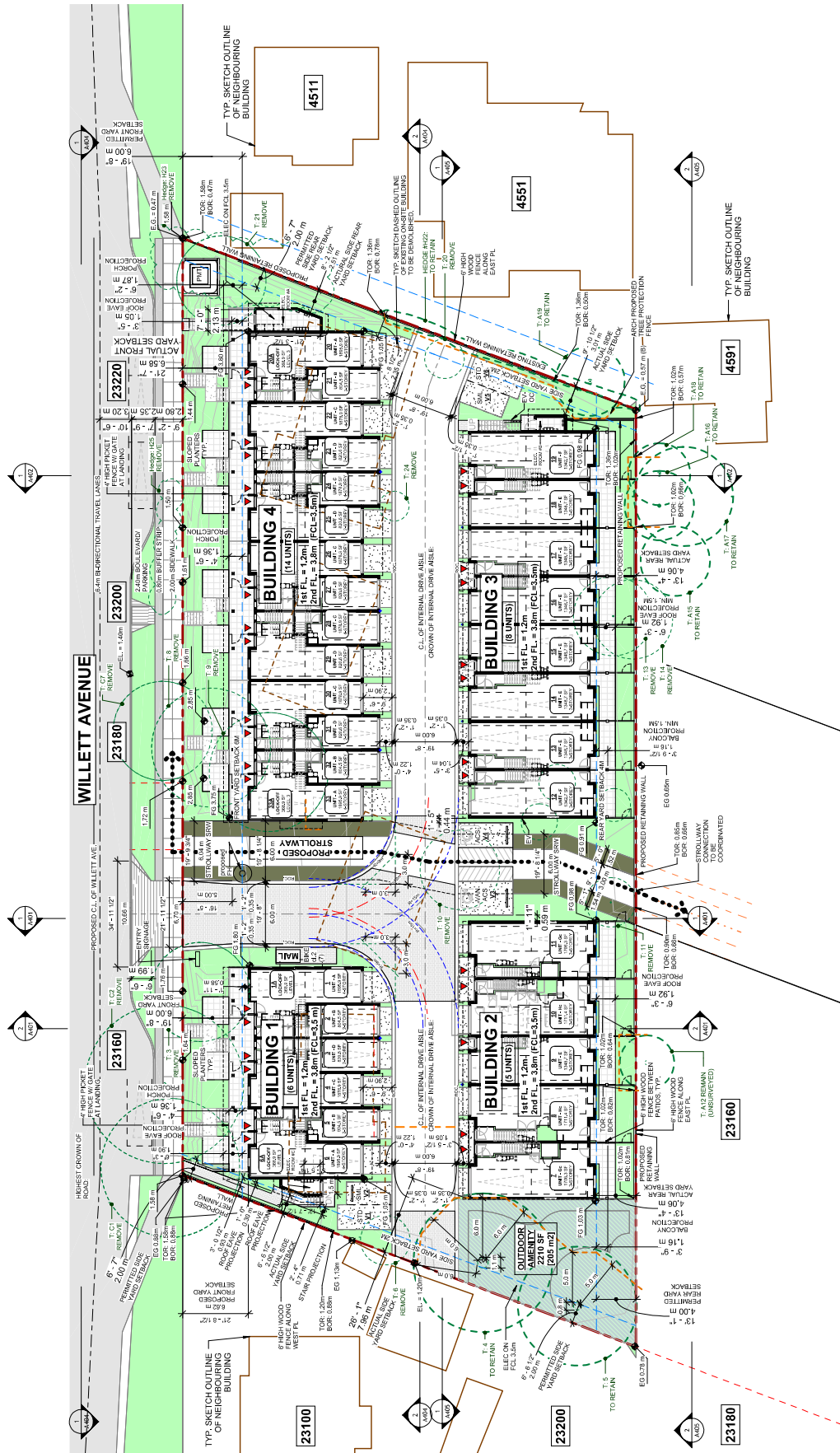
GROSS AREA		ENTR Y STAIR EXEMPT		GARAGE EXEMPT		FAR AREA	
UNIT	AREA	AREA	AREA	AREA	AREA	AREA	AREA (sq.)
BLOC 1	11,627.55 SF	350.86 SF	2,930.39 SF	322.46 SF		8,146.18 SF	126.00 m ²
BLOC 2	11,627.55 SF	350.86 SF	2,930.39 SF	322.46 SF		8,146.18 SF	126.00 m ²
BLOC 3	16,933.95 SF	861.35 SF	4,826.81 SF	438.41 SF		10,774.99 SF	178.00 m ²
BLOC 4	15,997.93 SF	777.73 SF	5,560.40 SF	750.45 SF		10,625.80 SF	156.00 m ²
Total Area: 63,141.93 SF		2,422.84 SF	10,047.71 SF	1,541.48 SF		50,141.70 SF	(GROSS FAR)

FAR AREA SUMMARY BY UNIT

GROSS AREA		EXEMPT		FAR (INTERIOR)			
UNIT	Building_Absolut	Area (SF)	Area (SF)	Area (SF)	Area (sq.)		
UNIT A	2	2,266.03 SF	13,100.17 SF	108.95 SF	1,766.00 m ²		
UNIT B	2	1,285.76 SF	481.32 SF	804.55 SF	767.70 m ²		
UNIT C	8	1,266.56 SF	1,266.56 SF	1,266.56 SF	1,174.00 m ²		
UNIT D	2	2,233.81 SF	895.15 SF	1,348.67 SF	1,252.00 m ²		
UNIT E	7	2,230.50 SF	2,230.50 SF	1,546.72 SF	1,424.70 m ²		
UNIT F	2	2,230.50 SF	2,230.50 SF	1,546.72 SF	1,424.70 m ²		
UNIT H4	2	2,266.03 SF	849.67 SF	1,711.44 SF	1,590.00 m ²		

[illegible]

PARKING STALL TYPES LEGEND	STANDARD	SMALL	HORIZONTAL BIKE	VERTICAL BIKE
ACCESSIBLE STALL	18'0" - 1/2" 1'6" 9'6" 3'6" 1'6"	18'0" - 1/2" 1'6" 7'6" 3'6" 1'6"	18'0" - 1/2" 1'6" 6'0" 1'6"	18'0" - 1/2" 1'6" 6'0" 1'6"
CONCURRED INTER-STOP TYP.	18'0" - 1/2" 1'6" 6'0" 1'6"			



PROJECT : **PROPOSED 33-UNIT
TOWNHOUSE
DEVELOPMENT**

23160, 23000, 23160, 23000, VULTEX, RICHMOND B.C.	PROJECT NO.:	2316WELL	SCALE:	1/16" = 1'-0"	DATE:	APR 23, 2024	DRAWN BY:	XY	CHECK BY:	KC	SHEET TITLE:	SITE PLAN	DRAWING SHEET
--	--------------	----------	--------	---------------	-------	--------------	-----------	----	-----------	----	--------------	-----------	---------------

A111

① SITE PLAN
1/16" = 1'-0"







MARCH 9AM

JUNE 12PM

JUL 24, 2026 RZ1 RE-SUBMISSION
FEB 20, 2026 RZ2 RE-SUBMISSION
OCT 07, 2024 RZ2 RE-SUBMISSION
APR 23, 2024 COORDINATION
DEC 20, 2023 REZONING APPLICATION
CONSULTANTS:

CONSULTANTS :-

[illegible]

SEAL:

INTERFACE:
Suite 230
11590 Cambie Road
Richmond BC
Canada V6X 3Z5
T 604 821 1162
F 604 821 1146
www.interfacearchitecture.com

PROJECT : PROPOSED 33-UNIT TOWNHOUSE DEVELOPMENT

39100 39500

23160, 23200,
23180, 23220.

WILLETT AVE.
RICHMOND B.

PROJECT NO.:

2316VILL

SCALE:

[illegible]

DATE: APR 22 2024

DRAWN BY :
APPROVED BY :

Author

CHECK BY :

Checker

SHEET TITLE:

SHADOW:

10

10

10

DRAWING SHEET

© 2000 Blackwell Science Ltd *Journal of Internal Medicine* 247: 105–111

1

Δ70

111

100

A701

PLN - 47

SEPTEMBER 9AM

SEPTEMBER 3PM

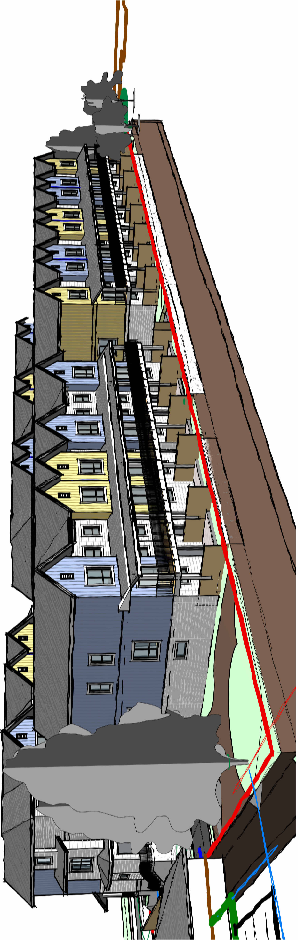
PROJECT :	PROPOSED 33-UNIT TOWNHOUSE DEVELOPMENT
	23168, 23000, 23002, 23004, 23006, 23008, 23010, VALLETT AVE., RICHMOND B.C.
	PROJECT NO. : 2319HLL
	SCALE :
	DATE : APR 23, 2024
	DRAWN BY : Author
	CHECK BY : Checker
	SHEET TITLE : SHADOW STUDY
	DRAWING SHEET :

DRAINING SHEET :

REVISIONS :
JUL 24, 2024 R24 RESUBMISSION
FEB 20, 2024 R23 RESUBMISSION
DEC 02, 2024 R22 RESUBMISSION
APR 23, 2024 CONSENTATION
DEC 26, 2023 REZONING APPLICATION
CONSULTANTS
INTERFACÉ INC. 1500 GERRARD STREET EAST, SUITE 220, RICHMOND HILL, ONTARIO L4B 1N2, CANADA (905) 881-1182, WWW.INTERFACEDesign.com WE CERTIFY THAT THE INFORMATION CONTAINED HEREIN IS TRUE AND CORRECT TO THE BEST OF OUR KNOWLEDGE AND BELIEF. WE AGREE TO BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. WE AGREE TO BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. WE AGREE TO BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. WE AGREE TO BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. WE AGREE TO BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. WE AGREE TO BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. WE AGREE TO BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. WE AGREE TO BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. WE AGREE TO BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.
SEAL:

INTERFACE: Suite 220 1500 Gerrard Street East Richmond Hill, Ontario Canada V6X 3Z5 T 905 881 1182 F 905 881 1183 www.interfaceinc.com	PROJECT: PROPOSED 35-UNIT TOWNHOUSE DEVELOPMENT 23160, 23200, 23160, 23200, RICHMOND B.C. PROJECT NO.: 23160/23200 SCALE: 23160/23200 DATE: FEB 20, 2024 DRAWN BY: XY CHECK BY: KC SHEET TITLE: 3D SKETCHES
---	---

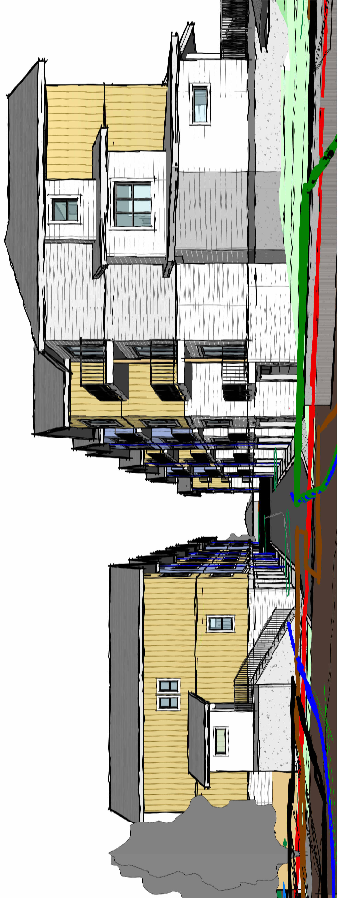
DRAWING SHEET :
A601



SW CORNER LOOKING NE



NW CORNER ON WILLET AVE. LOOKING SE



EAST OF INTERNAL DRIVE AISLE LOOKING WEST



WILLET AVE. OVER LOOKING SITE ENTRY & STROLLWAY



DO NOT SCALE THE DRAWINGS. COPYRIGHT RESERVED. IF A DISCREPANCY OCCURS BETWEEN THE DRAWINGS AND THE SPECIFICATIONS OR ANY OTHER DOCUMENT ASSOCIATED WITH THE PROJECT, THE CONTRACT SHALL BE REPORTED IN WRITING TO THE LANDSCAPE ARCHITECT TO OBTAIN CLARIFICATION AND APPROVAL BEFORE PROCEEDING WITH WORKS.

Revisions		
NO.	Date	Note
1	2024-12-02	ISSUED FOR REZONING
2	2025-02-18	ISSUED FOR REZONING
3	2026-07-23	ISSUED FOR REZONING

**PROPOSED
33-UNIT
TOWNHOUSE
DEVELOPMENT**

PROJECT ADDRESS:
23160, 23200, 23180, 23220 WILLETT AVE.
RICHMOND, B.C.

PROJECT NUMBER: 24-19

SCALE: 1:200

DRAWN BY: EL

REVIEWED BY: EL

Landscape Site Plan

L1.1



SYMBOL	MATERIALS	DETAILS
--------	-----------	---------

SYMBOL	MATERIALS	DETAILS
	STAMPED ASPHALT, PER CIVIL	
	CONCRETE SLAB PAVING	
	CIP CONCRETE PAVING	
	ASPHALT PAVING, PER CIVIL	
	PERMEABLE PAVER	
	LAWN	
	PLANTING BED	
	SLOPED PLANTING BED	
	GRAVEL	
	WOOD CHIPS FOR PLAY GROUND	
	BIKE RACKS	
	BOULDER	
	PRIVACY FENCE	
	HANDRAIL	

1. DO NOT SCALE DRAWINGS.
2. ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DOCUMENTS.
3. CONTRACTOR SHALL PROVIDE ALL MATERIALS, VERIFIABLE LISTINGS, AND PERFORMANCE TESTS TO THE CITY OF RICHMOND INSURANCES TO OBTAIN ADEQUATE INSURANCE COVERAGE. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND ADEQUATE TEAM PRIOR TO PROCEEDING.
4. CONTRACTOR IS TO PROTECT ALL EXISTING HARD, SURFACES, STRUCTURES, WALLS AND TREES FOR DURATION OF CONSTRUCTION.
5. THE LOCATION OF ALL PROPOSED HARDSCAPE AND SITE FURNISHINGS ARE TO BE FLAGGED OUT ON SITE BY THE CONTRACTOR AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
6. ALL SITE WORKS TO CONFORM TO CITY OF RICHMOND STANDARDS.
7. LANDSCAPE ALL OFF-SITE WORKS, INCLUDING FURNISHINGS, PATHWAYS, TREES, PLANTING, ETC., TO BE COMPLETED WITH CITY OF COQUITLAM PRIOR TO COMMENCEMENT OF CONSTRUCTION.

KEY	DESCRIPTION
+3.15	PROPOSED SPOT ELEVATIONS
+TW 2.20	PROPOSED TOP OF WALL ELEVATION
+BW 1.50	PROPOSED BOTTOM OF WALL ELEVATION
+TS 3.75	PROPOSED TOP OF STAR ELEVATION
+BS 1.61	PROPOSED BOTTOM OF STAR ELEVATION
2.5%	SLOPE PERCENTAGE
1 005	PROPOSED ELEVATIONS PER CIVIL
2.0%	SLOPE PERCENTAGE PER CIVIL
0.95	EXISTING ELEVATIONS PER SURVEY

1. ALL GRADING INFORMATION IS PRELIMINARY ONLY.
2. REFER TO ARCHITECTURAL DRAWINGS FOR BUILDING ELEVATIONS.
3. ALL EXISTING SURVEY INFORMATION APPROXIMATE. VERIFY ALL EXISTING GRADES WITH SITE CONDITIONS. REPORT DISCREPANCIES TO CONSULTANT TEAM PRIOR TO PROCEEDING.
4. THE CONTRACTOR SHALL IDENTIFY AND PROTECT ALL EXISTING UTILITY LOCATIONS AND UTILITIES SHALL BE CLARIFIED WITH THE CONSULTANT TEAM PRIOR TO PROCEEDING.
5. UNLESS OTHERWISE NOTED, PROVIDE A MINIMUM 2% SLOPE ON ALL HARD AND SOFT LANDSCAPE AREAS TO ENSURE POSITIVE DRAINAGE TO EXISTING DRAINAGE FEATURES. SOFT LANDSCAPE AREAS TO HAVE A MINIMUM 1% SLOPE.



RZ 23-035646

Attachment 3

Address: 23160, 23180, 23200, 23220 Willett Ave

Applicant: Kei Canada Willett Development Ltd.

Planning Area(s): Hamilton Area Plan

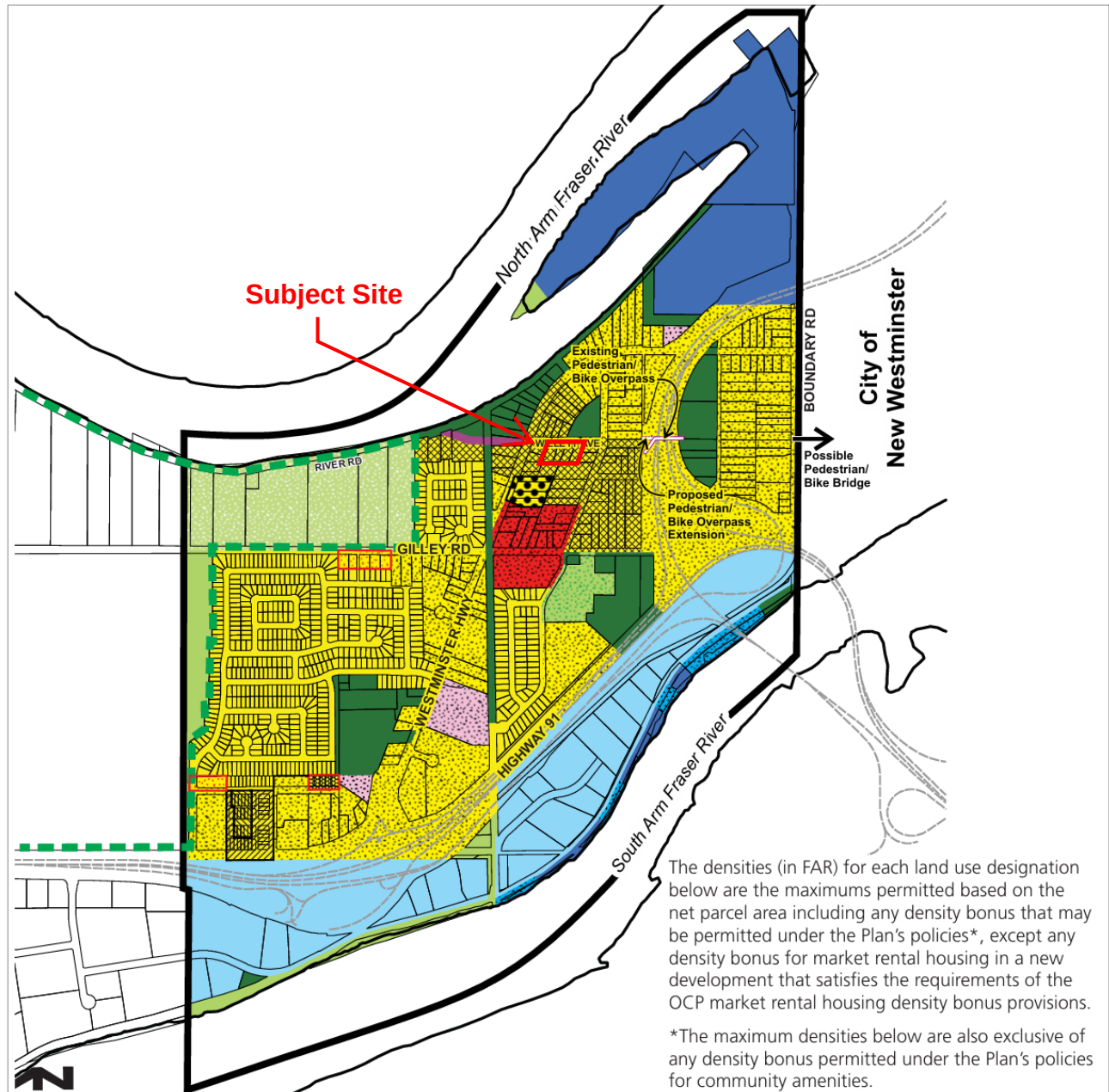
	Existing	Proposed
Owner:	Kei Canada Willett Development Ltd.	No Change
Site Size (m²):	4,322 m ² (46,522 ft ²)	No Change
Land Uses:	One-Unit Housing	Townhouses
OCP Designation:	Neighbourhood Residential - Tier 2	No Change
Area Plan Designation:	Neighbourhood Residential (Stacked Townhouse 1.00 FAR)	No Change
Zoning:	Small-Scale Multi-Unit Housing (RSM/XL)	Town Housing (ZT108) – Willett Avenue (Hamilton)
Number of Units:	4	33

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.0	0.99	none permitted
Buildable Floor Area (m ²):*	Max. 4,322 m ² (~46,522 ft ²)	4,273 m ² (~45,989 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-Porous Surfaces: Max. 70%	Building: Max. 45% Non-porous Surfaces: 70%	none
Lot Size:	4,000 m ²	4,322.1 m ²	none
Lot Dimensions (m):	Width: 40 m (~131 ft)	Width: 94.5 m (~310 ft)	none
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 3.0 m Side: Min. 2.0 m	Front: 6.6 m Rear: 4.5 m Side: Min. 2.0 m	none
Height (m):	13.0 m (4 storeys)	13.0 m (4 storeys)	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	56 (R) and 7 (V)	56 (R) and 6 (V) with TDMs	none
Tandem Parking Spaces:	Permitted – Max. 85% of required resident spaces	82% (46 spaces)	none
Amenity Space – Indoor:	70 m ² or Cash in-lieu	Cash in-lieu	none
Amenity Space – Outdoor:	198 m ² (~2,131 ft ²)	205 m ² (~2,210 ft ²)	none

Other: _____

Land Use Map

Bylaw 10452
2024/06/10



- | | |
|--|---|
| Area Plan Boundary | Neighbourhood Residential (Single Family or Duplex 0.75 FAR) |
| ALR Boundary | Neighbourhood Residential (Townhouse 0.55 FAR) |
| Agriculture | Neighbourhood Residential (Townhouse 0.75 FAR) |
| Community Institutional | Neighbourhood Residential (Stacked Townhouse 1.00 FAR) |
| Conservation Area | Neighbourhood Village Centre (Residential 4 Storey 1.50 FAR) |
| Industrial | Neighbourhood Village Centre (Retail and Office with Residential above 4 Storey 1.50 FAR) |
| Marine Residential/Industrial | Park and Major Trail/Greenway Corridors |
| Mixed Employment | Proposed Streets |
| Neighbourhood Residential (Single Family 0.55 FAR) | School |
| Neighbourhood Residential (Single Family 0.60 FAR) | |
| Neighbourhood Residential (Single Family with Coach Houses 0.60 FAR) | |

PLN - 52

Original Adoption: June 19, 1995 / Plan Adoption: February 25, 2014



Address: 23160, 23180, 23200, 23220 Willett Ave

File No.: RZ 23-035646

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10796, the developer is required to complete the following:

1. **(Adoption of Bylaw 10795)** Council adoption of Zoning Bylaw 8500 Amendment Bylaw 10795.
2. **(Development Permit)** The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
3. **(MOTT Approval)** Provincial Ministry of Transportation & Transit Approval.
4. **(Lot Consolidation)** Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
5. **(SRW – Stroll way)** Granting of an approximately 6.0 m wide statutory right-of-way (SRW) bisecting the subject site for pedestrian stroll way connectivity purposes. The SRW is to include a pedestrian pathway, landscaping, and lighting, with the developer and owner being responsible for liability, construction, and maintenance. The design is to be include in the Servicing Agreement (SA) in accordance with City specification and standards. The design must be prepared in accordance with good engineering practice with the objective to optimize public safety and after completion of the works, the Owner is required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design.
6. **(City Tree Compensation)** City acceptance of the developer's voluntary contribution of \$4,608.00 to the City's Tree Compensation Fund for the removal of three trees and one hedge on City property (tag # C1, C2, C7, and H25).
7. **(Tree Survival Security)** Submission of a Tree Survival Security to the City in the amount of \$30,000.00 for the two trees (tag# 4&5) to be retained. To accompany the security, execution of a legal agreement that sets the terms for the use and release of the security is also required.
8. **(Arborists Contract)** Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
9. **(Tree Protection Fencing)** 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.
10. **(Flood Covenant)** Registration of a flood plain covenant on title identifying a minimum habitable elevation of 3.5 m GSC and prohibiting the conversion of any garage or ground floor area to habitable space.
11. **(Secondary Suites)** Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until four secondary suites are constructed on the subject site, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
12. **(No Stratification - Secondary Suites)** Registration of a legal agreement on Title to ensure that the secondary suites cannot be stratified.
13. **(No Rental and Age Restrictions)** Registration of a restrictive covenant prohibiting (a) the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and (b) the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.
14. **(Access to Future Development Site)** Registration of a statutory right-of-way and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the entire internal drive-aisle in favour of the future redevelopment at 4511 Smith Crescent, 4551 Smith Crescent, 23100 Willett Avenue, and 23200 Westminster Highway including the installation of way-finding and other appropriate signage on the subject property, and requiring a covenant that the owner provide written notification of this through the disclosure statement to all

initial purchasers, provide an acknowledgement of the same in all purchase and sale agreements, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.

15. **(Contribution – Hamilton Community Amenity Contribution)** City acceptance of the developer's offer to voluntarily contribute \$70.50 per buildable square metre (e.g. \$304,701.00) to the City's Hamilton Area Plan Amenity Reserve Fund.
16. **(Contribution – Affordable Housing Reserve)** City acceptance of the developer's offer to voluntarily contribute \$15.09 per buildable square foot (e.g. \$702,016.98) to the City's affordable housing fund. (\$12.00 per square foot for Affordable Housing Strategy and \$3.09 per square foot for Market Rental Housing Policy).
- a) In the event that the contribution is not paid to the City within one-year of the application having received third reading of Council, the contribution shall be recalculated based on the rate in-effect at the time of payment, as posted in a Bulletin.

17. **(Public Art – Cash Contribution)** City acceptance of the developer's offer to make a voluntary cash contribution towards the City's Public Art Fund, the terms of which shall include the following:

- a) The value of the developer's voluntary public art contribution shall be based on the Council-approved rates for residential and non-residential uses and the maximum buildable floor area permitted under the subject site's proposed zoning, excluding floor area associated with affordable housing and market rental, as indicated in the table below.

Building Type	Rate	Maximum Permitted Floor Area (after exemptions)	Minimum Voluntary Cash Contribution
Residential	\$1.08/ ft ²	4,322 m ² (~46,522 ft ²)	\$50,243.76

- b) In the event that the contribution is not provided within one year of the application receiving third reading of Council, the contribution rate (as indicated in the table in item a) above) shall be increased annually thereafter based on the Statistics Canada Consumer Price Index (All Items) – Vancouver yearly quarter-to-quarter change, where the change is positive.
18. **(Contribution – Indoor Amenity)** Contribution of \$2,309.00 per dwelling unit up to 19 units and \$4,617.00 per additional dwelling unit up to 39 units (e.g. \$108,509.00) in lieu of on-site indoor amenity space to go towards development of City facilities. Where the contribution is not received within one year of the rezoning bylaw receiving third reading, the contribution shall be recalculated based on the rate in effect at the time of payment, as updated periodically and published in a City bulletin.
19. **(Servicing Agreement)** Enter into a Servicing Agreement* for the design and construction of transportation and engineering 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:
- 1) Water Works:
- Using the OCP Model, there is 175 L/s of water available at a 20 psi residual at the Willett Avenue frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
 - At Developer's cost, the Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
 - Existing hydrant 36-5-4-HD-0175 on north side of Willett Avenue to be decommissioned.
 - New Hydrant to be installed approximately 75m from current Hydrant 36-5-4-HD-0300 on Westminster highway to be located on south side of Willett Avenue.
 - Second Hydrant to be installed at approximately 75m east of new proposed hydrant, on south side of Willett Avenue.
 - Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2n-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be

finalized during the building permit process (or via the servicing agreement process, if one is required).

- vii. Remove and legally dispose offsite the existing 150mm AC water main along Willett Avenue to the extent of the proposed water main upgrade.
 - viii. Upgrade approximately 145m of the existing 150mm water main along Willett Avenue to 200mm diameter PVC from the east property line of 23220 Willett Avenue to the west at the intersection of Willett Ave and Westminster Hwy. East tie-in shall be to the existing 150mm diameter water main along Willett Avenue. West tie-in shall be to the existing 300mm diameter water main at the Westminster Hwy and Willett Ave intersection. Valves and hydrants shall be installed to meet City standards. Details and alignment of the required water main in the roadway shall be determined via the Servicing Agreement review process.
 - ix. Install a new water service connection at the Willett Avenue frontage, complete with meter and meter box in a right-of-way as per City's specifications. The dimensions and location of the right-of-way shall be finalized during the servicing agreement process.
 - x. Fire department approval is required for all fire hydrant installations, removals, and relocations.
- c. At Developer's cost, the City will:
- i. Complete all tie-ins for the proposed works to existing City infrastructure.
 - ii. Cut and cap at main all the existing water connections along Willett Avenue and remove all existing water meters servicing the development site

2) Storm Sewer Works:

- a. At Developer's cost, the Developer is required to:
- i. Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
 - ii. A watercourse crossing permit is required for modifications to the ditch fronting 23160-23220 Willett Avenue to accommodate the required sidewalk, buffer strip, boulevard, curb and gutter as per the City's Watercourse Protection and Crossing Bylaw No. 8441. The associated watercourse crossing design shall be consistent and coordinate with the servicing agreement design.
 - iii. Infill the existing ditch along the south side of Willett Avenue to accommodate the installation of the new storm sewer (sized via a capacity analysis under the OCP condition) complete with headwalls at the east and west property lines to accommodate the required sidewalk, buffer strip, boulevard, curb and gutter. A watercourse crossing permit is required under the Watercourse Protection and Crossing Bylaw No. 8441. The associated watercourse crossing design shall be consistent and coordinated with the servicing agreement design. The proposed storm sewer shall be owned and maintained by the City after City's final acceptance of the proposed storm sewer.
 - iv. Install approximately 100m of a new minimum 600mm diameter storm sewer along the Willett Avenue frontage of the development site, complete with manholes as per City specifications. Tie-in the proposed storm sewer to the existing drainage system at the south side of Willett Avenue. West tie-in shall be at the existing ditch at the west property line via headwalls, and the east tie-in shall be at the existing ditch at the east property line via headwalls. Confirm the condition of the drainage system at each tie-in point. Alignment and details such as the slope and high point of the new storm sewer shall be determined via the servicing agreement design.
 - v. Perform a capacity analysis to size the proposed storm sewer and drainage conveyances in Willett Avenue. The analysis shall consider both the existing condition and the 2041 OCP condition and include runoff from the future roads proposed in the OCP. The minimum diameter of the new storm sewer shall be 600mm as per City specifications.
 - vi. Install one new storm service connection off of the proposed storm sewer main, complete with inspection chamber in a right-of-way as per City specifications to service the development site.
- b. At Developer's cost, the City will:
- i. Complete all tie-ins for the proposed works to existing City infrastructure.

3) Sanitary Sewer Works:

- a. At Developer's cost, the Developer is required to:

- i. Install new sanitary sewer with an approximate length of 195 meters (complete with manholes that are spaced as per City's specifications) within the roadway of Willett Avenue from the west property line of 23160 Willett Ave going east to the intersection of Willett Ave and Smith Cr, then north at Smith Cr, and tie-in to the existing manhole (SMH60637) fronting the Willett Sanitary Pump Station at the southeast corner of Hamilton VLA Park. Exact alignment of the required sanitary mains shall be finalized through the servicing agreement design process. Manholes are required at junctions.
 - ii. Install one new sanitary service connection off of the proposed sanitary sewer main, complete with inspection chamber in a right-of-way as per City specifications to service the development site.
 - iii. Conduct sanitary capacity analysis to determine the size of the required sanitary sewer mains. The analysis shall be conducted in the servicing agreement design review stage. The minimum diameter of the sanitary sewer main is 200mm per City design specifications.
 - iv. Pay, in keeping with the Subdivision and Development Bylaw No. 8751, a \$8,260.52 cash-in-lieu contribution towards the Hamilton Area Sanitary Pump Station.
 - b. At Developer's cost, the City will:
 - i. Complete all tie-ins for the proposed works to existing City infrastructure.
- 4) Street Lighting:
 - a. At Developer's cost, the Developer is required to:
 - i. Review street lighting levels along all road frontages, and upgrade as required.
 - ii. Willett Avenue (South side of street)
 - Pole colour: Grey
 - Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire and 1 duplex receptacle, but EXCLUDING any pedestrian luminaires, banner arms, flower baskets holders or irrigation.
 - iii. Pedestrian lighting: N/A (No freestanding pedestrian poles)
- 5) General Items:
 - a. At Developer's cost, the Developer is required to:
 - i. Complete other frontage improvements as per Transportation requirements.
 - ii. Coordinate with BC Hydro, Telus and other private communication service providers:
 1. To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 2. Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 3. To underground overhead service lines.
 - iii. Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and proposed undergrounding works, and all above ground utility cabinets and kiosks located along the development's frontages, within the development's site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 m x 5.0 m
 - BC Hydro LPT – 3.5 m x 3.5 m
 - Street light kiosk – 1.5 m x 1.5 m
 - Traffic signal kiosk – 2.0 m x 1.5 m
 - Traffic signal UPS – 1.0 m x 1.0 m
 - Shaw cable kiosk – 1.0 m x 1.0 m
 - Telus FDH cabinet – 1.1 m x 1.0 m
 - iv. Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload,

dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.

- v. Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.
- vi. Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- vii. Submit a proposed strategy at the building permit stage for managing excavation de-watering. Note that the City's preference is to manage groundwater onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the Developer will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of groundwater, the Developer will be required to enter into a de-watering agreement with the City wherein the developer will be required to treat the groundwater before discharging it to the City's storm sewer system.
- viii. Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
- ix. Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream. The developer's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
 - a. Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
 - b. Pipe sizes, material and slopes.
 - c. Location of manholes and fire hydrants.
 - d. Road grades, high points and low points.
 - e. Alignment of ultimate and interim curbs.
 - f. Proposed street lights design.
- x. Enter into, if required, additional legal agreements, as determined through 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, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- xi. The sanitary sewer upgrade works that are required beyond the development frontages may be eligible for a latecomer agreement. This is subject to submission by the developer of a latecomer agreement application which shall be reviewed and approved by the City prior to the developer entering or signing the servicing agreement documents.

6) Transportation Improvements:

- a. At the Developer's cost, the Developer is required to install the following upgrades along the north property line, from south to north:
 - i. 2.0m wide sidewalk
 - ii. 0.8m wide buffer strip
 - iii. 2.4m wide grass and treed boulevard with parking pockets
 - iv. 0.15m wide curb and gutter
 - v. 6.4m wide bi-directional travel lanes
 - vi. 0.15m wide curb and gutter

- vii. 2.4m wide grass and treed boulevard with parking pockets
- viii. 0.8m wide buffer strip
- ix. 3.2m wide bi-directional cycling paths
- x. 2.0m wide sidewalk

Note: additional roadwork would be necessary outside the development frontage in order to provide a proper transition of the above noted cross-section to existing road.

- On north side of Willett Ave, the frontage upgrades are to extend the entirety of the Willett Avenue frontage of Hamilton VLA Park (23231 Willett Ave). Tie-in to Willett Avenue, including the intersection of Willett Ave and Smith Crescent intersection, is required.
 - Frontage upgrades are to include curb ramp and a marked pedestrian crosswalk with side-mounted signs over Willett Ave to connect Hamilton VLA Park and the new sidewalk on the south side of Willett Ave.
- b. The frontage improvement is to be coordinated with the development on the east side of Smith Cr at Willett Ave (4400 – 4440 Smith Cr).
 - c. The bi-directional cycling path is to be designed with applicable pavement markings, signage, surface treatments and according to the most current guidelines in the BC Active Transportation Design Guide.
 - d. Frontage improvements are required to meet Engineering Design Specifications, Official Community Plan (“OCP”) guidance, and City of Richmond bylaws. Frontage improvements will be further informed by the functional road plan and TIA.
 - e. At the Developer’s cost, the Developer is to design, construct, and maintain a north-south public pedestrian stroll way is required per the Hamilton sub-area plan. Stroll way dimensions are as follows, from east to west:
 - i. 1.5m wide grass and treed boulevard
 - ii. 3.0m wide asphalt walkway
 - iii. 1.5m wide grass and treed boulevard
 - f. The stroll way on the subject site should be generally aligned with the stroll way to the south, which would be implemented by other developments, subject to future City approvals and consideration.
 - g. A SRW PROP will be required over the entire stroll way to ensure that public access is provided 24 hours a day, for 365 days every year.

20. **(Fees - Notices)** Payment of all fees in full for the cost associated with the Notice of First Reading mail outs, consistent with the City’s Consolidated Fees Bylaw No 8636, as amended.

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

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs and 10% contingency. To accompany the security, execution of a legal agreement that sets the terms for the use and release of the security is also required.

The Landscape Plan at minimum should include the required 22 replacement trees with the following minimum sizes:

Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
8 cm		4 m

If required replacement trees cannot be accommodated on-site, a cash in-lieu contribution in the amount of \$750/tree to the City’s Tree Compensation Fund for off-site planting is required. If through the DP process additional replacement trees can be accommodated on site, the replacement tree compensation amount as secured at rezoning may be amended.

2. Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (EnerGuide 82 or better), in compliance with the City's Official Community Plan.

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. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- If the development will be constructed in phases and stratified, a [Phased Strata Subdivision Application](#) is required. Each phase of a phased strata plan should be treated as a separate parcel, each phase to comply with the Richmond Zoning Bylaw 8500 in terms of minimum lot area, building setback and parking requirements. Please arrange to have the City's Approving Officer review the proposed phased boundaries in the early DP stages. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.
- If the development intends to create one or more air space parcels, an [Air Space Parcel Subdivision Application](#) is required. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed concurrence on file

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10795 (RZ 23-035646)
23160, 23180, 23200 and 23220 Willett Avenue**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following into Section 17 Site Specific Residential (Town Houses) Zones, in numerical order:

17.108 Town Housing (ZT108) – Willett Avenue (Hamilton)

17.108.1 Purpose

This zone provides for **town housing** and other compatible **uses**.

17.108.2 Permitted Use

- **child care**
- **housing, town**

17.108.3 Secondary Uses

- **boarding and lodging**
- **community care facility, minor**
- **home business**
- **secondary suite**

17.108.4 Permitted Density

1. The maximum **floor area ratio** (FAR) is 1.00, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.

17.108.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 45% for **buildings**.
2. No more than 70% of the **lot** may be occupied by **buildings, structures** and **non-porous surfaces**.
3. 20% of the **lot area** is restricted to **landscaping** with live plant material. Reduction in live **landscaping** may be permitted through a Development Permit approved by the **City**.

17.108.6 Yards & Setbacks

1. The minimum **front yard** and **exterior side yard** is 6.0 m but may be reduced to 3.0 m where a proper interface is provided as specified in a Development Permit approved by the **City**.
2. The minimum **interior side yard** and **rear yard** is 3.0 m. The **interior side yard** may be reduced to 2.0 m where proper interface is provided as specified in a Development Permit approved by the **City**.

17.108.7 Permitted Heights

1. The maximum **height** for **buildings** is 13.0 m (4 **storeys**) above the **adjacent** street **grade**.
2. The maximum **height** for **accessory buildings** is 5.0 m
3. The maximum **height** for **accessory structures** is 9.0 m.

17.108.8 Minimum Lot Size

1. The minimum **lot width** is 40.0 m. Notwithstanding the foregoing, where the **lot abuts** Westminster Highway, the minimum **lot width** is 50.0 m.
2. The minimum **lot area** is 4,000.0 m². Notwithstanding the foregoing, where the **lot abuts** Westminster Highway, the minimum **lot area** is 6,000 m². The **lot area** may be reduced to a minimum of 3,200 m² through a Development Permit approved by the **City**.

17.108.9 Landscaping & Screening

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

17.108.10 On-Site Parking & Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to standards set out in Section 7.0.
2. On-site **vehicle** parking shall be provided according to the provisions of Section 7.0, except that:
 - a) Up to 85% of the required resident **parking spaces** may be provided in a **tandem arrangement** within an enclosed garage.
 - b) For a maximum of 10 **town housing dwelling units** containing no more than one bedroom, the minimum parking requirement may be reduced to 1.0 **parking space** per **dwelling unit**.

17.108.11 Other Regulations

1. A minimum of 60% of the **dwelling units** shall be in a stacked arrangement wherein a portion of one **dwelling unit** is located directly above another **dwelling unit** within a **building**.
2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.
2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10795”**.

FIRST READING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

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

MAYOR_____
CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10796 (RZ 23-035646)
23160, 23180, 23200 and 23220 Willett 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 “Town Housing (ZT108) – Willett Avenue (Hamilton)”

P.I.D. 004-098-625

Lot 120 Section 36 Block 5 North Range 4 West New Westminster District Plan 41463

P.I.D. 004-192-265

Lot 119 Section 36 Block 5 North Range 4 West New Westminster District Plan 41463

P.I.D. 004-058-054

Lot 101 Section 36 Block 5 North Range 4 West New Westminster District Plan 35593

P.I.D. 003-589-366

Lot 102 Section 36 Block 5 North Range 4 West New Westminster District Plan 35593

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 10796**”.

FIRST READING

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
TRANSIT APPROVAL

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 



To: Planning Committee **Date:** August 26, 2026
From: Wayne Craig **File:** RZ 14-672055
General Manager, Planning and Development
Re: **Application by Bene (No. 3) Road Development Ltd. for Rezoning at
4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" Zone to a New "High
Rise Office Commercial (ZC44) – Aberdeen Village" Zone**

Staff Recommendations

1. That Third Reading of Richmond Official Community Plan (OCP) Bylaw 7100, Amendment Bylaw 9215, and Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, be rescinded.
2. That OCP Bylaw 7100, Amendment Bylaw 9215, as amended, to change Schedule 2.10 (City Centre Area Plan) by amending the Aberdeen Village – Detailed Transect Descriptions to allow for a maximum 1.5 Floor Area Ratio (FAR) Village Centre Bonus for non-residential uses on the subject site, be forwarded to a public hearing.
3. That Bylaw 9215, as amended, 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*.

4. That Bylaw 9215, as amended, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.
5. Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, as amended, 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 forwarded to a public hearing.

Executive Summary

This application proposes to rezone the property to a new amended site-specific office and commercial zone to accommodate a 10-storey hotel, office and retail development. This application also proposes to amend the OCP City Centre Area Plan to increase the Village Centre Bonus (VCB) from 1.0 FAR to 1.5 FAR for non-residential uses on the subject site.

To accommodate the proposed development, revisions are required to the previously endorsed OCP amendment and rezoning bylaws associated with the subject application, which were granted Third Reading on January 22, 2018. The OCP bylaw revisions include allowing the VCB to be used for office and other non-residential uses on the subject site, while the rezoning bylaw revisions include adding hotel as a permitted use and limited hotel car rental service as a secondary use, and allowing the 1.5 FAR VCB floor area to be used for non-residential uses, including hotel, and reserving 0.7 FAR for office use only. The rezoning considerations have been revised to include hotel use restrictions and Transportation Demand Management measures, and to reflect the current office subdivision proposal and current terms and contribution rates

The proposed commercial use is consistent with the OCP's "Commercial" land use designation for the subject site.

Staff Report

Origin

Bene (No. 3) Road Development Ltd. (Directors: Wei Gang Li and Jian Sun), has applied to the City of Richmond to revise the OCP Bylaw 7100, Amendment Bylaw 9215, the Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, and associated rezoning considerations for the rezoning of 4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" zone to a new site-specific "High Rise Office Commercial (ZC44) – Aberdeen Village" zone to permit the development of a high-rise hotel, office and retail mixed-use project.

A location map and aerial photograph are provided in Attachment AAA. Conceptual development plans are provided for reference in Attachment BBB.

Highlights of the proposed development include:

- A single 10-storey tower with ground-level commercial retail units, three floors of office space, five floors of hotel space and four levels of parking.
- A total floor area of approximately 7,286.65 m² (78,433 ft²) comprised of approximately:
 - 603.96 m² (6,501 ft²) of commercial space.
 - 1,477.94 m² (15,908 ft²) of office space.
 - 5,204.75 m² (56,023 ft²) of hotel space, including 165 hotel rooms.
- 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 Statutory Right-of-Way (SRW).
- Approximately 137.21 m² (1,477 ft²) of land to be dedicated to the City for frontage and road improvements along the subject site's Leslie Road and No. 3 Road frontages.

Background

The subject rezoning application was originally considered by Council and granted third reading on January 22, 2018. At that time, the rezoning application contemplated a 10-storey commercial building including two floors of commercial, six floors of office space and four levels of parking, with the associated OCP amendment allowing for an additional 0.5 FAR VCB density above the 1.0 FAR VCB for office use only.

On July 22, 2019, Council approved a revision to a rezoning consideration that previously prohibited any form of subdivision (stratification and/or air space parcels) of office space within the proposed building, to allow the subdivision of the office space to no more than one strata lot or one air space parcel per storey.

In 2022, the applicant requested changes to the rezoning considerations to allow additional office space subdivision and in return offered to provide a voluntary contribution towards Affordable Housing of \$357,044.61. On May 24, 2022, Council approved an amendment to the rezoning considerations to allow for the office floor to be stratified.

A copy of the most recent staff report and supplemental information, which contains a full background and history of the development, is attached (see Attachments CCC for associated RTC and DDD for Council memorandums).

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

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached as Attachment EEE.

Existing Site Condition and Surrounding Development

The subject site is a single lot approximately 2,134 m² (22,974 ft²) in size and is in the City Centre's Aberdeen Village located at the corner of No. 3 Road and Leslie Road. The site was previously used for a fast-food restaurant but is now vacant.

Existing development immediately surrounding the vacant subject site is as follows:

- To the North: Across Leslie Road, an existing two-storey auto repair building on a lot zoned "Auto-Oriented Commercial (CA)" and designated for Urban Centre T5 non-residential commercial and office development in the CCAP, with frontage on Leslie Road and No. 3 Road.
- To the South and East: An existing commercial development with one and two-storey buildings on a lot zoned "Auto-Oriented Commercial (CA)" and designated for Urban Centre T5 non-residential commercial and office development in the CCAP, with frontage on Leslie Road and No. 3 Road.
- To the West: Across No. 3 Road, an existing commercial development with one and two-storey buildings on a lot zoned "Auto-Oriented Commercial (ZC22) – Aberdeen Village (City Centre)" and designated for Urban Centre T5 non-residential commercial and office development in the CCAP, with frontage on Leslie Road and No. 3 Road.

Existing Legal Encumbrances

An existing City utility SRW (#37710) is located along the north and east edges of the site for sanitary sewer and sanitary pump station infrastructure. To facilitate the proposed development, additional SRW area and sanitary infrastructure works will be secured through the rezoning and associated servicing design.

Related Policies & Studies

Official Community Plan/City Centre Area Plan (CCAP)

The subject site's land use designation is "Commercial" in Schedule 1 of the City's OCP Bylaw 9000. The proposed OCP amendment and rezoning are consistent with this designation.

In the CCAP, the subject site is designated “Urban Centre T5 (35 m)” in the Specific Land Use Map: Aberdeen Village (2031) (Attachment FFF), which provides for up to 2.0 FAR restricted to non-residential uses. Additional density (up to 1.0 FAR VCB) may also be considered provided the additional density is used for office uses only. The proposed rezoning is generally consistent with this designation, except that an OCP amendment is required to:

- Increase the VCB additional density from 1.0 FAR to 1.5 FAR on the subject site, provided that:
 - at least 0.7 FAR be used for office use only; and
 - Utilize up to 0.8 FAR of the VCB additional density for non-residential use on the subject site.

Further details of the proposed OCP amendment are discussed later in this report.

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 rezoning bylaw adoption.

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 OCP amendment and rezoning are consistent with this Policy. Registration of an aircraft noise covenant on title is required prior to rezoning bylaw adoption.

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.

OCP Bylaw Preparation Consultation Policy 5043 – External Agencies/Stakeholders

Staff have reviewed the proposed OCP and zoning amendments with respect to the *Local Government Act* and the City’s OCP Consultation Policy No. 5043 requirements and recommend that this report does not require referral to external stakeholders (Attachment GGG).

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* and the Richmond Zoning Bylaw 8500.

External Agencies

The original rezoning application was referred to the South Coast British Columbia Transportation Authority (TransLink) due to the proposed development’s proximity to the Canada Line guideway, and the property owner entered into an agreement with TransLink for formal review through the Adjacent and Integrated Development program. At that time,

TransLink advised that they were not opposed to Council considering an OCP amendment and rezoning. The proposed development meets the CCAP 6.0 m Canada Line setback requirement established with TransLink's input.

A legal agreement would be secured through the rezoning requiring that prior to Building Permit (BP) issuance, the owner must provide written confirmation from TransLink that all terms required as a condition of issuance of any BP for the development have been satisfied to ensure protection of transit infrastructure.

Analysis

The applicant has proposed to revise their application in response to changing economic and market considerations and has confirmed that the proposed changes, along with maintaining the same density as previously endorsed by Council, would allow the proposed development on the subject site to proceed. (Attachment HHH). Accordingly, the applicant is requesting that Council consider a revised proposal that reduces the amount of office space from 5,897.4 m² (63,478.5 ft²) as previously endorsed, to 1,477.94 m² (15,908 ft²), to facilitate a 165-room hotel. The proposal also limits retail commercial space to ground level only. There are no changes to the previously endorsed building siting, height or design as a result of the interior changes and on-site parking remains over four levels.

To accommodate the revised proposal, the applicant is requesting the addition of hotel as a permitted use and limited hotel car rental service as a secondary use in the proposed ZC44 zone, revising the associated OCP amendment to permit the use of VCB floor area for non-residential uses (including hotel) on the subject site only, and revising the office subdivision strategy to match the revised internal layout.

Proposed Amendments to the Official Community Plan

Land Use

The proposed hotel and limited hotel car rental service, office and commercial uses are permitted by the CCAP. The CCAP currently permits the VCB to be used for office use only at the subject site. The applicant proposes to amend the OCP (CCAP) to permit a portion of the VCB to be used for non-residential uses, including a hotel, to support additional employment-generating uses on the subject site.

Density

The VCB currently allows for 1.0 FAR on the subject site and limited to office use only. The proposed amendment would maintain Council's previously endorsed increase in the VCB to 1.5 FAR and permit a portion of it to be used for non-residential uses, including a hotel, provided that at least 0.7 FAR is used for office use.

The original intent of the VCB was to provide an incentive for developers to include service and other commercial uses in mixed-use development along No. 3 Road to support new residences constructed through village growth. In Aberdeen Village, where residential development is prohibited due to aircraft noise impacts, the VCB seeks to encourage employment opportunities by supporting large floorplate leasable office space near transit in the City Centre.

Permitting a portion of the VCB to be used for hotel and other non-residential uses on the subject site would support the provision of alternate employment opportunities and expand the range of potential services offered to the City's residents and businesses. In addition, the applicant's previously secured cash contribution to the City Centre Facility Development Fund, which has been increased to \$2,160,264.72 to account for Construction Price Index increases since it was previously endorsed by Council, is consistent with the application of VCB, and will continue to be required prior to rezoning bylaw adoption. On this basis, staff support the proposed density increase and allowance for additional non-residential floor area on the subject site.

Village Centre Bonus Map

The original rezoning staff report also proposed to amend the CCAP Overlay Boundary – Village Centre Bonus Map (2031) to identify the proposed 1.5 FAR VCB area. Upon further reflection, VCB amounts may vary across sites, and the purpose of the overlay is to identify the overall boundary of the VCB area rather than specific VCB amounts on specific sites. As a result, the change to the overlay is no longer proposed.

Proposed Zoning

The proposed rezoning is consistent with the Aberdeen Village Specific Land Use Map, Urban Centre T5 (35 m) transect and OCP (CCAP) as amended.

To accommodate the proposal, amendments to the previously endorsed site-specific zone ("High Rise Office Commercial (ZC44) – Aberdeen Village") are proposed. The proposed ZC44 zone includes:

- Provisions regulating permitted land uses, maximum floor area, maximum building height, siting parameters and parking and loading.
- Hotel use has been included as a permitted use, the VCB additional density that was previously limited to office use only is amended to allow non-residential use, provided that 0.7 FAR is reserved for office use only.
- A hotel car rental service has been accommodated by including vehicle sale/rental use as a secondary use and limited to an interior size of no more than 300 m² (3,229 ft²), including the area of a maximum of 16 parking spaces.

Office Use

A legal agreement would continue to be secured through the rezoning allowing limited strata-titling (including stratification and/or air space parcels) of the office floor area. Council endorsed the previous proposal of no more than 40 strata-lots of office space sized 650 m² (6,996 ft²) to 11,440 m² (123,139 ft²) provided over six floors. The current proposal includes the following provided over three floors:

- For the 2nd floor, no more than five strata lots or air space parcels, and a minimum 64 m² (689 ft²) size;
- For the 4th floor, no more than one strata lot or air space parcel; and

- For the 5th floor, no more than eight strata lots or air space parcels, and a minimum 60.4 m² (650 ft²) size.

Hotel Use

As residential use is prohibited on the subject site due to aircraft noise impacts, a legal agreement will be secured through the rezoning to prevent residential use of the hotel space, limiting length of stay to no more than six months per year, prohibiting kitchen facilities and prohibiting strata-titling (single owner for hotel use).

Built Form and Architectural Character

The associated DP (DP 16-754766) was considered and endorsed by the DP Panel on January 29, 2020, for the office and commercial building. No exterior design modifications are proposed to the previously endorsed development as a result of the addition of a hotel use and the associated internal changes. Accordingly, no revisions to the previously endorsed DP are anticipated.

Transportation and Site Access

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

- Leslie Road: Widening of Leslie Road. The revised cross-section will accommodate a bike lane, grass boulevard with street trees and a sidewalk. Road dedication is required across the frontage and at the corner.
- No. 3 Road: Widening of the No. 3 Road sidewalk. Road dedication is required across the frontage.
- Traffic Signals: Upgrading of the existing traffic signal at the No. 3 Road and Leslie Road intersection to accommodate road widening.

The road and frontage improvements will be secured through a Servicing Agreement (SA). A more detailed description of road improvements is included in the Rezoning Considerations (Attachment III). Road enhancements along Leslie Road will be eligible for Development Cost Charges (DCC) credits. Road dedication and all other works will be the sole responsibility of the developer and are not eligible for DCC credits.

Vehicular access is proposed via a single driveway connecting to Leslie Road, with on-site parking continued to be proposed over four levels. The proposal includes 76 parking spaces in total, including 16 tandem parking spaces. Except for tandem parking spaces, parking would be shared by all uses. A legal agreement is required to be registered on Title prior to rezoning bylaw adoption.

The proposed new ZC44 site-specific zone has been drafted to allow for the provision of a maximum of 16 tandem parking spaces located in the upper parking levels for hotel valet or hotel car rental service parking only. As the hotel will be required to remain under single ownership, the hotel operator will manage the tandem parking. A legal agreement is required to be registered on Title prior to rezoning bylaw adoption.

The subject site is well served by transit, being located in close proximity to the Aberdeen and Lansdowne Canada Line stations. The proposed parking rates for the retail commercial and office uses are consistent with the parking provisions of the Richmond Zoning Bylaw (City Centre Zone 1), including a 20 per cent reduction with the provision of Transportation Demand Management (TDM) measures. A parking study in support of the proposal was prepared by a professional engineer and submitted by the applicant. The proposed site-specific parking strategy with TDMs for the proposed hotel use is supported by the parking study. Transportation Department staff support the parking proposal.

The following TDM measures are requirements of rezoning:

- Provision of a hotel car rental service program, limited to a maximum of 16 parking spaces;
- Provision of a hotel airport shuttle program;
- Provision of a Transit Pass Subsidy Program, with a \$40.00 monthly subsidy for monthly transit passes for employees that work in the building for a period of three years;
- Voluntary contribution of \$50,000.00 to the City's TDM Reserve Fund for the provision of future off-site pedestrian and cycling enhancements; and,
- Provision of two electric vehicle (EV) Level-2 (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 and the shared use of parking spaces (excluding hotel valet tandem parking spaces) will be secured with a legal agreement registered on Title prior to rezoning bylaw adoption.

The proposed bicycle parking rates are consistent with the parking provisions of the Richmond Zoning Bylaw. 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 rezoning bylaw adoption.

The applicant is proposing to provide two medium-sized loading spaces in compliance with the ZC44 zone, instead of three medium and one large-sized loading spaces as per the general provisions of the Richmond Zoning Bylaw. This is supported by Transportation staff as a proposed hotel, office and retail development of this size would not typically involve deliveries with large semi-trailers. The provision of loading spaces for the shared use of all units will be secured with a legal agreement registered on Title prior to rezoning bylaw adoption.

Tree Retention and Replacement

As noted in the original rezoning staff report, there are no on-site trees.

On the advice of Parks staff, the three existing street trees in the Leslie Road frontage would be removed due to their poor condition and conflict with road widening, sanitary and storm sewer works. This includes a third cherry tree which has sprouted on the Leslie Road frontage. As a result, the previously proposed contribution has been increased. The developer has agreed to provide a voluntary contribution in the amount of \$3,840.00 to the Tree Compensation Fund prior to rezoning bylaw adoption.

Five existing street trees in the No. 3 Road frontage are required to be protected and retained, subject to further review through the SA detailed design process. The owner is required to enter into a Tree Survival Security Agreement and provide a security in the amount of \$25,000.00 prior to rezoning bylaw adoption.

To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to rezoning bylaw adoption, 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.
- 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.

Community Amenity Contributions

The proposed rezoning is located in the "Village Centre Bonus (VCB)" area shown on the CCAP Aberdeen Village Specific Land Use Map. The applicant continues to propose to take advantage of the following available VCB additional density provisions:

- VCB additional density of 1.0 FAR with five per cent of this area provided back to the City as cash contribution for a future community amenity (104 m^2 calculated using the proposed floor area [$1.0 \times 0.05 \times 2,081.9 \text{ m}^2$ ($22,409.4 \text{ ft}^2$)]).
- VCB additional density of 0.5 FAR with 10 per cent of this area provided back to the City as a cash contribution for a future community amenity (104 m^2 calculated using the proposed floor area [$0.5 \times 0.1 \times 2,081.9 \text{ m}^2$ ($22,409.4 \text{ ft}^2$)]).

As noted in the original rezoning staff report, due to the small size of the proposed VCB area and property location, Parks, Recreation and Culture staff recommended that the City accept a cash contribution to the City Centre Facility Development Fund. At the current rate, the contribution amount is \$2,160,264.72, calculated using the proposed floor area ($[208.2 \text{ m}^2] 2,240.9 \text{ ft}^2 \times \$964/\text{ft}^2$). The contribution will be secured prior to rezoning bylaw adoption.

Affordable Housing Contribution

The applicant continues to propose to provide a voluntary cash contribution to the City's Affordable Housing Reserve in recognition of the need for Affordable Housing elsewhere in the City where residential use is permitted. Taking into consideration Construction Price Index increases since the contribution was endorsed by Council on May 24, 2022, the current contribution amount is \$445,568.37. The contribution will be secured prior to rezoning bylaw adoption.

Public Art

The proposed development is subject to the Richmond Public Art Policy. As the project is of a modest size, the applicant continues to propose a voluntary contribution to the Public Art Reserve. The contribution will be secured prior to rezoning bylaw adoption, based on the current contribution rate (\$44,706.72 calculated using the proposed floor area [(7,286.6 m²) 78,432.85 ft² x \$0.57 /ft²]).

City Centre Development

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 prior to rezoning bylaw adoption.

The proposed rezoning is subject to a contribution for future community planning in accordance with the CCAP Implementation Strategy. The contribution will be secured prior to rezoning bylaw adoption, based on the current contribution rate (\$28,235.83 calculated using the proposed floor area [(7,286.65 m²) 78,432.85 ft² x \$0.36 /ft²]).

Sustainability

The proposed development is required to be designed to receive heating and cooling services from an on-site energy generation plant operated by the City's district energy service provider, Lulu Island Energy Company (LIEC). Connection to the future off-site District Energy Utility (DEU) system will be secured with a legal agreement registered on title prior to rezoning bylaw adoption.

The proposed development is required to be designed to meet the BC Energy Step Code requirements in place at the time of BP application submission. The hotel use requires compliance with Step 4 and emission level EL-1, or Step 3 and emission level EL-2, or Step 2 and emission level EL-3. The office and retail uses require compliance with Step 3 and emission level EL-1 or Step 2 and emission level EL-2. The applicants' architects have noted the applicable Step Code requirements, with confirmation of compliance to be provided as part of the future BP.

Site Servicing and Frontage Improvements

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

- Water main and storm sewer upgrades 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. The City will reimburse the developer for the design and construction of the completed sanitary pump station and force main; however, costs incurred above and beyond a regular pump station replacement project will be the Developer's responsibility.

Budgetary Implications

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 \$8,900.00; this will be considered as part of the 2029 Operating Budget.

Conclusion

Bene (No. 3) Road Development Ltd. has applied to the City of Richmond to rezone the subject site from the "Auto-Oriented Commercial (CA)" zone to a new site-specific "High Rise Office Commercial (ZC44) – Aberdeen Village" zone to permit the development of a high-rise hotel, office and retail non-residential mixed-use project. The inclusion of hotel use within the zone would support additional employment-generating uses on the subject site.

To facilitate the proposed development, the applicant also proposes to amend the OCP CCAP to permit hotel use on the subject site.

It is recommended that OCP Bylaw 7100, Amendment Bylaw 9215 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, as amended, be forwarded to a public hearing.

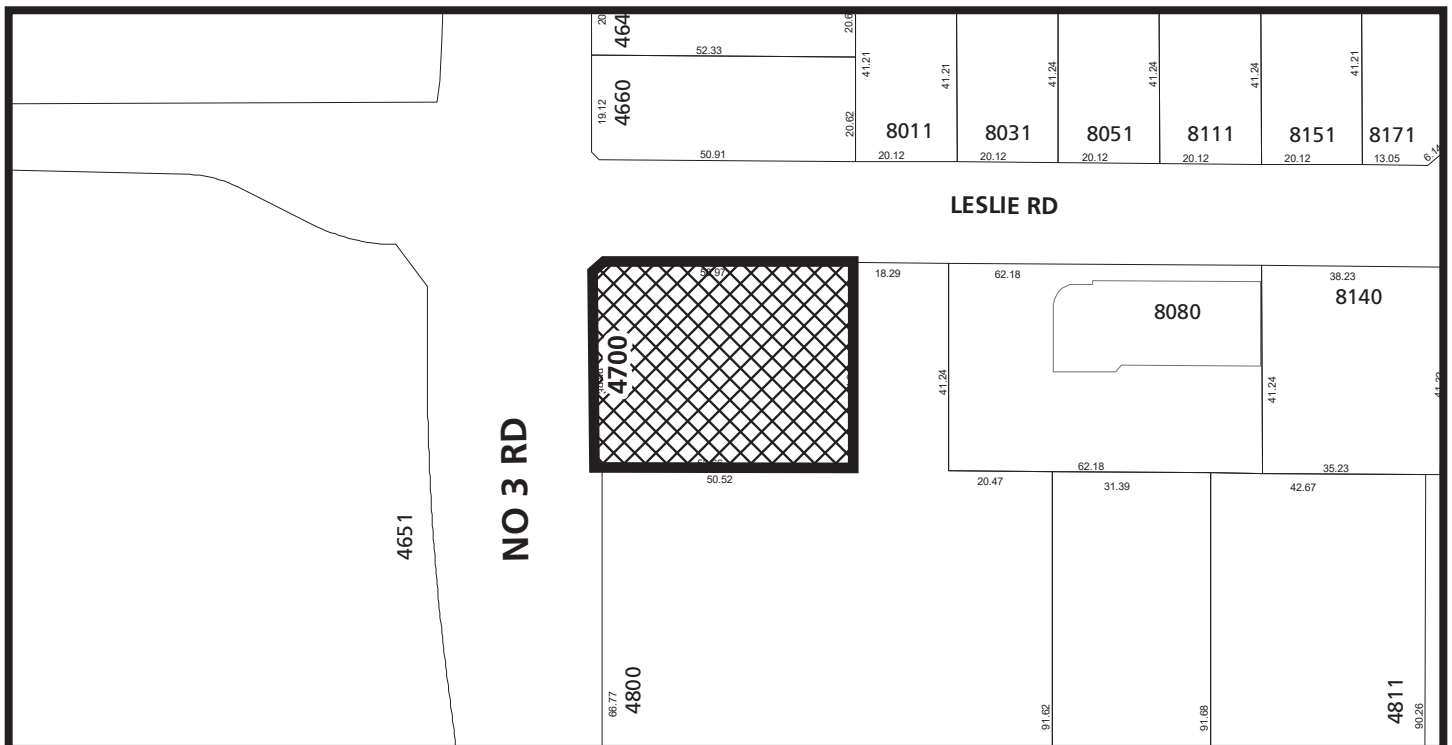
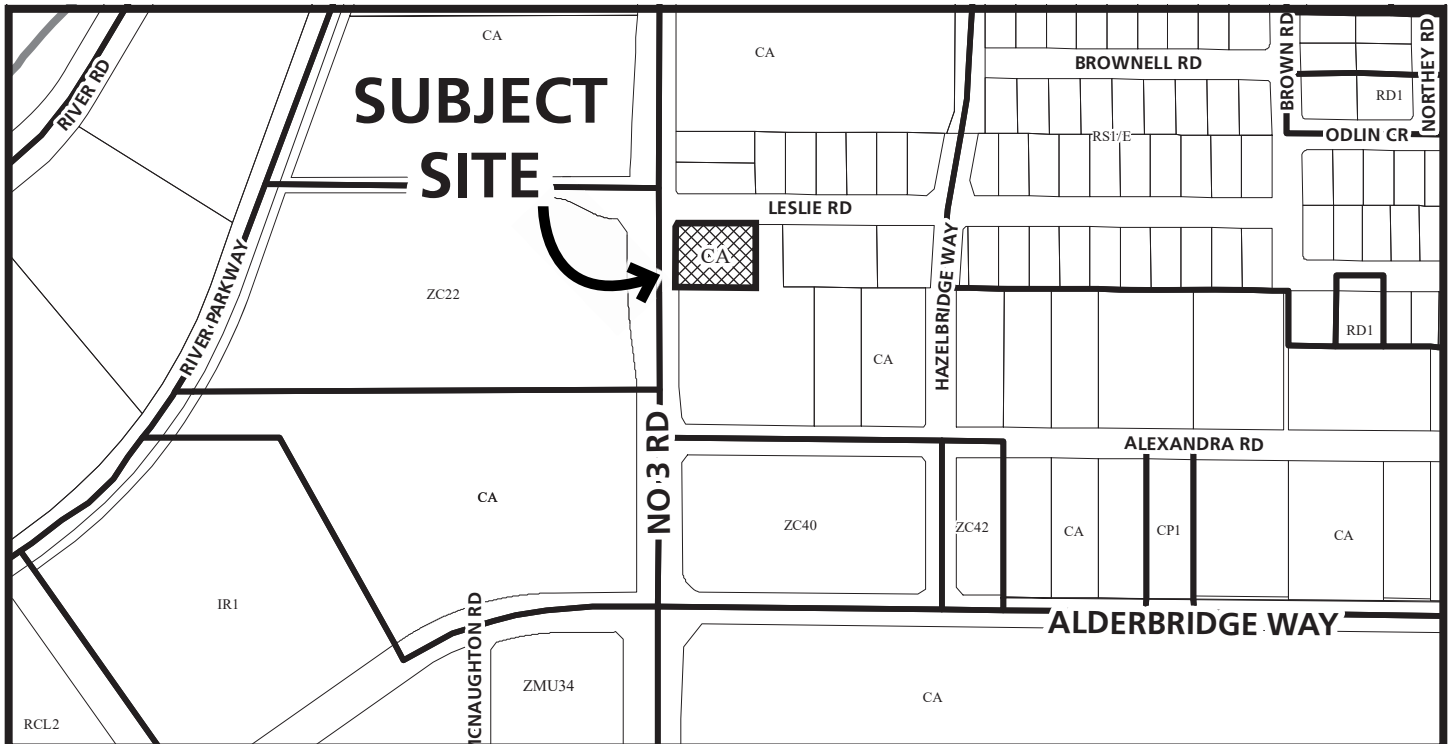
Respectfully submitted,

Joshua Reis, Director, Development

Report Contributors

This report was prepared by Sara Badyal, Program Manager, Housing (Development Applications) and reviewed by Policy Planning, Housing Office, Transportation, Engineering, PRC Planning and Strategic Initiatives, Parks Services and Arts, Culture and Heritage.

Att. AAA: Location Map and Aerial Photograph
 BBB: Conceptual Development Plans
 CCC: Report to Committee dated March 16, 2022 (including earlier Staff Reports dated June 24, 2019 and November 20, 2017)
 DDD: Memorandums dated May 12, 2022 and April 14, 2022
 EEE: Development Application Data Sheet
 FFF: CCAP Aberdeen Village Location Map
 GGG: OCP Consultation Policy Summary
 HHH: Applicant's Statement of Intent
 III: Rezoning Considerations



RZ 14-672055

Original Date: 09/15/14
Revision Date: 07/30/26

Note: Dimensions are in METRES



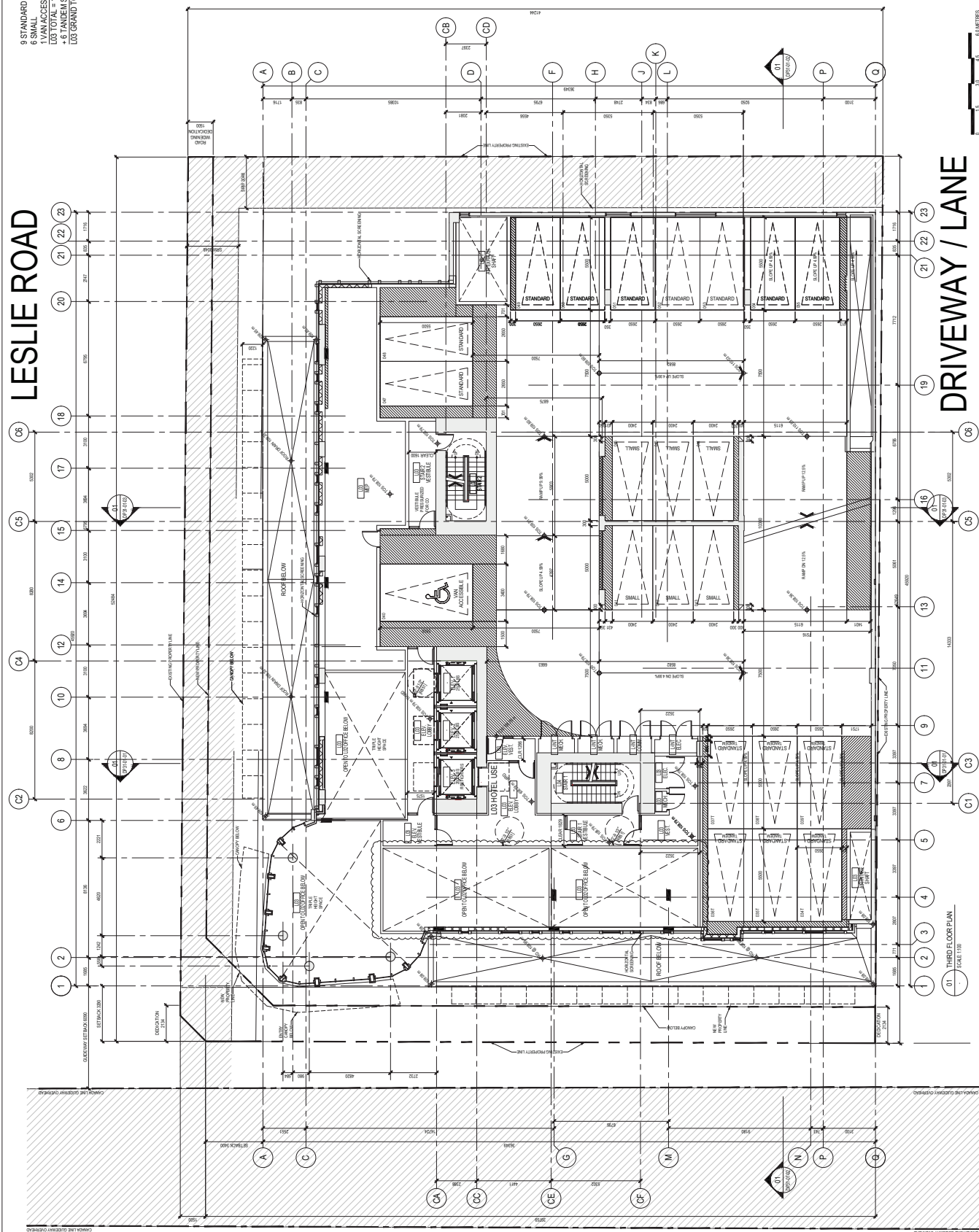
City of Richmond



RZ 14-672055

Original Date: 07/30/26
Revision Date:

Note: Dimensions are in METRES

[illegible]204-1140 WEST 2ND AVE, VANCOUVER BC, CANADA V6J 1H2

DRAWN BY	CHK	INIT	SCALE
R.A.	Al		1:10
			DRAWING DATE
			2024.08.01

4700 NO. 3 ROAD
RICHMOND, BC

PROJECT

THIRD
FLOOR PLAN

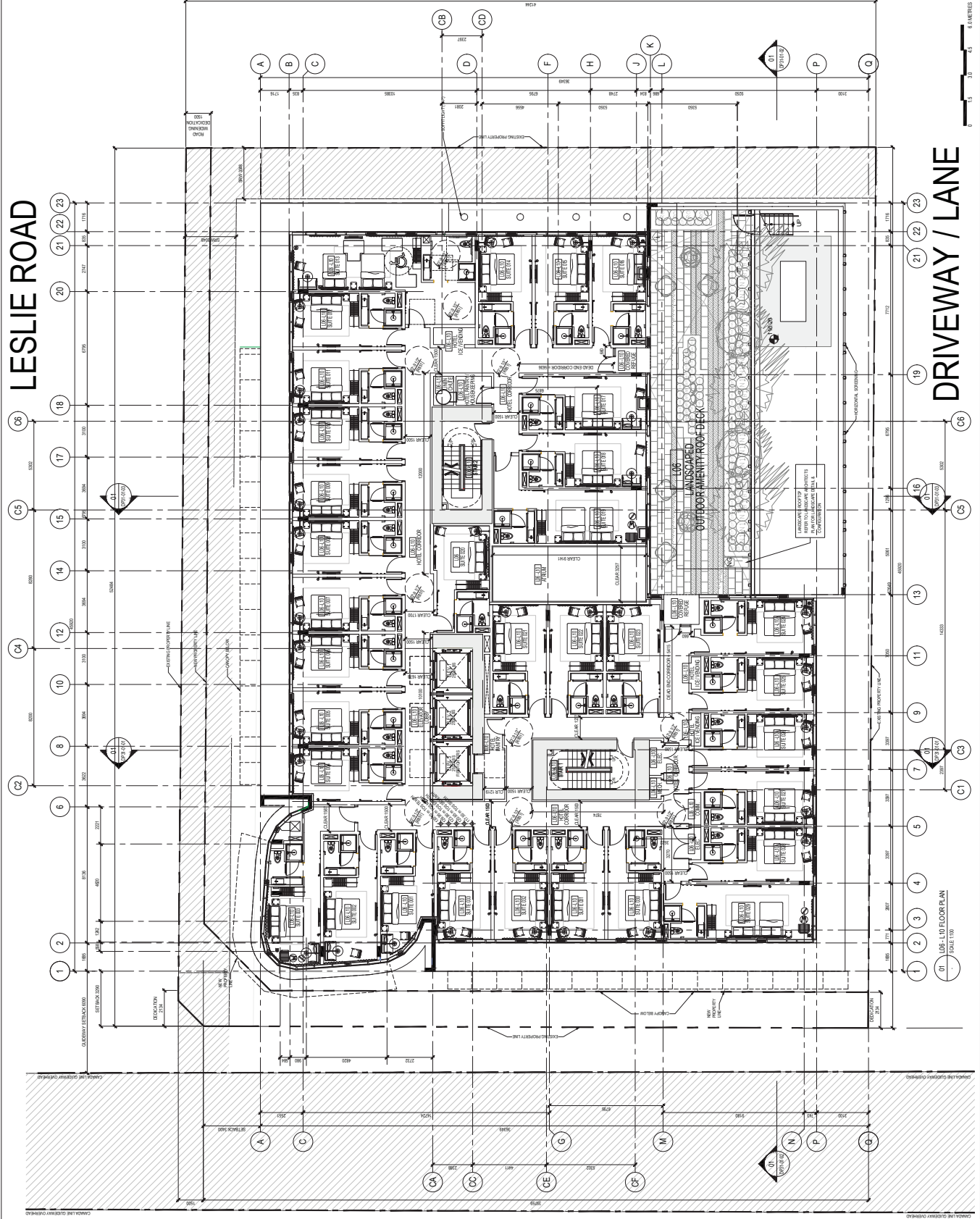
PROJECT NORTH

TITLE	PROJECT NUMBER	ISSUE NO.

DP-20-03-01

[illegible]

NO. 3 ROAD PLN - 85



LESLIE ROAD

DRIVEWAY / LANE

06 - 6TH FLOOR PLAN
SCALE 1:100

PROJECT
NORTH



PROJECT NUMBER
2020-05
DRAWING NUMBER
DP-20-06-01

SIXTH FLOOR PLAN

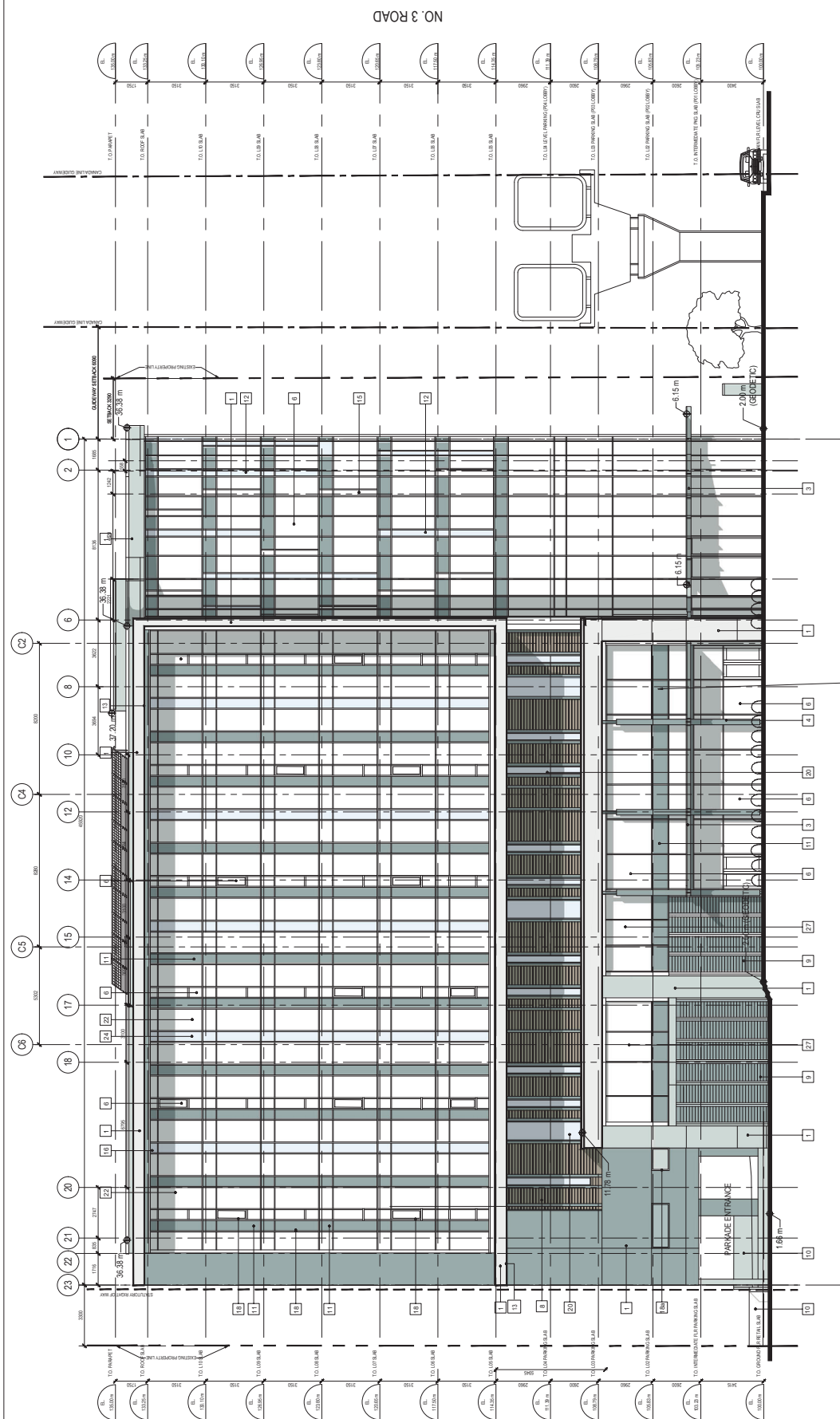
4700 NO. 3 ROAD
RICHMOND, BC

DATE	BY	CHK	REV	DATE
2020-05-10	AL			

THIS DRAWING IS THE PROPERTY OF THE ARCHITECT AND IS NOT TO BE REPRODUCED OR USED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.



NO.	DESCRIPTION	DATE	BY
1	REVISION		
2	REVISION		
3	REVISION		
4	REVISION		
5	REVISION		
6	REVISION		
7	REVISION		
8	REVISION		
9	REVISION		
10	REVISION		
11	REVISION		
12	REVISION		
13	REVISION		
14	REVISION		
15	REVISION		
16	REVISION		
17	REVISION		
18	REVISION		
19	REVISION		
20	REVISION		
21	REVISION		
22	REVISION		
23	REVISION		



1 NORTH ELEVATION
SCALE 1:100

MATERIALS LEGEND

1. SEALED SMOOTH FINISH CONCRETE - LIGHT GRAY
2. GLASS DOOR WITH ANODIZED ALUMINUM FRAME
3. STEEL COLUMN C/W BLACK ALUMINUM CLADDING
4. STRENGTHENED CONCRETE SLAB - 8" THICK
5. STRENGTHENED CONCRETE SLAB - 8" THICK
6. PORTLAND CEMENT PLASTER - WHITE GLASS PANEL, VITACON VT-88%
7. UPTAN VALVE SHIMING GLAZING - WHITE GLASS PANEL, VITACON VT-88%
8. PRE-FINISHED THERMALLY BROKEN ENTRY DOOR C/W CLEAR ANODIZED ALUMINUM RAILS
9. PRE-FINISHED THERMALLY BROKEN ENTRY DOOR C/W CLEAR ANODIZED ALUMINUM RAILS
10. PRE-FINISHED ALUMINUM REMOVABLE ENCLOSURE - BLACK
11. 10. 0.3m-HIGH FENCE
12. OPALQUE PAINTED WOOD ENCLOSURE AT GARBAGE / RECYCLING HOLDING AREA ONLY
13. BLACK CHAINLINK
14. SPANDREL GLASS - HARMONY SOLEX
15. SPANDREL GLASS - EXOTIC ARABIAN BLUE
16. SPANDREL GLASS - EXOTIC ARABIAN BLUE
17. SEALED SMOOTH FINISH CONCRETE SLOTTIF - LIGHT GRAY
18. SPANDREL GLASS - CHARCOAL

16. SPANDREL PANEL, MATCH TO ARCHIT. BLUE
17. SPANDREL PANEL, MATCH TO ARCHIT. BLUE
18. PRE-FINISHED ALUMINUM MULLION - CLEAR ANODIZED
19. PRE-FINISHED ALUMINUM MULLION - BLACK ANODIZED
20. PRE-FINISHED ALUMINUM "PICTURE WINDOW" FRAME - BLACK
21. PRE-FINISHED ALUMINUM "PICTURE WINDOW" FRAME - BLACK
22. WHITE TINTED GLASS - VAPORON, VLT - 91 %
23. WHITE TINTED GLASS - VAPORON, VLT - 91 %
24. ARCHIT. BLUE TINTED GLASS - PUKINGTON, VLT - 19 %
25. ARCHIT. BLUE TINTED GLASS - PUKINGTON, VLT - 32 %
26. ALUMINUM TROUGH WITH INSULATOR
27. SPANDREL GLASS - WHITE COTTON
28. SEALED PAINTED CONCRETE - WHITE

NO CHANGE TO EXTERIOR FROM DP PANEL PACKAGE
DATED JAN 29, 2020

4700 NO. 3 ROAD
RICHMOND, BC

PROJECT
NORTH
ELEVATION

Category	Value (Metres)
15	15
30	30
45	45

FILE	PROJECT NUMBER	ISSUE NO.
	12425	03
1000 FILE		

DP-30-01-01

PLN - 88

A. DESCRIPTION		DATE	CITY
1.	ISSUE FOR PERSONAL PURCHASEMENT	2022-01-21	
2.	ISSUE FOR PERSONAL PURCHASEMENT	2024-09-21	
3.	ISSUE FOR DEVELOPMENT PERMIT	2024-08-26	



204-1640 WEST 2ND AVE, VINCOURNER BC, CANADA V1J 1H2

DOWN BY	CHK	INIT	SCALE
			1.00
			DRAINING DATE
			2004-03-19

320425 4:55 NaJ 86/01 Smp/Current/202425 Dr-24-06-19 Emission_3 09/026 4.0mg (Richard Lee 7/25/2025 1:16 PM)



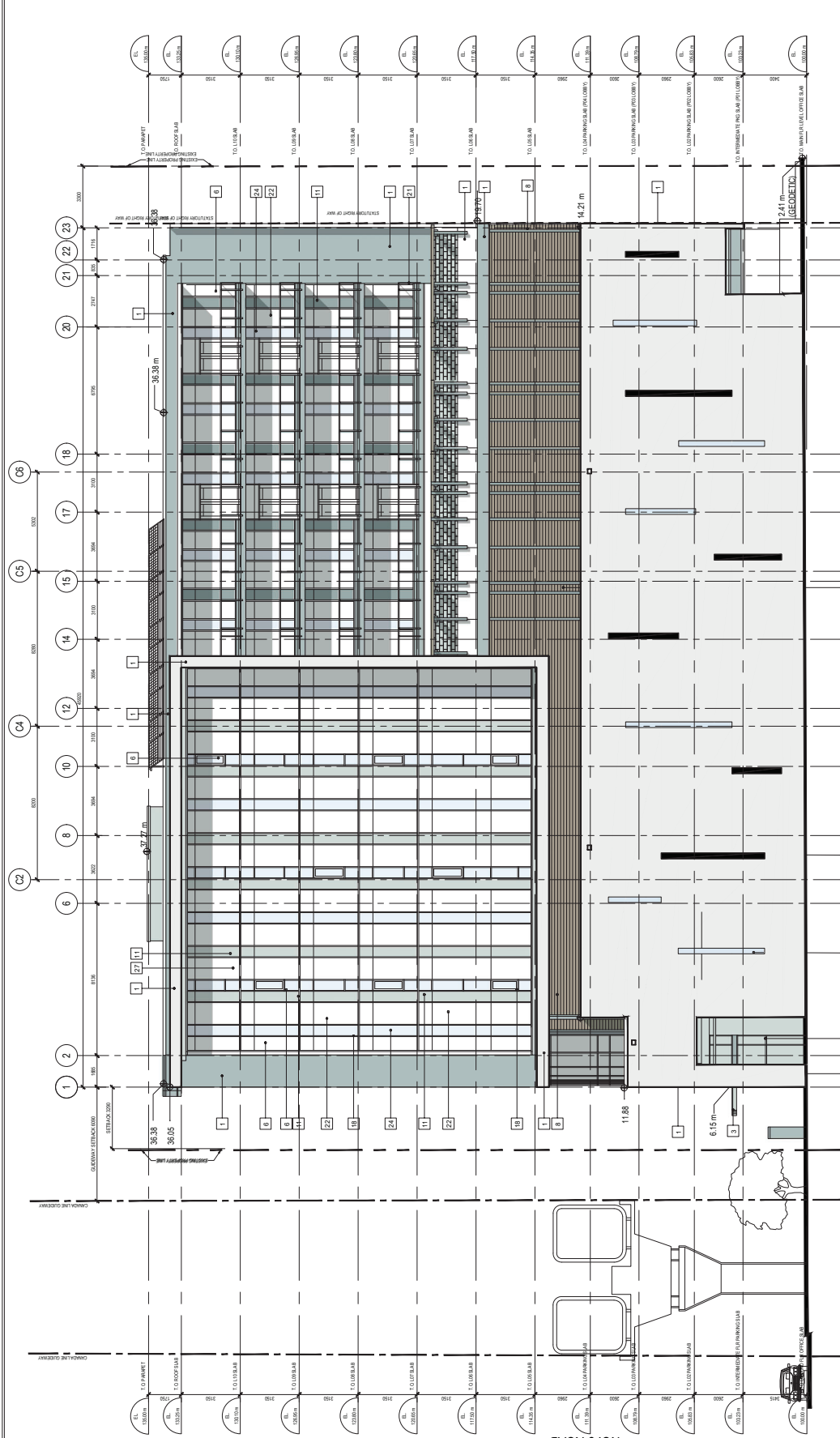
- 16 SPANDREL PANEL - TO MATCH ARCTIC BLUE
- 17 ALUMINUM COLOURED SQUARE ATTACHED TO REMOVABLE ENCLOSURE
- 18 PRE-FINISHED ALUMINUM MULLION - CLEAR ANODIZED
- 19 PRE-FINISHED ALUMINUM MULLION - BLACK ANODIZED
- 20 OPQUE FROSTED WINDOW - WINDOW FRAME - BLACK
- 21 PRE - FINISHED ALUMINUM PILING W/ CLEAR GLASS - BLACK
- 22 WHITE TINTED GLASS - VIKING, V.T. 91 - 91%
- 23 GRAY TINTED GLASS - PILKINGTON V.T. 91 - 91%
- 24 ARCTIC BLUE TINTED GLASS - PILKINGTON V.T. 32%
- 25 SEALED PAINTED CONCRETE - DARK GRAY
- 26 SEALED PAINTED CONCRETE - WHITE
- 27 SPANDREL GLASS - WHITE COTTON
- 28 SEALED PAINTED CONCRETE - WHITE

1. SEALED SMOOTH FINISH CONCRETE - LIGHT GRAY
2. GLASS CANOPY ON CLEAR ANODIZED ALUMINUM FRAME
4. STEEL COLUMN C/W BLACK ALUMINUM CLADDING
5. STOREFRONT VISION GLAZING - WHITE GLASS PANEL, VIBRACON I.T. - 98%
6. PRE-FINISHED THERMALLY BROKEN EIGHT DOOR/CIN CLEAR ANODIZED ALUMINUM RAIL
7. HORIZONTAL ALUMINUM COVER SCREENING - WOODGRAIN COLOUR
8. PRE-FINISHED ALUMINUM REMOVABLE ENCLOSURE - BLACK
10. 0.9m HIGH ANTIMONY
- OPAQUE PAINTED WOOD ENCLOSURE AT GARBAGE / RECYCLING HANDLING AREA ONLY
- BLACK CHAILINIK
11. SPANDREL GLASS - HARBONY SOLEX
12. SPANDREL GLASS - HARBONY BLUE
14. SPANDREL GLASS - WARM GRAY
13. SEALED SMOOTH FINISH CONCRETE SOFFIT - LIGHT GRAY
15. SPANDREL GLASS - CHARCOAL

NO CHANGE TO EXTERIOR FROM DP PANEL PACKAGE
DATED JAN 29, 2020

PLN - 90

NO. 3 ROAD



1 SOUTH ELEVATION
SCALE 1/8"

MATERIALS LEGEND

- 1. SEALED SMOOTH FINISH CONCRETE - LIGHT GRAY
- 2. SEALED SMOOTH FINISH CONCRETE - DARK GRAY
- 3. STEEL COLUMN/CLAMP ALUMINUM CLADDING
- 4. STEEL COLUMN/CLAMP ALUMINUM CLADDING
- 5. STOREFRONT VISION GLAZING - WHITE GLASS PANEL - VIRACON VLT - 88%
- 6. CURTAIN WALL VISION GLAZING - WHITE GLASS PANEL - VIRACON VLT - 88%
- 7. PRE-FINISHED THERMALLY BROKEN ENTRY DOOR C/W CLEAR ANODIZED ALUMINUM RAILS
- 8. PRE-FINISHED THERMALLY BROKEN ENTRY DOOR C/W CLEAR ANODIZED ALUMINUM RAILS
- 9. PRE-FINISHED ALUMINUM REMOVABLE ENCLOSURE - BLACK
- 10. 0.3m HIGH FENCE
 - OPAQUE PAINTED WOOD ENCLOSURE AT GARBAGE / RECYCLING HOLDING AREA ONLY
 - BLACK CHAINLINK
- 11. SPANDREL GLASS - HARMONY SOLEX
- 12. SPANDREL GLASS - EXOTIC ARABIAN BLUE
- 13. SPANDREL GLASS - HARMONY SOLEX
- 14. SPANDREL GLASS - EXOTIC ARABIAN BLUE
- 15. SEALED SMOOTH FINISH CONCRETE SOFFIT - LIGHT GRAY
- 16. SPANDREL GLASS - CHARCOAL

MATERIALS LEGEND

- 16. SPANDREL PANEL - TO MATCH ARCTIC BLUE
- 17. SPANDREL PANEL - TO MATCH ARCTIC BLUE
- 18. PRE-FINISHED ALUMINUM MULLION - BLACK ANODIZED
- 19. PRE-FINISHED ALUMINUM MULLION - BLACK ANODIZED
- 20. OPAQUE FROSTED WINDOW - VIRACON VLT - 88%
- 21. OPAQUE FROSTED WINDOW - VIRACON VLT - 88%
- 22. WHITE TINTED GLASS - VIRACON VLT - 91%
- 23. GRAY TINTED GLASS - PLKINGTON VLT - 19%
- 24. ARCTIC BLUE TINTED GLASS - PLKINGTON VLT - 32%
- 25. SEALED PAINTED CONCRETE - DARK GRAY
- 26. SEALED PAINTED CONCRETE - LIGHT GRAY
- 27. SPANDREL GLASS - WHITE COTTON
- 28. SEALED PAINTED CONCRETE - WHITE

NO CHANGE TO EXTERIOR FROM DP PANEL PACKAGE
DATED JAN 29, 2020



PROJECT NUMBER	03
DATE	2020-01-29
DRAWING NUMBER	DP-30-01-03

4700 NO. 3 ROAD
RICHMOND, BC

PROJECT
SOUTH
ELEVATION

DATE	BY	CHK	REV	SCALE	DATE
2020-01-29				1/8"	



NO.	DESCRIPTION	DATE	BY	CHK	REV
1	1. SEALED SMOOTH FINISH CONCRETE - LIGHT GRAY	2020-01-29			
2	2. SEALED SMOOTH FINISH CONCRETE - DARK GRAY	2020-01-29			
3	3. STEEL COLUMN/CLAMP ALUMINUM CLADDING	2020-01-29			
4	4. STEEL COLUMN/CLAMP ALUMINUM CLADDING	2020-01-29			
5	5. STOREFRONT VISION GLAZING - WHITE GLASS PANEL - VIRACON VLT - 88%	2020-01-29			
6	6. CURTAIN WALL VISION GLAZING - WHITE GLASS PANEL - VIRACON VLT - 88%	2020-01-29			
7	7. PRE-FINISHED THERMALLY BROKEN ENTRY DOOR C/W CLEAR ANODIZED ALUMINUM RAILS	2020-01-29			
8	8. PRE-FINISHED THERMALLY BROKEN ENTRY DOOR C/W CLEAR ANODIZED ALUMINUM RAILS	2020-01-29			
9	9. PRE-FINISHED ALUMINUM REMOVABLE ENCLOSURE - BLACK	2020-01-29			
10	10. 0.3m HIGH FENCE	2020-01-29			
11	11. SPANDREL GLASS - HARMONY SOLEX	2020-01-29			
12	12. SPANDREL GLASS - EXOTIC ARABIAN BLUE	2020-01-29			
13	13. SPANDREL GLASS - HARMONY SOLEX	2020-01-29			
14	14. SPANDREL GLASS - EXOTIC ARABIAN BLUE	2020-01-29			
15	15. SEALED SMOOTH FINISH CONCRETE SOFFIT - LIGHT GRAY	2020-01-29			
16	16. SPANDREL GLASS - CHARCOAL	2020-01-29			



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

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

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

Staff Recommendation

That the request to revise the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, for the creation of a new "High Rise Office Commercial (ZC44) – Aberdeen Village" zone and for the rezoning of 4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" zone to the new "High Rise Office Commercial (ZC44) – Aberdeen Village" zone, to remove the rezoning consideration limiting the subdivision of office space, be denied.

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

WC/SB:js
Att. 3

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Policy Planning	☒	

Staff Report

Origin

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

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

Findings of Fact

Background

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

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

On June 17, 2019, Council adopted OCP Bylaw 7100, Amendment Bylaw 10034, which amended the VCB provisions in the City Centre Area Plan. This policy requires that subdivision of office use within the VCB area be limited to one strata lot or one air space parcel per storey or a minimum floor area of 1,858 m² (20,000 ft²) where the VCB is increased beyond the 1.0 floor area ratio (FAR) allowed or when the VCB is added to a site that does not currently have this designation. This restriction is applied on sites that benefit from the provision of additional density as a way of encouraging the creation of large floorplate leasable office space close to transit and city centre amenities.

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

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

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

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

Related Policies & Studies

Official Community Plan/City Centre Area Plan

The CCAP includes an incentive based density bonus approach to encourage the creation of large floorplate leasable office space close to transit and city centre amenities by limiting subdivision of all office use to one strata lot or one air space parcel per storey or a minimum floor area of 1,858 m² (20,000 ft²) where the VCB is increased beyond 1.0 FAR or when the VCB is added to a site that does not currently have this designation.

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

Should the applicant wish to pursue the development without the limitations on subdivision of the office space they should remove the additional density permitted by the additional 0.5 FAR density bonus (1,041 m² [11,205 ft²]) to comply with the requirements of the CCAP.

Analysis

As noted in the original Staff Report (Attachment AA – Attachment A), the CCAP amendment and rezoning propose a total density of 3.5 FAR, including a VCB of 1.5 FAR limited to office floor area only. The development proposal includes total floor area of approximately 7,285 m² (78,416 ft²) comprised of commercial space on the bottom two floors and 5,897.4 m² (63,478.5 ft²) office space on the top six floors. The upper floor plate sizes are approximately 799 m² (8,600 ft²) on the 5th floor, and 1,002 m² (10,791 ft²) on the 6th to 10th floors.

Applicant Requested Change

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

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

The applicant also advises that in response to market demand for smaller office units, the rezoning consideration change is requested to provide smaller office units and conceptual draft strata subdivision sketches (Attachment CC) have been provided. The proposed office space is located on the 5th to 10th floor levels and the applicant proposes to create office space strata lots with approximate sizes of between 58.1 m² (625 ft²) and 173.6 m² (1,869 ft²).

Next Steps

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

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

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

Conclusion

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

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

The rezoning consideration revision requested by the applicant is not consistent with OCP Policy, which requires that subdivision of office use within the VCB area be limited to one strata lot or one air space parcel per storey or a minimum floor area of 1,858 m² (20,000 ft²) where the VCB is increased beyond the 1.0 FAR allowed or when the VCB is added to a site that does not currently have this designation. On this basis, it is recommended that the applicant request to amend rezoning considerations be denied.



Sara Badyal
Planner 3
(604-276-4282)

SB:js

Attachments:

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



City of Richmond

Report to Committee

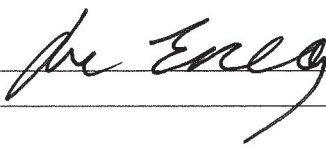
To: Planning Committee **Date:** June 24, 2019
From: Wayne Craig **File:** RZ 14-672055
 Director, Development
Re: **Revised Rezoning Considerations for the Application by Bene (No. 3) Road Development Ltd. for Rezoning of the Property at 4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" Zone 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 m² (78,415.5 ft²) comprised of approximately 1,387.7 m² (14,937 ft²) or 0.67 FAR of commercial space and 5,897.4 m² (63,478.5 ft²) or 2.83 FAR of office space. The office space is proposed over six storeys on the 5th to 10th floors, with floor plate sizes of approximately 799 m² (8,600 ft²) on the 5th floor, and 1,002 m² (10,791 ft²) on the 6th to 10th 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 m² (20,000 ft²) 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

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

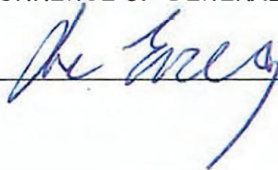
Staff Recommendation

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

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


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

SB:blg
Att. 5

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Services	☒	
Engineering	☒	
Policy Planning	☒	
Transportation	☒	

Staff Report

Origin

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

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

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

Findings of Fact

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

Site and Surrounding Development

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

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

Surrounding development includes:

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

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

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

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

Related Policies & Studies

1. Official Community Plan/City Centre Area Plan

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

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

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

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

2. Other Policies, Strategies and Bylaws

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

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

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

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

Consultation

1. OCP Amendment

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

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

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

OCP Consultation Summary

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

2. Rezoning

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

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

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

Analysis

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

1. Proposed OCP and Zoning Bylaw Amendments

Proposed OCP (CCAP) Amendment

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

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

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

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

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

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

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

Proposed Rezoning

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

2. Community Amenities

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

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

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

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

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

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

3. Utility Infrastructure

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

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

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

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

4. Transportation

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

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

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

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

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

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

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

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

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

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

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

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

5. Development Concept Review

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

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

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

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

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

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

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

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

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

Financial Impact or Economic Impact

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

Conclusion

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

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



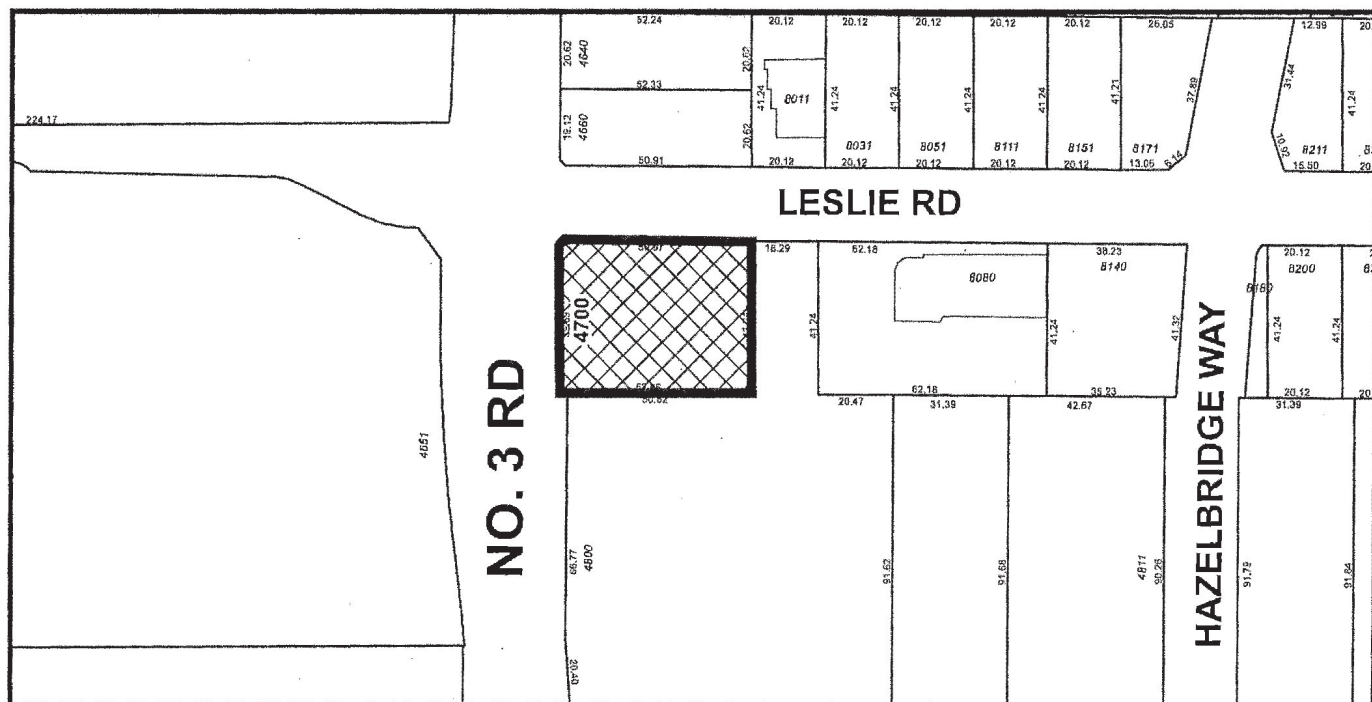
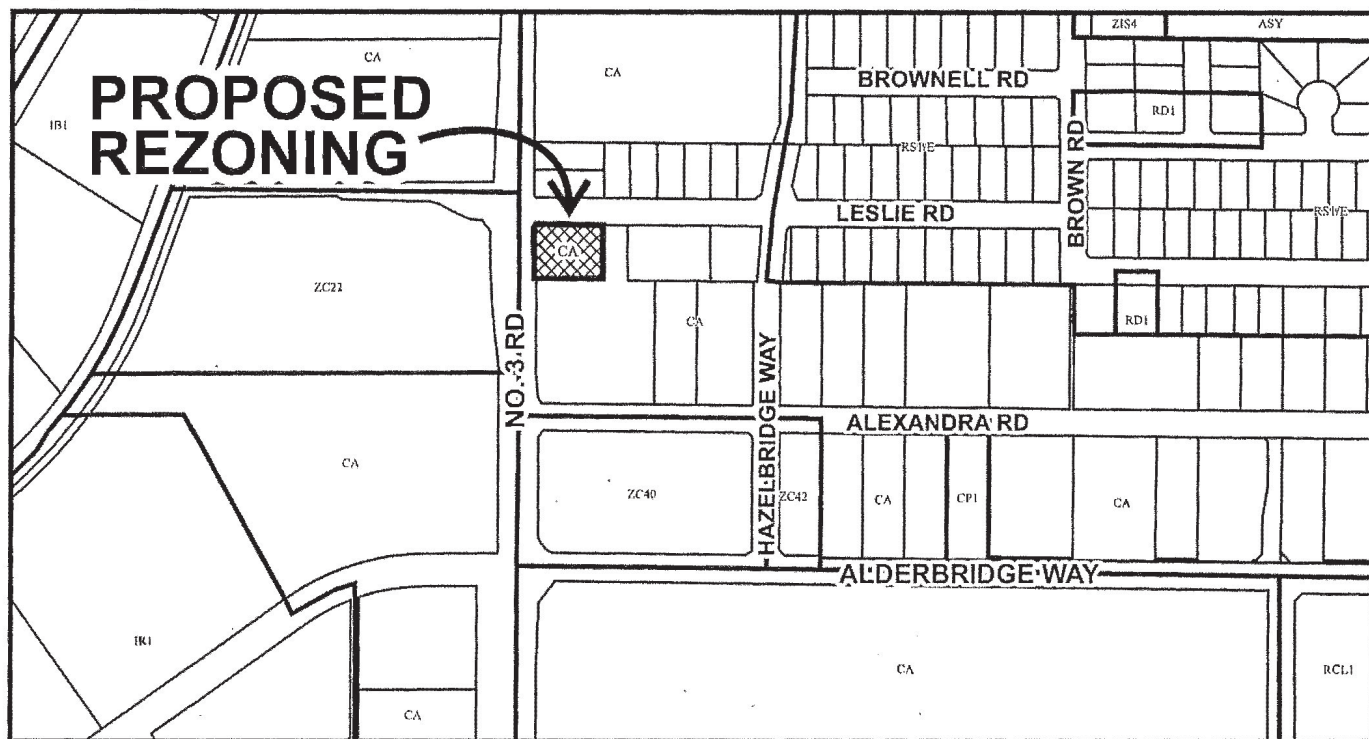
Sara Badyal
Planner 2
(604-276-4282)

SB:blg

Attachments:

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

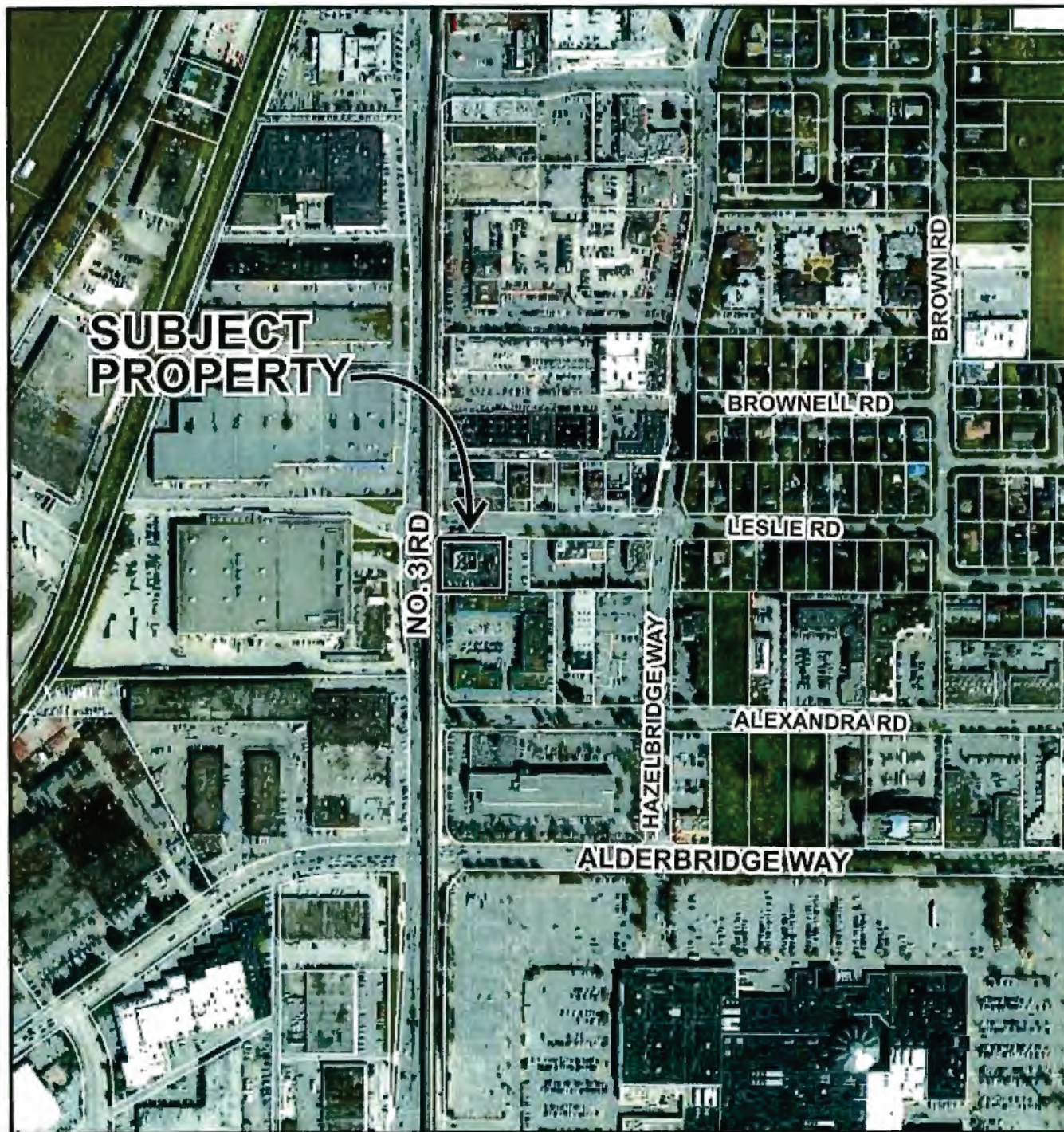
PROPOSED REZONING



Note: Dimensions are in METRES



City of
Richmond



RZ 14-672055

Original Date: 09/17/14

Revision Date:

Note: Dimensions are in METRES



Development Application (RZ)
Data Summary

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

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

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

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

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

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

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



Address: 4700 No. 3 Road

File No.: RZ 14-672055

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

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

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

- iii) The owner grants or acquires the statutory right-of-way(s) and/or easements necessary for supplying DEU services to the building.
 - iv) The owner provides to the City, a Letter of Credit, in an amount satisfactory to the City, for costs associated with acquiring any further statutory right-of-way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.
14. City acceptance of the developer's voluntary contribution in the amount of \$1,456,392.94 towards City Centre Community Services facilities (e.g. \$650.00 per square foot of 5% of the 1.0 FAR village centre bonus and 10% of the additional 0.5 FAR village centre bonus). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier (\$650 /ft²) will be adjusted annually thereafter based on the Statistics Canada "Non-residential Building Construction Price Index" yearly quarter to quarter change for Vancouver, where the change is positive.
 15. City acceptance of the developer's voluntary contribution in the amount of \$19,605.29 (i.e. \$0.25 per buildable square foot) to future City community planning studies, as set out in the City Centre Area Plan.
 16. City acceptance of the developer's voluntary contribution in the amount of \$34,505.31 (i.e. \$0.44 per buildable square foot of commercial/office space) to the City's Public Art Program.
 17. City acceptance of the developer's offer to voluntarily contribute \$50,000 towards the provision of two transit shelters at existing bus stops nearby along No. 3 Road as a Transportation Demand Management (TDM) measure.
 18. City acceptance of the developer's offer to voluntarily contribute \$2,600 to the City's Tree Compensation Fund for the planting of replacement trees within the City in compensation for the removal of two street trees along the Leslie Road frontage.
 19. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of trees to be retained along No. 3 Road. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
 20. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities; including building demolition, occurring on-site.
 21. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
 22. Enter into a Servicing Agreement* for the design and construction of road and infrastructure works. Works include, but may not be limited to:
 - a) Road Works:

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

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

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

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

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

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

v. At Developers cost, the City is to:

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

e) General Items:

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

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

ii. The Developer is required to:

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

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

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

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

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

Note:

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

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

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

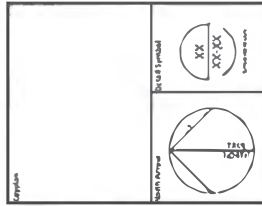
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation,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

[Signed original on file]

Signed

Date

DATE	ISSUED FOR	REV
2016-01-11	FOR CITY REVIEW	1
2016-01-11	RECEIVED FOR RECORD	2
2016-01-11	RECEIVED FOR CONSTRUCTION	3
2016-01-11	FOR RECORD	4
2016-01-11	FOR CITY COMMENTS	5
2016-01-11	FOR CITY COMMENTS	6
2016-01-11	FOR CITY COMMENTS	7
2016-01-11	FOR CITY COMMENTS	8
2016-01-11	FOR CITY COMMENTS	9
2016-01-11	FOR CITY COMMENTS	10
2016-01-11	FOR CITY COMMENTS	11
2016-01-11	FOR CITY COMMENTS	12
2016-01-11	FOR CITY COMMENTS	13
2016-01-11	FOR CITY COMMENTS	14
2016-01-11	FOR CITY COMMENTS	15
2016-01-11	FOR CITY COMMENTS	16
2016-01-11	FOR CITY COMMENTS	17
2016-01-11	FOR CITY COMMENTS	18
2016-01-11	FOR CITY COMMENTS	19
2016-01-11	FOR CITY COMMENTS	20
2016-01-11	FOR CITY COMMENTS	21
2016-01-11	FOR CITY COMMENTS	22
2016-01-11	FOR CITY COMMENTS	23
2016-01-11	FOR CITY COMMENTS	24
2016-01-11	FOR CITY COMMENTS	25
2016-01-11	FOR CITY COMMENTS	26
2016-01-11	FOR CITY COMMENTS	27
2016-01-11	FOR CITY COMMENTS	28
2016-01-11	FOR CITY COMMENTS	29
2016-01-11	FOR CITY COMMENTS	30
2016-01-11	FOR CITY COMMENTS	31
2016-01-11	FOR CITY COMMENTS	32
2016-01-11	FOR CITY COMMENTS	33
2016-01-11	FOR CITY COMMENTS	34
2016-01-11	FOR CITY COMMENTS	35
2016-01-11	FOR CITY COMMENTS	36
2016-01-11	FOR CITY COMMENTS	37
2016-01-11	FOR CITY COMMENTS	38
2016-01-11	FOR CITY COMMENTS	39
2016-01-11	FOR CITY COMMENTS	40
2016-01-11	FOR CITY COMMENTS	41
2016-01-11	FOR CITY COMMENTS	42
2016-01-11	FOR CITY COMMENTS	43
2016-01-11	FOR CITY COMMENTS	44
2016-01-11	FOR CITY COMMENTS	45
2016-01-11	FOR CITY COMMENTS	46
2016-01-11	FOR CITY COMMENTS	47
2016-01-11	FOR CITY COMMENTS	48
2016-01-11	FOR CITY COMMENTS	49
2016-01-11	FOR CITY COMMENTS	50
2016-01-11	FOR CITY COMMENTS	51
2016-01-11	FOR CITY COMMENTS	52
2016-01-11	FOR CITY COMMENTS	53
2016-01-11	FOR CITY COMMENTS	54
2016-01-11	FOR CITY COMMENTS	55
2016-01-11	FOR CITY COMMENTS	56
2016-01-11	FOR CITY COMMENTS	57
2016-01-11	FOR CITY COMMENTS	58
2016-01-11	FOR CITY COMMENTS	59
2016-01-11	FOR CITY COMMENTS	60
2016-01-11	FOR CITY COMMENTS	61
2016-01-11	FOR CITY COMMENTS	62
2016-01-11	FOR CITY COMMENTS	63
2016-01-11	FOR CITY COMMENTS	64
2016-01-11	FOR CITY COMMENTS	65
2016-01-11	FOR CITY COMMENTS	66
2016-01-11	FOR CITY COMMENTS	67
2016-01-11	FOR CITY COMMENTS	68
2016-01-11	FOR CITY COMMENTS	69
2016-01-11	FOR CITY COMMENTS	70
2016-01-11	FOR CITY COMMENTS	71
2016-01-11	FOR CITY COMMENTS	72
2016-01-11	FOR CITY COMMENTS	73
2016-01-11	FOR CITY COMMENTS	74
2016-01-11	FOR CITY COMMENTS	75
2016-01-11	FOR CITY COMMENTS	76
2016-01-11	FOR CITY COMMENTS	77
2016-01-11	FOR CITY COMMENTS	78
2016-01-11	FOR CITY COMMENTS	79
2016-01-11	FOR CITY COMMENTS	80
2016-01-11	FOR CITY COMMENTS	81
2016-01-11	FOR CITY COMMENTS	82
2016-01-11	FOR CITY COMMENTS	83
2016-01-11	FOR CITY COMMENTS	84
2016-01-11	FOR CITY COMMENTS	85
2016-01-11	FOR CITY COMMENTS	86
2016-01-11	FOR CITY COMMENTS	87
2016-01-11	FOR CITY COMMENTS	88
2016-01-11	FOR CITY COMMENTS	89
2016-01-11	FOR CITY COMMENTS	90
2016-01-11	FOR CITY COMMENTS	91
2016-01-11	FOR CITY COMMENTS	92
2016-01-11	FOR CITY COMMENTS	93
2016-01-11	FOR CITY COMMENTS	94
2016-01-11	FOR CITY COMMENTS	95
2016-01-11	FOR CITY COMMENTS	96
2016-01-11	FOR CITY COMMENTS	97
2016-01-11	FOR CITY COMMENTS	98
2016-01-11	FOR CITY COMMENTS	99
2016-01-11	FOR CITY COMMENTS	100



Consultants:
Civil
Architectural
Mechanical
Electrical



4700 No. 3 Road
Office Building

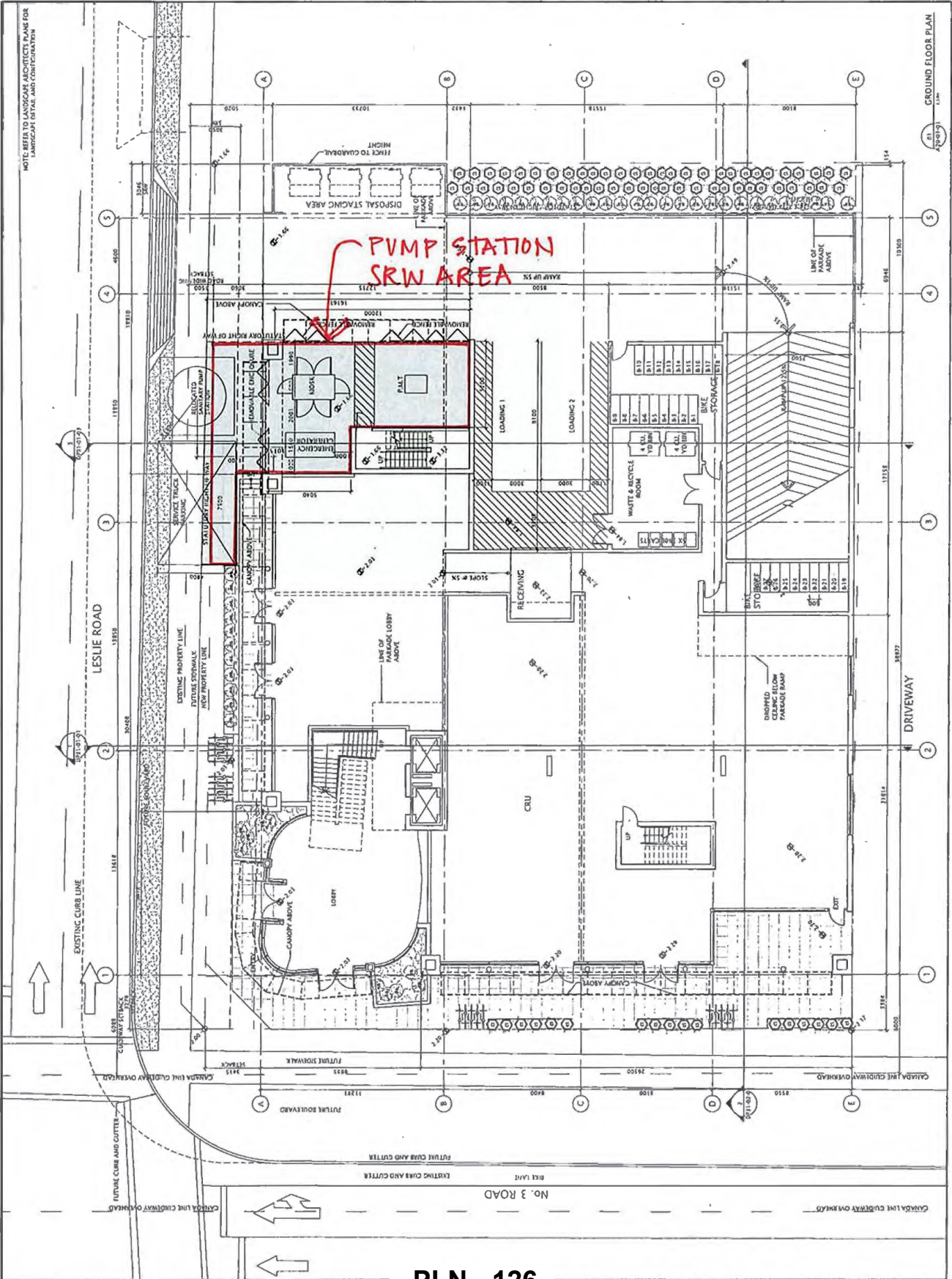
4700 No. 3 Road
Office Building

4700 No. 3 Road
Office Building

4700 No. 3 Road
Office Building

4700 No. 3 Road
Office Building

Appendix A





August 18, 2021

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

Attn: Ms. Sara Badyal

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

Dear Sara,

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

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

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

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

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

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

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

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

Regards,

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

Danny Leung

Enclosed.

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

BY JOHN ACKERMANN

Posted Dec 11, 2020 1:11 pm PST

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



(iStock Photo)

SUMMARY



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



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

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

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

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

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

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

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

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

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

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

BY TARNJIT PARMAR AND DENISE WONG
Posted Mar 23, 2021 3:26 pm PDT

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

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

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

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

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

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

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

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

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

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

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

Working from home reveals economic divide among Canadians

BY AMANDA WAWRYK AND HANA MAE NASSAR

Posted Apr 13, 2021 2:44 pm PDT

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

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

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

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

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

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

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

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

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

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

BY SALMAAN FAROOQUI, THE CANADIAN PRESS

Posted Jun 15, 2021 3:00 am PDT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Salmaan Farooqui, The Canadian Press

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

SHEET 1 OF 13 SHEETS

STRATA PLAN EPS

Attachment CC

BCGS 92G.015

PID: TO BE DETERMINED

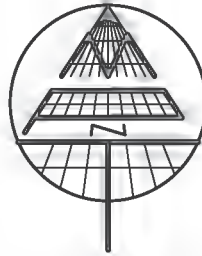
CITY OF RICHMOND

SCALE 1:250



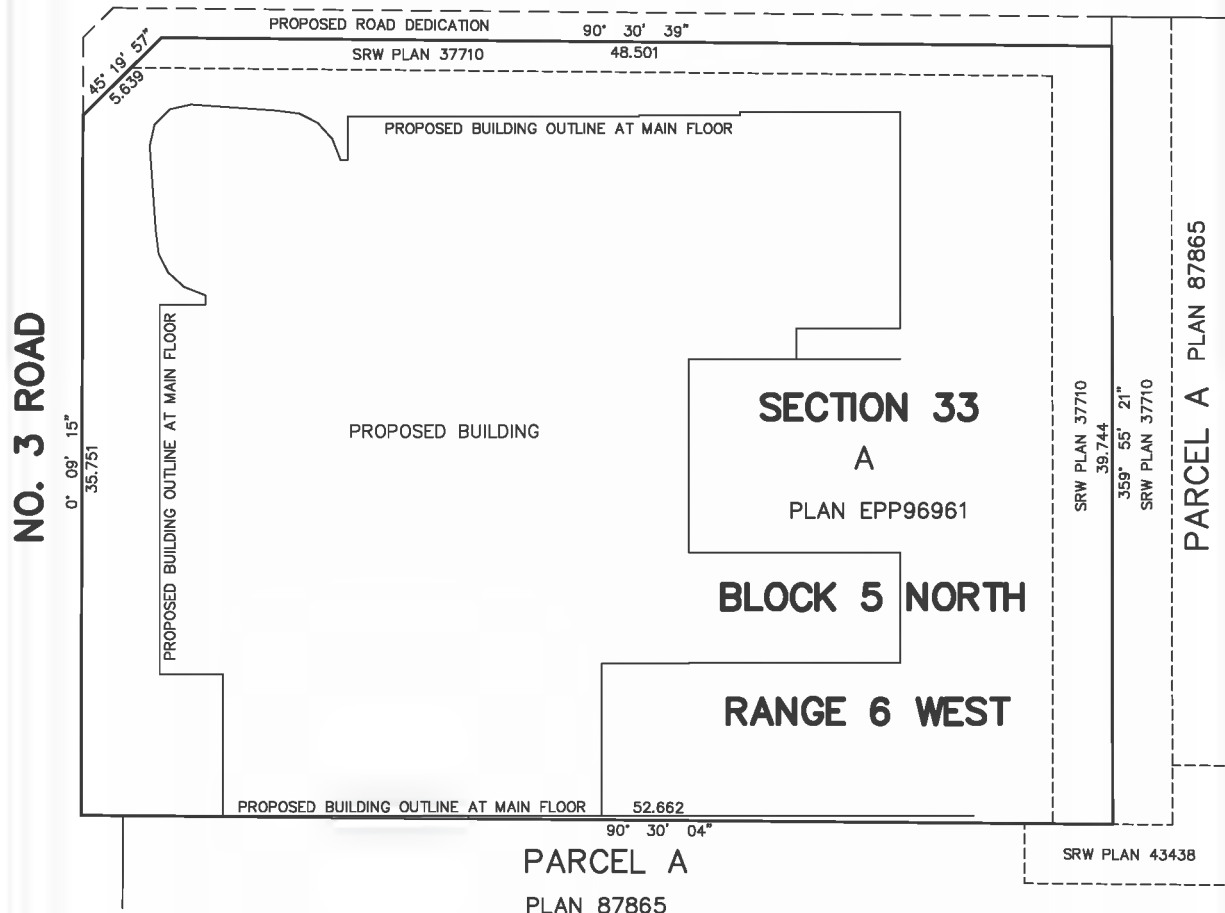
GRID BEARINGS AND LOT DIMENSIONS
ARE DERIVED FROM PLAN EPP96961.

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



DRAFT

LESLIE ROAD



NAME OF DEVELOPMENT:

LANDMARK

CIVIC ADDRESS:

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

© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

LEGEND:

ALL DIMENSIONS ARE IN METRES.

S.L. INDICATES STRATA LOT
C.P. INDICATES COMMON PROPERTY
L.C.P. INDICATES LIMITED COMMON PROPERTY
PT. INDICATES PART
m² INDICATES SQUARE METRES
COMM. INDICATES COMMUNICATIONS ROOM
ELEC. INDICATES ELECTRICAL ROOM
ELEV. INDICATES ELEVATOR
MECH. INDICATES MECHANICAL
VEST. INDICATES VESTIBULE
M INDICATES MECHANICAL SHAFT - C.P.

NOTES:

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

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

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

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

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

R-22-17551

PLN - 137

JANUARY 10, 2022

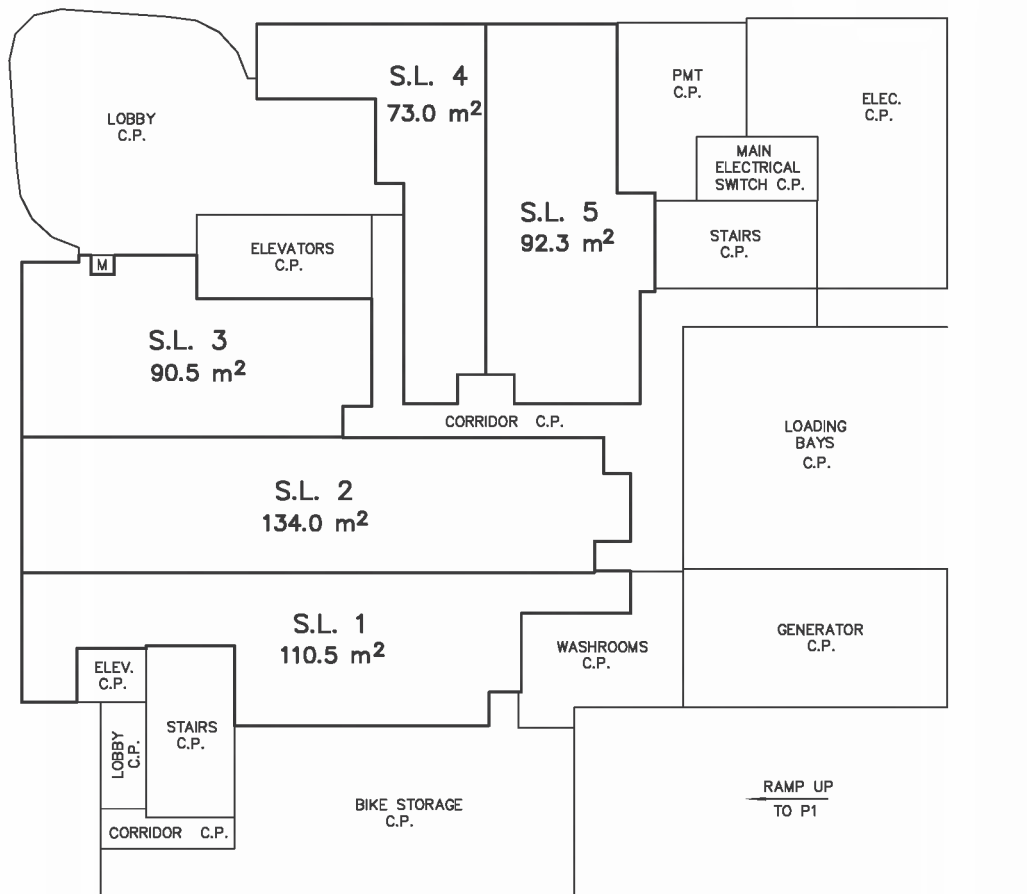
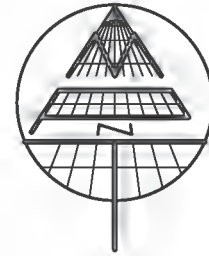
MAIN FLOOR

SHEET 2 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS _____



© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551

PLN - 138

JANUARY 10, 2022

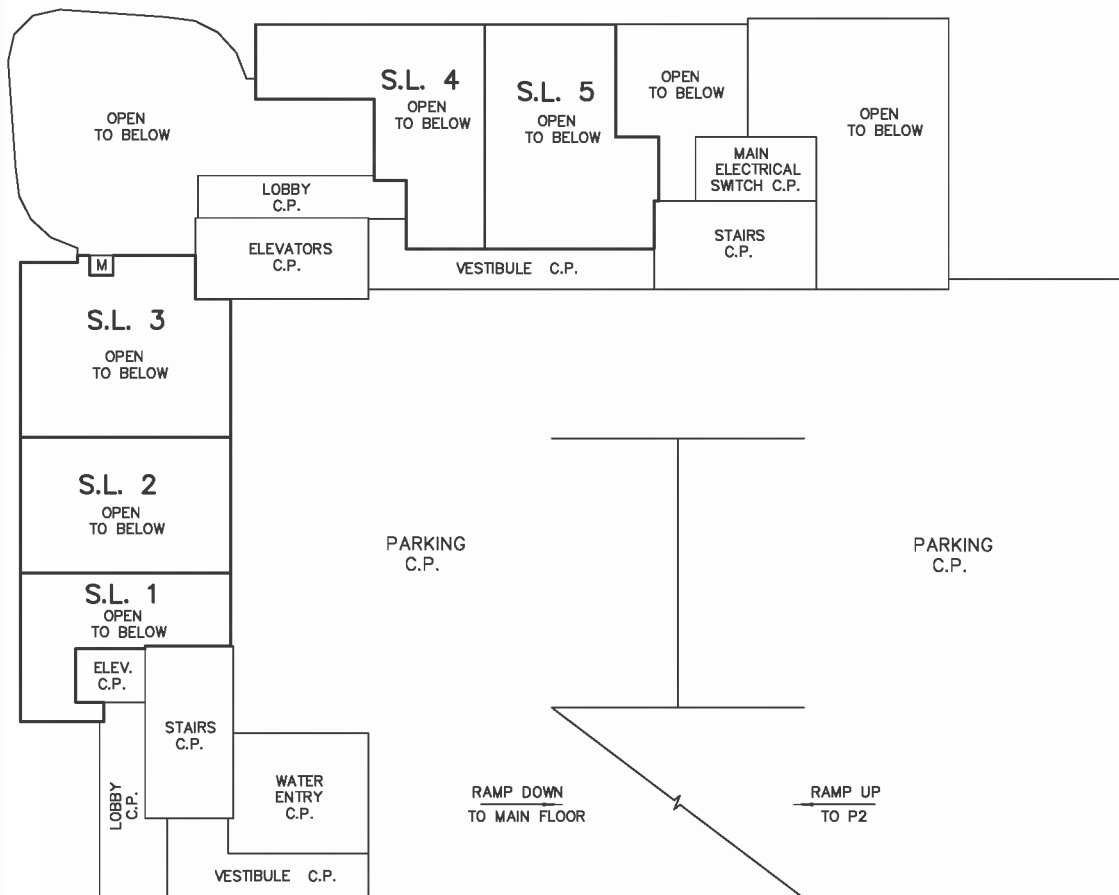
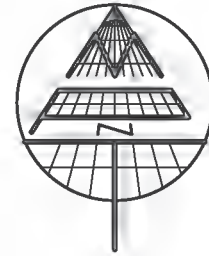
P1 INTERMEDIATE PARKADE

SHEET 3 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS



© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551

PLN - 139

JANUARY 10, 2022

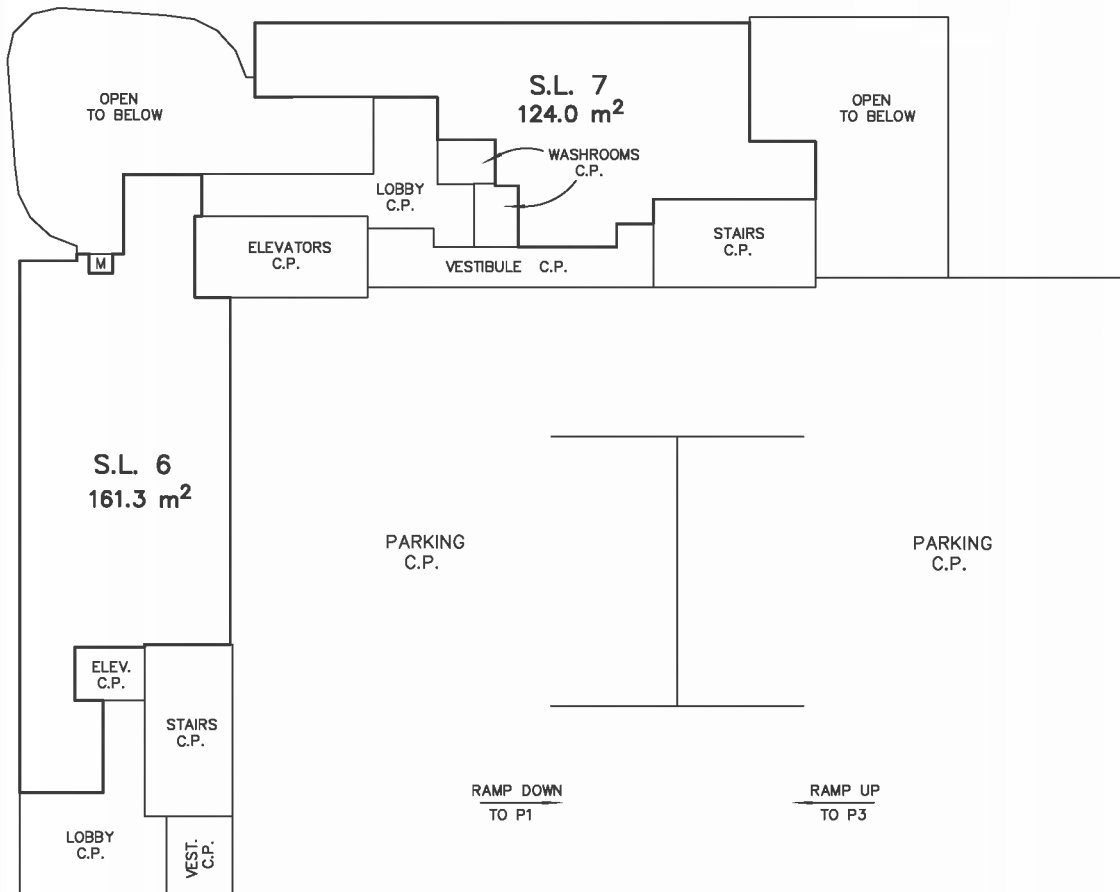
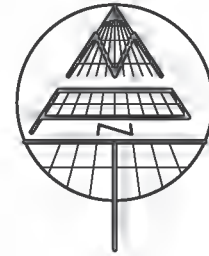
P2 SECOND FLOOR

SHEET 4 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS _____



© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551

PLN - 140

JANUARY 10, 2022

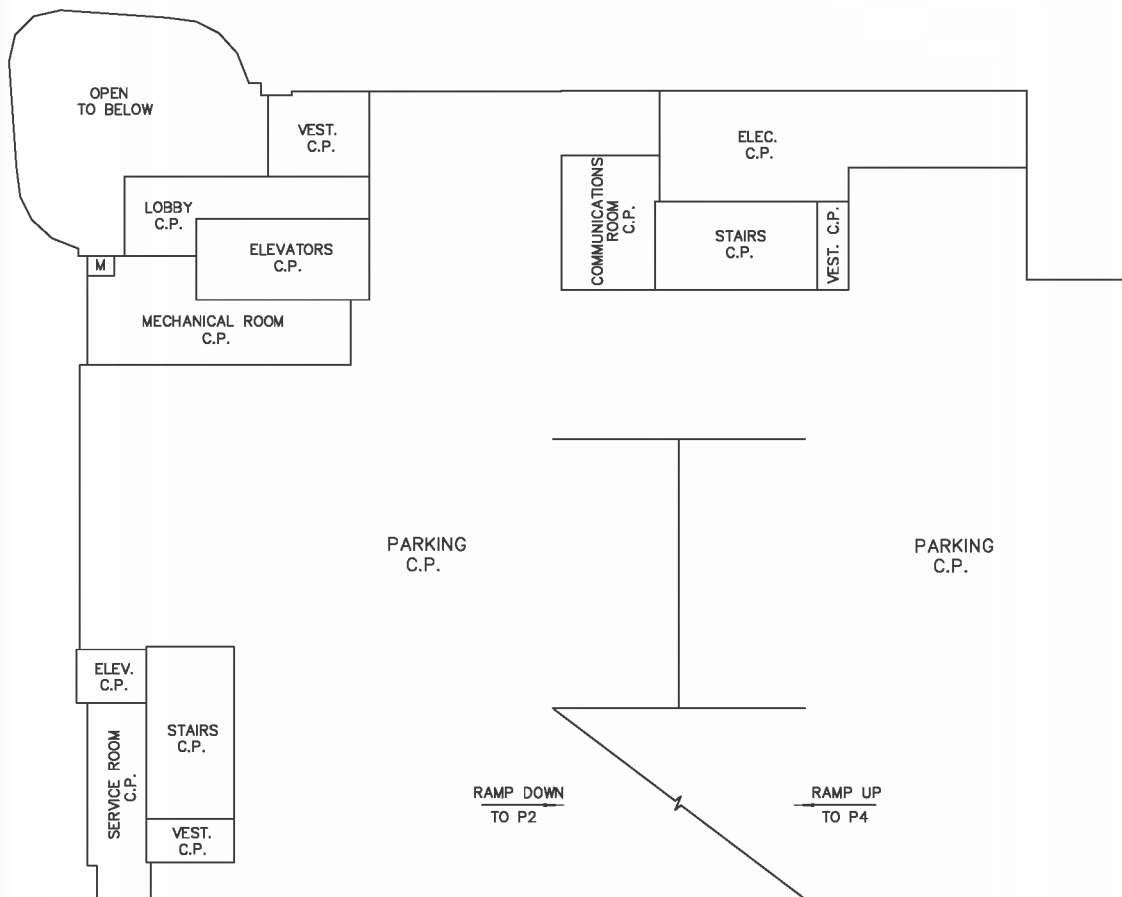
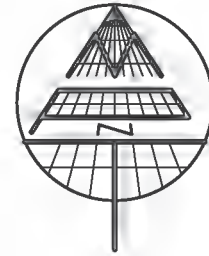
P3 THIRD FLOOR

SHEET 5 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS



© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551

PLN - 141

JANUARY 10, 2022

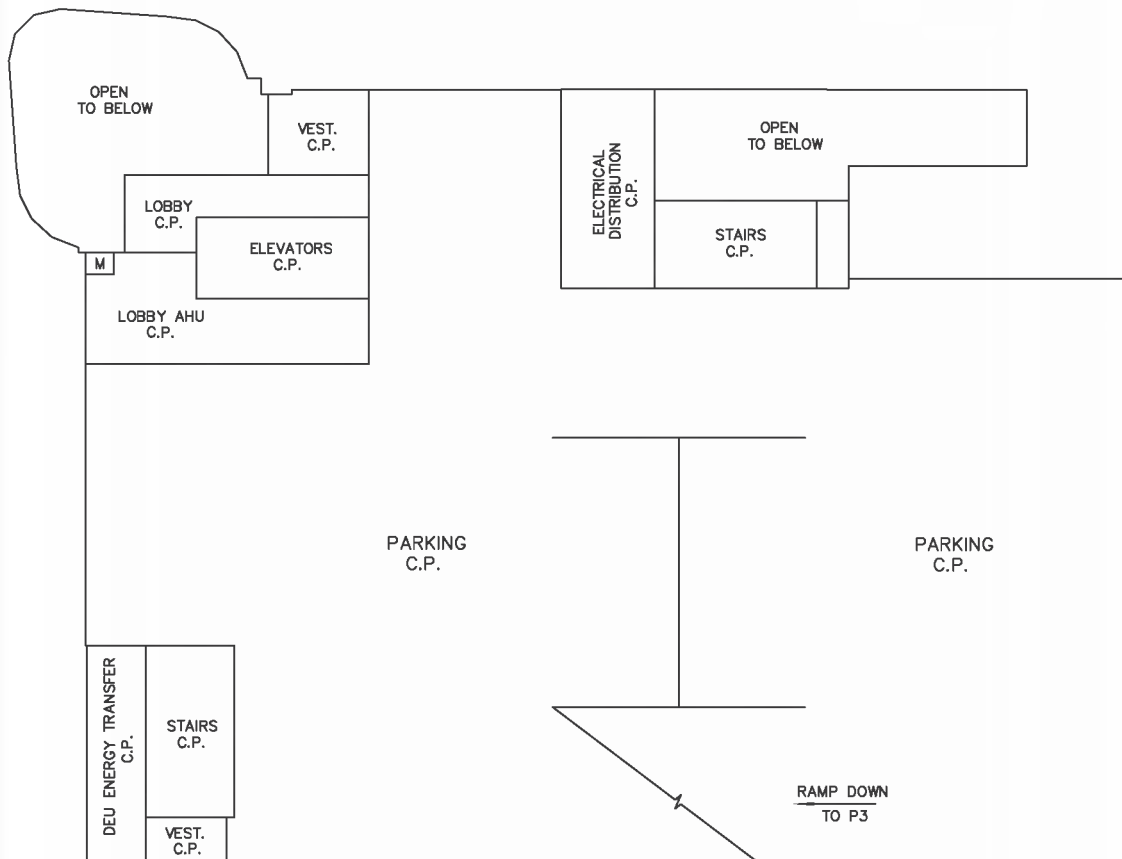
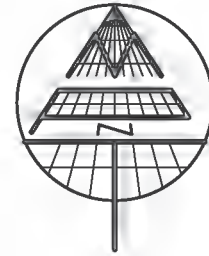
P4 FOURTH FLOOR

SHEET 6 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS _____



© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551

PLN - 142

JANUARY 10, 2022

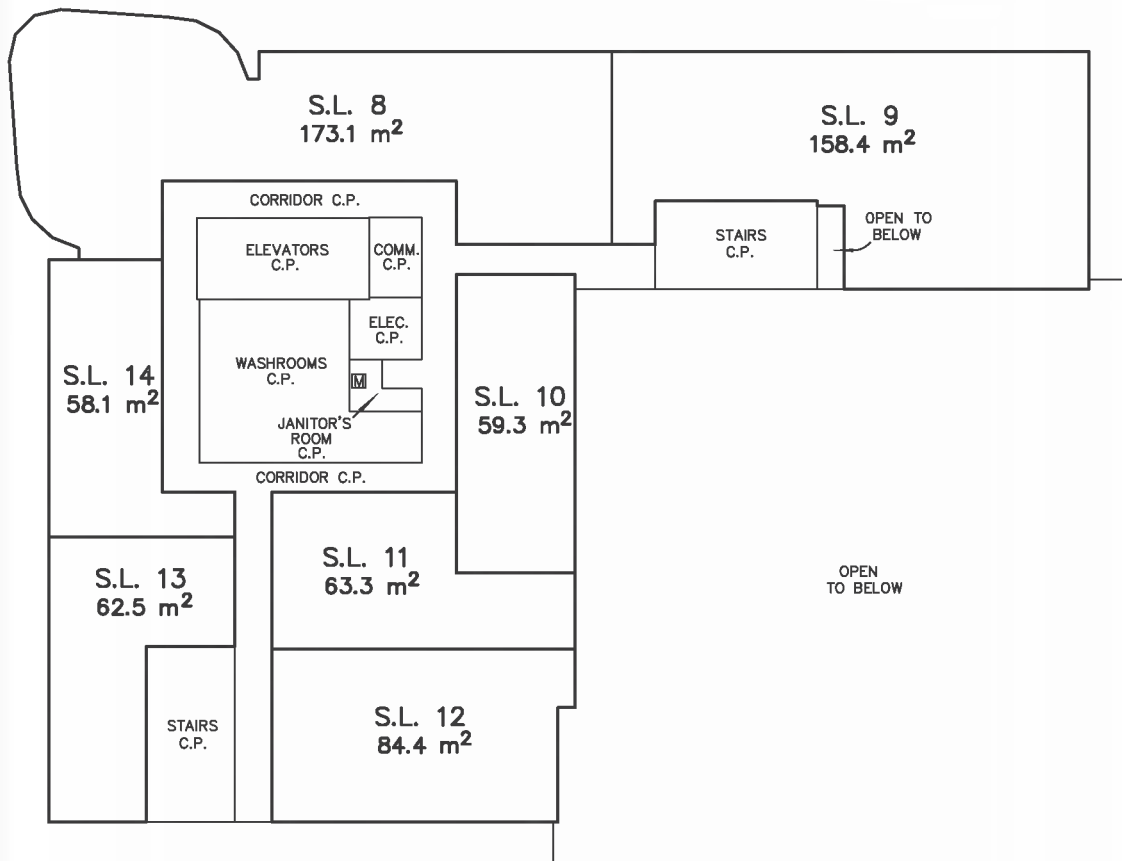
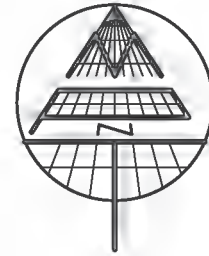
FIFTH FLOOR

SHEET 7 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS



© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551

PLN - 143

JANUARY 10, 2022

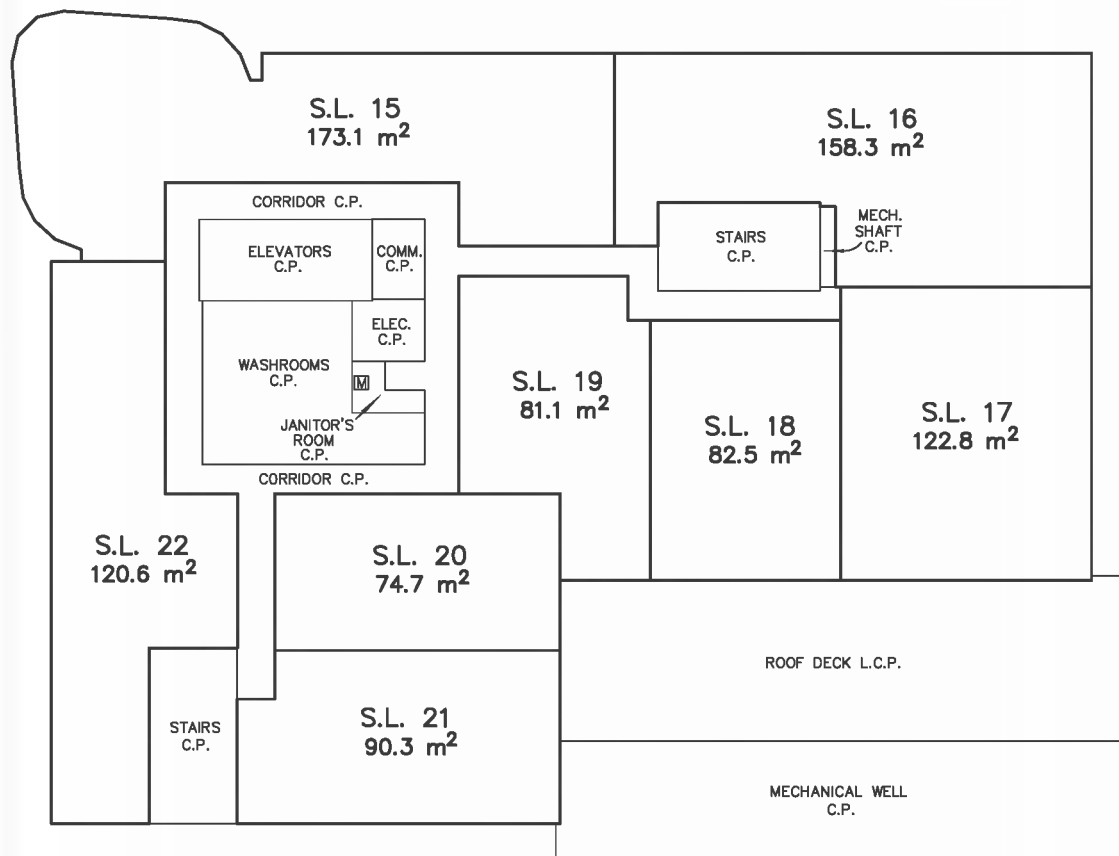
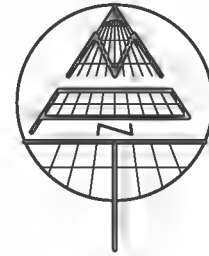
SIXTH FLOOR

SHEET 8 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS _____



© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551

PLN - 144

JANUARY 10, 2022

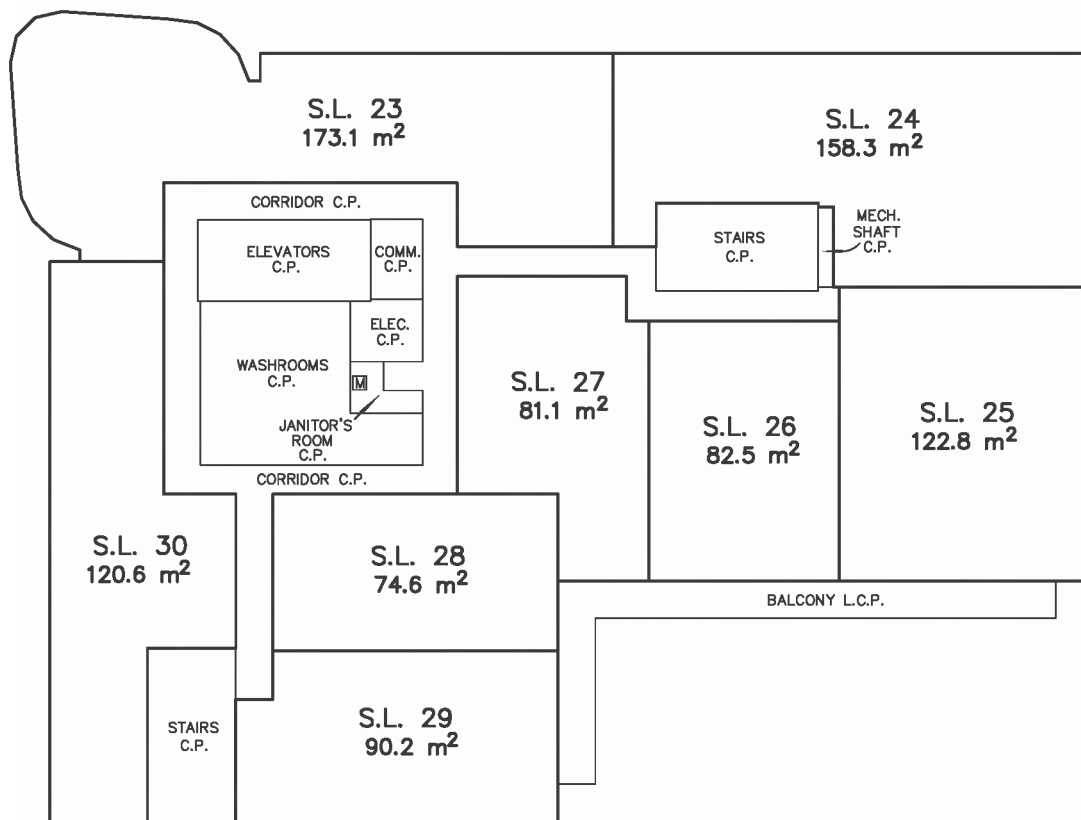
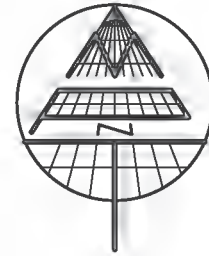
SEVENTH FLOOR

SHEET 9 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS _____



© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551

PLN - 145

JANUARY 10, 2022

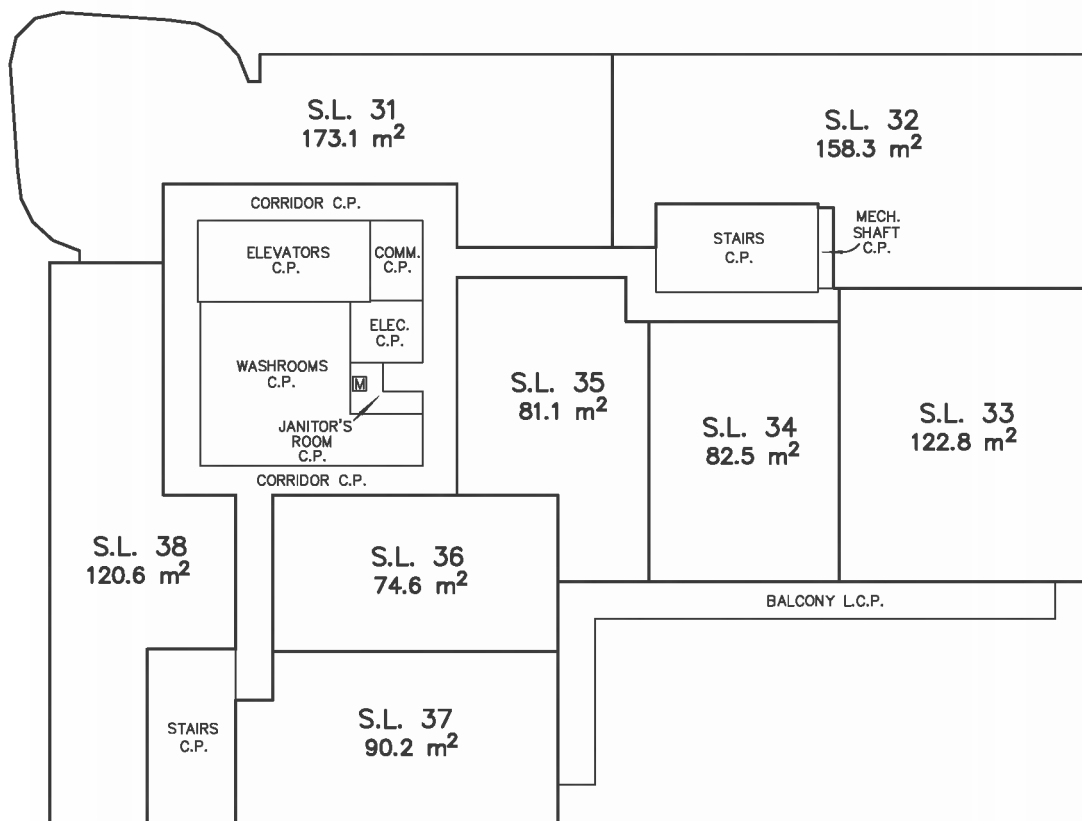
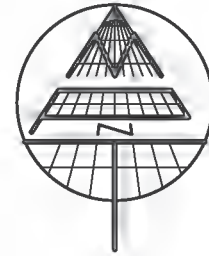
EIGHTH FLOOR

SHEET 10 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS _____



© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551

PLN - 146

JANUARY 10, 2022

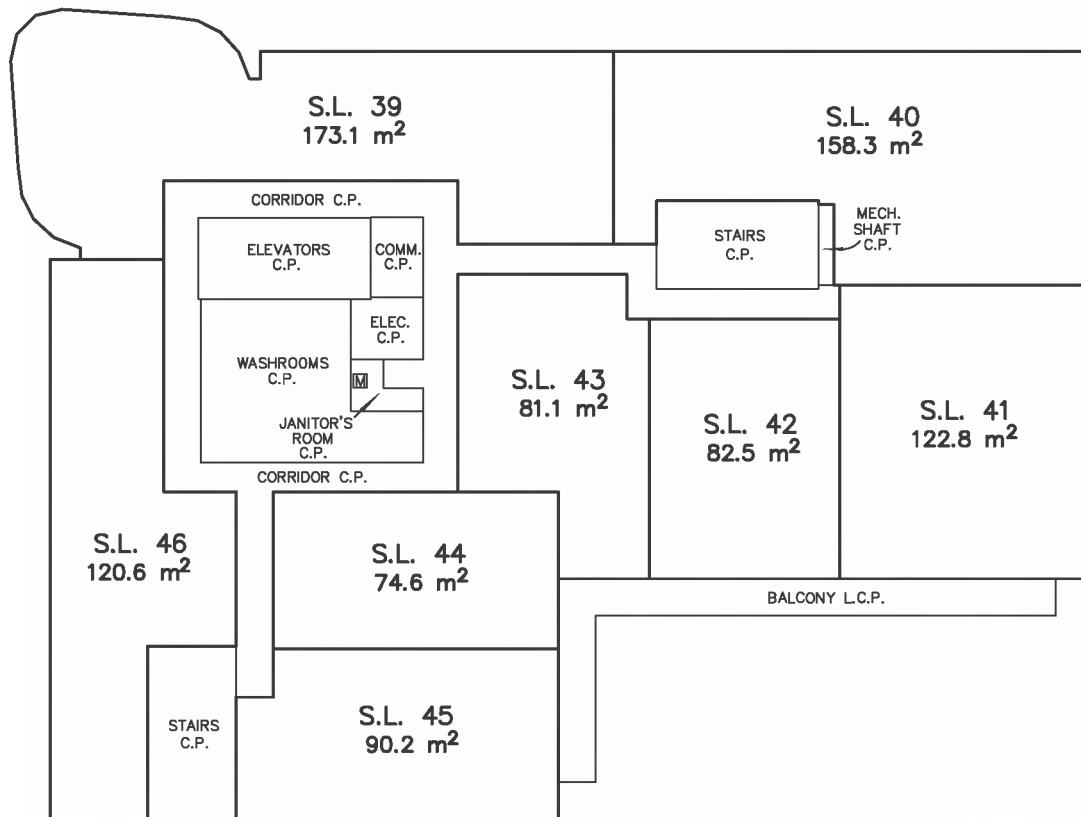
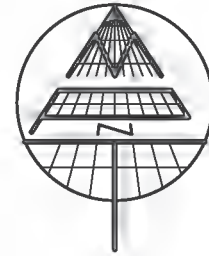
NINETH FLOOR

SHEET 11 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS _____



© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551

PLN - 147

JANUARY 10, 2022

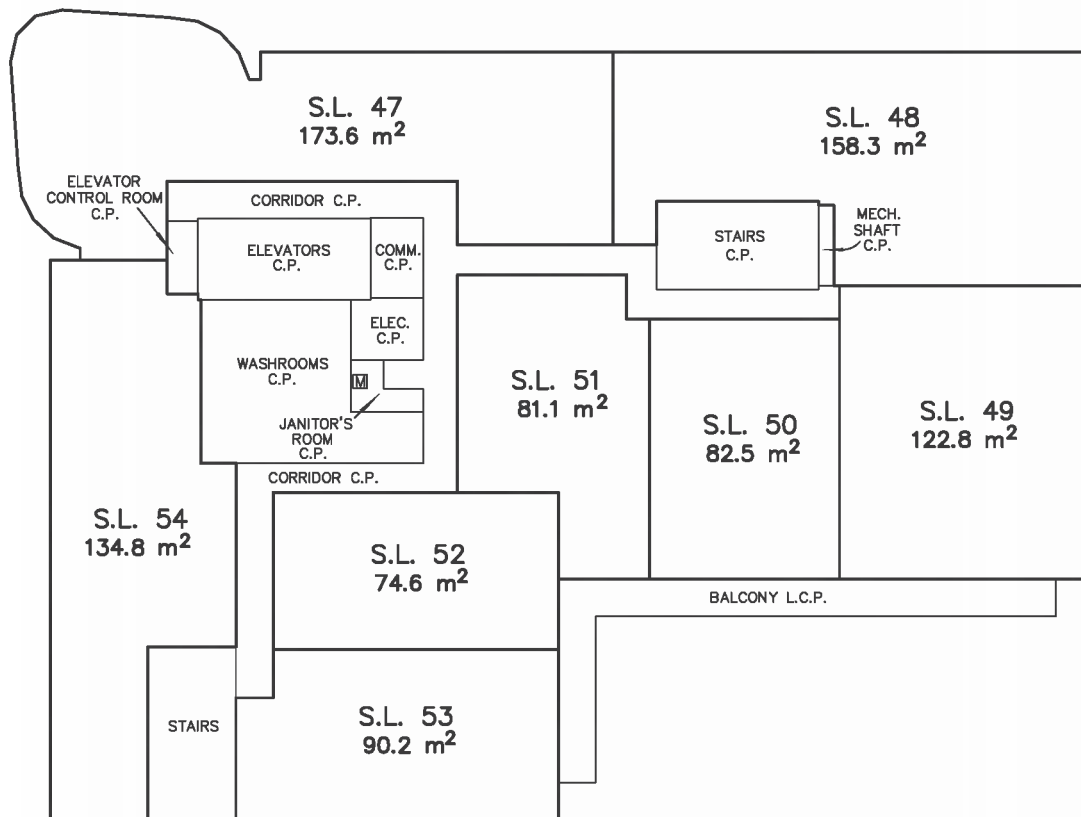
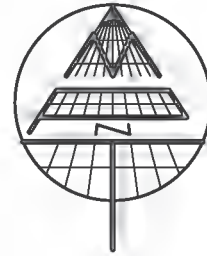
TENTH FLOOR

SHEET 12 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS _____



© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551

PLN - 148

JANUARY 10, 2022

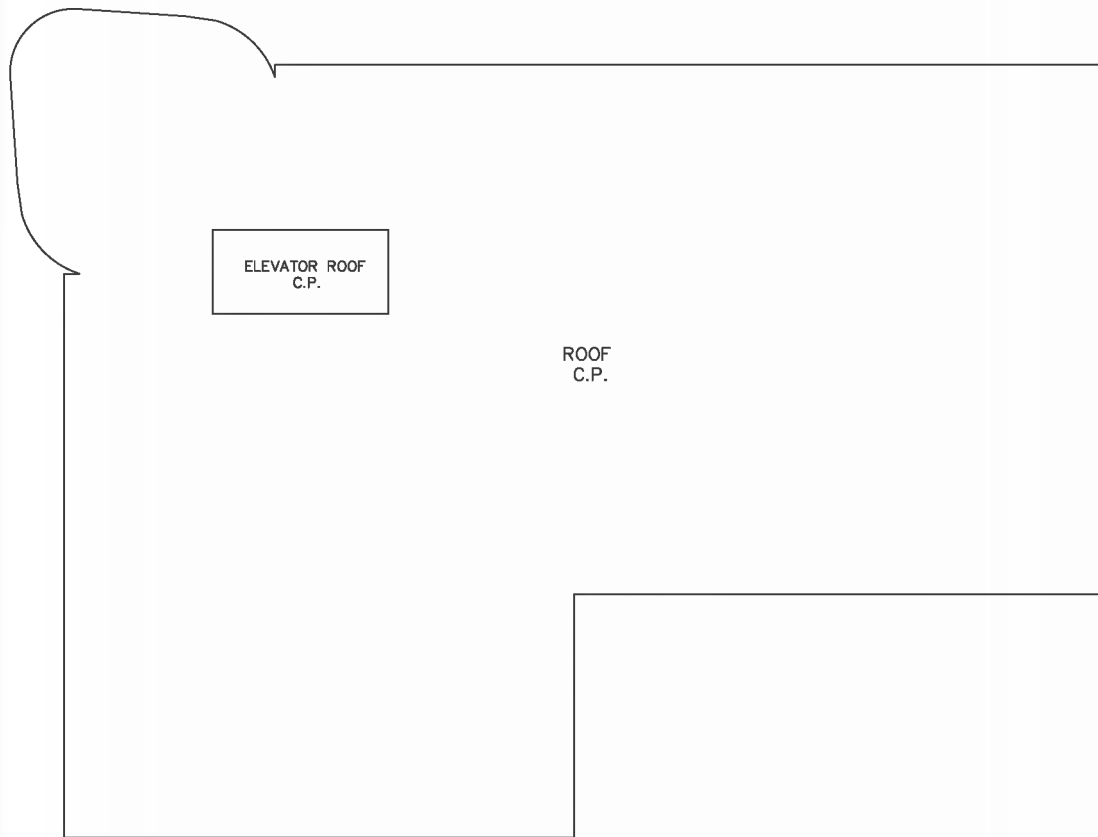
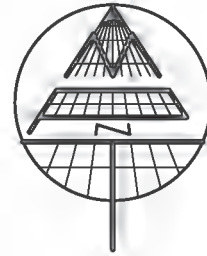
ROOF

SHEET 13 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS _____



© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551

PLN - 149

JANUARY 10, 2022



City of Richmond

Memorandum Planning and Development Division Development Applications

To: Planning Committee **Date:** April 14, 2022

From: Wayne Craig **File:** RZ 14-672055
Director, Development

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

The purpose of this memo is to provide additional information for the above referenced rezoning application, which was considered at the Planning Committee meeting held on April 5, 2022 and deferred to the Planning Committee meeting of April 20, 2022. This memo includes additional information regarding large floorplate leasable office space and a revised proposal from the applicant.

Office Space Policy Context

At the previous Planning Committee meeting, there was discussion about the need for large floorplate office space, the rationale for providing such space and anticipated demands for office space in the City Centre. Large floorplate leasable office space is desirable to support a diversified economy. When looking at the readily available office space in the City Centre there is a lack of large floorplate leasable office space. To encourage the provision of leasable office space, the current incentive based policy was added to the City Centre Area Plan.

The goals of the City's Resilient Economy Strategy are to retain and attract economic generating businesses, ensure a diversified economy, and maintain a higher proportion of regional employment as compared to regional population.

Ensuring the appropriate type of employment space available is needed to continue capturing a share of regional employment and business growth. The Strategy identified the opportunity for Richmond to increase its appeal as a regional office center by providing Class A office space in the City Centre near transit-oriented, amenity rich locations that are in demand by businesses and their employees.

The following research contributed to the recommendation in the Strategy to enable the development of additional office space in the City Centre:

- Existing office space inventory in Richmond does not match current market demand. There is significant demand for transit-oriented Class A office space in the region. However, most Class A office vacancy in Richmond is in business parks and stand-alone office complexes located outside the City Centre and away from rapid transit.

- The tenant mix in the Richmond City Centre transit-oriented offices is mainly composed of small firms and business units. There are very few large corporate or institutional office tenants in the Richmond City Centre.
- Large floorplate leasable office spaces is desirable to accommodate the needs of larger firms who need to accommodate a larger number of employees and future growth potential.
- Larger firms typically export products and services to a broader market and create additional spin-off economic benefits in the community, including generating additional demand for businesses support services. These type of economic generators also typically involve skilled labour jobs that pay higher wages which are recirculated in the community.

Office Space Market Data and Trends

While the varying impacts of COVID-19 on office space demand continues to cause uncertainty in the market, recent reports have shown signs of continued strong demand. In their Q4 2021 Vancouver Office Report, commercial real estate brokerage firm Cushman & Wakefield advised that market analysis continues to show significant interest in available space in downtown Vancouver with approximately 60% of that coming from tech-related companies. They note that most suburban markets remained in high demand and that Richmond City Centre has a tight supply of leasable Class A office space that is expected to become further constrained with limited leasable space under construction. Through further conversation with Cushman & Wakefield representatives, the following information was provided to staff specific to the Richmond office market context:

- Much of the office units in the City's commercial core are smaller sized office units. There are very few larger employers situated in the core.
- The structural impacts of work-from-home trends will be offset by factors such as economic growth, office-using job growth, and other factors, which means demand for offices will continue to grow over the 10-year forecast horizon.
- Canada's office sector is expected to fully recover in 2024 (i.e., when vacancy and rents begin to resemble pre-crisis levels) although there is expected to be some local market fluctuations (some markets will recover sooner, some later).
- From 2022-2030, net office demand is expected to grow by 5 million square meters (53.9 million square feet) in Canada, despite a 14.5% drag due to the impact of work from home. The work from home impact essentially means that, on average, each job created will not yield the same level of demand as it did pre-pandemic, but it will still yield a healthy amount of demand for space.

Revised Proposal

The staff report dated March 16, 2022 reviewed the applicant's request to remove the rezoning consideration limiting subdivision of the office space which was secured in exchange for additional office density. The applicant was requesting the ability to allow any form of subdivision of the proposed office space within the proposed building. Effectively, the applicant was requesting the ability to keep the additional density granted without having to fulfill the primary condition (i.e., creation of large floorplate leasable office space) that was secured in exchange for the increase in density.

In response to discussion at the Planning Committee meeting held on April 5, 2022, the applicant submitted the attached revised proposal letter (Attachment 1) and draft strata plan sketches (Attachment 2) for consideration. The revised proposal includes the following:

- The top two floors approximately 1,060 m² (approximately 11,440 ft²) each of the building will be retained as leasable office space.
- The 5th floor approximately 690 m² (approximately 7,440 ft²) will be restricted to a maximum of two strata lots and minimum strata lot size of 334.5 m² (3,600 ft²).
- The remaining three floors approximately 900 m² (approximately 9,660 ft²) each will be restricted to a maximum of 12 strata lots per floor and minimum strata lot size 60.4 m² (650 ft²).
- The provision of a voluntary cash contribution in the amount of \$80,000.00 to the City's Affordable Housing Reserve to off-set re-design cost savings.

In the revised proposal, the applicant continues to request the ability to keep the additional density granted in exchange for providing two floors of large floorplate leasable office space and allowing a range of strata lot sizes (e.g., 60.4 m² to 334.5 m², or 650 ft² to 3,600 ft²) on the other four floors of office space and a community amenity contribution to offset the costs the applicant would incur if they were to redesign the building to remove the additional density bonus.

The applicant's revised proposal continues to be contrary to Council's incentive based policy for achieving leasable office space in exchange for additional density therefore, staff still recommend that the applicant request to revise rezoning considerations be denied.

Next Steps

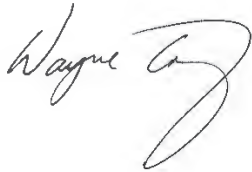
Should Council wish to proceed in accordance with the applicant's revised proposal, Council must provide direction to staff direction to amend the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9216 by:

- Revising the rezoning consideration limiting subdivision of office space within the building (item #7 of the rezoning considerations) to the following: Registration of a legal agreement on title, limiting subdivision (including stratification and/or air space parcels) of the office space:
 - For the 9th and 10th floors, the top two floors of the building, no more than one strata lot or air space parcel per storey (single owner for per storey of office space).
 - For the 6th, 7th and 8th floors, no more than 12 strata lots or air space parcels per storey, and minimum 60.4 m² (650 ft²) strata lot size.
 - For the 5th floor, no more than two strata lots or air space parcels per storey, and minimum 334.5 m² (3,600 ft²) strata lot size.
- Adding a new rezoning consideration: City acceptance of the developer's voluntary contribution in the amount of \$80,000.00 to the City's Affordable Housing Reserve.

An additional Public Hearing would not be required, as there is no proposed change to land use or density. The applicant would be required to satisfy the revised rezoning considerations prior to final adoption of the rezoning bylaw.

Conclusion

The rezoning consideration revision requested by the applicant is not consistent with OCP Policy. On this basis, it is recommended that the applicant request to amend rezoning considerations be denied.

A handwritten signature in black ink, appearing to read "Wayne Craig". The signature is fluid and cursive, with the first name "Wayne" written in a larger, more prominent script than the last name "Craig".

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

WC/SB:blg

Attachments:

Attachment 1: Letter from Applicant dated April 12, 2022

Attachment 2: Draft Strata Subdivision Sketches dated April 13, 2022



To: Planning Committee
From: Wayne Craig
Director, Development

Date: May 12, 2022
File: RZ 14-672055

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

The purpose of this memo is to provide additional information for the above referenced rezoning application regarding the value of the additional 0.5 FAR density bonus included in the project and to present a revised proposal from the applicant. Additional information regarding office vacancy in the City Centre is also provided in Attachment 1.

Valuation of Additional Density Bonus and Subdivision

In response to Planning Committee discussion on April 20, 2022, staff were directed to determine the value generated through the provision of the additional 0.5 FAR density bonus. To assess this, staff with the assistance of a professional land appraiser, looked at:

1. The value generated by the additional density; and
2. The value generated by allowing the office space to be subdivided through stratification into multiple strata lots.

Real Estate Services researched a number of other properties within the City Centre Area Plan (CCAP) with similar land use designations and residential restrictions. In general terms, the buildable price per square foot has seen an upwards trend over the past year although it is worth noting that construction costs have also increased significantly over the same time period.

The City engaged Real Estate Evaluators Johnson, Ross & Cheng Ltd. to review the current value of the proposed office development. They advise that office development in the northern City Centre area is currently valued in the range of \$85 to \$130 per buildable square foot and for the purposes of determining a potential community amenity contribution, the mid point of this range could be considered. Using the mid-point value of \$107.50 per buildable square foot, the additional 0.5 FAR density bonus is approximated to provide the project with the added value of \$1,204,324.

With regards to additional value generated by allowing a developer to further subdivide floors through stratification into multiple strata lots, while this would typically lead to a higher sales price per square foot, this also comes with increased construction costs to demise and service each strata lot unit individually versus one large floor plate. It is therefore challenging to quantify a value without having the detail required to conduct a comprehensive financial study which includes all

parameters including construction costs to then determine some sort of meaningful net value information. Smaller sized strata lot units are more likely to sell more quickly, which allows the developer to recover their investment in a shorter time frame. Given the above, staff have not been able to quantify the specific value of allowing a portion of the office space to be subdivided into smaller strata lots.

At the time of writing the original rezoning staff report, staff recognized that the additional 0.5 FAR density bonus would generate additional value for the developer. In order to ensure that the City received a proportionate share of the value generated while still providing the developer with an incentive for providing large floor plate leasable office space, the rezoning considerations include the requirement for the applicant to provide a community amenity contribution to the City's City Centre Facility Development Fund. The contribution associated with the additional 0.5 FAR density bonus was established at \$728,196.47. When the rezoning considerations were amended in January 2018, the contribution rate was adjusted to account for annual inflationary increases. The currently required contribution is \$847,279.32.

The applicant has agreed to provide a voluntary contribution in the amount of \$357,044.61 towards Affordable Housing, which together with the currently required contribution amount of \$847,279.32, represents the approximate value the additional 0.5 FAR density bonus is anticipated to generate.

Revised Proposal

In response to discussion at the Planning Committee meeting held on April 20, 2022, the applicant increased the proposed community amenity contribution and submitted attached revised proposal letter (Attachment 1) for consideration. The revised proposal includes the following:

- The top two floors which includes approximately 1,060 m² (approximately 11,440 ft²) for each floor of the building will be retained as leasable office space, as previously proposed.
- The 5th floor which includes approximately 690 m² (approximately 7,440 ft²) of floor area will be restricted to a maximum of two strata lots with a minimum strata lot size of 334.5 m² (3,600 ft²), as previously proposed.
- The remaining three floors which includes approximately 900 m² (approximately 9,660 ft²) for each floor of the building will be restricted to a maximum of 12 strata lots per floor with a minimum strata lot size of 60.4 m² (650 ft²), as previously proposed.
- The provision of a voluntary cash contribution in the amount of \$357,044.61 to the City's Affordable Housing Reserve.

In the revised proposal, the applicant continues to request the ability to keep the additional density granted in exchange for providing two floors of large floorplate leasable office space and allowing a range of strata lot sizes (e.g., 60.4 m² to 334.5 m², or 650 ft² to 3,600 ft²) on the other four floors of office space and offers an increased community amenity contribution to offset the value of the additional 0.5 FAR density bonus.

The applicant's revised proposal continues to be contrary to Council's incentive based policy for achieving leasable office space in exchange for additional density therefore, staff still recommend that the applicant request to revise rezoning considerations be denied.

Next Steps

Should Council wish to proceed in accordance with the applicant's revised proposal, Council must provide direction to staff to amend the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9216 by:

- Revising the rezoning consideration limiting subdivision of office space within the building (item #7 of the rezoning considerations) to the following: Registration of a legal agreement on title, limiting subdivision (including stratification and/or air space parcels) of the office space:
 - For the 9th and 10th floors, the top two floors of the building, no more than one strata lot or air space parcel per storey (single owner per storey of office space).
 - For the 6th, 7th and 8th floors, no more than 12 strata lots or air space parcels per storey, and a minimum 60.4 m² (650 ft²) strata lot size.
 - For the 5th floor, no more than two strata lots or air space parcels per storey, and a minimum 334.5 m² (3,600 ft²) strata lot size.
- Adding a new rezoning consideration: City acceptance of the developer's voluntary contribution in the amount of \$357,044.61 to the City's Affordable Housing Reserve.

An additional Public Hearing would not be required, as there is no proposed change to land use or density. The applicant would be required to satisfy the revised rezoning considerations prior to final adoption of the rezoning bylaw.

Conclusion

The rezoning consideration revision requested by the applicant is not consistent with OCP Policy. On this basis, it is recommended that the applicant request to amend rezoning considerations be denied.



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

WC/SB:sb

Attachments:

Attachment 1: Office Space Market Data and Trends

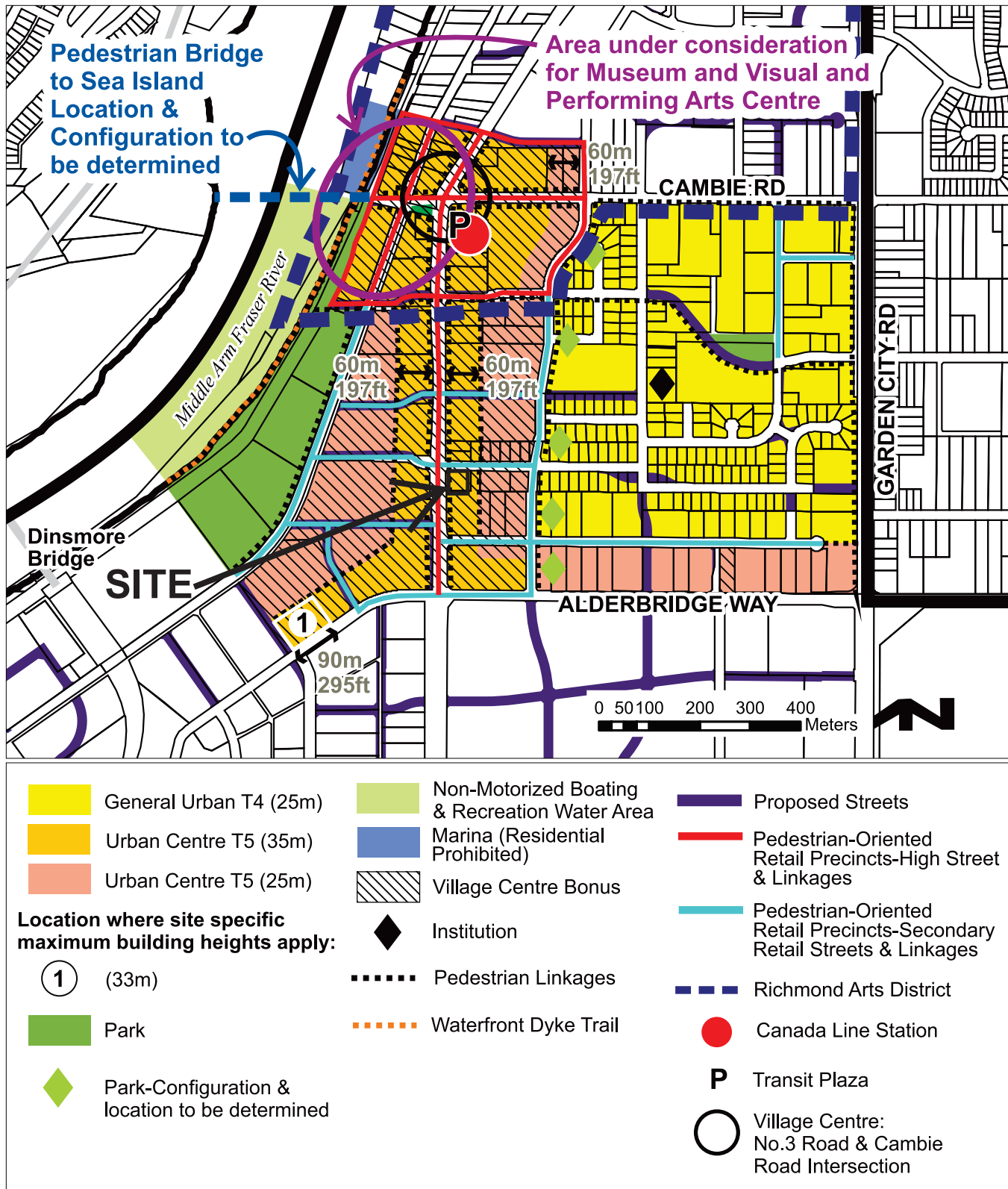
Attachment 2: Letter from Applicant dated May 10, 2022



RZ 14-672055		Attachment EEE	
Address	4700 No. 3 Road		
Applicant	Bene (No. 3) Road Development Ltd.		
Planning Area(s)	Aberdeen Village (City Centre)		
	Existing	Proposed	
OCP Designation	Commercial	Complies	
Area Plan Designation	Urban Centre T5 (35m)	Complies	
Zoning	Auto-Oriented Commercial (CA)	High Rise Office Commercial (ZC44) – Aberdeen Village	
Site Area (before and after road dedication)	2,134.31 m² (22,973.54 ft²)	1,997.10 m² (21,496.61 ft²)	
Net Development Site Area (for floor area calculation)	N/A	2,081.6 m² (22,409.39 ft²)	
Land Uses	Vacant	Hotel, Office and Retail Mixed Use	
	Requirement	Proposed	Variance
Floor Area Ratio (FAR)	Max. 3.5, including Min. 0.7 Office	3.5, including 0.71 Office	None permitted
Floor Area	Max. 7,286.65 m² (78,432.85 ft²)	7,286.65 m² (78,432.85 ft²)	None permitted
Floor Area - Hotel	Max. 5,829.32 m² (62,746.28 ft²)	5,204.75 m² (56,023.46 ft²)	None
Floor Area – Office	Min. 1,457.33 m² (15,686.57 ft²)	1,477.94 m² (15,908.41 ft²)	None
Floor Area – Retail	Max. 1,242.10 m² (13,369.85 ft²)	603.96 m² (6,500.97 ft²)	None
Lot Coverage – Building	Max. 90%	74%	None
Lot Size	Min. 1,900 m² (20,451 ft²)	1,997.10 m² (21,496.61 ft²)	None
Setback - Canada Line Guideway	Min. 6 m (20 ft.)	6 m (20 ft.)	None
Setback – Leslie Road	Min. 3 m (10 ft.)	3 m (10 ft.)	None
Building Height	Max. 35 m (114.83 ft.)	35 m (114.83 ft.)	None
Parking Spaces:	With TDMs	With TDMs	None
Retail	12	12	
Office	32	32	
Hotel	32	32	
Total	76	76	
Parking Spaces – Accessible	Min. 2%	4%	None
Parking Spaces – Tandem	Max. 16 (Hotel Car Rental/Valet)	16 (Hotel Car Rental/Valet)	None
Bicycle Storage: Class 1	Min. 19	21	None
Class 2	Min. 21	23	
Loading Spaces	2 Medium	2 Medium	None

Specific Land Use Map: Aberdeen Village (2031)

Bylaw 10020
2019/05/21



Bylaw 10020
2019/05/21

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

OCP Consultation Summary

Staff have reviewed the proposed Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9215, with respect to the *Local Government Act* and the City's OCP Consultation Policy No. 5043 requirements and determined that this report does not require referral to external stakeholders. The table below clarifies this recommendation as it relates to the proposed OCP amendment.

Stakeholder	Referral Comment (No Referral necessary)
Agricultural Land Commission (ALC)	No referral is necessary as the Agricultural Land Reserve is not affected.
Richmond School District No. 38	No referral is necessary. There are no residential uses proposed.
The Board of Metro Vancouver	No referral is necessary as the Regional District is not affected.
The Councils of adjacent Municipalities	No referral is necessary as adjacent municipalities are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral is necessary as First Nations are not affected.
TransLink	No referral is necessary as no transportation road network changes are proposed that would impact TransLink. Staff have consulted Translink given the proximity of the development site to the Skytrain Canada Line. The applicant will continue to work with Translink to ensure protection of adjacent transit infrastructure during any future construction on site.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral is necessary as no port authorities are affected.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral is necessary as the proposed amendments do not affect Transport Canada's maximum permitted building height or the OCP Aircraft Noise Sensitive Development Policy.
Vancouver Coastal Health Authority	No referral is necessary as the Health Authority is not affected.
Community Groups and Neighbours	No referral necessary, but the public will have an opportunity to comment on the proposed development at a Public Hearing.
All relevant Federal and Provincial Government Agencies	No referral is necessary because Federal and Provincial Government Agencies are not affected.



Dear Mayor and Councillors,

I am writing regarding the same property and development proposal that I previously addressed with Mayor and Council on April 12, 2022.

Since that time, economic and market conditions have changed considerably. We would therefore respectfully request Council's consideration of a revised use for the project, while maintaining the same building form, design and density as the Development Permit approval.

The proposed revision is straightforward:

1. The approved building form, design and overall density would remain unchanged.
2. The principal change would be the use of the building to a 165-room hotel.
3. Approximately 20% of the development would remain office use, with the balance used for the retail and hotel.
4. The intention is to work within the form and design already reviewed and approved, rather than redesigning the project or seeking additional density.

Given the significant change in economic conditions since the original approval, we respectfully ask Mayor and Council to consider whether this change of use can be accommodated without requiring the project to repeat the entire approval process.

This would allow an already-approved development concept to respond to today's economic circumstances while maintaining the City's previously approved building form, design and density.

We believe this is a practical approach that can help move the project forward without unnecessarily repeating work that has already been completed and reviewed.

Your kind consideration of the above would be greatly appreciated.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Danny Leung', is written over a light blue horizontal line.

Danny Leung

Wydanco Consultants Ltd.



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. **(OCP Amendment Bylaw)** Final Adoption of OCP Amendment Bylaw 9215.
2. **(Fees - Notices)** Payment of all fees in full for the cost associated with the Public Hearing Notices, consistent with the City's Consolidated Fees Bylaw No 8636, as amended.
3. **(Road dedication)** The provision of the following road dedication. Note: this may require an overlay of the proposed functional plan with the dedication plan to confirm that the required improvements can be accommodated within the dedication area:
 - a) 1.5 m along the entire Leslie Road frontage.
 - b) 2.134 m along the entire No. 3 Road frontage.
 - c) 4 m x 4 m corner cut measured from the new property lines.
4. **(Flood Indemnity Covenant)** Registration of a flood indemnity covenant on Title (Area A).
5. **(Aircraft Noise Indemnity)** 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. **(City Centre Future Development Impacts)** Registration of a legal agreement on Title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
7. **(Hotel Use and Length of Stay)** Registration on title of a restrictive covenant and/or alternative legal agreement on title to the subject development site, to the satisfaction of the City, to require that:
 - a) In compliance with the Zoning Bylaw and City Centre Area Plan, hotel shall mean a commercial development providing guest rooms for temporary sleeping accommodation (i.e. not as a dwelling or other residential use);
 - b) Guest room shall mean a habitable room wherein accommodation is offered for rent, or rented, to persons on a temporary basis and that does not contain cooking or food preparation facilities, but may include a microwave, coffee maker, tea kettle (or other similar small domestic appliances, as are customary in similar quality hotel properties, used primarily for heating pre-prepared food), a compact refrigerator with a maximum capacity of 0.14 m³ (5 ft³), and a single bowl bar-size sink installed within a counter space having a maximum width of 1.5 m (5 ft.) and a maximum depth of 0.6 m (2 ft.);
 - c) Hotel guest length of stay shall be limited to a maximum of six months per year; and
 - d) Subdivision of individual hotel guest rooms or suites by way of stratification or air space parcel shall be prohibited.
8. **(Office Use)** Registration of a legal agreement on Title, limiting subdivision (including stratification and/or air space parcels) of the office space:
 - a) For the 2nd floor, no more than five strata lots or air space parcels, and a minimum 64 m² (689 ft²) size;
 - b) For the 4th floor, no more than one strata lot or air space parcel; and,
 - c) For the 5th floor, no more than eight strata lots or air space parcels, and a minimum 60.4 m² (650 ft²) size.
9. **(Affordable Housing Reserve Contribution)** City acceptance of the developer's voluntary contribution in the amount of \$445,568.37 to the City's Affordable Housing Reserve. Should the contribution not be provided within one year of the application receiving third reading, the value 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.

10. **(Tandem Parking)** 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 hotel valet parking use or hotel car rental use only, and conversion of tandem parking area into habitable space is prohibited (e.g., storage use).
11. **(Shared Parking)** 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.
12. **(Hotel Car Rental Program)** Registration of a No Occupancy covenant, prohibiting occupancy of the hotel until a legal agreement has been registered on Title to secure a car rental program for hotel guests with a minimum operation duration of 3 years to the satisfaction of the Director, Transportation. Any changes to the program must be approved by the City and may be subject to alternative Transportation Demand Measures or a contribution to the City’s Transportation Demand Management Reserve Fund at the City’s discretion. In the event that no operator can be secured to operate the program to the satisfaction of the City, alternative Transportation Demand Measures or a contribution to the City’s Transportation Demand Management Reserve Fund can be made in lieu of the program at the City’s discretion.
13. **(Hotel Airport Shuttle Program)** Registration of a legal agreement on Title, ensuring that a hotel airport shuttle program is provided for hotel guests and be in operation for a minimum of 3 years to the satisfaction of the Director, Transportation. Any changes to the program is to be approved by the City and subject to alternative Transportation Demand Measures or a contribution to the City’s Transportation Demand Management Reserve Fund at the City’s discretion.
14. **(Transit Pass Subsidy Program)** Registration of a legal agreement on title to ensure the execution and completion of a transit pass program, including the following method of administration and terms:
 - a) Provide monthly subsidy of \$40 per month to TransLink Compass monthly transit passes for all eligible employees of the program. The approximate value of this is \$187,200.
 - b) Letter of Credit provided to the City for 100% of the transit pass program value.
 - c) Administration by TransLink or management company.
 - d) The Transit Pass Subsidy Program is to run for three years.
 - e) Should not all transit passes be utilized by the end of the third year, the remaining funds equivalent to the value of the unsubscribed transit passes are to be transferred to the City of Richmond for alternate transportation initiatives at the City’s discretion.
15. **(EV Charging)** Four parking spaces (excluding tandem parking spaces) shall be provided with two level-2 electric vehicle (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.
16. **(Shared Loading)** 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.
17. **(Bicycle Storage)** 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).
18. **(Translink)** 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.

19. **(District Energy Utility)** Registration of a restrictive covenant and statutory right of way and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU) and granting the statutory right of way(s) necessary for supplying DEU services to the building(s), which covenant and statutory right of way and/or legal agreement(s) will include, at minimum, the following terms and conditions:

- 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 Low Carbon Energy Plant District Energy Utility (LCDEU) service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no building permit will be issued for a building on the subject site unless:
 - i) the owner designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), a low carbon energy plant to provide any combination of heating, cooling, and/or domestic hot water heating to the building(s), as directed by the City's service provider (LIEC), to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU;
 - ii) the owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
 - iii) the owner enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the low carbon energy plant to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site. Such restrictive covenant and/or asset transfer agreement shall include a warranty from the owner with respect to the on-site DEU works (including the low carbon energy plant) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City;
- c) The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC.
- d) If a DEU is available for connection and the City has directed the owner to connect, no final building inspection permitting occupancy of a building will be granted unless, and until:
 - i) the building is connected to the DEU;
 - ii) the owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City;
 - iii) the Owner has paid the City the ETS and Service Connection Installation Fee (as defined in the City Centre District Energy Utility Bylaw No. 9895), as estimated by the City and/or the Service Provider for the purposes of facilitating such connection to the DEU; and
 - iv) prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.

- e) If a DEU is not available for connection, but a LCDEU service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted unless and until:
- ii) the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - iii) the building is connected to a low carbon energy plant supplied and installed by the owner, at the owner's sole cost, to provide any combination of heating, cooling and/or domestic hot water heating to the building(s), as directed by the City's service provider, which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;
 - iv) the owner transfers ownership of the low carbon energy plant on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
 - v) prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
 - vi) prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all additional Covenants, Statutory Right-of-Way(s) and/or easements necessary for supplying the services to the building and the operation of the low carbon energy plant by the City and/or the City's DEU service provider, LIEC.
- f) If a DEU is not available for connection, and a LCDEU service area bylaw which applies to the site has not been adopted by Council prior to the issuance of the development permit for the subject site, 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 grants or acquires any additional Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building, registered prior to subdivision (including Air Space parcel subdivision and Strata Plan filing).

20. **(CCAP Community Planning)** City acceptance of the developer's voluntary contribution to future City community planning studies (as set out in the City Centre Area Plan) and as indicated in the table below.

Site Area for Density Purposes	Maximum FAR	Maximum Permitted Floor Area	CCAP Community Planning Rate	Minimum Voluntary Developer Contribution
2,081.90 m ² (22,409.39 ft ²)	3.5 FAR	7,286.65 m ² (78,432.84 ft ²)	\$0.36 /sq. ft.	\$28,235.83

21. **(Leisure Facilities Reserve Fund Contribution)** City acceptance of the developer's voluntary contribution in the amount of \$2,160,264.72 to Richmond's Leisure Facilities Reserve Fund – City Centre Facility Development Sub-Fund, in lieu of constructing community amenity space on-site, as determined based on a Construction Value Amenity Transfer Contribution Rate of \$964/ft² and an amount of amenity transferred off-site based on 5% of the additional non-residential 1.0 FAR buildable floor area and 10% of the additional non-residential 0.5 FAR buildable floor area permitted on the subject site under the proposed ZC44 zone, as indicated in the table below.

If the contribution is not provided within one year of third reading of the zoning amendment bylaw, the Construction Value Amenity Transfer Contribution Rate multiplier shall be increased 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.

Additional Non-residential Floor Area		VCB Community Amenity Space Area	Construction Value Amenity Transfer Contribution Rate	Minimum Voluntary Developer Contribution
1.0 FAR	2,081.90 m ² (22,409.39 ft ²)	5%	\$964.00 /sq. ft.	\$2,160,264.72
0.5 FAR	1,040.95 m ² (11,204.69 ft ²)	10%		
Total 1.5 FAR	3,122.85 m ² (33,614.08 ft ²)	208.19 m ² (2,240.94 ft ²)		

22. **(Public Art Cash Contribution)** City acceptance of the developer's offer to make a voluntary cash contribution towards the City's Public Art Fund, the terms of which shall include the following:

- a) The value of the developer's voluntary public art contribution shall be based on the Council-approved rates for residential and non-residential uses and the maximum buildable floor area permitted under the subject site's proposed zoning, excluding floor area associated with affordable housing and market rental, as indicated in the table below.

Building Type	Rate	Maximum Permitted Floor Area (after exemptions)	Minimum Voluntary Cash Contribution
Commercial, Office	\$0.57 /sq. ft.	7,286.65 m ² (78,432.84 ft ²)	\$44,706.72

- b) In the event that the contribution is not provided within one year of the application receiving third reading of Council (i.e. Public Hearing), the contribution rate (as indicated in the table in item a) above) shall be increased annually thereafter based on the Statistics Canada Consumer Price Index (All Items) - Vancouver yearly quarter-to-quarter change, where the change is positive.

23. **(Pedestrian and Cycling Enhancement Contribution)** City acceptance of the developer's offer to voluntarily contribute \$50,000 towards the City's Transportation Demand Management Reserve Fund for the provision of future off-site pedestrian and cycling enhancements as a Transportation Demand Management (TDM) measure.

24. **(City Tree Compensation)** City acceptance of the developer's offer to voluntarily contribute \$3,840.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City in compensation for the removal of three City trees along the Leslie Road frontage.

25. **(City Tree Protection)** City tree protection measures as follows:

- a) Enter into a tree survival security agreement and submission of a tree survival security to the City in the amount of \$25,000.00 for the protection and retention of five City trees along the No. 3 Road frontage.
- b) 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 5 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.
- c) Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities occurring on-site.

26. **(Servicing Agreement)** Enter into a Servicing Agreement* for the design and construction of road and infrastructure works. A Surety Bond, Letter of Credit or cash security for the value of the Servicing 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 the following:

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):

- From existing north curb, 3.3 m westbound lane, 3.0 m westbound left turn lane, 5.5 m eastbound lane.
- New 0.15 m wide curb and gutter.
- New 1.5 m wide boulevard planted with grass and street trees.
- New 1.8 m wide bike lane.
- New 0.2 m wide buffer.
- New 2.0 m wide concrete sidewalk.

ii. No. 3 Road frontage improvements:

- Sidewalk widening to new property line extending No. 3 Road boulevard works and incorporating tree retention features as needed to the satisfaction of the Director, Transportation.
- Remove existing driveway letdown.
- Raise the existing section of semi-elevated bike lane to sidewalk level along the site's frontage.

iii. Traffic Signal improvements:

- Upgrade the existing traffic signal at the No. 3 Road/Leslie Road intersection to accommodate the road widening noted above to include, but not limited to: upgrade and/or replace signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s) as necessary.

b) Water Works:

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

i. At the Developer's cost, 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.
- Coordinate and confirm the location of the hydrants with the Richmond Fire Department.
- Install a new water service connection complete with water meter to be located on-site in a right of way. Dimensions of the right of way, location of the service connection and meters shall be finalized during the SA design process.
- Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized via the servicing agreement process.

ii. At the 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. At the Developer's cost, the Developer is required to:

- Install a minimum 600 mm storm sewer as per City Engineering specifications or size via a capacity analysis under the OCP condition, whichever is larger, within Leslie 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 west shall be to the existing box culvert via a new manhole and tie-in to the east shall be to the existing storm sewer via two manholes and a transition pipe at 45 degrees.
- Provide 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 storm sewer along the Leslie Road frontage.

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

- 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.
- 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.
 - The City accepted the Developer's \$2.7 million cost estimate for the pump station replacement in 2020. The progress payment schedule as provided to the Developer on April 8, 2020 shall be as follows:
 - 80% of design costs paid at SA approval.
 - 80% of construction costs and remaining 20% of design costs paid at construction completion.
 - Remaining 20% of construction costs paid when the City takes over the works at the end of the maintenance period.
 - The developer is required to submit three invoices to the City, one at each of the stages listed above.
- 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 14.08 m long measured from the new north property line and 8.1 m wide, less a 5.81 m by 2.68 m notch 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 m x 2.5 m service truck with 1.3 m stabilizers. The right-of-way dimensions are subject to BC Hydro review and approval prior to rezoning adoption. 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 m 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 m 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 a minimum 3.0 m wide x 14.05 m long right-of-way along the onsite driveway for access to the pump station kiosk and PMT.
 - 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 m 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.
- Remove the existing sanitary service connection and install a new sanitary service connection, complete with inspection chamber.

v. At the 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 At the Developer's cost, 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

- Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.
- Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- Submit a proposed strategy at the building permit stage for managing excavation de-watering. Note that the City's preference is to manage groundwater onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the Developer will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of groundwater, the Developer will be required to apply for a non-stormwater discharge permit with the City wherein the developer will be required to treat the groundwater before discharging it to the City's storm sewer system.
- Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
- Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream. The developer's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
 - Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
 - Pipe sizes, material and slopes.
 - Location of manholes and fire hydrants.
 - Road grades, high points and low points.
 - Alignment of ultimate and interim curbs.
 - Proposed street lights design.
- Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other

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

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

1. **(Special Features)** Incorporation of special features in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
2. **(Translink)** 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.
3. **(Canopy Encroachment)** Entering into an Encroachment Agreement* for the projection of the canopy beyond the property lines at No. 3 Road (approximately 0.42 m) and the corner cut (approximately 0.3 m).
4. **(Construction Parking and Traffic Management Plan)** 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.
5. **(Latecomer Agreement)** If applicable, payment of Latecomer Agreement charges, plus applicable interest associated with eligible latecomer works.
6. **(Construction Hoarding)** Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

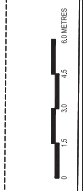
* This requires a separate application.

- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
- All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
- The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- If the development will be constructed in phases and stratified, a Phased Strata Subdivision Application is required. Each phase of a phased strata plan should be treated as a separate parcel, each phase to comply with the Richmond Zoning Bylaw 8500 in terms of minimum lot area, building setback and parking requirements. Please arrange to have the City's Approving Officer review the proposed phased boundaries in the early DP stages. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.
- If the development intends to create one or more air space parcels, an Air Space Parcel Subdivision Application is required. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial Wildlife Act and Federal Migratory Birds Convention Act, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

[signed copy on file]

Signed

Date



DRIVEWAY / LANE

01 GROUND FLOOR PLAN

NO. 3 ROAD
PLN - 171



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

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

1. Richmond Official Community Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan), Specific Land Use Map: Aberdeen Village – Detailed Transect Descriptions (Maximum Average Net Development Site Density for Urban Centre (T5) Village Centre Bonus) on page M-15 of the CCAP, is amended by:
 - a) Inserting the following text in alphabetical order:

“c) southeast corner of Leslie Road and No. 3 Road, within 45 m of Leslie Road and 55 m of No. 3 Road: 1.5 for the provision of non-residential uses, provided that at least 0.7 be limited to office use only.”
- and renumbering the current subsection “c)” in the same column to “d)”.
2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9215”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by JH
APPROVED by Manager or Solicitor 



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

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

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

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

22.44.1 Purpose

The **zone** provides for a range of commercial related **uses** in the **City Centre**.

22.44.2 Permitted Uses

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

22.44.3

Secondary Uses

- vehicle sale/rental

22.44.4 Permitted Density

1. For the purposes of this **zone**, if the owner dedicates not less than 137 m² of the gross **site** as **road**, the calculation of the **floor area ratio** shall be based on a net development **site** area of 2,081.9 m².
2. The maximum **floor area ratio** of the **site** is 3.5, provided that at least 0.7 is for **office use** only.

22.44.5 Permitted Lot Coverage

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

22.44.6 Yards & Setbacks

1. Minimum setbacks from **lot lines** and areas granted to the **City** via statutory **right-of-way** for **road** and **lane** purposes shall be:
 - a) for No. 3 Road, 6.0 m measured from the drip line of the Canada Line;

- b) for Leslie Road, 6.0 m, but this may be reduced to 3.0 m subject to a Development Permit approved by the **City**;
- c) for **rear yards, lanes** and **lanes** that are **roads**, 0.0 m; and
- d) for **interior side yards**, 0.0 m.

22.44.7 Permitted Heights

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

22.44.8 Subdivision Provisions/Minimum Lot Size

- 1. The minimum **lot area** is 1,900 m².
- 2. There are no minimum **lot width** and **lot depth** requirements.

22.44.9 Landscaping & Screening

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

22.44.10 On-Site Parking and Loading

- 1. On-site **vehicle** and bicycle **parking spaces** and **loading spaces** shall be provided according to the standards set out in Section 7.0.
- 2. Notwithstanding Section 22.44.10.1, for the purposes of this **zone**, the minimum parking requirement is 16 **parking spaces** for a maximum of 165 **hotel guest** sleeping rooms.
- 3. Notwithstanding Section 22.44.10.1, for the purposes of this **zone**, a maximum of 16 **parking spaces** in a **tandem arrangement** and limited to **hotel valet parking use** or **vehicle sale/rental use** only is permitted. Any pair of **parking spaces** in a **tandem arrangement** under this Section must be assigned to the same tenant/unit.
- 4. Notwithstanding Section 22.44.10.1, for the purposes of this **zone**, two medium **loading spaces** shall be provided.

22.44.11 Other Regulations

- 1. For the purposes of this **zone**, only the following **uses** are permitted to be located above the first 2 floors of a **building**: **government service, hotel, minor health service, office, and financial service**.
 - 2. For the purposes of this **zone**, **vehicle sale/rental use** is limited to an indoor area to a maximum of 300 m², including a maximum of 16 **parking spaces**.
 - 3. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it “**HIGH RISE OFFICE COMMERCIAL (ZC44) – ABERDEEN VILLAGE**”.

P.I.D. 003-795-705

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

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

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by SB
APPROVED by Director or Solicitor ML



To: Planning Committee

Date: August 24, 2026

From: Wayne Craig
General Manager, Planning and Development

File: RZ 22-017350

Re: **Application by Interface Architecture Inc. for Rezoning at 9211, 9251, 9291, 9311, 9351 Blundell Road from the “Small-Scale Multi-Unit Housing (RSM/XL)” Zone to the “High Density Townhouses (RTH2)” Zone**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10737, for the rezoning of 9211, 9251, 9291, 9311, 9351 Blundell Road from the “Small-Scale Multi-Unit Housing (RSM/XL)” zone to the “High Density Townhouses (RTH2)” zone, be introduced and given first, second and third reading.

Executive Summary

This application proposes to rezone 9211, 9251, 9291, 9311 and 9351 Blundell Road to the “High Density Townhouses (RTH2)” zone to facilitate a development of 30 townhouse units with vehicle access from Blundell Road. Four convertible units and three secondary suites are proposed to be incorporated into the development.

The proposal is consistent with the Official Community Plan and McLennan South Sub-Area Plan land use designations and applicable policies. The application secures commitments to provide frontage improvements, site servicing upgrades, and contributions to facilitate affordable housing, public art and leisure facilities City-wide.

Staff Report

Origin

Interface Architecture Inc. has applied to the City of Richmond, on behalf of Blundell CWL Investment Inc. (Director: Jackson Lee), for permission to rezone 9211, 9251, 9291, 9311, 9351 Blundell Road from the “Small-Scale Multi-Unit Housing (RSM/XL)” zone to the “High Density Townhouses (RTH2)” zone, to permit the property to be developed for 30 townhouse units (including three secondary suites), with vehicle access from Blundell Road. A location map and aerial photo of the subject site are provided in Attachment 1.

Findings of Fact

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

Subject Site Existing Condition and Housing Profile

A survey of the subject site is included in Attachment 3. The subject site consists of five lots located on the north side of Blundell Road between Heather Street and Ash Street, in the McLennan South Sub-Area of the City Centre planning area.

The properties at 9211, 9251, 9291 and 9311 Blundell Road each contain a dwelling that is occupied by rental tenants, whereas the property at 9351 Blundell Road is a vacant lot. There are no existing secondary suites. If the rezoning is supported, the existing dwellings are proposed to be demolished. The applicant has indicated that the tenants are aware of this development application and that the requirements of the *Residential Tenancy Act* will be followed.

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

To the North: Are three-storey townhouses on properties zoned “Town Housing (ZT51) – South McLennan Sub-Area (City Centre)” at 9288 and 9308 Keefer Avenue.

To the South: Across Blundell Road are two to three-storey townhouses on properties zoned “Low Density Townhouses (RTL1)” at 8000 Heather Street and 8051 Ash Street.

To the East: Is a lot zoned “Infill Residential (RI1)” containing six predominantly three-storey townhouses at 7833 Ash Street.

To the West: Is a lot zoned “Infill Residential (RI1)” containing seven three-storey townhouses at 7800 Heather Street.

Existing Legal Encumbrances

An existing Statutory Right-of-Way (SRW) is registered on title for the existing sanitary sewer, water and storm sewer service connections located along portions of the south property line (LMP39896). The applicant has been advised that encroachment into the SRW is not permitted.

Related Policies & Studies

2050 Official Community Plan

The 2050 Official Community Plan (OCP) land use designation for the subject properties is “City Centre Perimeter - Tier 2”, which provides for townhouses and apartments, but may also include mixed-use development. The proposed townhouse development is consistent with the OCP land use designation for the subject properties.

City Centre Area Plan/McLennan South Sub-Area Plan

The City Centre Area Plan (CCAP) Generalized Land Use Map designation for the subject properties is “General Urban (T4) Transect”, which allows for low-density, low-rise residential, commercial and other uses (Attachment 4).

As the subject site is located within City Centre, this rezoning application is subject to a community planning implementation strategy contribution for future community planning initiatives. The applicant proposes a contribution at the current rate in the amount of \$0.36 per buildable square foot, for a total of \$46,494.50 prior to final adoption of the rezoning bylaw.

Registration of a legal agreement on Title is required prior to final adoption of the rezoning bylaw to provide awareness that this development is subject to potential impacts due to other developments that may be approved within the City Centre and requiring this information to be provided through signage in the sales centre and through the disclosure statement to all initial purchasers.

The McLennan South Sub-Area Plan Land Use Map designation for the subject properties is “Residential, Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single-Family 0.75 base FAR” (Attachment 5). The proposed rezoning for townhouses under the RTH2 zone would allow for a maximum density of 0.80 FAR, which is in keeping with the existing scale of development and range of densities considered appropriate within this part of the neighbourhood.

This rezoning application is consistent with the land use designations in the CCAP and McLennan South Sub-Area Plan.

Floodplain Management Implementation Strategy

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

Public Consultation

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

The *Local Government Act* (Bill 44) prohibits a Local Government from holding a Public Hearing on a residential rezoning bylaw that is consistent with the OCP. The proposed rezoning application meets the conditions established in the Act and is consistent with the OCP. On this basis, City Council may not hold a Public Hearing on this rezoning application.

Analysis

Built Form and Architectural Character

The proposed development consists of 30 townhouse units, including three secondary suites on a site that is to be approximately 4,999.4 m² (53,813 ft²) in area. Conceptual development plans proposed by the applicant are included in Attachment 6.

Four three-storey buildings, each containing up to five townhouse units, are proposed to front Blundell Road, where each unit is proposed to have a landscaped front yard, including new trees, to provide private outdoor space and to support a residential street character.

Five three-storey buildings, each containing up to three townhouse units, are proposed along the site's north side (rear), with an increased rear yard setback of 4.9 m (16.0 ft) [up from the 2.0 m (6.6 ft) minimum requirement in the proposed RTH2 zone] to accommodate private outdoor space and enable an appropriate interface with the existing three-storey townhouse developments to the north.

Housing Type, Tenure and Accessibility

In order to maximize potential rental and housing opportunities throughout the City and consistent with OCP Policy, the applicant has agreed to register a restrictive covenant on Title prior to rezoning bylaw adoption to prohibit the imposition of any strata bylaw that would:

- Prohibit any residential dwelling unit from being rented; and
- Place age-based restrictions on occupants of any residential dwelling unit.

A secondary suite is proposed in three of the townhouse units fronting Blundell Road. Prior to rezoning bylaw adoption, registration of legal agreements on Title is required to ensure that no final Building Permit (BP) inspection is granted until three secondary suites are constructed in accordance with the BC Building Code and the City's Zoning Bylaw, and to prohibit the secondary suites from being strata-titled in the future.

Consistent with the OCP policies regarding accessible housing, the applicant proposes to provide aging-in-place features in all units, including:

- Stairwell handrails;
- Lever-type handles for plumbing fixtures and door handles; and
- Solid blocking in washroom walls for future grab bar installation beside toilet, bathtub and shower.

In addition, four townhouse units located along the north portion of the site are proposed to be designed as convertible units that can easily be modified to meet the specific accessibility needs of occupants as they change over time (i.e., convertible units). Further review of convertible unit design will be undertaken as part of the Development Permit (DP) application review process.

Affordable Housing Strategy

The City's Affordable Housing Strategy (AHS) seeks contributions to the Affordable Housing Reserve Fund (AHRF) when considering rezoning applications with 60 or fewer dwelling units.

The applicant proposes to submit a voluntary contribution to the AHRF in the amount of \$18.00 per buildable square foot (for sites within City Centre) for a total contribution of \$774,908.50 prior to rezoning bylaw adoption.

Market Rental Housing Policy

The City's OCP includes a policy framework for the provision of market rental housing. For small-scale projects, including townhouse developments with five or more units, contributions are sought to the City's AHRF. The contribution rate for townhouse developments is \$3.09 per buildable square foot. In accordance with the market rental housing policies in the OCP, the applicant proposes a voluntary contribution in the amount of \$133,025.95 prior to rezoning bylaw adoption.

Site Access and Parking

Vehicle access to the subject site is proposed from Blundell Road and is restricted to right-in/right-out movements by way of a proposed centre median on Blundell Road.

Pedestrian access to the street-fronting units is proposed from the public sidewalk along Blundell Road via individual pathways. Access to the townhouse units along the north side of the subject site are proposed via common pathways from the public sidewalk along Blundell Road that connect to the internal drive-aisle.

The proposed on-site vehicle and bicycle parking meets the minimum requirements in the City's Zoning Bylaw and includes:

- A total of 60 on-site resident vehicle parking spaces, with two spaces provided in a side-by-side arrangement in each unit's private garage.
- Six vehicle parking spaces for visitors along the internal drive-aisle between or to the side of buildings.
- Resident bike parking spaces within each unit's private garage and a bicycle rack for visitors within the common outdoor amenity area opposite the subject site's main access point.

Energized outlets are proposed on-site to support electric vehicle charging for all resident vehicle parking spaces and three visitor parking spaces, as well as opportunity charging for one visitor parking space, consistent with Zoning Bylaw requirements.

Waste, recycling and organics bins are proposed to be contained within each unit's private garage and is proposed to be collected on-site from the internal drive-aisle.

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:

- 68 bylaw-sized trees on the subject property, three of which are shared with the City (Tag # 3, 7-19, 21-38, 40-45, 48-74, 76-78).

Four of the trees on-site are considered Significant Trees under the Tree Protection Bylaw, as they each have a diameter at breast height of 92 cm or larger (Tag # 54, multi-stemmed combined 104 cm cedar, Tag # 57, 96 cm cedar, Tag # 66, 95 cm Douglas fir, and Tag # 72, multi-stemmed combined 131 cm Red alder).

- Two bylaw-sized trees on City-owned property in the Blundell Road boulevard (Tag # 46 and 47).
- Five trees on neighbouring properties to the north and east at 9288 Keefer Avenue and 7833 Ash Street (Tag # 5, 6, 20, 39, 75).

Also identified are two hedges on City-owned property (Tag # 2, 4), and one hedge off-site on the neighbouring property to the west at 7800 Heather Street (Tag # 1).

The City's Tree Preservation and Parks Department Arborists have reviewed the Arborist's Report and support its recommendations, as follows:

- Four trees on-site are in fair to good condition, located outside of the building envelope, and are proposed to be retained and protected (Tag # 33, 34, 35, 73).
- 64 trees on-site are proposed to be removed due to their location within the building envelope or due to poor condition as they are either dead, dying, or have been historically topped and exhibit resulting significant issues such as previous stem failure, narrow and weak secondary stem unions at the main branch union and co-dominant stems with inclusions (Tag # 3, 7-19, 21-32, 36-45, 48-74, 76-78). With respect to the four Significant Trees, Tag # 57 and 72 are in poor condition, and Tag # 54 and 66 are in fair to good condition but are in conflict with the proposed development as they are located within the building envelope.
- Two trees on City-owned property are proposed to be removed as they are in poor condition and conflict with the required frontage improvements along Blundell Road (Tag # 46, 47).
- Two hedges located on City-owned property and a neighbouring property are in good condition and are proposed to be retained and protected (Tag # 1 and 2).
- One hedge that straddles the south property line with City-owned property is in poor to fair condition and is proposed to be removed due to conflict with the required frontage improvements (Tag # 4).

Tree Protection

The applicant has submitted a Tree Management Plan showing the nine trees and two hedges to be retained, the required tree protection areas, and the measures to be taken to protect them during development (Attachment 7).

To ensure that the trees and hedges identified for retention are protected during development, the applicant is required to complete the following items prior to rezoning bylaw adoption:

- 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 (Tag # 1, 2, 5, 6, 20, 33, 34, 35, 39, 73, 75). 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.
- A tree survival security in the amount of \$40,000.00 for the four on-site trees to be retained (Tag # 33, 34, 35, 73). The applicant must also enter into a legal agreement to accompany the tree survival security, which sets the terms for use and release of the security.

Prior to the demolition of the existing dwellings on the subject site, installation of tree protection fencing is required 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 must remain in place until construction and landscaping on-site is completed.

Tree Replacement

The applicant proposes to remove 64 bylaw-sized trees from the subject site (including four Significant Trees).

To satisfy the tree replacement ratios established in the OCP and the City's Tree Protection Bylaw of 2:1 and 3:1 for Significant Trees, a total of 132 replacement trees are required to be planted and maintained on-site.

The applicant's preliminary Landscape Plan illustrates that 47 trees are proposed to be planted on-site. The applicant proposes to contribute \$63,750.00 (\$750.00/tree) to the City's Tree Compensation Fund prior to rezoning bylaw adoption in lieu of planting the 85 required replacement trees, which cannot be accommodated on-site as part of this proposal.

To ensure that the proposed trees and landscaping are planted and maintained, the applicant is required to submit a landscaping security prior to DP issuance in the amount of 100 per cent of a cost estimate for the works prepared by the Registered Landscape Architect (including installation and a contingency). The Landscape Plan will be further reviewed as part of the DP application review process, including but not limited to refining the replacement tree sizes.

For the proposed removal of the two trees on City property, the applicant is required to submit a contribution to the City's Tree Compensation Fund in the amount of \$3,000.00 prior to rezoning bylaw adoption (\$750.00/tree at a 2:1 replacement ratio).

Child Care Reserve

The McLennan South Sub-Area Plan policies promote the development of facilities to address community services and child care needs in the neighbourhood. Prior to final adoption of the rezoning bylaw, the applicant has agreed to provide a voluntary contribution in the amount of \$129,600.16 to the City's Child Care Reserve to assist with child care facility development in the City.

Public Art Program Policy

The applicant has agreed to provide a voluntary contribution to the City's Public Art Reserve Fund of \$46,494.50 for City-wide projects on City lands. This is calculated based on the maximum buildable floor area of 3,999.52 m² (43,050.47 ft²), and the 2026 Public Art contribution rate of \$1.08/ft². The contribution is required to be submitted prior to rezoning bylaw adoption, consistent with the City's Public Art Policy.

Common Amenity Space

Consistent with the guidelines in the OCP and the CCAP, approximately 472 m² (5,080 ft²) of common outdoor amenity space is proposed on the subject site and is located to optimize tree retention and to enhance walkways, space between buildings and lawn areas. Common amenity areas are located in the centre of the subject site and at the eastern end of the internal drive-aisle and include seating and play equipment. The proposed common outdoor amenity space augments private outdoor space provided for each unit.

Consistent with the OCP Development Permit Guidelines for multi-family development, the applicant has opted to provide a voluntary contribution to the City's Leisure Facilities Reserve Fund in the amount of \$94,658.00 in lieu of providing common indoor amenity space on-site. The applicant is required to provide this prior to rezoning bylaw adoption.

Sustainability

Consistent with the City's Energy Step Code requirements, the project architect has confirmed that the applicable Energy Step Code performance target has been considered in the proposed design. The proposal is anticipated to achieve Step 3 + EL-4 of the Energy Step Code.

An energy efficiency report from a registered professional is required to be submitted as part of the DP application prior to this project advancing to a DP Panel meeting to demonstrate compliance with the City's Energy Step Code requirements. This will be further reviewed for compliance at the BP stage.

Frontage Improvements and Site Servicing

Prior to rezoning bylaw adoption, the applicant is required to enter into a SA for the design and construction of frontage and servicing improvements. To accommodate the required frontage improvements, the applicant is required to provide an approximate 0.9 m wide road dedication the entire width of the subject site along the Blundell Road frontage (approximately 120.4 m²/1,296 ft²). The frontage and servicing improvements include (but are not limited to):

- Removal of the existing driveway crossings and installation of the new driveway crossing to the consolidated site.
- Installation of a new 2.7 m (8.9 ft.) wide concrete sidewalk (to enable a future multi-use pathway) and 0.8 m (2.6 ft.) wide boulevard along the Blundell Road frontage, complete with transitions to the existing frontage condition to the east and west.
- Installation of a new hydrant along the Blundell Road frontage and new water, storm and sanitary sewer service connections.
- Replacement of a portion of the existing 300 mm diameter watermain that will be impacted by the required storm sewer service connection.

- Extension of the existing 200 mm diameter north-south sanitary sewer main within the Heather Street frontage 2.0 m (6.6 ft.) southward and eastward approximately 35.0 m (114.9 ft.) along the Blundell Road frontage, as well as removal of the existing sanitary sewer main along the south property line.

Development Permit

Prior to final adoption of the rezoning bylaw, a DP application is required to be processed to a satisfactory level. The DP application will involve further review of the form and character of the proposed development to ensure it meets the intent of the design guidelines for multi-family development contained within the OCP. Further refinements may be made to the drawings as part of that review. This includes, but is not limited to:

- Reviewing and finalizing the proposed exterior building material and colour palette.
- Examining opportunities to relocate some resident bike storage within unit garages and to incorporate additional private outdoor space for some units.
- Finalizing the plant schedule, tree species and sizes, and the location of heat pump units.
- Reviewing the proposed lot grading and retaining wall height.
- Confirming that all aging-in-place and convertible features have been incorporated into unit design.
- Reviewing the environmental sustainability features to be incorporated into the project and confirmation of compliance with the applicable Energy Step Code.
- Reviewing the applicant's response to the principles of Crime Prevention Through Environmental Design (CPTED).

Additional items may be identified as part of the DP application review process.

Budgetary Implications

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

Conclusion

Interface Architecture Inc. has applied to the City of Richmond for permission to rezone 9211-9351 Blundell Road from the "Small-Scale Multi-Unit Housing (RSM/XL)" zone to the "High Density Townhouses (RTH2)" zone to permit the development of 30 townhouse units (including three secondary suites).

The subject rezoning application complies with the OCP and Sub-Area Plan land use designations and is consistent with the intent of applicable policies for the subject site. Further design review will be undertaken as part of the associated DP application process.

The list of rezoning considerations is included in Attachment 8, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10737 be introduced and given first, second and third reading.

Respectfully submitted,

Joshua Reis, Director, Development

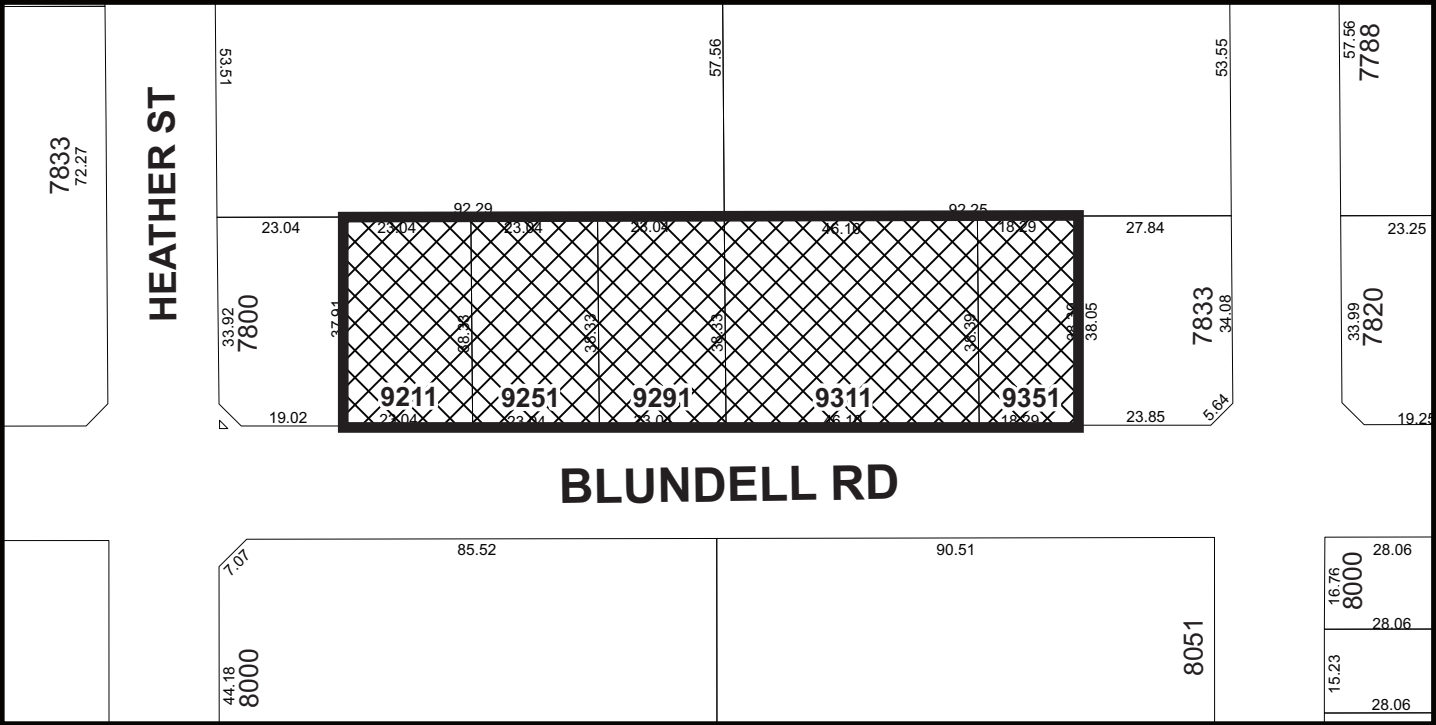
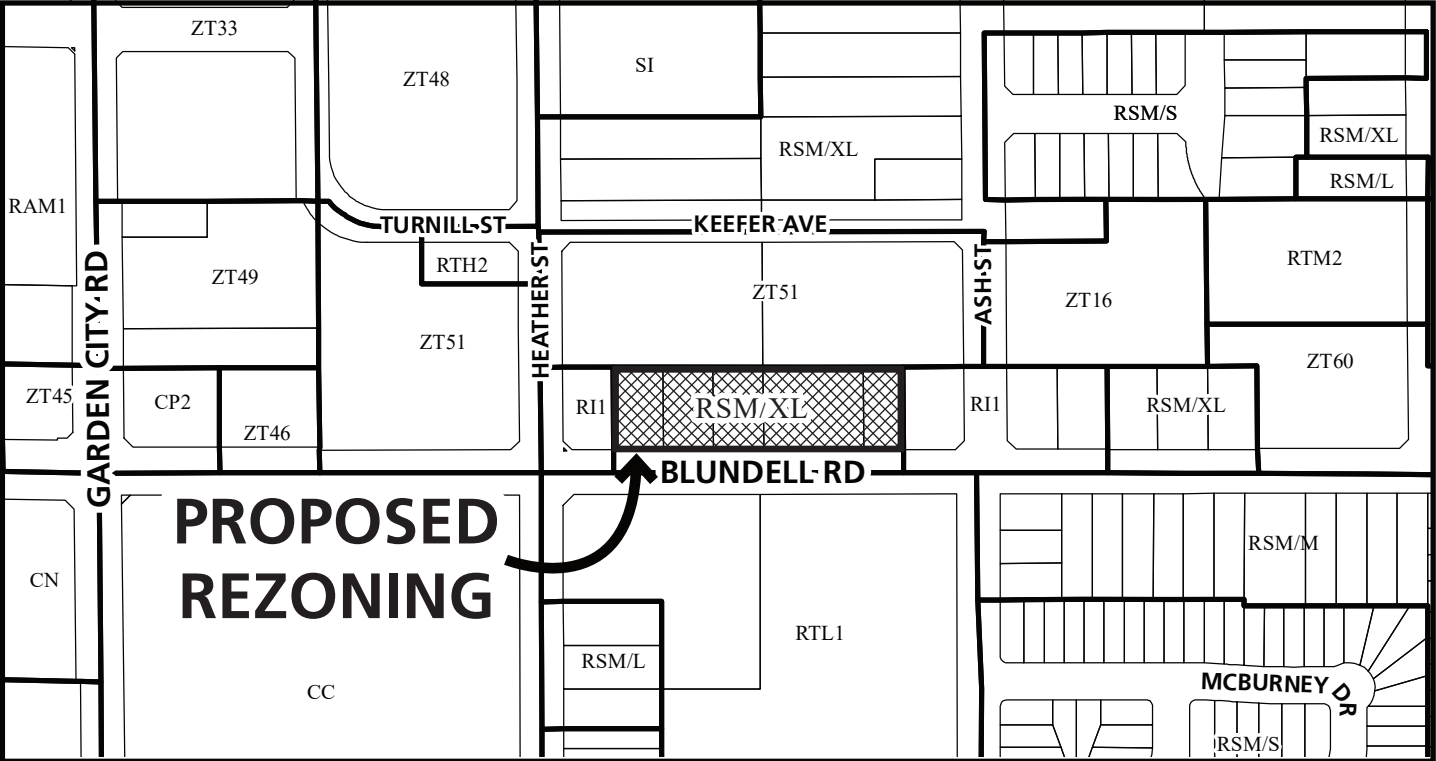
Report Contributors

This report was prepared by Cynthia Lussier, Planner 2 and reviewed by Arts, Culture and Heritage Services, Housing Office, Community Social Development, Engineering and Transportation Departments.

- Att. 1: Location Map/Aerial Photo
 2: Development Application Data Sheet
 3: Site Survey
 4: City Centre Area Plan Generalized Land Use Map
 5: McLennan South Sub-Area Plan Land Use Map
 6: Conceptual Development Plans
 7: Tree Management Plan
 8: Rezoning Considerations



City of
Richmond





RZ 22-017350

Original Date: 08/17/22
Revision Date: 04/15/25
Note: Dimensions are in METRES



City of Richmond



RZ 22-017350

Original Date: 03/13/25
Revision Date:

Note: Dimensions are in METRES

PLN - 187



RZ 22-017350

Address: 9211, 9251, 9291, 9311, 9351 Blundell Road

Applicant: Interface Architecture Inc.

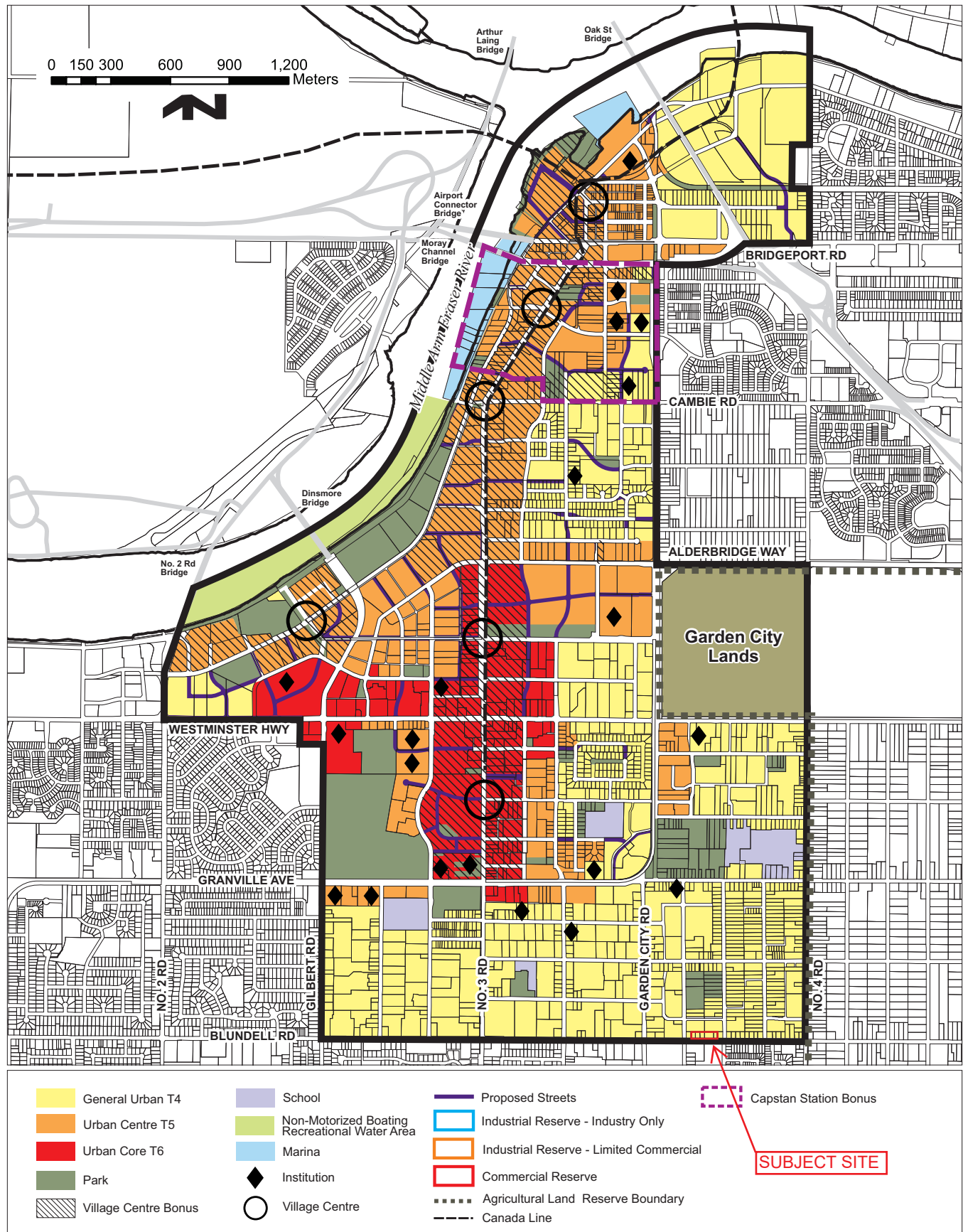
Planning Area(s): McLennan South Sub-Area

	Existing	Proposed
Owner:	Blundell CWL Investment Inc. (Director: Jackson Lee)	To be determined
Site Size (m²):	5,119.8 m ² (55,109.06 ft ²)	Approximately 4,999.4 m ² (53,813.09 ft ²) after required road dedication
Land Uses:	A residential dwelling on each of the five lots	Townhouses
OCP Designation:	City Centre Perimeter - Tier 2	No change
Area Plan Designation:	<u>CCAP:</u> General Urban (T4) Transect <u>McLennan South Sub-Area Plan:</u> Residential, Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single-Family 0.75 base FAR	No change No change
Zoning:	Small-Scale Multi-Unit Housing (RSM/XL)	High Density Townhouses (RTH2)
Number of Units:	5	30

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR):	Max. 0.80 FAR	0.78 FAR	None permitted
Buildable Floor Area (m ²):	Max. 3,999.52 m ² (43,050.47 ft ²)	3,887.6 m ² (41,845.77 ft ²)	None permitted
Lot Coverage – Buildings:	Max. 45%	43.3%	None
Lot Coverage – Buildings, Structures and Non-porous Surfaces:	Max. 70%	68.6%	None
Lot Coverage – Live Landscaping:	Min. 20%	23.9%	None
Minimum Lot Area:	1,800 m ² (19,375 ft ²)	4,999.4 m ² (53,813 ft ²)	None
Minimum Lot Dimensions (m):	Width: 50 m (164.04 ft) Depth: 30 m (98.42 ft)	Width: 133.7 m (438.64 ft) Depth: 38.3 m (125.65 ft)	None

	Bylaw Requirement	Proposed	Variance
Setbacks (m):	Front: Min. 4.5 m (14.76 ft) Rear: Min. 2.0 m (6.56 ft) Side (e): Min. 2.0 m (6.56 ft) Side (w): Min. 2.0 m (6.56 ft)	Front: 4.5 m (14.76 ft) Rear: 4.89 m (16.04 ft) Side (e): 4.06 m (13.32 ft) Side (w): 3.02 m (9.90 ft)	None
Building Height (m):	Max. 12 m (39.37 ft) (3 storeys)	11.85 m (38.87 ft) (3 storeys)	None
On-site Vehicle Parking Spaces:	Resident – 1.4/unit (42 spaces) Visitor – 0.2/unit (6 space)	Resident – 60 spaces Visitor – 6 spaces	None
Accessible Parking Spaces:	2 % of required spaces (1 space)	2 spaces	None
On-site Bicycle Parking Spaces:	Class 1 – 1.25/unit (Min. 38 spaces) Class 2 – 0.2/unit (Min. 6 spaces)	Class 1 – Min. 38 spaces Class 2 – Min. 6 spaces	None

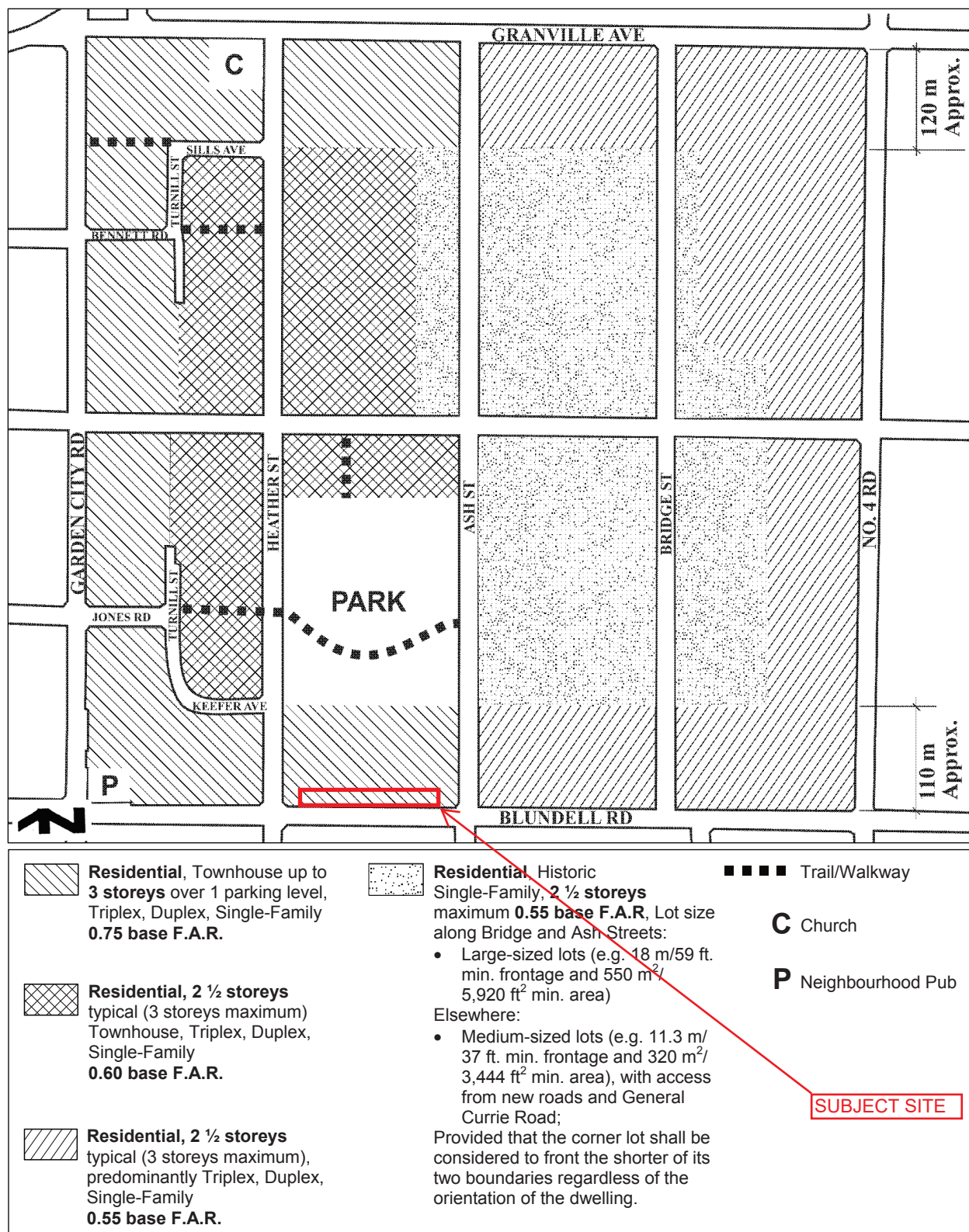
Generalized Land Use Map (2031)

Bylaw 10587
2025/03/10

City of Richmond

Land Use Map

Bylaw 9106
2015/09/14



Note: Sills Avenue, Le Chow Street, Keefe Avenue, and Turnill Street are commonly referred to as the “ring road”.

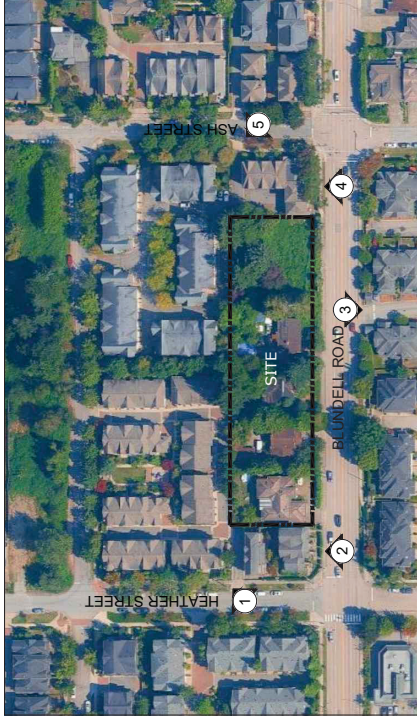
REZONING PERMIT APPLICATION

PROPOSED 30-UNIT TOWNHOUSE DEVELOPMENT

9211-9351 BLUNDELL ROAD RICHMOND, BC
RZ 22-017350



VIEW 1: THREE-STORY TOWNHOUSE



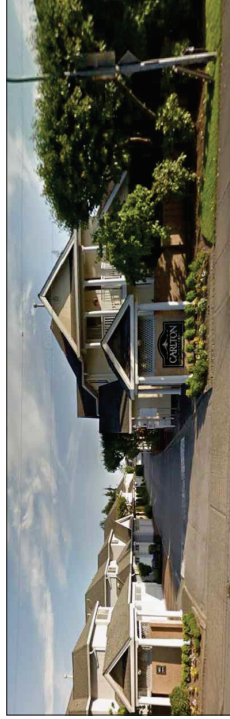
KEY PLAN



VIEW 5: THREE-STOREY TOWNHOUSE



VIEW 2: THREE-STORY TOWNHOUSE



VIEW 3: TWO-STORY TOWNHOUSE



VIEW 4: THREE-STOREY TOWNHOUSE

CONTACTS	Architect	INTERFACE ARCHITECTURE INC. 10000 168TH AVENUE ROAD RICHMOND, B.C. V6X 3Z5 Tel: 604-321-1162 Fax: 604-321-1146 Email: ken@interfacearchitecture.com	Surveyor	UNLS - METRO VANCOUVER LAND 1000 10TH AVENUE R9B 8N9W4Y VANCOUVER BC V5N 2F9 Tel: 604-327-1535 Email: amanda@nls.ca	Abourist	DAVEY RESOURCE GROUP INC. #200, 8206 SWENSON WAY VANCOUVER, BC V6P 6C6 Tel: 604-499-6688 Email: Laura.Lefgh@davey.com
	Landscape Architect	PMG LANDSCAPE ARCHITECTS 1000 10TH AVENUE BURNABY, BC V5C 6S9 Tel: 604-294-0011 Fax: 604-294-0011 Email: ywen@mglandscape.com	Transportation Engineer	ISL ENGINEERING (ISL) 1000 10TH AVENUE LANGLEY BC V3Y 0M1 Tel: 604-371-0001 Fax: 604-371-0001 Email: OEdad@islingineering	Civil Engineer	MPT ENGINEERING CO. LTD. #320 - 11120 Glenridge Way VANCOUVER BC V6V 3H7 Tel: 604-270-8331 Fax: 604-312-4327 Email: jph@mpt.bc.ca

Aboulist	REVISOR REPORT, DATED DECEMBER 22, 2025
Survey	REVISOR REPORT, DATED JULY 23, 2026
Topo	REVISOR REPORT, DATED JULY 23, 2026
Civil	REVISOR REPORT, DATED JULY 23, 2026
Transportation	REVISOR REPORT, DATED JULY 23, 2026
TRAFFIC IMPACT ASSESSMENT DATED JUNE, 2026	

Architectural	
A1.1	PROJECT DATA, SITE PARKING PLAN
A1.2	LANDSCAPE, PLANTING AND SITE COVERAGE
A1.3	FIRE FIGHTING PLAN
A1.4	PARKING / WASTE MANAGEMENT PLAN
A1.5	OUTDOOR AMENITY OVERLAY PLAN
A2.1	PLANS - BUILDING 1
A2.3	PLANS - BUILDING 2
A2.4	ELEVATIONS - BUILDING 2
A2.5	PLANS - BUILDING 3
A2.6	ELEVATIONS - BUILDING 3
A2.7	PLANS AND ELEVATIONS - BUILDING 4
A2.8	PLANS AND ELEVATIONS - BUILDING 5
A2.9	PLANS AND ELEVATIONS - BUILDING 6
A2.10	PLANS AND ELEVATIONS - BUILDING 7
A2.11	PLANS AND ELEVATIONS - BUILDING 8
A2.12	PLANS AND ELEVATIONS - BUILDING 9
A3.0	CONVERTIBLE UNITS
A3.1	CONVERTIBLE UNITS - UNIT 7A
A4.0	INTERIOR FINISHES
A4.1	DOOR SCHEDULE
A4.2	SHADOW STUDY

[illegible]

INTERFACE:
Suite 230
11590 Cambie Road
Richmond BC
Canada V6X 3Z5

T 604 821 1162
F 604 821 1146
www.interfacearchitecture.com

PROJECT Proposed 30 Unit Townhouse Development	SUBJECT 30 UNIT TOWNHOUSE DEVELOPMENT BLANDELL ROAD RICHMOND BC	PROJECT NO 2018ELIN	SCALE	DATE MAY 31, 2022	DRAWN BY POT/SSB/HDL	CHECKED BY PAC	SHEET TITLE CONTEXT PLAN
--	---	------------------------	-------	----------------------	-------------------------	-------------------	-----------------------------

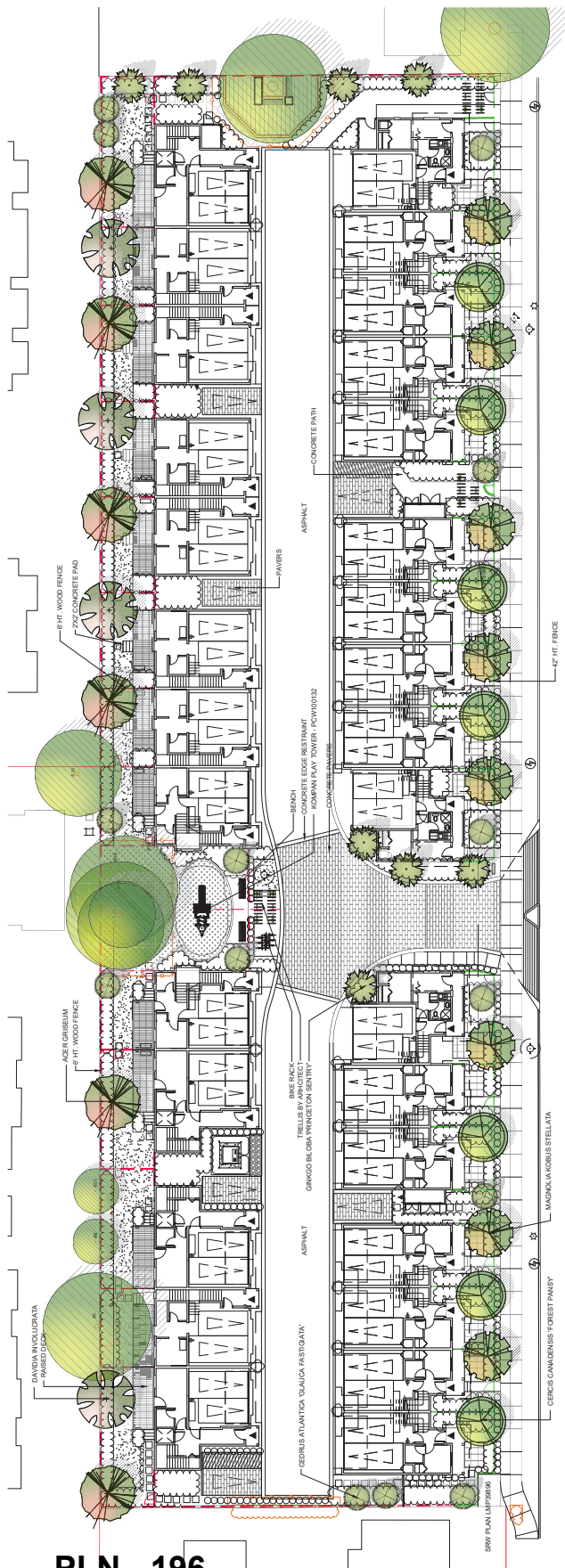
A1.0



SEAL:



PLANT SCHEDULE			PLANT SPECIFICATIONS		PLANTING DETAILS		PLANTING SCHEDULE	
PLANT	CITY	QUANTITY	COMMON NAME	PLANTED DATE	PLANTED DATE	PLANTED DATE	PLANTED DATE	
	ACER	5	PARISHAWHITE	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	FARGATEBLUE	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04	1/18/05	
	CELEBRUM	4	ATLANTICA	6/24/04	1/18/05	6/24/04</		



PLN - 196

NO.	DATE	REVISION DESCRIPTION	DR.
-----	------	----------------------	-----

CLIENT:

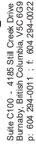
PROJECT:
TOWNHOUSE DEVELOPMENT
9121-9351 BLUNDELL RD.
RICHMOND, B.C.

DRAWING TITLE:
**LANDSCAPE
PLAN**

DATE: 26 JUN 03
 SCALE: 1/16"=1'0"
 DRAWN: MM
 DESIGN: MM
 CHK'D: YR
 OF 4

05.216.2.710

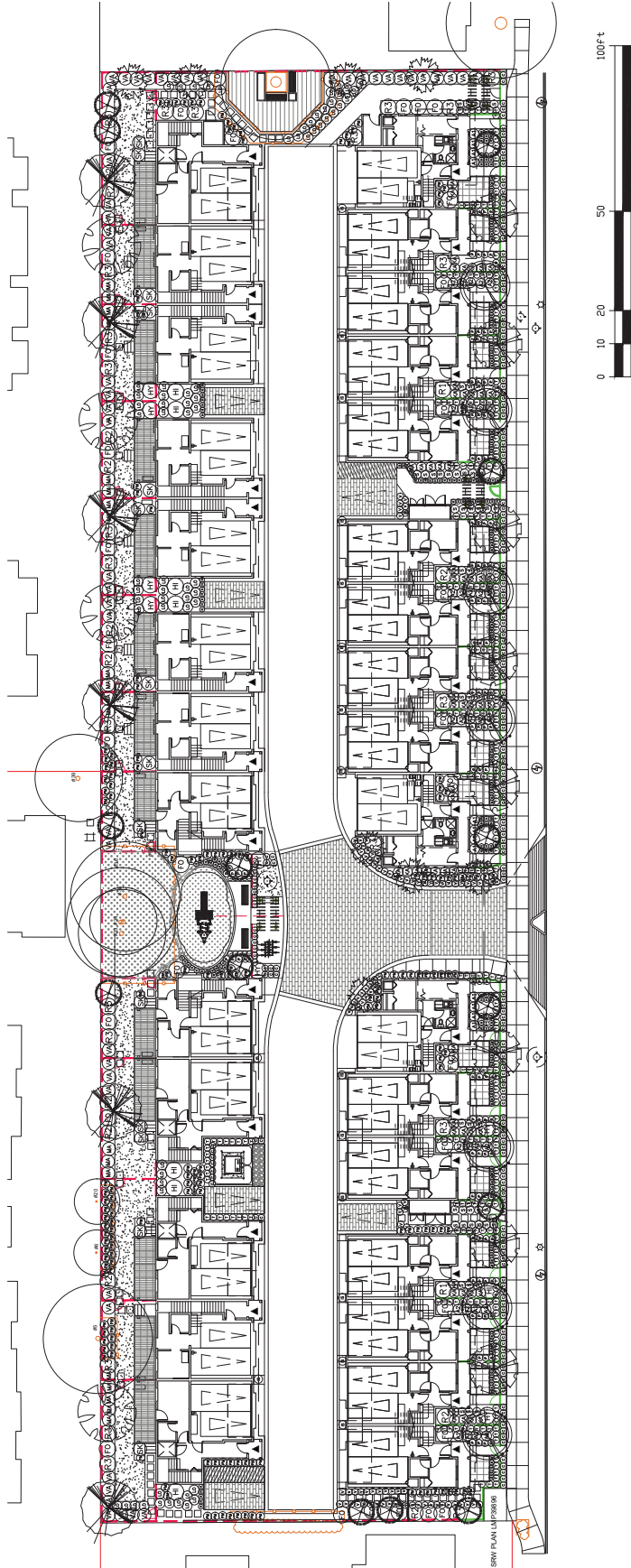
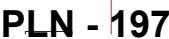
25-246



SEAL:

PLANT SCHEDULE			COMMON NAME	PLANTED SIZE / REMARKS	PNO PROJECT NUMBER: 25-346	
PLANT	CITY	BOTANICAL NAME				
SHRUB	12	AZALEA JAPONICA 'VINO CRIMSON'	AZALEA SINGLE DEEP CRIMSON	#2 POT: 25CM		
	32	AZALEA JAPONICA 'PURPLE SIRENDOUR'	AZALEA RED-VIOLET	#2 POT: 25CM		
	34	POTERISSELLA MAJOR 'MONTY ARA'	MOUNT ARA POT-FORLISSELLA	#1 POT: 60CM		
	35	HYDRANGEA PANICULATA 'VANS RED'	RUBY SP-SPERS HYDRANGEA, RED	#1 POT: 60CM		
	8	ILEX 'MESSENGER' TULLE PRINCE	BLUE PRINCE HOLLY	#1 POT: 60CM		
	19	MAHONIA AQUIFOLIUM	MAHONIA LAUREL	#2 POT: 60CM		
	20	RHOODODENDRON 'CHRISTMAS CHEER'	RHOODODENDRON GRAPPE	#2 POT: 60CM		
	33	SPYROLA JAPONICA 'LITTLE PRINCESS'	RHOODODENDRON, BLUE PINK	#1 POT: 60CM		
	35	SPYROLA JAPONICA 'LITTLE PRINCESS'	RHOODODENDRON, BLUE PINK	#1 POT: 60CM		
	36	SPYROLA JAPONICA 'LITTLE PRINCESS'	RHOODODENDRON, BLUE PINK	#1 POT: 60CM		
	49	SPYROLA JAPONICA 'LITTLE PRINCESS'	RHOODODENDRON, BLUE PINK	#1 POT: 60CM		
	50	SPYROLA JAPONICA 'LITTLE PRINCESS'	RHOODODENDRON, BLUE PINK	#1 POT: 60CM		
GRASS	51	SPYROLA JAPONICA 'LITTLE PRINCESS'	RHOODODENDRON, BLUE PINK	#1 POT: 60CM		
	52	SPYROLA JAPONICA 'LITTLE PRINCESS'	RHOODODENDRON, BLUE PINK	#1 POT: 60CM		
	53	SPYROLA JAPONICA 'LITTLE PRINCESS'	RHOODODENDRON, BLUE PINK	#1 POT: 60CM		
	54	SPYROLA JAPONICA 'LITTLE PRINCESS'	RHOODODENDRON, BLUE PINK	#1 POT: 60CM		
	55	SPYROLA JAPONICA 'LITTLE PRINCESS'	RHOODODENDRON, BLUE PINK	#1 POT: 60CM		
	56	SPYROLA JAPONICA 'LITTLE PRINCESS'	RHOODODENDRON, BLUE PINK	#1 POT: 60CM		
	57	SPYROLA JAPONICA 'LITTLE PRINCESS'	RHOODODENDRON, BLUE PINK	#1 POT: 60CM		
	58	SPYROLA JAPONICA 'LITTLE PRINCESS'	RHOODODENDRON, BLUE PINK	#1 POT: 60CM		
	59	SPYROLA JAPONICA 'LITTLE PRINCESS'	RHOODODENDRON, BLUE PINK	#1 POT: 60CM		
	60	SPYROLA JAPONICA 'LITTLE PRINCESS'	RHOODODENDRON, BLUE PINK	#1 POT: 60CM		
	61	SPYROLA JAPONICA 'LITTLE PRINCESS'	RHOODODENDRON, BLUE PINK	#1 POT: 60CM		
	62	SPYROLA JAPONICA 'LITTLE PRINCESS'	RHOODODENDRON, BLUE PINK	#1 POT: 60CM		
VINE	63	CARPEA LACINIA 'DEJA VU'	WEEPING GREEN SEDGE	#1 POT		
	68	CAREX OSHIMENSIS 'ELEGANTU'	EVERGLAD JAPANESE SEDGE	#1 POT		
	116	HELICTRICHON SEMPERVIRENS	BULLE CAT GRASS	#1 POT		
	122	PENISTEMIS ORIENTALE	ORIENTAL FOUNTAIN GRASS	#1 POT		
	140	CLIMATIS ARANIDA	EVERGREEN CLEMATIS	#1 POT: 75CM, STAKED		
	PINE / PALM	141	LAVINOLLA ANSARTII	ENGLISH LAVENDER	#1 POT	
		144	RUBECOLA FLUGSA VIRE SALLVANTI	GOLD-TURNBULORECH, YELLOW	15CM POT	
		69	CONIFERA PALM	PRINCE THORN-SCULPTE	#1 POT: 50CM	
		70	CONIFERA PALM	PRINCE THORN-SCULPTE	#1 POT: 50CM	
		71	CONIFERA PALM	PRINCE THORN-SCULPTE	#1 POT: 50CM	
		72	CONIFERA PALM	PRINCE THORN-SCULPTE	#1 POT: 50CM	
		73	CONIFERA PALM	PRINCE THORN-SCULPTE	#1 POT: 50CM	
74		CONIFERA PALM	PRINCE THORN-SCULPTE	#1 POT: 50CM		
75		CONIFERA PALM	PRINCE THORN-SCULPTE	#1 POT: 50CM		
76		CONIFERA PALM	PRINCE THORN-SCULPTE	#1 POT: 50CM		
77		CONIFERA PALM	PRINCE THORN-SCULPTE	#1 POT: 50CM		
78		CONIFERA PALM	PRINCE THORN-SCULPTE	#1 POT: 50CM		

* PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DESIGNED CONTAINER SIZES. * PLANT SIZES ARE THE SPECIFIED ACCORDING TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARDS. A TEST EDITION CONTAINS SIZES NOTED AS PER EACH PLANT.



25246-2789

PMG PROJECT NUMBER:

25-246

25-246

Absolutely no grade changes are to occur within ANY TPZ; the existing grade cannot be altered (raised or lowered) and all pre-loading, retaining walls, perimeter drainage and silt fencing must be installed outside of the TPZ.

If the existing fence within ANY TPZ is to be removed, then removal must be performed manually. The new fence must be placed in the same footprint using the existing post holes. If any excavation is required into the TPZ for new fence posts, then this must be performed manually; if large roots (1.5" diameter and larger) are encountered, then the posts must be shifted to accommodate and placed offset from the stems.

Demolition of the existing garage foundation adjacent to the TPZ must be supervised by a Certified Arborist.

Any excavation for the proposed patio that encroaches within the TPZ must be supervised by a Certified Arborist.

Removal of trees #36-38 within the TPZ must be supervised by a Certified Arborist. Tree #36 must be cut to grade and the stump ground down.

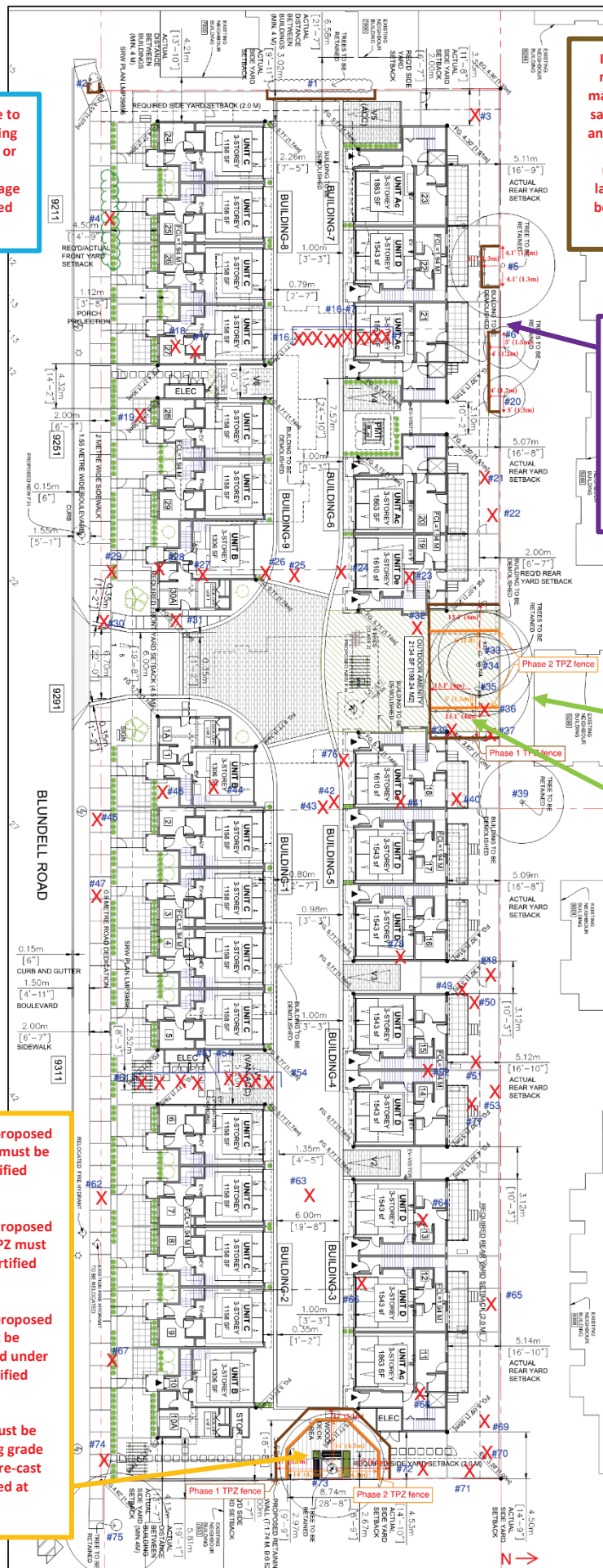
Any excavation for the proposed building that encroaches into the TPZ must be supervised by a Certified Arborist. The northeast foundation wall of the proposed building that encroaches into the TPZ must use an L shape footing to reduce encroachment and the line of excavation required. All exposed roots will be properly pruned, then they must be covered with burlap and poly plastic to prevent desiccation of exposed roots; this root curtain must be removed just prior to backfilling.

Any excavation for the proposed building within the TPZ must be supervised by a Certified Arborist.

Any excavation for the proposed drive aisle within the TPZ must be supervised by a Certified Arborist.

Any excavation for the proposed retaining wall must be performed manually and under supervision of a Certified Arborist.

The proposed deck must be installed above existing grade and supported using pre-cast deck footings installed at existing grade.



Tree Management Plan – Not to Scale



Address: 9211, 9251, 9291, 9311, 9351 Blundell Road

File No.: RZ 22-017350

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10737, the applicant is required to complete the following:

1. **(Development Permit)** The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
2. **(Road Dedication)** 0.9 m wide road dedication along the entire Blundell Road frontage of the subject site. Note: this will require an overlay of the proposed functional plan with the dedication plan and signed and sealed confirmation that the required improvements can be accommodated within the dedication area.
3. **(Lot Consolidation)** Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
4. **(Arborist's Contract)** 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/hedges to be retained (Tag # 1, 2, 5, 6, 20, 33, 34, 35, 39, 73, 75). 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. **(Tree Survival Security)** Submission of a Tree Survival Security to the City in the amount of \$40,000.00 for the four on-site trees to be retained (Tag # 33, 34, 35, 73). The City may release up to 90% of the security following substantial completion of construction and landscaping subject to a landscape inspection to the City's satisfaction, and may release the remaining per cent (e.g., 10%) of the security following a one-year maintenance period if the trees have survived. The applicant must also enter into a legal agreement to accompany the tree survival security, which sets the terms for use and release of the security.
6. **(Tree Contribution)** City acceptance of the applicant's voluntary contribution to the City's Tree Compensation Fund for the planting of replacement trees within the City in the amount of:
 - a) \$63,750.00 in-lieu of planting the balance of required replacement trees on-site.
 - b) \$3,000.00 for the removal of trees on City property (Tag # 46, 47).
7. **(Contribution – Indoor Amenity)** City acceptance of the applicant's voluntary contribution of \$2,309.00 per dwelling unit for the first 19 units and \$4,617.00 per dwelling unit for the remaining 11 units (e.g. \$94,658.00) to the City's leisure facilities reserve fund in-lieu of providing on-site indoor amenity space. Where the contribution is not received within one year of the rezoning bylaw receiving third reading, the contribution shall be recalculated based on the rate in effect at the time of payment, as updated periodically and published in a City Bulletin.
8. **(Contribution - Child Care)** City acceptance of the applicant's voluntary contribution in the amount of \$129,600.16 to the City's Child Care Reserve.
9. **(Public Art – Cash Contribution)** City acceptance of the applicant's voluntary contribution towards the City's Public Art Reserve Fund, the terms of which shall include the following:
 - a) The value of the applicant's voluntary public art contribution shall be based on the Council-approved rates for residential and non-residential uses and the maximum buildable floor area permitted under the subject site's proposed zoning, excluding floor area associated with affordable housing and market rental, as indicated in the table below.

Building Type	Rate	Maximum Permitted Floor Area (after exemptions)	Minimum Voluntary Cash Contribution
Townhouses	\$1.08/ft ² (2026 rate)	3,999.52 m ² (43,050.47 ft ²)	\$46,494.50

- b) In the event that the contribution is not provided within one year of the application receiving third reading of the rezoning bylaw, the contribution rate (as indicated in the table in item “a”) above) shall be increased annually thereafter based on the *Statistics Canada Consumer Price Index (All Items) – Vancouver* yearly quarter-to-quarter change, where the change is positive.
10. **(Contribution – Affordable Housing Strategy)** City acceptance of the applicant’s voluntary contribution in the amount of \$18.00 per buildable square foot (e.g. \$774,908.50) for sites within City Centre to the City’s affordable housing reserve fund.
11. **(Contribution – Market Rental Housing Policy)** City acceptance of the applicant’s voluntary contribution in the amount of \$3.09 per buildable square foot (e.g. \$133,025.95) to the City’s affordable housing reserve fund.
12. **(CCAP Community Planning)** City acceptance of the developer’s voluntary contribution to future City community planning studies (as set out in the City Centre Area Plan) and as indicated in the table below.

	Site Area for Density Purposes	Maximum FAR	Maximum Permitted Floor Area	CCAP Community Planning Rate (in effect until February 27, 2027)	Voluntary Contribution
TOTAL	4,999.4 m ² (53,813 ft ²)	0.80	3,999.52 m ² (43,050.47 ft ²)	\$0.36/ft ²	\$15,498.16

Note: In the event that the contribution is not provided within one year of the rezoning bylaw receiving third reading of Council, the contribution rate shall be changed to the Council-approved rate in effect at the time the contribution is provided and the value of the contribution shall be changed accordingly, where the change is positive.

13. **(Flood Covenant)** Registration of a flood indemnity covenant on title (Area A).
14. **(No Rental and Age Restrictions)** Registration of a restrictive covenant prohibiting (a) the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and (b) the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.
15. **(Secondary Suite)** Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed in three townhouses units on-site, to the satisfaction of the City in accordance with the BC Building Code and the City’s Zoning Bylaw (i.e., a total of three secondary suites).
16. **(No Stratification – Secondary Suite)** Registration of a legal agreement on Title to ensure that the secondary suites cannot be stratified.
17. **(City Centre Future Development Impacts)** Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
18. **(Servicing Agreement)** Enter into a Servicing Agreement* (SA) for the design and construction of frontage and road improvements along Blundell Road and for the required water, storm, and sanitary sewer service works. A Letter of Credit or cash security for the value of the SA works, as determined by the City, will be required as part of entering into the SA. The works are to include (but are not limited to) the following:

Note: A partial approval to the SA design is required prior to issuance of a Demolition Permit for the existing houses at 9211, 9251, 9291, 9311, 9351 Blundell Road. This is to facilitate timely removal of the existing sanitary system along the south property line of the proposed site and to ensure that the existing Statutory Right-of-Way (SRW) for the sewer are discharged before the start of any site preparation works.

Water Works

- a) Using the OCP Model, there is 714.0 L/s of water available at a 20 psi residual at the Blundell Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) At the applicant’s cost, the applicant is required to:
- Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm that the proposed 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 (BP) stage building designs.

- ii. Provide a SRW for the water meter and meter chamber (unless the meter is to be located in a mechanical room), at no cost to the City. Exact SRW dimensions to be finalized during the SA design review process.
- iii. Review hydrant spacing on all road frontages and install new hydrants as required to meet City spacing requirements for the proposed land use. At minimum, one additional hydrant on the Blundell Road frontage is required.
- iv. Fire department sign-off is required to confirm if the location of the existing and proposed hydrants are sufficiently close to service the most remote principal entrance.
- v. Fire department approval is required for all fire hydrant installations, removals, and relocations.
- c) At the applicant's cost, the City will:
 - i. Install a new hydrant at Blundell Rd frontage to meet City hydrant spacing requirements.
 - ii. Relocate the existing fire hydrants out of the proposed sidewalk at Blundell Road.
 - iii. Install a new service connection off of the existing watermain at Blundell Road complete with water meter. The size and location of the required water service connection will be finalized via the SA design review process.
 - iv. Replace the portion of the existing 300 mm AC watermain that will be impacted by the required storm sewer service connection.
 - v. Cut, cap, and remove all existing water service connections and meters to the development site.
 - vi. Complete all tie-ins for the proposed works to existing City infrastructure.

Storm Sewer Works

- d) At the applicant's cost, the applicant is required to:
 - i. Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the SA design review process.
 - ii. Not connect to the existing lane drainage systems at the east and west sides of the proposed site.
 - iii. Provide a SRW for the inspection chamber. Minimum SRW dimensions shall be 1.5 m by 1.5 m. Exact SRW dimensions to be finalized via the SA design review process.
- e) At the applicant's cost, the City will:
 - i. Cut and cap all existing storm service connections to the development site and remove inspection chambers. Retain shared inspection chambers at the southwestern (STIC50234) and southeastern (STIC50211) corners of the development site
 - ii. Install one new storm service connection, complete with inspection chamber, off the existing storm sewer at the Blundell Rd frontage. Inspection chamber to be located in a SRW on-site. Fences or hedges are not permitted within the required SRW. The inspection chamber shall be accessible from the roadway for maintenance purposes.

Sanitary Sewer Works

- f) Clarifications on the following required sanitary works:
 - i. The proposed development is required to connect to the existing sanitary system in Heather Street frontage because the proposed development is in the Heather North sanitary lift station catchment.
 - ii. The existing sanitary line along the south property line of 7800 Heather Street is a 150 mm diameter lateral connection which does not meet the City's standards to service the proposed development. Therefore, a new 200 mm sanitary gravity main is required along the Blundell Road frontage of 7800 Heather Street.
- g) At the applicant's cost, the applicant is required to:
 - i. Extend the existing 200 mm diameter sanitary main that is aligned north-south at Heather Street approximately 2.0 m southward complete with a manhole at the south end.
 - ii. Extend the new 200 mm diameter sanitary main from the new manhole approximately 35 m eastward complete with a new manhole at the east end. This will require removal and/or relocation of an existing BC Hydro pole. Poles are not permitted within the corridor of the new sanitary main.

- iii. Install a new service connection complete with inspection chamber and tie-in to the new manhole at the high end. All sanitary flows from the proposed shall be directed to the new inspection chamber at the southwest corner of the development site.
- iv. Provide approximately 3.0 m by 3.0 m SRW at the southwest corner to contain the required sanitary inspection chamber. Fences or hedges are not permitted within the required SRW. The sanitary inspection chamber shall be accessible from the roadway for maintenance purposes.
- v. Provide written notification to the adjacent property owners (e.g., 7800 Heather Street and 7833 Ash Street) for any required sanitary works that may impact access to their site, landscaping features, or other items. Each property must be sent a letter via registered mail that includes the scope of work, the potentially affected items (i.e. landscaping, driveways, fences, etc.), and the proposed impact mitigation strategy. Prior to sending the letters to the property owners, each letter must be submitted to the City for review and approval. Once the letters are received by the property owners and they have been given sufficient time for review (at least one week), the applicant is required to obtain signed acknowledgement from each property owner and submit to the City prior to approval of the SA design.
- vi. Remove the existing sanitary main along the south property line of the proposed development. A manhole is required at the new high point of the pipe. The manhole and the new high point shall be located at the southeast corner of the development site. No new sanitary connection is permitted at this manhole. A 3.0 m by 3.0 m SRW is required at the southeast corner to contain the new manhole. Fences or hedges are not permitted within the required SRW. The sanitary manhole shall be accessible from the roadway for maintenance purposes.
- vii. Obtain a partial approval to the SA design to facilitate removal of the existing sanitary system along the south property line of the development site ahead of the other SA works and to discharge the existing SRWs along the south property line. The partial approval to the SA design is required prior to issuance of the Demolition Permits for the existing houses within the development site. This is to ensure that the existing sanitary system is removed and the existing SRWs are discharged at the south property line of the development site before the start of any site preparation works.
- viii. Discharge the existing SRWs after the existing sanitary system along the south property line is removed. A signed and sealed letter from the applicant's engineer is required to certify the pipe and manhole removals. The discharge of the existing SRWs shall happen before start of site preparation works (e.g., pre-load, site densification etc.) or BP issuance, whichever occurs first, because the proposed buildings conflict with the existing SRWs. Therefore, if the SA design is not yet approved at the time that site preparation is required or at BP stage, a partial approval to the SA may be required to facilitate removal of the existing sanitary infrastructure ahead of the other SA works. Discharge of the existing SRWs and registration of the new SRWs for the new sanitary manholes are required prior to Engineering Department sign-off on the BP application.
- ix. Not encroach into City SRWs with any proposed trees, retaining walls, or other non-removable structures.
- h) At the applicant's cost, the City will:
 - i. Cut and cap all existing service connections to the development site and remove inspection chambers. Retain shared inspection chambers at the southwestern (SIC14984) and southeastern (SIC114) corners of the development site.
 - ii. Complete all tie-ins for the proposed sanitary works to existing City infrastructure.

Street Lighting

- i) At the applicant's cost, the applicant is required to:
 - i. Review street lighting levels along all road and lane frontages, and upgrade as required.
- j) At the applicant's cost, the City will:
 - i. If required, coordinate with BC Hydro regarding the removal of leased BC Hydro street lighting luminaires and associated arms.

Frontage Improvements

- k) At the applicant's cost, the applicant is required to complete other frontage improvements as per the City's Transportation Department requirements. This includes (but is not limited to) the following:

- i. The existing driveways along the subject site's Blundell Road frontage shall be closed permanently. The applicant is responsible for removal of the existing driveway letdowns and replacement with barrier curb and gutter, sidewalk, and boulevard as described below.
 - ii. Design and construction of the following along the entire frontage of the subject site (from north to south, starting at the site's new south property line), with tie into existing infrastructure to the east and west of the site (while protecting the existing hedge tag # 2 located in the boulevard along Blundell Road abutting the south property line of 7800 Heather Street):
 - Minimum 2.7 m wide concrete sidewalk/future multi-use pathway.
 - Minimum 0.8 m wide boulevard.
 - 0.15 m wide curb and gutter in alignment with existing.
 - iii. Design and construction of the following road improvements along the entire frontage of the subject site within the existing 13.86 m roadway on Blundell Road:
 - 3.3 m wide curb lane, 3.1 m wide median lane.
 - 1.06 m center painted median.
 - Lane shifting and painted center median is to be introduced west of Heather Street in advance of the special crosswalk and extend the full frontage of the development and tie in west of Ash Street.
 - 0.85 m wide concrete center median with 0.10 m shy distance to be installed across the development's driveway and extend: to the west, 20 m west of the driveway flair or to the Heather Street intersection; and to the east, 10 m west of the existing driveway flair on 8051 Ash Street. Confirm no northbound left turn conflict with new median for drivers exiting 8051 Ash Street.
 - iv. A 2.0 m by 2.0 m corner cut SRW is required on both sides of the subject site driveway at the Blundell Road frontage to ensure visibility for vehicles entering and exiting the subject site and cross vehicles and pedestrians/bikes on the sidewalk.
- l) At the applicant's cost, the applicant is required to:
- i. Return the existing Hydro lease lights and replace with City standard street lighting.
 - ii. Coordinate with BC Hydro, Telus and other private communication service providers:
 - To relocate/underground the existing overhead lines and poles to prevent conflict with the proposed sidewalk.
 - To underground overhead service lines.
 - To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - To locate all proposed underground structures (e.g. junction boxes, pull boxes, service boxes, etc.) outside of bike paths and sidewalks.
 - Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - iii. Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and proposed undergrounding works, and all above ground utility cabinets and kiosks located along the development's frontages, within the development site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development's design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., SRW dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown on the architectural plans/functional plan, the SA drawings, and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 m x 5.0 m
 - BC Hydro LPT – 3.5 m x 3.5 m
 - Street light kiosk – 1.5 m x 1.5 m
 - Traffic signal kiosk – 2.0 m x 1.5 m
 - Traffic signal UPS – 1.0 m x 1.0 m
 - Shaw cable kiosk – 1.0 m x 1.0 m
 - Telus FDH cabinet – 1.1 m x 1.0 m

General Items

m) At the applicant's cost, the applicant is required to:

- i. Provide, prior to start of site preparation works or within the first SA submission, whichever occurs first, a geotechnical assessment of preload and soil preparation impacts on the existing utilities (e.g., AC watermain along Blundell Road) fronting the development site and provide mitigation recommendations.
- ii. Provide a video inspection report of the existing sanitary sewers along the south property lines of 7800 Heather Street and 7833 Ash Street prior to start of site preparation works or within the first SA submission, whichever occurs first. A follow-up video inspection report after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) is required to assess the condition of the existing utilities and provide recommendations. Any utilities damaged by the preload, dewatering, or other development-related activity shall be replaced at the applicant's cost.
- iii. Storm and sanitary works shall be completed before installing the final new driveway.
- iv. Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the applicant's cost. The post-preload elevation survey shall be incorporated within the SA design.
- v. Monitor the settlement at the adjacent utilities and structures during preloading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- vi. Submit a proposed strategy at the BP stage for managing excavation dewatering. Note that the City's preference is to manage groundwater onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of dewatering, the applicant will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of groundwater, the applicant will be required to enter into a dewatering agreement with the City wherein the applicant will be required to treat the groundwater before discharging it to the City's storm sewer system.
- vii. Not encroach into City SRWs with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into SRWs must be reviewed by the City's Engineering Department.
- viii. Coordinate the SA design for this development with the SA(s) for adjacent developments, both existing and in-stream. The applicant's civil engineer shall submit a signed and sealed letter with each SA submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the SA designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
 - Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
 - Pipe sizes, material and slopes.
 - Location of manholes and fire hydrants.
 - Road grades, high points and low points.
 - Alignment of ultimate and interim curbs.
 - Proposed street lights design.
- ix. Enter into, if required, additional legal agreements, as determined through the subject development's SA(s) and/or Development Permit(s), and/or BP(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.

19. **(Fees - Notices)** Payment of all fees in full for the cost associated with the public notices (e.g., Notice of First Reading), consistent with the City's Consolidated Fees Bylaw No 8636, as amended.

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

1. **(Landscape Plan and Cost Estimate)** Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and a cost estimate for the works provided by the Landscape Architect (including installation and a 10 per cent contingency), which will form the basis for the landscaping security required prior to Development Permit issuance.
2. **(Energy Efficiency Report)** Submission of a townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required BC Energy Step Code and/or Zero Carbon Code, in compliance with the City's Official Community Plan and Building Regulation Bylaw No. 7230.

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

1. **(Tree Protection Fencing)** 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. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03

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

1. **(Accessibility Measures)** Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and Development Permit processes (e.g., Convertible unit features in four units, and aging-in-place features in all units).
2. **(Construction Parking and Traffic Management Plan)** Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. The Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. **(Construction Hoarding)** Obtain a 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 BP. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

* This requires a separate application.

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- If the development will be constructed in phases and stratified, a [Phased Strata Subdivision Application](#) is required. Each phase of a phased strata plan should be treated as a separate parcel, each phase to comply with the Richmond Zoning Bylaw 8500 in terms of minimum lot area, building setback and parking requirements. Please arrange to have the City's Approving Officer review the proposed phased boundaries in the early DP stages. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.

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

(signed concurrence on file)

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10737 (RZ 22-017350)
9211, 9251, 9291, 9311, 9351 Blundell 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 **“HIGH DENSITY TOWNHOUSES (RTH2)”**.

P.I.D. 003-787-125

Lot 2 Section 15 Block 4 North Range 6 West New Westminster District Plan 9960

P.I.D. 001-901-001

Lot 3 Section 15 Block 4 North Range 6 West New Westminster District Plan 9960

P.I.D. 004-334-418

Lot 4 Section 15 Block 4 North Range 6 West New Westminster District Plan 9960

P.I.D. 012-032-204

West half of Lot 11 Block “G” Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

P.I.D. 004-506-383

Lot 36 Section 15 Block 4 North Range 6 West New Westminster District Plan 33507

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10737”**.

FIRST READING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



To: Planning Committee

Date: August 10, 2026

From: Wayne Craig
General Manager, Planning and Development

File: HA 26-019270

Re: **Application by 1135355 BC Ltd. for a Steveston Village Heritage Conservation Grant at 3891 Moncton Street**

Staff Recommendations

1. That a funding request in the amount of \$2,200.00 plus taxes and disbursements, to a maximum of \$2,500.00, be approved under the Steveston Village Heritage Conservation Grant Program to assist with heritage conservation planning for Tasaka Barbershop at 3891 Moncton Street and disbursed in accordance with Council Policy 5900; and
2. That the proposed amendments to the Steveston Village Heritage Conservation Grant Program (Council Policy 5900) to delegate consideration of Planning Project Grants to the Director of Policy Planning, be approved.

Executive Summary

1135355 BC Ltd. has applied for a Planning Project Grant of \$2,500.00 from the Steveston Village Heritage Conservation Grant (SVHCG) Program to assist with the cost of obtaining a structural assessment of the protected heritage property at 3891 Moncton Street, known as the Tasaka Barbershop. The structural assessment would provide information about the structural condition of the heritage building and upgrades that may be required for the long-term conservation of the building. Approval of the grant is recommended.

Planning Project Grants can provide up to \$10,000 per protected heritage property in Steveston Village for eligible costs of developing planning documents for heritage conservation, including heritage conservation plans and building condition assessment reports. As set out in Council Policy 5900, SVHCG applications are currently referred to Council for approval, for both Planning Project Grants and Conservation Project Grants. To streamline and expedite the grant process and heritage conservation planning for the heritage buildings in Steveston Village, consideration of Planning Project Grants is recommended to be delegated to the Director of Policy Planning.

Staff Report

Origin

1135355 BC Ltd. (Brett Martyniuk) has applied to the City of Richmond to receive a grant in the amount of \$2,200 plus taxes and disbursements from the Steveston Village Heritage Conservation Grant (SVHCG) program. The application is for a Planning Project Grant to assist with the cost of a structural assessment of the protected heritage building at 3891 Moncton Street. A structural assessment would provide information to assist heritage conservation planning for the active Heritage Revitalization Agreement (HRA) and Heritage Alteration Permit (HAP) applications for the property (HRA 25-020157, HA 25-020154). The HRA and HAP proposal is for additional floor space and the conservation of the building, and would be brought forward for Council's consideration in future. The building is historically known as the Tasaka Barbershop. The property owner operates the Village Bikes business at the property. A location map and an aerial photo are included in Attachment 1.

A new category of Planning Project Grant was added to the SVHCG program in 2025 to provide up to \$10,000 per identified heritage building, up to 100% of the total cost of eligible expenses, to assist property owners in developing the necessary planning documents for heritage conservation. The Planning Project Grant application for 3891 Moncton Street is the first one to be considered for this category of grant. All grant requests to the SVHCG program currently require approval by Council. An amendment to Council Policy 5900 is proposed to delegate consideration of Planning Project Grants to the Director of Policy Planning to reduce processing time for this category of grant and expedite heritage planning work for protected heritage properties in the Steveston Village Heritage Conservation Area (HCA).

Background

Heritage Value

The one-storey commercial building at 3891 Moncton Street is one of the 17 protected heritage buildings in the Steveston Village HCA. It was built in the mid-1930s by retired barber Kisaku Hirai. The barbershop and attached dwelling at the rear of the shop were rented in 1938 and then purchased in January 1942 by Arizo Tasaka. The property was purchased by Peter Martyniuk in 1948 and has continued to be owned by the Martyniuk family since that time.

The Tasaka Barbershop is valued for its association with Steveston's Japanese Canadian community, its built form, and its contribution to the streetscape of simple, wood frame, commercial buildings. Character-defining elements include the false front with moulded cornice and central sash window, the corner entrance with transom, front gabled wood framed structure behind, brick chimneys, and original siding on the west wall. A Statement of Significance and contemporary and historical photographs are in Attachment 2.

Related Policies & Studies

Official Community Plan & Steveston Area Plan

The City's OCP provides citywide direction and policy to preserve, promote and celebrate community heritage and offer incentives where appropriate to private owners for conservation of heritage resources. The subject site is designated "Local Villages – Tier 1" in the OCP and "Heritage Mixed-Use (Commercial-Industrial with Residential & Office Above)" in the Steveston Area Plan.

Steveston Village Heritage Conservation Area

Steveston Village is designated as a Heritage Conservation Area (HCA) in the Steveston Area Plan. In the HCA, 17 buildings and some landscape features are identified as heritage resources to be protected. Tasaka Barbershop is one of the 17 protected heritage buildings. The Steveston Area Plan includes policies to conserve identified heritage resources within the Steveston Village Node and provide incentives to the private sector to conserve buildings and sites designated as having significant heritage value in Steveston Village. Providing a grant to support heritage conservation planning for the conservation of Tasaka Barbershop is consistent with the intent of the Steveston Village HCA.

The Steveston Village Heritage Conservation Grant Program

The SVHCG program was adopted by Council in 2009 as part of the implementation of the Steveston Village Conservation Strategy. The program aims to provide financial assistance to property owners, on a cost-sharing basis, for conserving the exterior of the 17 protected heritage buildings in the Steveston Village Heritage Conservation Area, recognizing that the historic buildings make a significant contribution to the heritage character of Steveston Village. Details of the program are set out in Council Policy 5900, Attachment 3.

The SVHCG program was updated in January 2025 to include a new category of Planning Project Grants, in addition to the Conservation Project Grants.

A Planning Project Grant can provide:

- Up to \$10,000.00 per identified heritage building for eligible expenses include consulting fees to develop Statements of Significance, Heritage Conservation Plans, building condition assessment reports, architectural plans, and any other types of planning studies that support heritage conservation;
- Up to 100 per cent of the total cost of eligible expenses.

As heritage conservation may occur in stages, more than one application can be made for Planning Project Grants. However, the total amount per identified heritage building is limited to \$10,000.00.

The Standards and Guidelines for the Conservation of Historic Places in Canada

The *Standards and Guidelines for the Conservation of Historic Places in Canada* (2nd edition, 2010, Parks Canada), pan-Canadian best-practice principles and guidance, is used as a guide in managing the protected heritage resources in Steveston Village.

The *Standards and Guidelines* define conservation as “all actions or processes aimed at safeguarding the character-defining elements of an historic place to retain its heritage value and extend its physical life. This may involve preservation, rehabilitation, restoration, or a combination of these actions or processes.”

The proposed structural assessment is consistent with the conservation decision-making process set out in the *Standards and Guidelines* that recommends understanding an historic place as an essential first step to good conservation practice, achieved through research and investigation, including building condition.

Analysis**Steveston Village Heritage Conservation Grant application**

The property owner has requested a Planning Project Grant of \$2,200.00 plus taxes and disbursements to assist with the cost of obtaining a structural assessment of the heritage building, prepared by a qualified engineering firm with experience of heritage conservation projects. The letter from the owner outlining the request, and the proposal and quote from the engineering firm are included in Attachment 4. The grant amount is proposed for 100 per cent of the eligible costs to a maximum of \$2,500.00.

A structural assessment of the building has been identified to provide valuable information to heritage conservation planning for active HRA and HAP applications for the property. Partial or complete replacement of the rear portion of the building is proposed, noted as in poor condition by the heritage consultant, along with a two-storey addition to expand space for the existing business. Conservation of the retained heritage building is anticipated, including ensuring long-term structural stability. Following technical review, the applications will be forwarded to the Richmond Heritage Commission for review and comment prior to proceeding to Planning Committee.

If Council approves the grant application, the structural assessment must be completed within twelve months and a copy of the report provided to the City of Richmond before the grant is issued. As noted in Council Policy 5900, the owner will also be required to submit a letter requesting payment of the grant and paid bills confirming the actual cost of the completed work.

Each of the protected heritage properties in the Steveston Village HCA is unique and has differing conservation needs. Providing a Planning Project Grant for a structural assessment can support planning for successful conservation of the Tasaka Barbershop building.

Amendment to Council Policy 5900

To enable a streamlined process and timely response to Planning Project Grant requests, it is recommended to amend Council Policy 5900 to allow the Director of Policy Planning to consider Planning Project Grant applications which can be up to \$10,000.00 per heritage building. This would enable valuable information to be obtained as soon as possible and contribute to the technical review of proposals for restoration and rehabilitation of heritage buildings in Steveston Village. A red-line version of Council Policy 5900 showing the proposed amendment is in Attachment 5.

Should Council adopt the recommendation, a revised bulletin “Steveston Village Heritage Conservation Grant Program (Planning-03)” would be posted on the City’s website. Staff will inform Council of Planning Project Grants that are awarded.

Budgetary Implications

Funding for the maximum \$2,500.00 grant is available in the Steveston Village Heritage Conservation Grant Program fund (Heritage Trust account).

Conclusion

1135355 BC Ltd. has applied for a Planning Project Grant of \$2,200.00 plus taxes and disbursements, to a maximum of \$2,500.00, from the Steveston Village Heritage Conservation

Grant program to assist with the cost of a structural assessment of the protected heritage building at 3891 Moncton Street.

Amendments are proposed to the SVHCG program (Council Policy 5900) to enable the Director of Policy Planning to consider Planning Projects Grants of up to \$10,000.00 to streamline and expedite the grant process and support heritage conservation planning for heritage buildings in Steveston Village.

It is recommended that:

- The Grant request be approved; and
- Council Policy 5900 be amended.

Respectfully submitted,

John Hopkins, Policy Planning

Report Contributors

This report was prepared by Judith Mosley, Heritage Planner and reviewed by Finance.

Endorsed by Serena Lusk, CAO

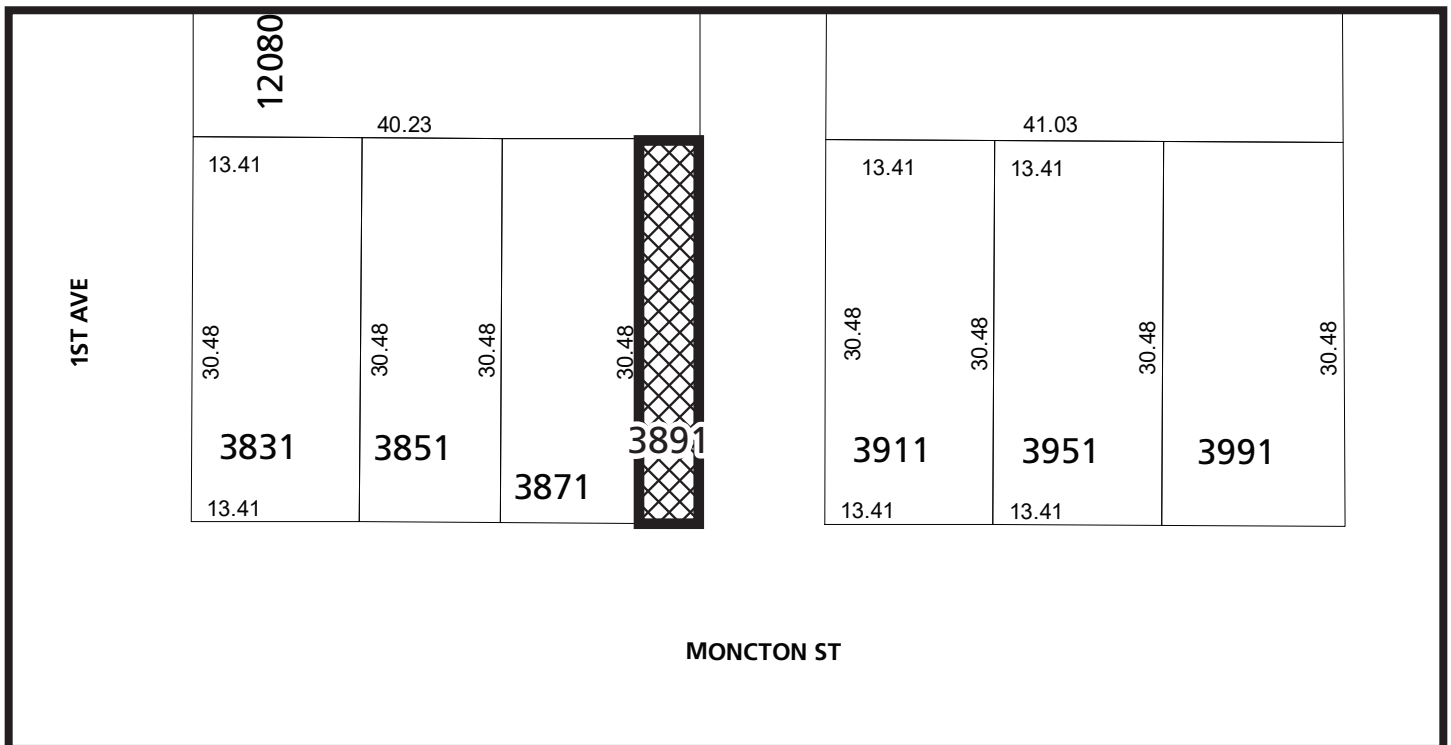
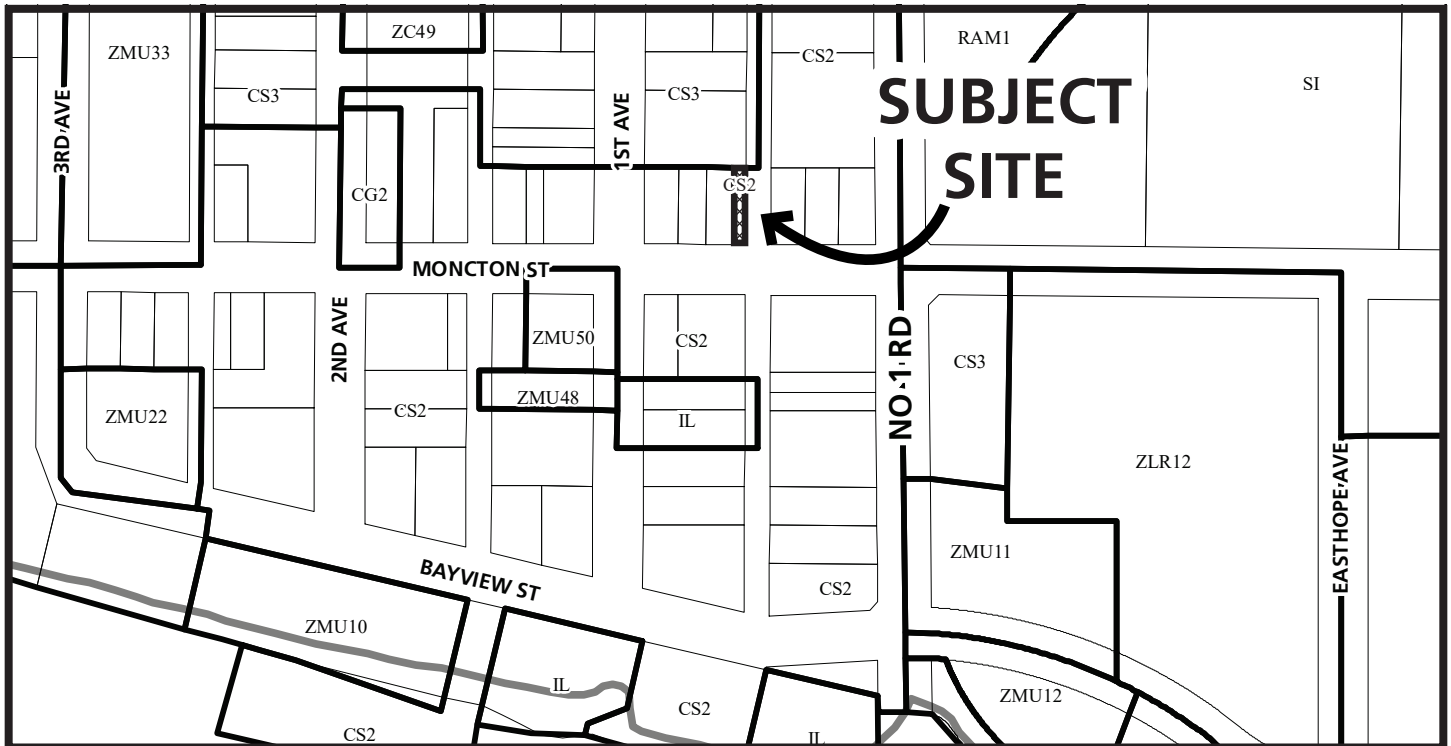
Attachment 1: Location Map

Attachment 2: Statement of Significance and Photographs

Attachment 3: Council Policy 5900

Attachment 4: Letter and Cost Estimate

Attachment 5: Council Policy 5900 Amendment



HA 26-019270

Original Date: 08/06/26
Revision Date:

Note: Dimensions are in METRES



City of
Richmond



HA 26-019270

Original Date: 06/08/26
Revision Date:

Note: Dimensions are in METRES

PLN - 214

Description of Historic Place**Draft Statement of Significance**

Constructed in the mid-1930s, the former Tasaka Barbershop building is a one and a half storey false fronted wood-frame structure located on the north side of the 3800 block of Moncton Street at the lane in the Steveston area of Richmond, BC.

Heritage Value

The Tasaka Barbershop is valued for its association with Steveston's early Japanese community; its built form with false front and angled entrance and its contribution to a streetscape of simple, wood frame, commercial buildings found on the north face of the 3800 block of Moncton Street.

Constructed in the mid-1930s by retired barber Kisaku Hirai the building has strong social and cultural value with its connection to the establishment, growth and loss of Steveston's pre-World War Two era Japanese community.

The Tasaka Barbershop is valued as a representative example of the scale and pattern of commercial development that characterized Steveston in the early part of the twentieth century. The angled entrance is a response to the prominent lane side location.

Salt Spring Island born Arizo Tasaka working as a barber in Steveston since 1931 rented 3891 Moncton Street in 1938 for his new barbershop and would purchase the building four years later. Arizo and his wife lived in the single storey 2 room building at the rear of the shop.

The Tasaka Barbershop is valued as part of a small but important cluster of original wood frame commercial buildings on the north face of the 3800 block of Moncton Street that reflects the early commercial development of the street.

Value is also found with the various renovations, including the 1950s-era rough cast stucco and the modern garage style storefront illustrating the adaptation to trends and changing retail needs.

The Tasaka family relocated to Greenwood, BC in 1942 ahead of the forced relocation of the coastal Japanese population. The shop and residence was purchased by Peter Maryniuk from the federal government in 1948 and remains with the family.

Character-Defining Elements

The character-defining elements of the Tasaka Barbershop include:

- square false front with:
 - simple moulded cornice
 - centrally placed sash window with wide flat trim, sill and cap
- corner entrance with transom
- end gabled wood framed structure behind the false front
 - shingled shed dormer facing the lane with horizontal divided light casement window
 - two brick chimneys
 - four windows with six light top sash with rough textured trim with rounded ends
- rough cast stucco on the principle facades
- exposed original drop siding on the west wall

Background

Arizo Tasaka, one of 19 children, was born in 1907 in Ganges on Salt Spring Island. Arizo's father Isaburo Tasaka arrived in North America in the late 1800s and settled in Portland Oregon. His summers were spent fishing out of Steveston which led to his involvement in the production of salted salmon. With its exports to Japan the business flourished which enabled Isaburo to return to Japan and marry his wife Yorie. The couple returned to the Pacific Coast and settled in Steveston briefly before relocating to Salt Spring Island in 1905.

Arizo was sent to Japan in 1912 for school returning to Salt Spring in 1924 however, it wasn't long before he made the move to Steveston. The 1931 Census shows Arizo working as a barber "on his own account", meaning his own business. Family history states that he apprenticed with Kisaku Hirai before setting up his own shop. Mr Hirai is shown as retired in the census and so Arizo has taken over the barbershop.

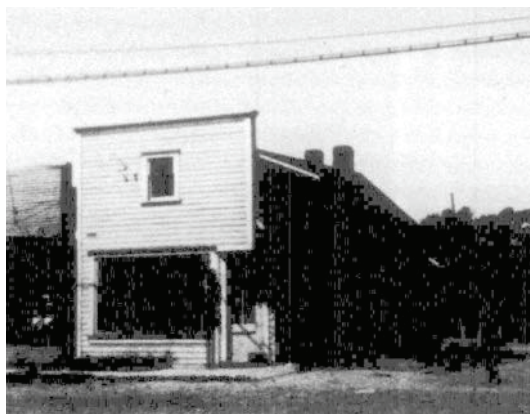
Documents pertaining to compensation claims for Japanese property seized during WW2 show that Arizo rented 3891 Moncton Street from Hirai in 1938 and purchased it in January 1942. Arizo purchased two barber's chairs and mirrors from Hirai's old shop and moved them up the street to his new shop.

Historic Photographs



Moncton Street in 1940 showing the Tasaka Barbershop at the lane with its corner entrance and at the right hand side of the image is the location of Arizo Tasaka's original barbershop which he took over from Kisaku Hirai.

City of Richmond Archives RCF-274

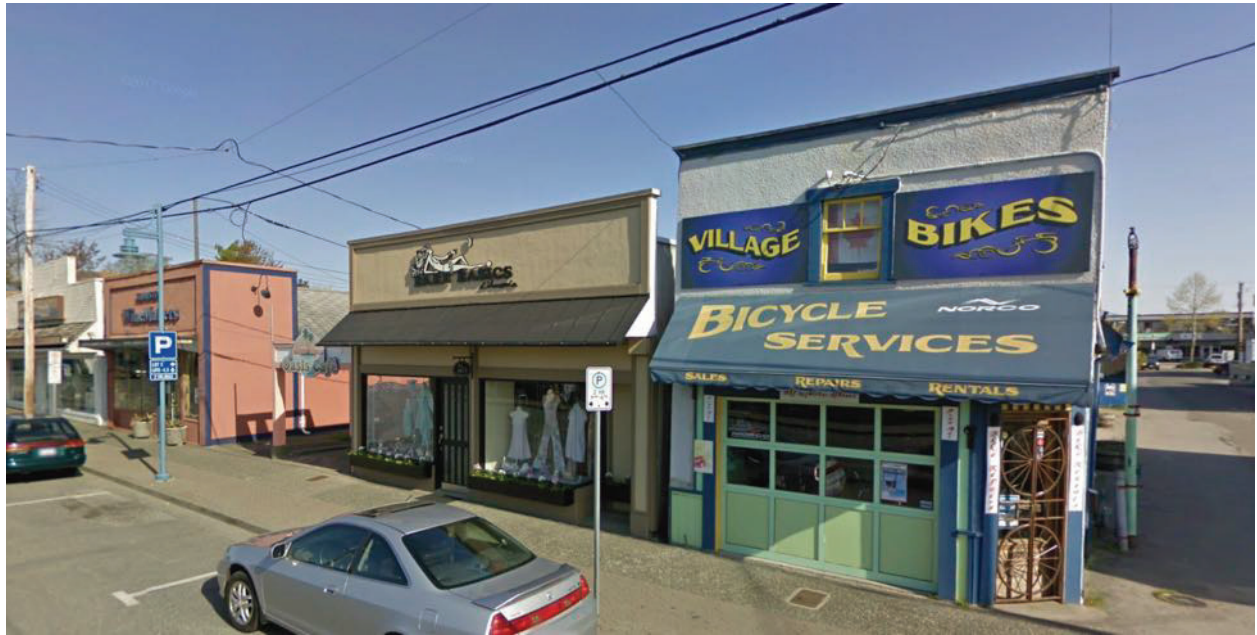


Top: An early photo of the barbershop



Below: The barbershop in 2004, photo taken for the heritage inventory

Contemporary Photographs



Village Bikes and its neighbours shown in Google Street View, 2009



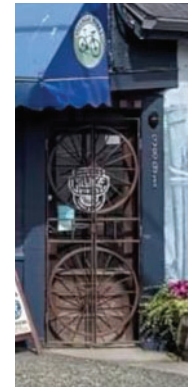
Lane elevation



Rear of the building



Store Front and corner entrance detail





Adopted by Council: April 27, 2009
Amended by Council: November 13, 2018
Amended by Council: January 27, 2025

POLICY 5900:

It is Council policy that:

The Steveston Village Heritage Conservation Grant (SVHCG) Program is established to provide financial assistance to property owners—on a cost share basis—for conserving the exterior of 17 heritage buildings in the Steveston Village Heritage Conservation Area, as identified in the Steveston Area Plan.

The 17 identified heritage buildings make a significant contribution to the heritage character of Steveston Village. The intent of the program is to help conserve the exterior of these significant buildings and support their continued legacy for future generations.

1. Program Funding Sources

The source of funds for the SVHCG Program includes:

- Voluntary cash contributions, as set out in the Steveston Area Plan;
- Senior government and Non-Governmental Organization grants; and
- Other private donations.

2. Funding Categories

The SVHCG Program provides funding opportunities through two different categories:

- **Planning Project Grants** for engaging a heritage consultant and developing necessary planning documents for heritage conservation;
- **Conservation Project Grants** for physical conservation work.

3. Eligible Expenses and Grant Amounts

Planning Project Grants

- Eligible expenses include consulting fees to develop Statements of Significance, Heritage Conservation Plans, building condition assessment reports, architectural plans, and any other types of planning studies that support heritage conservation, at the discretion of the Director of Policy Planning.
- Maximum grant of \$10,000 per identified heritage building. The grant may cover 100% of the total cost of eligible expenses.
- As heritage conservation may occur in stages, an owner/developer may apply more than once; however, the total grant amount per identified heritage building is limited to \$10,000 for Planning Project Grants.



Adopted by Council: April 27, 2009
Amended by Council: November 13, 2018
Amended by Council: January 27, 2025

Conservation Project Grants

- Eligible expenses are limited to works related to the exterior conservation of the identified heritage buildings. These include, but are not limited to, the following:
 - Façade restoration or rehabilitation to enhance the historic appearance and convey the heritage significance of the building;
 - Repair or restoration of the character-defining elements such as wood windows or original cladding;
 - Reconstruction of lost heritage elements such as front porches or exterior trims;
 - Roof repair or replacement; and
 - Structural upgrades, including seismic upgrades, and stabilization work (e.g. new foundations) to extend the physical life of the building.
- Ineligible expenses include, but are not limited to, the following:
 - General on-going maintenance work (e.g. gutter cleaning);
 - Renovation or replacement of non-historic elements of the building;
 - New additions and/or construction of accessory buildings;
 - Interior works; and
 - Any other work deemed to be inappropriate at the discretion of the Director of Policy Planning.
- Maximum grant of \$150,000 per identified heritage building. The grant may not exceed 50% of the total cost of eligible expenses (i.e. only projects with eligible expenses of \$300,000 or more would be able to apply for the maximum amount).
- An additional maximum grant of \$100,000 per identified heritage building may be considered by Council to achieve exceptional heritage conservation. Exceptional heritage conservation means a complete and comprehensive restoration of a building including the façade(s) (where not already completed), in the opinion of the Director of Policy Planning and a retained heritage consultant, and that would greatly enhance the historic appearance of the building and the heritage value and heritage character of the Steveston Village Heritage Conservation Area. The final determination of what is exceptional will be made by Council based on the project's overall contribution to conserving the character of Steveston Village.
- If the registered owner of the property containing one of the identified heritage buildings is a registered non-profit society, Council may consider providing up to 75% of the total cost of eligible expenses.
- As heritage conservation may occur in stages, an owner/developer may apply more than once; however, the total Conservation Project Grant amount per identified heritage building is limited to \$150,000, and for exceptional conservation projects, it is limited to \$250,000.



Adopted by Council: April 27, 2009
Amended by Council: November 13, 2018
Amended by Council: January 27, 2025

4. Grant Applications

- Grant applications must be submitted in accordance with the procedures and forms provided by the City of Richmond.
- If no program funds are available, no grant applications will be considered (i.e. first-come, first-served basis).
- A grant will not be provided where work has already been undertaken prior to the City's approval.
- Owners or developers of sites with identified heritage buildings may include public entities (e.g. City or other levels of government), and are eligible to apply for a grant.
- Contributors to the SVHCG Program may apply for a grant (e.g. if the site proposed to be redeveloped contains one of the 17 identified heritage buildings). However, the required contribution must be provided to the City prior to final approval of the accompanying rezoning or Heritage Revitalization Agreement application.
- Any person involved in the review and approval of SVHCG applications, including active members of City Council, must declare any direct or indirect benefit to themselves, relatives, business associates, or to anyone else that would advance their personal interests, and may be required to recuse themselves from such processes.
- All grant applications that meet the eligibility criteria will be considered by Council. Council is not obligated to approve a grant or to provide the full requested amount. Final decision on all grant applications that meet the eligibility criteria will be made by Council.
- All Planning Project Grant applications must include a letter from the property owner and a proposal from a qualified heritage professional or design professional outlining the proposed scope of work and the fees.
- All Conservation Project Grant applications must include an acceptable Heritage Conservation Plan or equivalent documentation prepared by a professional heritage consultant. The requirement of a Heritage Conservation Plan may be waived for projects that are minor in scale and do not significantly affect the exterior of the heritage building, at the discretion of the Director of Policy Planning.
- The *Standards and Guidelines for the Conservation of Historic Places in Canada* shall be used as a guide in determining eligible expenses. The *Standards and Guidelines* defines "conservation" as all actions or processes aimed at safeguarding the character-defining elements of a resource to retain its heritage value and extend its physical life.



Adopted by Council: April 27, 2009
Amended by Council: November 13, 2018
Amended by Council: January 27, 2025

5. Grant Issuance

- If Council approves the application, the eligible works must be completed before the grant is issued.
- For all Planning Project Grants, the following items must be submitted and accepted by City staff prior to the grant's issuance:
 - A letter from the applicant/owner indicating the actual cost of the completed consulting work and a request for payment of the grant;
 - A PDF copy of the planning document(s); and
 - Paid bills and/or invoices.
- For all Conservation Project Grants, the following items must be submitted and accepted by City staff prior to the grant's issuance:
 - A letter from the applicant/owner indicating the actual cost of the completed project accompanied by paid bills as proof and a request for payment of the grant;
 - A project completion report from the project manager (e.g., independent contractor who has completed the work) confirming that the work has been completed in accordance with the approved plans and specifications, including a complete list of actual improvements and installation methods. The report must include a copy of written warranties of all applicable work; and
 - Photographs of the completed project.
- The works covered by the approved Project Planning Grant must be completed within 12 months of the date of the approval by Council. After 12 months of the date of the approval, the grant approval will expire.
- The works covered by the approved Conservation Project Grant must be completed within 36 months of the date of the approval by Council. After 36 months from the date of the approval, the grant approval will expire.
- For issuance of the approved grant, the completed works must be inspected and deemed satisfactory by the City staff.

6. Evaluation Criteria

The following considerations will form the basis for evaluation of grant applications:

- How the proposed work contributes to preserving and enhancing the overall historic fabric and heritage value of Steveston Village;
- The level of contribution of the proposed work in conserving the heritage character and conveying the historic significance of the building;
- How the proposed work helps extend the physical life of the building; and
- The overall quality of the submission and the applicant's ability to carry out the project on a reasonable time-frame at reasonable costs and secure other funding sources.

Village Bikes

3891 Moncton St.
Richmond, BC, V7E 3A7
604-274-3865
info@villagebikes.ca

February 12, 2026

Steveston Village Heritage Conservation Grant Program
City of Richmond

Re: Planning Project Grant Application – 3891 Moncton St, Richmond, BC

Dear Members of the Grant Review Committee,

I am writing as the owner of the property located at 3891 Moncton St, a designated heritage building in Steveston Village, in support of my application for a Planning Project Grant.

My bicycle shop has operated in Steveston Village for 18 years, and this building has been central to our presence in the community. I am committed to preserving its heritage character while ensuring it remains structurally sound and viable for continued use.

We are preparing to address structural concerns at the rear portion of the building and are exploring a carefully planned extension to improve functionality. Given the building's heritage designation, it is essential that this work be guided by a qualified professional engineer to properly inform conservation planning.

We are therefore seeking grant support to obtain a professional engineering report that will assess the structural condition of the building and provide recommendations to guide conservation-sensitive improvements. This report is a necessary first step to ensure any future work respects the building's heritage value and complies with applicable guidelines.

Thank you for your consideration. I appreciate the City's continued support in preserving Steveston's historic character while allowing local businesses to responsibly maintain and improve these important buildings.

Sincerely,

Brett Martyniuk
Owner

March 26, 2026

Philip Thrum
philipthrum@gmail.com

Re: Structural Assessment Report for 3891 Moncton Street, Richmond, BC

Dear Philip:

We are pleased to submit our proposal to provide professional structural engineering services for your new project. Thank you for your consideration.

Our proposal is based on our telephone discussion and the drawings that we received from you on February 4. We understand development plans were submitted to the city for an addition to the back of the existing one-storey commercial building at 3891 Moncton Street. The structural scope of work will be:

- To review the structure of the existing building for building code compliance.
- Identify deficiencies in accordance with the structural requirements of the current building code.
- Give recommendations for structural upgrade. Detail design of any recommended structural upgrade is not part of this scope of work.

Schedule of Proposed Fee

Our propose fee, excluding taxes and disbursements, are as follows:

South end of budling (part of building to be retained)

- Site reconnaissance to verify the existing condition and member sizes of the building structure. (Selectively remove existing interior finishes as required to exposed the existing structure)
- Structural analysis o the existing structure in accordance BCBC 2024 for code compliance.
- Provide report identifying structural deficiencies to resist gravity and lateral loads.
- Give recommendations for structural upgrade for framing and foundation. All existing structural members will be retained at its original state unless absolutely unsalvageable.

\$2,200.00
fixed fee

North end of budling (part of building to be demolished)

- Remove existing interior finishes to exposed the existing structure
- Structural analysis of the existing structural members in accordance with BCBC 2024
- Give recommendations to retain part of the existing structure where possible.

Disbursements such as courier and printing will be invoiced per our Terms of Engagement. We trust this proposal meets your requirements for this project. Please feel free to contact the undersigned if you have any questions or comments.

Sincerely,

Ennova Structural Engineers Inc.

Per:

Tim Lam
Principal, P. Eng. Struct. Eng.

Enclosure: Terms of Engagement

March 31 2026

(client's signature) (date)

Brett Martyniuk

(client's name)

3891 Moncton St. Richmond BC, V7E 3A7

(mailing address)

T. 604.255.7670

213-3823 Henning Dr.
Burnaby, B.C.
Canada V5C 6P3

2026-P4270 3891 Moncton

PLN - 223

Page 1 of 2



Adopted by Council: April 27, 2009
Amended by Council: November 13, 2018
Amended by Council: January 27, 2025
Amended by Council:

POLICY 5900:

It is Council policy that:

The Steveston Village Heritage Conservation Grant (SVHCG) Program is established to provide financial assistance to property owners—on a cost share basis—for conserving the exterior of 17 heritage buildings in the Steveston Village Heritage Conservation Area, as identified in the Steveston Area Plan.

The 17 identified heritage buildings make a significant contribution to the heritage character of Steveston Village. The intent of the program is to help conserve the exterior of these significant buildings and support their continued legacy for future generations.

1. Program Funding Sources

The source of funds for the SVHCG Program includes:

- Voluntary cash contributions, as set out in the Steveston Area Plan;
- Senior government and Non-Governmental Organization grants; and
- Other private donations.

2. Funding Categories

The SVHCG Program provides funding opportunities through two different categories:

- **Planning Project Grants** for engaging a heritage consultant and developing necessary planning documents for heritage conservation;
- **Conservation Project Grants** for physical conservation work.

3. Eligible Expenses and Grant Amounts

Planning Project Grants

- Eligible expenses include consulting fees to develop Statements of Significance, Heritage Conservation Plans, building condition assessment reports, architectural plans, and any other types of planning studies that support heritage conservation, at the discretion of the Director of Policy Planning.
- Maximum grant of \$10,000 per identified heritage building. The grant may cover 100% of the total cost of eligible expenses.
- As heritage conservation may occur in stages, an owner/developer may apply more than once; however, the total grant amount per identified heritage building is limited to \$10,000 for Planning Project Grants.



Adopted by Council: April 27, 2009
Amended by Council: November 13, 2018
Amended by Council: January 27, 2025
Amended by Council:

Conservation Project Grants

- Eligible expenses are limited to works related to the exterior conservation of the identified heritage buildings. These include, but are not limited to, the following:
 - Façade restoration or rehabilitation to enhance the historic appearance and convey the heritage significance of the building;
 - Repair or restoration of the character-defining elements such as wood windows or original cladding;
 - Reconstruction of lost heritage elements such as front porches or exterior trims;
 - Roof repair or replacement; and
 - Structural upgrades, including seismic upgrades, and stabilization work (e.g. new foundations) to extend the physical life of the building.
- Ineligible expenses include, but are not limited to, the following:
 - General on-going maintenance work (e.g. gutter cleaning);
 - Renovation or replacement of non-historic elements of the building;
 - New additions and/or construction of accessory buildings;
 - Interior works; and
 - Any other work deemed to be inappropriate at the discretion of the Director of Policy Planning.
- Maximum grant of \$150,000 per identified heritage building. The grant may not exceed 50% of the total cost of eligible expenses (i.e. only projects with eligible expenses of \$300,000 or more would be able to apply for the maximum amount).
- An additional maximum grant of \$100,000 per identified heritage building may be considered by Council to achieve exceptional heritage conservation. Exceptional heritage conservation means a complete and comprehensive restoration of a building including the façade(s) (where not already completed), in the opinion of the Director of Policy Planning and a retained heritage consultant, and that would greatly enhance the historic appearance of the building and the heritage value and heritage character of the Steveston Village Heritage Conservation Area. The final determination of what is exceptional will be made by Council based on the project's overall contribution to conserving the character of Steveston Village.
- If the registered owner of the property containing one of the identified heritage buildings is a registered non-profit society, Council may consider providing up to 75% of the total cost of eligible expenses.
- As heritage conservation may occur in stages, an owner/developer may apply more than once; however, the total Conservation Project Grant amount per identified heritage building is limited to \$150,000, and for exceptional conservation projects, it is limited to \$250,000.



Adopted by Council: April 27, 2009
Amended by Council: November 13, 2018
Amended by Council: January 27, 2025
Amended by Council:

4. Grant Applications

- Grant applications must be submitted in accordance with the procedures and forms provided by the City of Richmond.
- If no program funds are available, no grant applications will be considered (i.e. first-come, first-served basis).
- A grant will not be provided where work has already been undertaken prior to the City's approval.
- Owners or developers of sites with identified heritage buildings may include public entities (e.g. City or other levels of government), and are eligible to apply for a grant.
- Contributors to the SVHCG Program may apply for a grant (e.g. if the site proposed to be redeveloped contains one of the 17 identified heritage buildings). However, the required contribution must be provided to the City prior to final approval of the accompanying rezoning or Heritage Revitalization Agreement application.
- Any person involved in the review and approval of SVHCG applications, including active members of City Council, must declare any direct or indirect benefit to themselves, relatives, business associates, or to anyone else that would advance their personal interests, and may be required to recuse themselves from such processes.
- All grant applications that meet the eligibility criteria will be considered by Council or, in the case of Planning Project Grants, the Director of Policy Planning. Council or the Director of Policy Planning is not obligated to approve a grant or to provide the full requested amount. Final decision on all Conservation Project Grant grant applications that meet the eligibility criteria will be made by Council. Final decision on all Planning Project Grant applications that meet the eligibility criteria can be made by the Director of Policy Planning. Where an applicant is dissatisfied with a decision made by the Director of Policy Planning, the applicant may apply to Council for reconsideration of the matter.
- All Planning Project Grant applications must include a letter from the property owner and a proposal from a qualified heritage professional or design professional outlining the proposed scope of work and the fees.
- All Conservation Project Grant applications must include an acceptable Heritage Conservation Plan or equivalent documentation prepared by a professional heritage consultant. The requirement of a Heritage Conservation Plan may be waived for projects that are minor in scale and do not significantly affect the exterior of the heritage building, at the discretion of the Director of Policy Planning.
- The *Standards and Guidelines for the Conservation of Historic Places in Canada* shall be used as a guide in determining eligible expenses. The *Standards and Guidelines* defines "conservation" as all actions or processes aimed at safeguarding



Adopted by Council: April 27, 2009
Amended by Council: November 13, 2018
Amended by Council: January 27, 2025
Amended by Council:

the character-defining elements of a resource to retain its heritage value and extend its physical life.

5. Grant Issuance

- If Council or the Director of Policy Planning approves the application, the eligible works must be completed before the grant is issued.
- For all Planning Project Grants, the following items must be submitted and accepted by City staff prior to the grant's issuance:
 - A letter from the applicant/owner indicating the actual cost of the completed consulting work and a request for payment of the grant;
 - A PDF copy of the planning document(s); and
 - Paid bills and/or invoices.
- For all Conservation Project Grants, the following items must be submitted and accepted by City staff prior to the grant's issuance:
 - A letter from the applicant/owner indicating the actual cost of the completed project accompanied by paid bills as proof and a request for payment of the grant;
 - A project completion report from the project manager (e.g., independent contractor who has completed the work) confirming that the work has been completed in accordance with the approved plans and specifications, including a complete list of actual improvements and installation methods. The report must include a copy of written warranties of all applicable work; and
 - Photographs of the completed project.
- The works covered by the approved Planning Project ~~Planning~~ Grant must be completed within 12 months of the date of the approval by Council or the Director of Policy Planning. After 12 months of the date of the approval, the grant approval will expire.
- The works covered by the approved Conservation Project Grant must be completed within 36 months of the date of the approval by Council. After 36 months from the date of the approval, the grant approval will expire.
- For issuance of the approved grant, the completed works must be inspected and deemed satisfactory by the City staff.

6. Evaluation Criteria

The following considerations will form the basis for evaluation of grant applications:

- How the proposed work contributes to preserving and enhancing the overall historic fabric and heritage value of Steveston Village;



Adopted by Council: April 27, 2009
Amended by Council: November 13, 2018
Amended by Council: January 27, 2025
Amended by Council:

- The level of contribution of the proposed work in conserving the heritage character and conveying the historic significance of the building;
- How the proposed work helps extend the physical life of the building; and
- The overall quality of the submission and the applicant's ability to carry out the project on a reasonable time-frame at reasonable costs and secure other funding sources.



To: Planning Committee
From: Wayne Craig
General Manager, Planning and Development
Re: Zoning Bylaw Housekeeping Amendments

Date: August 6, 2026
File: 08-4430-01/2026-Vol01

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10786 to make housekeeping amendments be introduced and given first reading.

Executive Summary

This report recommends minor housekeeping amendments to Richmond Zoning Bylaw 8500 to improve clarity, correct inconsistencies, and support easier interpretation and application of the bylaw for business applicants, the public and staff. The proposed changes focus on Section 4 and clarify how Floor Area Ratio (FAR) and density are calculated and applied to enclosed parking, indoor amenity space, common vertical circulation and private balconies. The amendments are technical in nature and do not change zoning intent or development rights.

Staff Report

Origin

This report introduces minor housekeeping amendments to the City of Richmond Zoning Bylaw 8500 for the purpose of clarifying zoning requirements respecting the calculation of floor area for enclosed parking, indoor amenity space, common vertical circulation and private balconies.

This report supports Council's Strategic Plan 2022-2026 Focus Area #2 - Strategic and Sustainable Community Growth:

Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous city.

2.2 Develop and implement innovative and proactive solutions that encourage a range of housing options and prioritize affordability.

Analysis

Minor Proposed Amendments to Zoning Bylaw 8500

Attachment 1 identifies seven minor proposed amendments to Section 4 of Zoning Bylaw 8500. For clarity, these changes are organized into the four primary categories discussed in this report.

The proposed amendments are minor in nature and do not substantially affect the respective zoning provisions or impact building form, massing and character. The amendments aim to clarify the intent of the bylaw, facilitate interpretation, ensure consistency across provisions and improve readability.

A. Clarification of Parking Exemptions

An inconsistency has been identified in Section 4.2 (Calculation of Density in All Zones). While Section 4.2.2 a) correctly applies to all zones and outlines the 50 m² parking exemption, it contains an incorrect cross-reference. The clause currently references Section 4.3.1 b), whereas it should properly reference Section 4.3.3 a). Additionally, Section 4.2 requires amendment to explicitly state that the 50 m² exemption applies strictly to accessory parking, and that any floor area utilized for enclosed non-accessory parking uses is not exempted from Floor Area Ratio (FAR) calculations.

Further, Section 4.5 (Calculation of Density in Apartment Housing, Mixed Use, Commercial and Industrial Zones) lacks explicit clarity regarding whether enclosed parking within an apartment, mixed-use, commercial or industrial building or structure is excluded from the FAR calculations. To address this, it is recommended that a new clause be added to Section 4.5 to clarify the regulatory boundaries of this exemption:

- Accessory Parking: Enclosed parking areas completely dedicated to the accessory use of the apartment, mixed-use, commercial, or industrial building shall be excluded from the calculation of FAR.

- **Non-Accessory Parking:** Any floor area utilized for enclosed non-accessory parking uses, such as standalone commercial parking garages, is not exempted from FAR calculations.

B. Indoor Amenity Space Floor Area Exemptions

An additional 0.1 FAR is typically applied to standard and site-specific multi-family (townhouse, apartment and mixed-use) zones, provided this additional density is used for indoor common amenity space, such as fitness centres, lounges and meeting rooms. However, a review indicates that this additional density is omitted from several site-specific zones. To ensure consistency, it is recommended that this provision be included within the General Provisions of the Zoning Bylaw (i.e., Sections 4.4, Calculation of Density in Town Housing Zones), and Section 4.5 (Calculation of Density in Apartment Housing, Mixed Use, Commercial and Industrial Zones).

C. Clarification of Common Vertical Circulation Exemptions

Amendments are proposed for Section 4.5 (Calculation of Density in Apartment Housing, Mixed-Use, Commercial and Industrial Zones) to clarify the application of exemptions for common vertical circulation (i.e. common stairs and elevators). While these structures are generally excluded from FAR calculations, the ground-level footprint of these vertical shafts must be included in the total FAR calculations.

D. Exemptions for Covered Outdoor Space

Amendments are proposed to Section 4.5 (Calculation of Density in Apartment Housing, Mixed Use, Commercial and Industrial Zones) to clarify a long-standing interpretation that covered common outdoor amenity spaces and private outdoor space that are never enclosed are excluded from FAR and density calculations.

Budgetary Implications

None.

Conclusion

Minor Zoning Bylaw housekeeping amendments are proposed to enhance the clarity, accuracy and quality of the Zoning Bylaw and make its interpretation easier for businesses, applicants, the public and staff.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10786, be introduced, given first reading, and forwarded to the next scheduled Public Hearing.

Respectfully submitted,

Joshua Reis, Director, Development

Report Contributors

This report was prepared by Edwin Lee, Planner 2 and reviewed by Policy Planning and Building Approvals.

Endorsed by Serena Lusk, CAO

Att. 1: Summary of Minor Proposed Amendments to Zoning Bylaw 8500

**Summary of Minor Proposed Amendments to Zoning Bylaw 8500
(Proposed Amendment Bylaw 10786)**

Item No.	Zoning Bylaw Section(s)	Proposed Amendment(s)	Justification / Comments
1.	4.2.2 Calculation of Density in All Zones	Clarify that enclosed non-accessory parking areas are not exempted from FAR calculations.	Non-accessory parking operates as a principal use rather than a supportive one, so its floor area must be counted toward density. This prevents unintended density bonuses and maintains control over building massing and scale.
2.	4.2.2 a) Calculation of Density in All Zones	Replace reference in Section 4.2.2 a) from “4.3.1 b)” to “4.3.3 a)”, which is the correct section reference.	Corrects section reference.
3.	4.4 Calculation of Density in Town Housing Zones	Add a new clause in Section 4.4.1 a) to provide an additional 0.1 FAR exclusively for indoor common amenity space as a general provision in all town housing zones.	This approach is consistent with other sections of the Zoning Bylaw including the standard townhouse zones and many of the site-specific zones that allow town housing.
4.	4.5 Calculation of Density in Apartment Housing, Mixed Use, Commercial and Industrial Zones	Add a new clause in Section 4.5.1 to provide an additional 0.1 FAR exclusively for indoor common amenity space as a general provision in all apartment housing zones.	This approach is consistent with other sections of the Zoning Bylaw including the standard apartment zones and many of the site-specific zones that allow apartment uses.
5.	4.5 Calculation of Density in Apartment Housing, Mixed Use, Commercial and Industrial Zones	Add a new clause in Section 4.5.1 stating that “enclosed parking within a building or structure located on site shall be excluded from the calculation of floor area ratio.	Reiterates the exemption stated earlier in the Bylaw (Section 4.2.2), thereby clarifying that the exemption applies to other specified zones.
6.	4.5.1 b) Calculation of Density in Apartment Housing, Mixed Use, Commercial and Industrial Zones	Amend Section 4.5.1 b) to clarify that common stairwells and elevator shafts at ground level are included in the calculation of floor area ratio.	Provides improved language that aligns with provisions applicable to other forms of development, including parking structure townhouse zones.
7.	4.5.1 d) Calculation of Density in Apartment Housing, Mixed Use, Commercial and Industrial Zones	Amend Section 4.5.1 d) to clarify that both covered outdoor amenity space and covered private open space in an apartment or mixed-use building are not included in the calculation of floor area ratio.	Provide improved language that aligns with a long-standing interpretation.



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10786
(Housekeeping Amendments)**

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 4.2. [Calculation of Density in All Zones] by deleting Section 4.2.2 in its entirety and replacing it with the following:
 - “4.2.2 **Enclosed parking** within a **building** or **structure** located on **site**, other than **non-accessory parking**, is not included in the calculation of maximum **floor area ratio**, and is subject to:
 - a) the maximum 50.0 m² specified in Section 4.3.3 a) for **single detached housing** and **two-unit housing**, and in Section 4.4.1 b) for **town housing**; and
 - b) any other limitations in any **zone** or **site specific zone**.”
2. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 4.4 [Calculation of Density in Town Housing Zones] by adding a new Section 4.4.1 a), as follows, and renumbering the remaining sections accordingly:
 - “a) up to 0.1 **floor area ratio**, provided that it is entirely used to accommodate **amenity space**.”
3. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 4.5 [Calculation of Density in Apartment Housing, Mixed Use, Commercial and Industrial Zones] by:
 - a) deleting Section 4.5.1 b) in its entirety and replacing it with the following:
 - “b) common stairwells and common elevator shafts; however, the ground level of common stairwells and common elevator shafts are included in the calculation of maximum **floor area ratio**; and”
 - b) deleting Section 4.5.1 d) in its entirety and replacing it with the following:
 - “d) covered outdoor **amenity space**, and covered **private outdoor open space**, for the private use of a **dwelling unit**, which are never enclosed, for an

apartment or mixed use building, as specified by a Development Permit approved by the **City**.”

- c) adding new Sections 4.5.1 a) and 4.5.1 b), as follows, and renumbering the remaining sections accordingly:

- “a) up to 0.1 **floor area ratio**, provided that it is entirely used to accommodate **amenity space**.
- b) **enclosed parking** within a **building** or **structure** located on **site**, other than **non-accessory parking**.”

4. This Bylaw is cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 10786**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

ADOPTED

_____	CITY OF RICHMOND
_____	APPROVED for content by originating dept.
_____	EL
_____	APPROVED for legality by Solicitor
_____	BRB

MAYOR

CORPORATE OFFICER